Agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting:	Metro Technical Advisory Committee (MTAC) and Transportation Policy Alternatives Committee (TPAC) Workshop
Date:	Wednesday August 16, 2023
Time:	9:00 a.m. to 12:00 p.m.
Place:	Virtual meeting held via Zoom

Connect with Zoom
Passcode: 721459
Phone: 888-475-4499 toll free

9:00 a.m.	**Call meeting to order, introductions, and committee updates**	TPAC Chair Kloster
9:08 a.m.	**Public communications on agenda items**	
9:09 a.m.	**Consideration of MTAC/TPAC workshop summary, June 21, 2023** Edits/corrections sent to Marie Miller marie.miller@oregonmetro.gov	TPAC Chair Kloster
9:10 a.m.	**Construction Career Pathways Overview and Update** Purpose: To provide TPAC and MTAC with a program overview and progress update on the Construction Career Pathways.	Sebrina Owens-Wilson Andre Bealer, Metro
9:55 a.m.	**2023 Regional Transportation Plan Comments** Purpose: Highlights and discussion from initial comments received	Kim Ellis, Metro
10:40 a.m.	**2023 Regional Transportation Plan (RTP) Regional Mobility Policy** Purpose: Informational discussion to assist TPAC and MTAC members in both making and reviewing comments on the draft 2023 RTP	Kim Ellis, Metro Glen Bolen
11:10 a.m.	**2023 Regional Transportation Plan (RTP) Throughway Policy and Auxiliary Lanes** Purpose: Informational discussion to assist TPAC and MTAC members in both making and reviewing comments on the draft 2023 RTP	Kim Ellis, Metro Chris Ford, ODOT
12:00 p.m.	**Adjournment**	TPAC Chair Kloster

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

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2023 Metro Technical Advisory Committee (MTAC) Work Program

As of 8/9/2023

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

All meetings are scheduled from 9am - noon

	MTAC/TPAC joint workshop, August 16, 2023 Agenda Items • Construction Career Pathways Overview and Update (Sebrina Owens-Wilson & Andre Bealer, Metro, 45 min.) • 2023 RTP Comments (Kim Ellis, 45 min) • 2023 RTP: Regional Mobility Policy (Kim Ellis, Metro and Glen Bolen, ODOT, 30 min) • 2023 RTP: Throughway Policy and Auxiliary Lanes (Kim Ellis, Metro and Chris Ford, ODOT, 50 min)
MTAC meeting, September 20, 2023 Comments from the Chair • Committee member updates around the region (Chair Kehe and all) Agenda Items • Draft regional buildable land inventory (Ted Reid, Metro; 45 min) • *TV Highway Transit and Development Project Update (Jessica Zdeb, 45 min)* • 2023 RTP: Draft Public Comment Report and Recommended Changes (Kim Ellis, Metro; 90 min)	**MTAC meeting, October 18, 2023** Comments from the Chair • Committee member updates around the region (Chair Kehe and all) Agenda Items • **Adoption of the 2023 Regional Transportation Plan (Ordinance No. 23-1496)** Recommendation to MPAC (Kim Ellis, Metro; 90 min) • **2023 High Capacity Transit Strategy (Resolution No. 23-5348)** Recommendation to MPAC (Ally Holmqvist/Kim Ellis, Metro; 45 min) • Draft regional buildable land inventory (continued) (Ted Reid, Metro; 45 min)
MTAC meeting, November 15, 2023 Comments from the Chair • Committee member updates around the region (Chair Kehe and all) Agenda Items • UGB discussion topic: Town & regional centers and CFEC (Update to Title 6) (Ted Reid, Metro; 60 min) • 2024 Urban Growth Management Decision: office-to-residential conversion potential (Ted Reid, 45 min)	**MTAC meeting, December 20, 2023** Comments from the Chair • Committee member updates around the region (Chair Kehe and all) Agenda Items • State of the Centers update (Ted Reid, Metro; 60 min)

Parking Lot/Bike Rack: Future Topics (These may be scheduled at either MTAC meetings or combined MTAC/TPAC workshops)

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

For MTAC agenda and schedule information, e-mail marie.miller@oregonmetro.gov
In case of inclement weather or cancellations, call 503-797-1700 for building closure announcements.

2023 TPAC Work Program

As of 8/9/2023

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

All meetings are scheduled from 9am - noon

	MTAC/TPAC joint workshop, August 16, 2023 **Agenda Items:** • Construction Career Pathways Overview and Update (Sebrina Owens-Wilson & Andre Bealer, Metro, 45 min.) • 2023 RTP Comments (Kim Ellis, 45 min) • 2023 RTP: Regional Mobility Policy (Kim Ellis, Metro and Glen Bolen, ODOT, 30 min) • 2023 RTP: Throughway Policy and Auxiliary Lanes (Kim Ellis, Metro and Chris Ford, ODOT, 50 min)
TPAC meeting, September 1, 2023 Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) **Agenda Items:** • **MTIP Formal Amendment 23-XXXX** Recommendation to JPACT (Lobeck, 10 min) • 2023 RTP: Draft Legislation and Overview of Public Comments Received and Draft Recommended Actions in Response to Public Comment (Kim Ellis, Metro; 30 min) • Better Bus Call for Projects (Alex Oreschak, Metro/ Cara Belcher, TriMet; 30 min) • TV Highway Transit and Development Project Update (Jessica Zdeb, 45 min) • Freight Commodity Study: Draft Findings (Tim Collins, Metro, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**TPAC workshop, September 13, 2023** **Agenda Items:** • 2023 RTP: Draft Public Comment Report and Recommended Actions in Response to Public Comment (Kim Ellis, 90 min) • *Great Streets Program updates: Final project list (Chris Ford, ODOT; 30 min)* • *Statewide Carbon Reduction Program funding allocation: update and final project list (ODOT Climate office staff/TBD; 30 min)*

TPAC meeting, October 6, 2023 Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) **Agenda Items:** • **MTIP Formal Amendment 23-XXXX** Recommendation to JPACT (Lobeck, 10 min) • Ordinance 23-1496 2023 RTP: Draft Public Comment Report and Recommended Actions in Response to Public Comment (Kim Ellis, Metro, 90 min) • 2023 High Capacity Transit Strategy (Resolution No. 23-5348) Discussion (Ally Holmqvist, Metro; 45 min) • 82nd Avenue Transit Project Update (Elizabeth Mros-O'Hara/ TriMet TBD; 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	
TPAC meeting, November 3, 2023 Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) **Agenda Items:** • **MTIP Formal Amendment 23-XXXX** Recommendation to JPACT (Lobeck, 10 min) • **Ordinance 23-1496 on 2023 RTP, Projects and Appendices** Recommendation to JPACT (Kim Ellis, Metro, 90 min) • **2023 High Capacity Transit Strategy (Resolution No. 23-5348)** Recommendation to JPACT (Ally Holmqvist, Metro; 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	**TPAC workshop, November 8, 2023** **Agenda Items:** • Regional Transportation Safety Performance Report (Lake McTighe, 30 min) • 2027-30 STIP – options being discussed at OTC (Chris Ford, ODOT; 30 min) • Freight Delay Study Report Update (Tim Collins; 45 min)
TPAC meeting, December 1, 2023 Comments from the Chair: • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) **Agenda Items:** • **MTIP Formal Amendment 23-XXXX** Recommendation to JPACT (Lobeck, 10 min) • Westside Multimodal Improvements Study (Kate Hawkins, Metro/ Stephanie Millar, ODOT; 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	

Parking Lot: Future Topics/Periodic Updates

- Columbia Connects Project
- 82nd Avenue Transit Project update (Elizabeth Mros-O'Hara & TBD, City of Portland)
- Best Practices and Data to Support Natural Resources Protection
- TV Highway Corridor plan updates
- High Speed Rails updates (Ally Holmqvist)
- MTIP Formal Amendment I-5 Rose Quarter discussion (Ken Lobeck)
- I-5 Rose Quarter Project Briefing (Megan Channell, ODOT)
- I-5 Interstate Bridge Replacement program update
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates (Dan Kaempff)

Agenda and schedule information E-mail: marie.miller@oregonmetro.gov or call 503-797-1766.
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Meeting minutes

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

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

Date/time: Wednesday, June 21, 2023 | 9:00 a.m. to noon

Place: Virtual conference meeting held via Zoom

Members, Alternates Attending	Affiliate
Tom Kloster, Chair, TPAC	Metro
Eryn Kehe, Chair, MTAC	Metro
Karen Buehrig	Clackamas County
Jamie Stasny	Clackamas County
Steve Williams	Clackamas County
Allison Boyd	Multnomah County
Adam Barber	Multnomah County
Jessica Pelz	Washington County
Dyami Valentine	Washington County
Theresa Cherniak	Washington County
Judith Perez	SW Washington Regional Transportation Council
Eric Hesse	City of Portland
Tom Armstrong	City of Portland
Jaimie Lorenzini	City of Happy Valley and Cities of Clackamas County
Dayna Webb	City of Oregon City and Cities of Clackamas County
Will Farley	City of Lake Oswego and Cities of Clackamas County
Laura Terway	Clackamas County: Other Cities, Happy Valley
Jay Higgins	City of Gresham and Cities of Multnomah County
Mike McCarthy	City of Tualatin and Cities of Washington County
Gregg Snyder	City of Hillsboro and Cities of Washington County
Colin Cooper	Largest City in Washington County, Hillsboro
Jessica Engelmann	Second Largest City in Washington County, Beaverton
Miranda Bateschell	Washington County: Other Cities, Wilsonville
Tara O'Brien	TriMet
John Serra	TriMet
Fiona Lyon	TriMet
Chris Ford	Oregon Department of Transportation
Neelam Dorman	Oregon Department of Transportation
Glen Bolen	Oregon Department of Transportation
Gerik Kransky	Oregon Department of Environmental Quality
Lewis Lem	Port of Portland
Tom Bouillion	Port of Portland
Laura Kelly	Oregon Dept. of Land Conservation & Development
Kelly Reid	Oregon Dept. of Land Conservation & Development
Manuel Contreras, Jr.	Clackamas Water Environmental Services
Chris Faulkner	Clean Water Services
Cassera Phipps	Clean Water Services
Gery Keck	Tualatin Hills Park & Recreation District
Heather Koch	North Clackamas Park & Recreation District
Nina Carlson	NW Natural
Jerry Johnson	Johnson Economics, LLC

Bret Marchant	Greater Portland, Inc.
Brett Morgan	1000 Friends of Oregon
Nora Apter	Oregon Environmental Council
Rachel Loftin	Community Partners for Affordable Housing
Preston Korst	Home Builders Association of Metropolitan Portland
Erik Cole	Schnitzer Properties, Revitalize Portland Coalition
Dr. Gerard Mildner	Portland State University
Mike O'Brien	Mayer/Reed, Inc.
Craig Sheahan	David Evans & Associates, Inc.
Andrea Hamberg	Public Health & Urban Forum, Multnomah County
Brendon Haggerty	Public Health & Urban Forum, Multnomah County
Ryan Ames	Public Health & Urban Forum, Washington County
Bill Beamer	TPAC Community Member at Large
Ellie Gluhosky	OPAL Environmental Justice in Oregon
Sarah Iannarone	The Street Trust
Danielle Maillard	Oregon Walks
Jasia Mosley	TPAC Community Member at Large
Joseph Edge	Clackamas County Representative, MTAC
Kamran Mesbah	Clackamas County Representative, MTAC
Victoria (Vee) Paykar	Multnomah County Representative, MTAC
Victor Saldanha	Washington County Representative, MTAC
Faun Hosey	Washington County Representative, MTAC

Guests Attending	**Affiliate**
Alex Gilbertson	North Clackamas Parks & Recreation District
Anne Ke	
Ariel Kane	City of Portland
Austin Barnes	Marion County
Barbara Fryer	City of Cornelius
Bryan Graveline	Portland Bureau of Transportation
Chris Smith	
Cody Meyer	Oregon Dept. of Land Conservation & Development
Jonathan Slason	RSG
Justin Sherrill	EcoNorthwest
Kiel Jenkins	
Madeline Baron	EcoNorthwest
Max Nonnamaker	Multnomah County
Nick Chun	EcoNorthwest
Schuyler Warren	City of Tigard
Shane Valle	City of Portland
Stu Peterson	Macadam Forbes
Tia Williams	WSP
Vanessa Vissar	Oregon Department of Transportation
Zoie Wesenberg	Oregon Department of Transportation

Metro Staff Attending

Alicia Wood, Ally Holmqvist, Andre Bealer, Cassie Salinas, Cindy Pederson, Daniel Audelo, Eliot Rose, Eryn Kehe, Grace Cho, Grace Stainback, Jeffrey Hood, John Mermin, Kim Ellis, Lake McTighe, Madeline Steele, Marie Miller, Matt Bihn, Sebrina Owens-Wilson, Ted Leybold, Ted Reid, Thaya Patton, Tim Collins, Tom Kloster

Call meeting to order, introductions and committee updates (Tom Kloster, TPAC Chair)
Tom Kloster, TPAC Chair, called the workshop meeting to order at 9:00 a.m. Introductions were made. The meeting format held in Zoom with chat area for shared links and comments, screen name editing, mute/unmute, and hands raised for being called on for questions/comments were among the logistics reviewed.

Committee Updates

- Tara O'Brien announced the MAX Red Line between the Gateway Center and Airport has shut down for upgrades. Shuttle service is offered. Red Line Project: https://trimet.org/alerts/2023/index.htm It was announced TriMet has added two new board members: Tyler Frisbee and Robert Kellogg. Summer transit youth service passes are now available.

Public Communications on Agenda Items – none provided

Consideration of MTAC/TPAC workshop summary of April 19, 2023 – No edits or corrections were submitted; summary of April 19, 2023 workshop approved as written.

2023 Regional Transportation Plan (RTP): Updated system performance and climate analysis (Eliot Rose, Metro) The presentation began noting two issues now facing the region that were not accounted for in previous RTP updates; The transit system is facing significant challenges, including recovering from severe service and ridership declines due to the COVID-19 pandemic, ongoing challenges hiring drivers, concerns about riders' and drivers' safety, and inflationary increases in the cost of new infrastructure and service, and this will be the first RTP to include significant road pricing. Previous work by Metro shows that pricing can be very effective at advancing the region's mobility, climate and equity goals – as long as pricing programs are carefully designed to maximize these outcomes.

These issues have impacts on all five regional goals, but they are particularly visible in the RTP climate analysis, which considers how transit and pricing work together to help meet the region's greenhouse gas reduction targets using tools that make it easy to estimate how different combinations of transit and pricing impact emissions and is allowed to assume additional pricing mechanisms that are not captured in the RTP.

System analysis results described RTP transit investments and their impact on performance. The RTP continues to grow the transit network, but the nature of that service changes, focusing more on frequent service throughout the day, particularly in equity focus areas, and less on serving peak hour commute trips. The RTP continues to make significant investments in transit service. These investments help to advance the region's mobility, climate and equity goals.

Analysis on how tolling is included in the RTP and impacts on system performance was presented. Tolling's impact on regional goals and performance measures is expected to reduce total regional vehicle miles traveled, reduce congestion on I-5 and I-205 without significantly increasing delay on parallel arterials, likely encourage people to shift when they travel, and likely lead to an increase in carpooling.

The presentation provided more detail on how state-led pricing and regional climate strategies contribute to meeting climate targets. Scenarios presented with assumptions and results, and target assumptions and results were shown. The region meets its targets by assuming a combination of STS

pricing and reinvestment of revenues in other climate strategies. Lessons from this analysis:
• There are multiple paths to meeting climate targets through a combination of additional STS pricing and other strategies.
• It will likely take additional pricing and other actions beyond what is included in the 2023 RTP for the region to meet its climate targets.
• The region can meet its climate targets while also advancing mobility and equity goals if revenues from new pricing programs are reinvested in other GHG reduction strategies.
These findings can help to guide Metro and its partners in advocating for pricing that benefits the region as the state takes steps to implement STS pricing. They do not:
• Change the results of the RTP climate analysis.
• Identify specific transit projects for additional funding.

Comments from the committee:

- Jerry Johnson noted the pandemic was temporary, but the shifts in employment patterns is likely to be more persistent. Is this being included in the modeling? Mr. Rose noted calibrations from the transit data from the pandemic period were an odd time for the transit system. Telework is something we are paying more attention to post-pandemic. The climate analysis shared had background assumptions on what future levels of telework might look like and effects on gas emissions in the region. This is an ongoing effort to account for changing dynamics.
- Sarah Iannarone asked if Metro is using tolling and congestion pricing interchangeably here. Mr. Rose noted tolling refers to collecting a toll at a certain location. Pricing can take other forms such as charging per mile fees and collecting other transportation revenues.
- Mike McCarthy asked to see the data to back up these assertions about the effects of tolling - particularly the 'not increasing delay on parallel routes'. This is a concern with tolling of diverting traffic off tolling facilities onto local streets, safety impacts and livability with crosswalks. Mr. Rose noted isolating the impacts on these tolling projects with quantitative data is challenging and will follow up with the modeling team on what's possible.

  It was noted earlier modeling was not able to convert a price to change in travel patterns. They used an estimated travel time distance so instead of modeling a $2 toll, it was a delay in number of certain minutes. It was suggested the same approach be used rather than use the price to change the behavior it takes of certain number of delays. Mr. Rose noted more of the analysis will get at the details of each project with data such as this.
- Michael O'Brien asked for clarification on slide 19: Target scenarios – key assumptions, that lists pricing 2 cents less when combined with transit (target 2). Mr. Rose noted in our climate smart strategy both pricing and transit are high-impact strategies used to reduce greenhouse gas emissions. In these scenarios they can work together to support the reduction of emissions. If using just pricing to reach targets, you have to charge more than if you use the combined pricing and transit investments which offers travel options, allowing less required pricing.
- Vanessa Vissar noted the assumptions for rates for different congestion pricing, tolling and road usage charge programs are preliminary. We still have a lot of analysis to do to develop and establish what the rates for these projects would be – however, these are helpful guiding assumptions for the analysis of how road pricing contributes to regional goals.
- Bill Beamer noted reports are suggesting car ownership reaching lower rates for older generations and asked if this was factored into the assumptions for transit forecasts as we go out to 2045. Mr. Eliot noted the most recent data available on transit is calibrated and

recalibrated every 5 years with the model. Car ownership data may shift with changes to transit. Tara O'Brien noted in terms of transit services contained in the constrained RTP networks small increases of transit each year based on ridership were forecast. TriMet is embarking on Forward Together 2.0 which will look beyond what we currently estimate for growth.

- Jaimie Lorenzini asked about the relationship between pricing and mode shift that was mentioned. Was there data that explored the strength of this relationship? Mr. Rose noted the details on the analysis need to be followed up. Neelam Dorman noted ODOT will check with their modelers for more information as well.
- Tara O'Brien asked for confirmation on the financially constrained investment being analyzed for the RTP now, with future development of strategic investments when more funding is known. Ms. Ellis noted modeling on future investments has not been done yet but good to think about future strategic investments. It was noted the lessons from the analysis can help to guide Metro and its partners in advocating for pricing that benefits the region as the state takes steps to implement STS pricing.
- Karen Buehrig noted the importance of our transit system as essential to reaching climate goals. Figures 1, 2 and 3 were noted that showed how the RTP transit network evolves over time by presenting side-by-side maps of the 2020, 2030 and 2045 networks. It was disappointing to note the lack of investments in Clackamas County with little frequent service lines, and difficulty of mode share when shifting trips to reach destinations that increase their travel times.

  The Better Bus was not seen in the plans by 2045. It was hoped the tiering related to HCT may include the Better Bus but not sure. It was asked what jurisdictional staff could do better. The action we have been taking has not been reflected in these strategies with the regional plan. The memo notes transit needs to provide frequent service, connect destinations to jobs and housing, and serve focus equity areas. If transit lines are not existing for them it will be difficult to achieve goals. Chapter 8 shows several transit planning projects. A better connection with these project goals needs to be defined to improve mode share.

  It was noted the statement in the memo that read "The anticipated diversion to parallel arterials is not expected to produce substantial additional delay on arterials since most diversion is expected to occur in the off-peak periods, when arterials have excess capacity" is incorrect. For the jurisdictions that have the benefit of the deeper analysis done on the I-205 process that was not proven. The analysis shows additional delay. Missing is the impact on safety with moving more vehicles onto roads that perhaps may not have the same safety features needed for pedestrians and cyclists. Words from the memo moved into Chapter 7 is a concern.

  It was good to note the Statewide Strategy with the Road User Charge which will play a significant role in transportation investment. It will be important to clearly define next steps with tolling and pricing in Chapter 8. More conversations on moving from analysis to action plans is needed for Chapter 8.
- Dyami Valentine fully supported Karen's comments. We need to have a broader discussion around pricing policy. The pricing policies in Ch. 3 needs to reflect revenue generation as an objective. Discussion around how these revenues can be spent is essential to advancing the

initiative, including investments in throughway as well as other roadway investment priorities, in addition to increasing other travel options.

- Gregg Snyder noted with discussions around mode shifts the models that track changes with business around lodging, retail, restaurants and travel in the region may be off. Thinking of this through the lens of the matrix of downtown Portland since the pandemic which has not increased to the same pre-pandemic level. To whatever extent we can model these elements would be helpful.
- Eric Hesse noted the transit rider projections rising steeply seemed like a massive change in expectation. Is this because pricing is assumed to be generating much more ridership? In terms of scenario development it seem to appear we can take tolling and pricing revenues and put them in service growth. Does that assume a change in our competition? It was noted capital investments are needed to create the service increase. There is a concern with being comfortable with the level of uncertainty of VMT per capita for the next 20 years.

  Matt Bihn noted the way Metro reflects the tolling model is not so much delayed times total but translating tolls into travel time penalties at certain spots. The tolls we assumed in the RTP were the best we knew in early April, but know they will change as new data emerges. It was noted there are no mitigations n what we model in the results of what we toll.
- Neelam Dorman acknowledged the earlier comments from Vanessa Vissar with ODOT. The agency is working on analysis of pricing projects and revenues and will be updating their financial plans as new information becomes known.
- Gregg Snyder noted that from a technical standpoint as you proceed with the curve shown in Figure 6 that represent demand, it was suggested to add the supply. We have an increasing population in employment that will help tell the story. It does appear to be a pricing exercise when we add transit to pricing, but what's driving it; pricing or massive increase in transit service. It was suggested to split the transit out and show this on a separate line. It was noted the VMT is a great target but graphics showing geographic areas are unclear what is covered in the number of counties. Outside the Portland area VMT gas emissions are rising and may be offsetting gains. Mr. Rose added the analysis is limited to the Metro boundary, and we used VisionEval, not MOVES for that analysis, as required by the RTP regs and the process the state has set up.
- Joseph Edge asked if we can we see a chart showing total GHG for the region at different touchstone points on the way to the target year, including the base year (1990)? Are we actually reducing total GHG emissions for the target year when we consider population increases? Mr. Rose noted these two resources provide the type of information you're looking for, though neither is 100% a fit. https://regionalbarometer.oregonmetro.gov/pages/climate-mitigation https://www.oregonmetro.gov/transportation-system-monitoring-daily-vehicle-miles-travel
- Joseph Edge noted maybe the RTP should connect planned transit investments to objective goals for transit-supportive land use policy implementation or development patterns, so jurisdictions like Clackamas County will know what is expected of them before seeing transit investments prioritized. The HCT plan provides some detail on this for HCT specifically, but it could be extended for the RTP to apply to other types of investments.
- Ally Holmqvist noted we were just talking about providing more detail (a checklist) for HCT specifically as a next step and thinking about how we can include exactly this as a takeaway from the Access to Transit study.

2024 Urban Growth Management Decision: Housing market filtering and displacement trends (Ted Reid, Metro, Madeline Baron, Justin Sherrill and Nick Chun, EcoNorthwest) Ted Reid began the presentation with an overview on the project that will set the stage for upcoming growth management decisions (particularly the 2024 urban growth management decision) and help Metro more deeply integrate market realities, infrastructure, governance needs, and equity into those decisions.

Madeline Baron provided background and information on house filtering and market functions. In recent decades, many markets have been underproducing housing with big consequences. Housing underproduction correlates with:

- Homelessness via price increases and reduced vacancies
- Greenhouse gasses and vehicle miles traveled
- Homeownership disparities by race and ethnicity
- Economic and racial segregation

Markets need to meet future need (new households arriving/forming) AND existing need (units for people experiencing homelessness, units for households who are cost burdened).

At the regional level, new housing supply impacts prices and rents via the supply elasticity and via filtering. Supply elasticity is the relationship between changes in market supply and average market prices:

- Bringing housing supply in line with demand helps to moderate price and rent increases; areas with too much supply will see prices/rents fall
- Supply elasticity requires 100,000's of units to reduce average prices statewide
- Building this many units would induce demand and restore price equilibrium – muting the impacts on price

Via filtering, national research1 estimates that housing depreciates:

- 2.37% - 2.71% per year for rental
- 0.49% - 0.58% per year for ownership

Filtering will never lead to housing prices/rents becoming affordable to very low income households. Housing for these households will always need public subsidy. Filtering takes a long time and can move in reverse when a regional housing market is undersupplied. Research and opinions are mixed on how new housing supply impacts the prices/rents of existing housing at the local level but personal experiences, neighborhood change, and cultural displacement are real.

Comments from the committee:

- Fiona Lyon asked how much existing housing stock is subsidized? Someone asked us this the other day and I didn't have any statistical data at my fingertips. Ms. Baron noted an estimated ¾ of qualified applicants for Federal subsidized housing do not get it. This housing is extremely undersupplied.

  Preston Korst noted HB4006 produced some data as to how many market rate units are being built vs subsidized… see DLCD summaries in the link: https://www.oregon.gov/lcd/up/pages/reporting.aspx#:~:text=House%20Bill%204006%20(2018)%20requires,1st%20of%20the%20following%20year.
- Colin Cooper asked how much new housing (of all kinds) and how quickly will it need to be built to make an impact in the ongoing increase in housing cost? Notwithstanding all the other variables. You need to include low interest rate (current ownership) vs high interest rate (new owners) in your list. Ms. Baron noted there is a need to build into the model projected future

needs. The national filtering estimates is 2-3% per year, which varies by tenure. Rentals filter faster than home units. Mr. Cooper noted the increasing population with demand for large homes and asked how we balance this with goals of reducing GHG emissions and transportation plans in subregional housing models. Mr. Reid noted the answers are being found at the local level. Chair Kloster noted the changes with state regulations and possible effects from these in housing supply projections. Ms. Baron noted the middle housing discussion will be part of the supply modeling with deeper analytics moving forward.

- Gerry Mildner noted Housing depreciation rates are estimated between 1.2% for single family and 1.4% for multi-family. Rates are lower if there is little construction. I've compared the total number of subsidized housing to the number of households below the poverty line, and it's about 50%. However, there's a lot of double-counting (e.g., LIHTC units receiving other subsidy programs), and LIHTC eligibility isn't the same as the poverty line. Madeleine's estimate of 25% of eligible households receiving benefits seems about right.
- Miranda Bateschell asked what are you hearing from developers on this topic? We have adopted variety standards but seeing pushback from developers, not wanting to develop Middle Housing, except for townhomes, which they are willing to build. There seems to be a lack of creativity, willingness to build these other needed types outside of single-family, multi-family, and townhomes.
- Rachel Loftin noted it's very hard to be creative in this market. Interest rates are high, suitable land is hard to get a hold of, and permitting timelines are long. Going through months of per-development costs for something that may not pencil as well and may not make it through land use is not a risk anyone wants to take in this environment.

  Ms. Baron noted sometimes it comes down to the perceived risk. If there aren't many comps developers aren't confident that the new units will be absorbed (leased, bought) by the population. Sometimes, too, banks and lending institutions will not lend (at all or favorably) for new development types. And of course, Rachel's comments on the other headwinds across the market.
- Gerry Mildner asked does the ECONorthwest team (or Metro staff) know the amount of single-family housing in neighborhoods with private zoning (i.e., CC&Rs) that prevent middle housing from being built. Ms. Baron noted that wasn't something we identified specifically in this effort. I question whether the state legislation supersedes CC&Rs? This is definitely an area that is seeing more research and evaluation.
- Miranda Bateschell noted the legislation prohibited new CC&Rs from MH restrictions but did not negate those already in effect prior to the bill's adoption. Joseph Edge noted housing advocates knew that middle housing types would be generally slow to be adopted by developers (roughly 1% market absorption rate for infill/redevelopment). for nearer-term "middle housing" production, it looks likely that we need to ease townhouse standards & permitting. the share of other middle housing types should increase over a longer time period as developers grow more comfortable with investment potential of those typologies. Ms. Bateschell added It just makes it challenging to have policies to try and build to needs of the community. The choice is to mandate and potentially stall development. Or allow more flexible options and thus, the production of what the market wants to produce, which will continue to use what little land we have and not meet the needs of a vast segment of our populace. Seeing these problems continue or increase.

Justin Sherrill began the next section of the presentation with the Gentrification and Displacement Analysis. Two ways to look at Gentrification and Displacement were described.
Socioeconomic Vulnerability Six demographic groups who display heightened vulnerability via disproportionate rent burdening (in weighted order high to low)
1. Low-income renter households (<$50,000)
2. Population without a bachelor's degree (age 25-64)
3. Households of color (non-White, non-Hispanic)
4. Households with disabilities (physical or cognitive)
5. Hispanic households
6. Population with low English proficiency (age 5+)

Gentrification & Displacement Typology The model characterizes each census tract's past gentrification trajectory, and, by extension, current displacement risk based on demographic and housing market changes between 2010 and 2021. Resulting typologies:

- Early-Stage Gentrification: contains vulnerable populations and is susceptible or experiencing either demographic or housing market changes
- Mid-Stage Gentrification: contains vulnerable populations and is experiencing both demographic and housing market changes
- Late-Stage Gentrification: contains vulnerable populations, experienced demographic changes, and housing market has appreciated

Comments from the committee:

- Gerry Mildner noted one of the limiting factors on the amount filtering is the outset of zoning and will it allow for cut ups. Many neighborhoods have private zoning and CCRs that prevent this from happening. How much housing in the region exist with these restrictions? Mr. Reid noted this task relies on title searches on thousands of thousands of properties. Ms. Baron added that while there is a statewide effort being done on this, it is laborious and a mostly manual project.
- Indi Namkoong thanked the presenters for explaining the N/A on maps that showed overlap between populations, demographics and economic factors, or lack of significant numbers being evaluated in the analysis. This data is important with the designations in working with strategies and solutions, not only for housing but planning infrastructure and transportations around our region.
- Gerry Mildner noted for the ECONorthwest team and the Metro staff, you might look for the locations of middle housing being built into and when you see neighborhoods where no middle housing is being built. That could be an indicator of where CC&Rs are effective in blocking middle housing from being developed. That is, look for voids. For policy makers, that might suggest strategies for overturning those kind of rules. That is, we will build sidewalks and install traffic bumps, if your neighborhood removes those kind of barriers to new housing investment.
- Miranda Bateschell noted CC&Rs are a problem and I agree talking about it regionally is worthwhile. We have issues not just with HOA CC&Rs but we have commercial CC&Rs in our Town Center. We created a vision for a walkable, vibrant, mixed-use Town Center, but it is challenging to achieve because the old Commercial CC&Rs don't allow multi-family residential as a use. It directly contradicts our new Town Center Plan and zoning provisions. This may be a challenge for other centers and CFAs.

ECONW did great work with us on both affordable and more attainable housing prices in Frog Pond (our new urban growth area). The only path is substantive dollars / investment by the City. I would echo sentiment on that last slide. If Metro could help land bank in Urban Reserves, it would help tremendously with us being able to get affordable housing in these areas.

Ms. Baron presented the remaining presentation on Potential Policy Responses to Prevent Gentrification and Involuntary Displacement in Redeveloping Areas. Gentrification and involuntary displacement can take many forms and are inherently hard to predict, measure, and track. No region or city has figured out how to stop gentrification and involuntary displacement. Policies and programs geared to prevent involuntary displacement are working in the context of powerful market dynamics and systems. A wide array of tools can and should be used to mitigate involuntary displacement.

Potential Metro policy responses to prevent / mitigate gentrification and involuntary displacement could include:
A. Supporting Affordable Housing Development
B. Preserving Existing Affordable and Low-Cost Housing Stock
C. Supporting Lower-Income Renters and Homeowners
D. Addressing Broader Community Impacts
Each of the policy responses were reviewed with possible funding and financial support, data, and policies. More information was noted in the packet than time allowed at this presentation.

Construction Career Pathways Overview and Update (Andre Bealer, Metro) Due to the lack of time to present, the agenda item was rescheduled to a later date.

Adjournment (Tom Kloster, TPAC Chair)
There being no further business, workshop meeting was adjourned by TPAC Chair Kloster at 11:45 a.m.
Respectfully submitted,
Marie Miller, MTAC and TPAC Recorder

Attachments to the Public Record, MTAC and TPAC workshop meeting, June 21, 2023

Item	Document Type	Document Date	Document Description	Document No.
1	Agenda	6/21/2023	6/21/2023 MTAC and TPAC workshop meeting agenda	062123M-01
2	Work Program	6/14/2023	MTAC work program as of 6/14/2023	062123M-02
3	Work Program	6/14/2023	TPAC work program as of 6/14/2023	062123M-03
4	Draft Minutes	4/19/2023	Draft minutes from April 19, 2023 MTAC TPAC workshop	062123M-04
5	Memo	June 21, 2023	TO: MTAC, TPAC and interested parties From: Eliot Rose, Senior Transportation Planner RE: 2023 RTP update: Transit and tolling impacts on RTP performance and updated climate analysis	062123M-05
6	Memo	12/22/2022	TO: Ted Reid, Dennis Yee, Metro From: Mike Wilkerson, Becky Hewitt, Madeline Baron, James Kim, Jolie Brownell, ECONorthwest RE: METRO RESIDENTIAL READINESS PROJECT – TASK 4: HOUSING MARKET FILTERING MEMORANDUM - REVISED	062123M-06
7	Presentation	6/21/2023	Metro Residential Readiness Project Market Functions, Gentrification, and Displacement Trends	062123M-07
8	Handout	N/A	CONSTRUCTION CAREER PATHWAYS REGIONAL FRAMEWORK	062123M-08
9	Presentation	6/21/2023	2023 RTP system analysis update: transit, tolling and climate	062123M-09

CONSTRUCTION CAREER PATHWAYS REGIONAL FRAMEWORK

The Construction Career Pathways Project (C2P2) Public Owner Workgroup (Workgroup) is comprised of 16 public agencies tasked with developing a regional approach to recruiting and retaining women and people of color in the construction trades. Since July 2018, Oregon Metro convened the C2P2 Workgroup to develop a regional approach to construction workforce equity for the Greater Portland metropolitan area. Over the course of nearly a year, the Workgroup met as a whole and in subcommittees to identify regional strategies and potential investments that will grow the number of people of color and women in the construction trades.

This Regional Framework (Framework) summarizes a series of strategies needed for creating and sustaining a diverse construction workforce. It offers high level guidance to Public Owners committed to fostering the diverse workforce needed to meet projected construction demand.[1] The attached toolkit provides Public Owners with practical approaches to implementing the strategies outlined in this Framework. The Framework and toolkit are not procurement documents or contracts.

Buy-in from multiple public agencies and cross-sector collaboration with labor, community-based organizations, contractors, educational institutions, and others, will be essential to ensure impact at a regional scale. The toolkit provides guidance on how to create impactful partnerships to diversify the workforce. If successful, the Framework can elevate a truly regional, collaborative approach that will create a robust pipeline of work, a consistent demand for workers, and an unprecedented opportunity to make transformative investments that will lift Greater Portland residents out of poverty.

This Framework provides seven essential points Public Owners should integrate into their practices in order to ensure success and truly move the needle toward achieving construction workforce equity. The accompanying toolkit provides additional details and guidance to Public Owners as they implement the recommendation their relevant policies, programs, and procurement practices.

I. SET CLEAR WORKFORCE DIVERSITY GOALS

Public Owners should establish regionwide targeted hire goals to increase diversity in the construction workforce (see below). The toolkit provides guidance on additional goals Public Owners may consider in order to create a demand for diverse construction workers, and a ramp up period timeline to ensure success.

A. A minimum of **20% of total work hours** in each apprenticeable trade shall be performed by **state-registered apprentices**;

B. A minimum of **14% of total work hours** shall be performed by **women and women-identified persons** – both journey and apprentice-level workers;

C. A minimum of **25% total work hours** shall be performed by **persons of color** – both journey and apprentice level workers.

[1] For more information about projected demand, see the Metro *Regional Construction Workforce Market Study*: https://www.oregonmetro.gov/sites/default/files/2018/07/02/C2P2-regional-construction-workforce-market-study-07022018.pdf.

II. SET PROJECT THRESHOLDS

Public Owners will set a project cost threshold to trigger targeted hire goals and set a "tiered" system to determine tracking requirements. The threshold tiers recommended in the toolkit are based on the Public Owner's typical project size and cost. Agencies should consider and adopt the thresholds outlined in the toolkit or set modified thresholds based on their typical project size and their capacity to monitor compliance.

III. TRACK AND REVIEW PROGRESS ON GOALS

Public Owners should utilize a software tracking system – such as Elations, LCPtracker, B2GNow - to streamline reporting and compliance. Adopting a data-driven approach will facilitate the enforcement of targeted hire goals and help Developers/Prime Contractors troubleshoot any issues that may arise. Collecting this data regionally helps to create and allows for monitoring and reassessment of progress towards workforce goals. The toolkit provides a list of approaches to collecting workforce data, along with a set common data points all Public Owners should commit to collecting in order monitor their progress towards achieving workforce diversity goals.

IV. DEVELOP A WORKFORCE AGREEMENT

Workforce Agreements are enforceable contracts that govern the terms and conditions of employment for all workers on a given construction project. They serve as a useful mechanism to align practices to ensure diversity goals are met and allow for clear tracking and monitoring of contractors by Public Owners, community-based organizations, and certified firms. Workforce Agreements avoid costly delays due to labor disputes or shortages of workers, and contractually ensures that publicly funded projects are completed on time and on schedule for the benefit of taxpayers.[2] They offer Public Owners increased oversight of numerous contractors and unions on large projects. The toolkit contains a series of terms that are critical to achieving workforce diversity goals and should be considered when negotiating a Workforce Agreement.

V. IMPLEMENT WORKSITE ANTI-HARRASSMENT AND CULTURE CHANGE STRATEGIES

To support, cultivate and grow a positive jobsite culture, Public Owners should require an approved worksite harassment prevention strategy. Programs such as Alteristic's Green Dot or the Carpenter's Positive Jobsite Culture Training programs ensure all employees, regardless of race, gender, or creed, are guaranteed a safe and respectful working environment. [3] By working together, Public Owners, trades, and contractors can put practices in place that can help eliminate hostility and bullying in the construction industry.

VI. COLLECTIVELY INVEST IN WORKFORCE SUPPLY

Public Owners acknowledge that a regionwide workforce diversity policy must be paired with a coordinated approach to recruitment, training, and retention of women and people of color. Public Owners must engage labor, industry groups, and community-based organizations to address ongoing barriers that prevent people of color and

[2] Labor Agreements, Project Labor Agreements, Community Workforce Agreements, and Community Benefits Agreements are other legally enforceable contracts that when implemented, can result in diversity outcomes on public projects.
[3] Alteristic's Green Dot Violence Prevention program is a bystander intervention strategy that aims to prevent and reduce power-based personal violence at school campuses and workplace environments, including sexual harassment and bullying. Green Dot develops curriculum and training materials using strategic planning, bystander mobilization, interpersonal communication, and coalition building. The Green Dot program was successfully implemented as part of the project labor agreement for the Multnomah County Central Courthouse and can be a model adapted for projects and jobsites across the region. More information can be found at: https://alteristic.org/services/green-dot/.

women from entering the construction industry. Public Owners should also direct funds towards increasing the number of qualified women and people of color in the construction industry. The toolkit offers three ways Public Owners can facilitate a continuous investment in the construction workforce.

VII. ESTABLISH REGIONAL COLLABORATION

The success of the recommendations outlined in this Framework depends on implementation. Public Owners must institutionalize a coordinated structure and process to get a sense of their collective progress and calibrate their efforts as needed. Public Owners should also develop clear roles for external stakeholders (trades, contractors, industry groups, certified firms, and community-based organizations) to ensure efforts are coordinated, complementary, and not duplicative. The toolkit outlines a process for regional coordination, including a committee structure and suggested functions.

VIII. NEXT STEPS

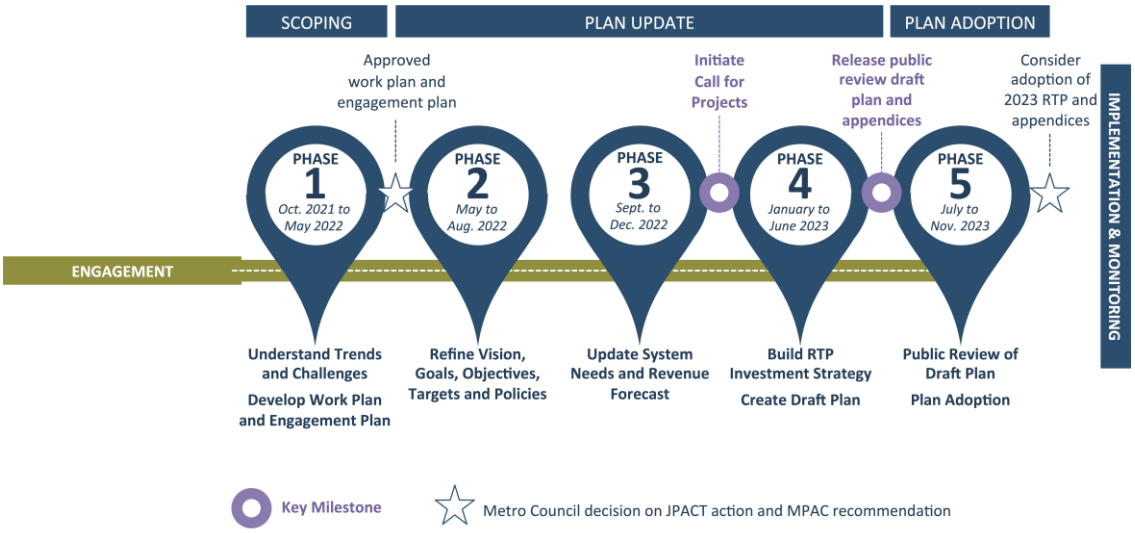
The undersigned agree to participate on a Regional Implementation Committee (Committee) to create an action plan for adopting and the implementing the recommendations of the Framework within each agency and coordinating on a regional scale. The Committee will also engage external stakeholders (trades, contractors, industry groups, certified firms, and community-based organizations) to collaboratively, creatively, and continuously to truly move the needle on diversifying the construction workforce and placing workers into career paths that deliver economic prosperity.

2023 REGIONAL TRANSPORTATION PLAN UPDATE

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

August to November 2023

Dates are subject to change.



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

August	8/4	TPAC	• 2023 RTP: Regional Mobility Policy Measures (VMT/capita and throughway reliability analysis) • Discuss draft RTP Ch. 8
	8/16	TPAC/MTAC Workshop	• Overview of public comments received to date • Discuss RTP mobility policy throughway speed analysis • Overview of RTP throughway policy and auxiliary lanes
	8/25		• 45-day public comment period ends at 5 PM
September	9/1	TPAC	• Draft adoption legislation and overview of public comments received and draft Metro staff recommended actions in response to public comments • Discuss freight delay and commodity movement study draft findings
	9/12	*Metro Council*	• *Process update and feedback on draft RTP policies and implementation chapter (Ch. 8)*
	9/13	TPAC Workshop	• Discuss public comments received and draft Metro staff recommended actions in response to public comments • Identify policy topics for JPACT discussion
	9/20	MTAC	• Draft adoption legislation • Discuss public comments received and draft Metro staff recommended actions in response to public comments • Identify topics for MPAC discussion

	9/21	JPACT	• Overview of adoption package (Ordinance, Resolution & Exhibits) • Overview of public comments received and draft Metro staff recommended actions in response to public comments • Feedback on draft Ch.8 (Implementation) and policy topics identified by TPAC for JPACT discussion
	9/21	*CORE (requested)*	• *Overview of public comments received and draft Metro staff recommended actions in response to public comments* • *Feedback on draft Ch.8 (Implementation) equity-related future work*
	9/27	MPAC	• Overview of adoption package (Ordinance, Resolution & Exhibits) • Overview of public comments received and draft Metro staff recommended actions in response to public comments • Feedback on draft Ch.8 (Implementation) and policy topics identified by MTAC for MPAC discussion
	9/28	Metro Council	• **Public hearing (first evidentiary hearing/first read)** on Ordinance 23-1496
October	10/6	TPAC	• Discuss draft Metro staff recommended actions in response to public comments and identify draft recommended actions for JPACT discussion
	10/18	MTAC	• **Make final recommendation to MPAC** on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments
	10/19	JPACT	• Discuss draft TPAC recommended actions in response to public comments (focus on actions identified by TPAC for JPACT discussion)
	10/25	MPAC	• **Make final recommendation to Metro Council** on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments
November	11/3	TPAC	• **Make final recommendation to JPACT** on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments
	11/7	*Metro Council*	• ***Discuss MPAC recommendation and TPAC recommendation to JPACT on** adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments*
	11/16	JPACT	• **Make final recommendation to Metro Council** on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments
	11/30	Metro Council	• **Public hearing and consider final action** on adoption of 2023 RTP (Ordinance 23-1496) and 2023 HCT Strategy (Resolution No. 23-5348), and recommended actions in response to public comments

August 8, 2023

2023 Regional Transportation Plan

Summary of public comment survey – reflects results through August 7, 2023

During the public comment period for the 2023 Regional Transportation Plan, Metro is hosting an online survey to collect feedback that can help inform refinements to the plan before it is finalized. The following is a high-level summary of the input received as of August 7, 2023. The public comment period is open July 10 through Aug. 25, 2023. A complete survey summary will be available after August 25.

Overview

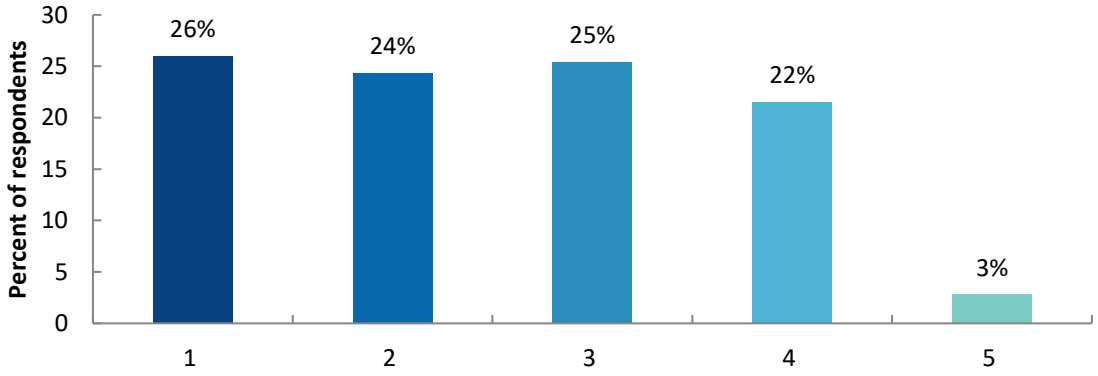
As of August 7, 308 people had participated in the online survey for the 2023 Regional Transportation Plan (RTP) public comment period. The survey invites comments about the future of transportation in the region and other considerations for decision-makers as they finalize the 2023 RTP. The survey also asks participants to weigh in on specific elements of the 2023 RTP, including: **planned transportation investments, new and updated policies, and the Public Review Draft High Capacity Transit Strategy**.

Summary of input

Investment priorities

The survey includes information about planned investments and asks respondents to indicate how well the investments in the RTP align with their priorities. Most participants responded that the investments do not align with their priorities, with 50 percent of respondents selecting a "1" or "2." There was also some support for the mix of investments, with 25 percent of respondents selecting a "4" or "5."

Figure 1. Responses to the question: On a scale of 1 to 5, how well does the mix of investments in the 2023 RTP project list match your priorities? (181 respondents)



Of the 141 participants who made comments related to investment priorities, the majority emphasized the need for more investments in transit, biking and walking and/or less investment in roadways and throughways. Many of the comments related to more investment in walking, biking and transit, reference the urgency of climate change and safety concerns for people walking. Maintenance was also a theme across many comments. Generally, respondents are supportive of maintaining the system and people would like to see more and improved maintenance of roadways, trails and sidewalks.

"Sharp reduction in capital expenditures on roads, and throughways, as well as freeways would much better align with my priorities. Increase spending on maintenance of existing car, infrastructure as well as improvements in transit and bike infrastructure."

"Glad transit is a priority--I hope investments are done in ways that improve service and increase ridership."

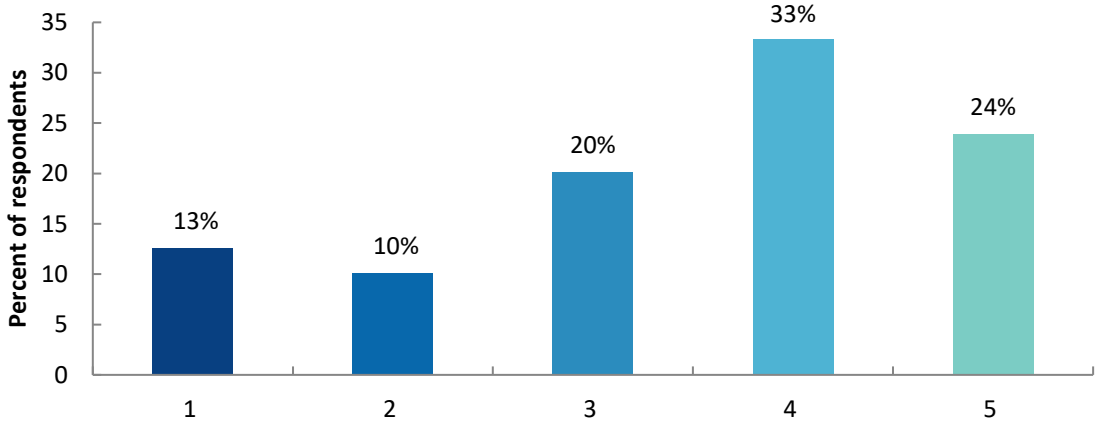
"We need to prioritize public transit rather than building more and bigger freeways. We need to make transit extremely accessible for everyone, especially those in the suburbs to get in and out of Portland without driving."

"This mix is still extremely car centric in capital projects. No plan that's serious about carbon emissions and climate change would have this mix."

High Capacity Transit

The survey includes information about the High Capacity Transit Strategy and a map of the High Capacity Transit Vision with the tiered corridors. Survey participants are asked to indicate how well the priorities for high capacity transit will improve travel in the greater Portland region on a scale of 1 to 5. Most respondents indicated that the investments identified for high capacity transit will improve travel in greater Portland, with 57 percent selecting a "4" or "5." Almost a quarter of respondents indicated that the high capacity transit priorities will not improve travel in the region, with 23 percent selecting "1" or "2."

Figure 2. Responses to the question: On a scale of 1 to 5, how well do you think the priorities for high capacity transit will improve travel in the greater Portland region? (159 responses)



Survey participants are asked to select up to three corridors from tiers 2 through 4 that are top priorities for them and their communities. The three corridors most frequently selected by respondents as high capacity transit priorities are:

- Central City Tunnel (37% of respondents)

- St. Johns to Milwaukie via Cesar Chavez (31% of respondents)
- Beaverton - Tigard - Lake Oswego - Milwaukie - Clackamas Town Center (23% of respondents)

New and updated regional policies

The survey highlights the new and updated policies in Chapter 3 of the 2023 RTP, including the pricing policies and the updated regional mobility policies. Most survey participants indicated that both policies are moving the greater Portland's transportation system in the right direction. However, 20 percent of respondents indicated pricing policies will guide the region in the wrong direction.

Figure 3. On a scale of 1 to 5, how well do you think the pricing policies guide the region's transportation system in the right direction? (109 responses)

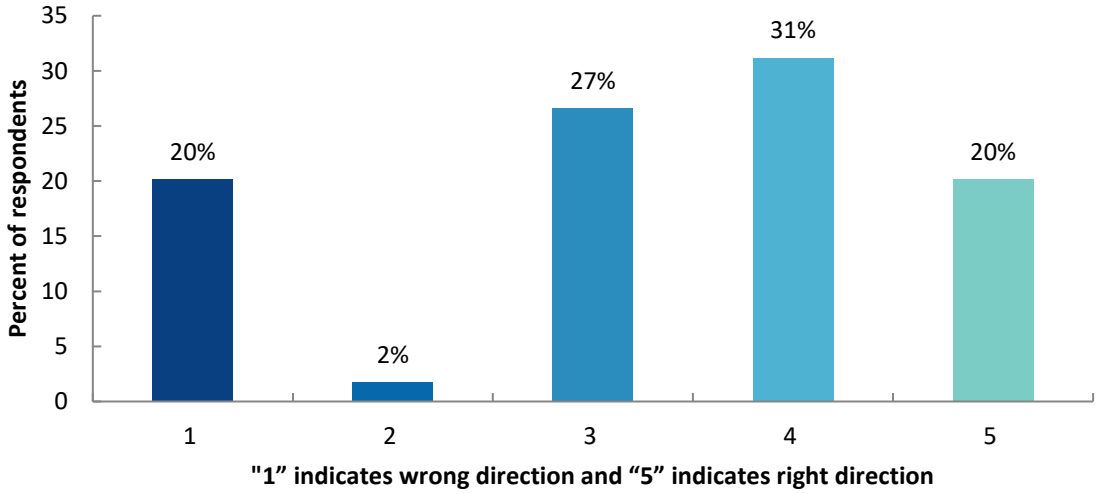
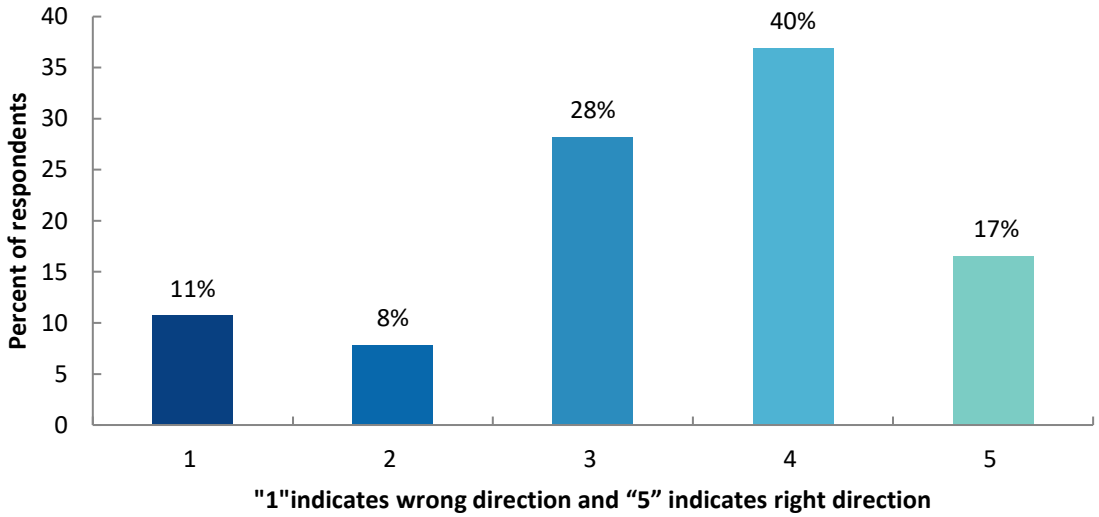


Figure 4: On a scale of 1 to 5, how well do you think the mobility policies guide the region's transportation system in the right direction? (103 responses)



2023 DRAFT REGIONAL TRANSPORTATION PLAN

Public Comments

July 10 – August 7, 2023

oregonmetro.gov/rtp

2023 DRAFT REGIONAL TRANSPORTATION PLAN

Public Comments

July 10 – August 7, 2023

Table of Contents Page

The Public Review Draft 2023 Regional Transportation Plan (RTP), appendices and Public Review Draft High Capacity Transit Strategy were released for final public review from July 10 through August 25, 2023. To date, public agencies, community organizations and members of the public have submitted comments in writing, by email, in testimony provided at a public hearing held by the Metro Council on July 27, 2023, and through an online comment form. This document contains public comments received during the final public comment period for the 2023 Regional Transportation Plan through August 7, 2023. A public comment report and summary of recommended actions to address all substantive comments received is under development and will be available in September.

Information about the public comment period is on Metro's website at oregonmetro.gov/rtp



2023 DRAFT REGIONAL TRANSPORTATION PLAN

Email Public Comments

July 10 – August 7, 2023

oregonmetro.gov/rtp

From: ANDREA D AMICO [redacted]
Sent: Sunday, July 16, 2023 5:41 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Washington Co. Ordinance 882

Good Day,
My name is Andrea D'Amico and I live in Washington Co and am a member of the Stop 882 Alliance.
I was reviewing the 2023 Regional Transporation plan and had a couple questions.
Ordinance 882 is currently in front of Washington Co and with plans to vote on it Oct 24th 2023.
The Ordinance would extend Tile Flat road from Scholls Ferry to Roy Rogers thru UGB and non UGB land.
I don't see any plans of this on the RTP, but I do see
RTP 12184 Tile Flat road north interim 3 lanes,
RTP 11915 Scholls Ferry 5 lanes
both for 2030
and
RTP 12182 Grabhorn road intersection improvements
RTP 11919 Tile Flat road south interim 3 lanes
both for 2045

Do any of these projects work with the expansion of Tile Flat road. Ordinance 882?

And if so is there a traffic study supporting the expansion of Tile Flat to be tied into these projects???

Thank you very much for your time and please let me know
when you have a chance

Regards
Andrea D'Amico

From:	Kim Ellis
To:	Shannon Stock
Cc:	Molly Cooney-Mesker; Jessica Martin
Subject:	Metro Regional Transportation Plan (RTP) Update: IBR language
Date:	Thursday, August 3, 2023 2:33:18 PM
Attachments:	image001.png

for the public comment index and report
From: Lebowsky, Laurie <LebowsL@wsdot.wa.gov>
Sent: Thursday, August 3, 2023 2:18 PM
To: Kim Ellis <Kim.Ellis@oregonmetro.gov>
Cc: Liles, Casey <LilesC@wsdot.wa.gov>; Tom Kloster <Tom.Kloster@oregonmetro.gov>
Subject: Metro Regional Transportation Plan (RTP) Update: IBR language

Sorry, I forgot to paste the language. I also got it from ODOT, so we're all probably on the same page.

Here it is:

Here are the requests – via track changes, that our IBR group suggests:

Page 66:
LPA approved in July 2008.
Record of decision signed by FHWA in
December 2011.
Project development work discontinued in
2013 in Washington and 2014 in Oregon.
Joint Washington and Oregon Legislative Action
Committee discussions begin in 2017.
Planning funds allocated to restart bridge replacement efforts in 2019
Partner agencies confirmed support for
Modified LPA in 2022
Draft Supplemental Impact Statement in
development, plan to publish Summer 2023

Page 70:
Constructing three through-lanes northbound and southbound throughout the program corridor with safety shoulders and the addition of one auxiliary lane in each direction across the Columbia River Bridge

Variable rate toll on the facility ~~motorists~~ using the river crossing to manage demand and generate revenue for construction and facility operations and maintenance

A commitment to ~~establish a GHG reduction target~~ evaluate GHG associated with the program and develop strategies to improve outcomes relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving

program and state-wide climate goals.

The Program also commits to measurable and actionable equity outcomes and to work with community partners to develop~~ment of a robust a set of~~ benefits for the local community ~~of programs and improvements~~ that will be defined in Community Benefits Agreement.

Warm regards,
Laurie Lebowsky-Young, AICP | Southwest Region Planning Director
Pronouns: She/Her/Hers
11018 NE 51st Circle
Vancouver, WA 98682-6686
PH:(360) 773-7652
LebowsL@wsdot.wa.gov

From: Kim Ellis <Kim.Ellis@oregonmetro.gov>
Sent: Thursday, August 3, 2023 2:17 PM
To: Lebowsky, Laurie <LebowsL@wsdot.wa.gov>
Cc: Liles, Casey <LilesC@wsdot.wa.gov>; Tom Kloster <Tom.Kloster@oregonmetro.gov>
Subject: [EXTERNAL] Re: Metro Regional Transportation Plan (RTP) Update: IBR language

Hi-
Thanks Laurie. I didn't see any language in your email. The description of IBR that we used in the RTP (Ch. 5 and Ch. 8) and project list were provided by ODOT staff. Appreciate you sharing what we've included, and look forward to hearing any feedback you have.

Kim

Kim Ellis, AICP *(she/her)*
Principal Transportation Planner – Regional Transportation Planning
Metro Planning, Development and Research
600 NE Grand Avenue, Portland OR 97232

www.oregonmetro.gov | Kim.ellis@oregonmetro.gov | 503-797-1617 (voicemail messages are delivered to my email)

My schedule is 8:00 am to 5:00 pm Monday to Friday. I generally work remotely.

From: Lebowsky, Laurie <LebowsL@wsdot.wa.gov>
Date: Thursday, August 3, 2023 at 1:52 PM
To: Kim Ellis <Kim.Ellis@oregonmetro.gov>, Tom Kloster <Tom.Kloster@oregonmetro.gov>
Cc: Liles, Casey <LilesC@wsdot.wa.gov>
Subject: Metro Regional Transportation Plan (RTP) Update: IBR language

Hi Kim & Tom,

I just wanted to give you a heads up that I passed along the below language regarding the IBR in the Regional Transportation Plan Update to Casey Liles in our IBR office to ensure this is the correct language.

Please let me know if you have any questions and "see" you tomorrow!

Warm regards,
Laurie Lebowsky-Young, AICP | Southwest Region Planning Director
Pronouns: She/Her/Hers
11018 NE 51st Circle
Vancouver, WA 98682-6686
PH:(360) 773-7652
LebowsL@wsdot.wa.gov

Washington State Department of Transportation

ALLY

This email and related attachments and any response may be subject to public disclosure under state law.

From: Randy McCourt
To: Trans System Accounts
Subject: [External sender]Metro Regional Transportation Plan - Input
Date: Friday, July 28, 2023 3:46:11 PM

I wanted to share a few thoughts for consideration in the RTP comment period. I understand the complexity of this significant document. I sense much of the emphasis relies on past measures/analysis/policy/knowledge/comfort in dealing with the system from a vehicular standpoint. This is important; however, that does not belie the fact that decision making at the regional and local level seems to have a culture well-developed to advance investments based on policy/analysis methods that centrally focus upon vehicle needs. Even with the emphasis and talk of balanced modal options, the silo nature of project and land use development allows large investments to be made yet connectedness, access and linkages of the walking network remain underdeveloped. If greater emphasis can be made through policy and programs to create opportunities (given the siloed nature of project management to be on-budget) to allow discretionary funds be available to achieve walking network needs which are missed or not-scoped with large projects so that efficient unit pricing can be used when construction is mobilized to advance the walking network for citizens (rather than re-mobilizing and losing cost efficiencies, permitting efficiencies and larger unit costs for smaller projects).

Here are some other comments on a few of the items noted in the RTP.

Highway Jurisdictional Transfer - Cities approved the land use and are complicite in the state of these local facilities that ODOT operates and should be under local control. Grants to advance improved access and safety are great but holding ODOT hostage for transfer is not appropriate use of regional funds. Turning over subvented funds the sooner the better. The cities need to own these facilities and work regionally to prioritize funding.

Congestion Pricing - Given the focus on VMT per capita, why are no alternatives to congestion pricing offered such as having vehicle owners pay for their miles traveled upon their DEQ check up upon routine relicensing? Why are commercial truck miles not considered 10x or more worse than passenger car miles for funding due to maintenance? Why can't the VMT at the pump strategies be advanced to arrest the well-known funding impact of gas tax given improved CAFE standards and EVs? Why is the option of tolling ramp meters at peak times not considered as a means to encourage greater TDM, work from home, less short trips on the regional highway system? Why can't there be more policy and programs toward facilitating work from home (communication systems, complementary networks) rather than being silent or even expecting or encouraging return to the workplace reducing the need for expensive peak period infrastructure?

ODOT/Metro Mobility Policies - It feels if the numbering means anything having safety as #4 does not meet the public's expectations of investment. I would advance the top priorities should be - in no particular order safety fix-it-first, economic development. Transportation investment in these three meet the public's needs in an understandable manner.

Guidance for Assessing Plan Amendments - The emphasis still seems very vehicle centric in consideration. The completeness criteria seems to miss the community needs for direct paths, connectedness/access and seems to focus on vehicle trips/proportionate share. This is an example where added focus on the needs for walkers and connectedness or all road users could be expanded.. Agencies should consider walk system in the same light as the motor vehicle system in terms of connectivity, access, linkage to critical activities - schools, parks, trails, school bus/transit stops, commercial centers, civic uses.The only action noted for local agencies was mobility policy - very vehicle centric....agencies need to change land use approval process and project development process to be equitable with walking not just vehicles. It is not simply pedestrian crossings and crossing spacing (which are important). Gap filling, connectedness and linkages are critical and must be a part of the policy development in meaningful and quantitative ways.

Draft Mobility Measures - What is shown seems to target VMT, system completeness and hours of congestion without addressing the complexity of safety in this pursuit.

RTP Funding - Programs do not mention funding programs that allow discretionary action to be taken to advance gap filling and connectedness. Without funding, the inefficiencies of the existing system remain which produces barriers to the walking network development. When roadway construction is mobilized - small incremental investments in walking network connectedness can be efficiently undertaken using the large project bid units as cost control- but in today's project silos culture, these cost efficiency opportunities are wasted requiring re-mobilization of contractors and higher unit costs for smaller projects. It is not unusual in value engineering to devalue walking networks (taking trails down from 12 to 6 feet, not connecting projects to adjacent activities). Having discretionary funds for this purpose allows siloed project managers to remain "on-budget" and the walking network blind spots gaps to be addressed costs effectively.

Walk Network Inventory - We have excellent inventories of roadways, their elements, adjacent tax lots....why is it we do not know what the actual land use is on the tax lot in enough detail to articulate the walking trip generation? Or where sidewalks, crossings, crossing enhancement and trail connections are....yet have HPMS details? Agencies should have defined walk networks within infill areas defining how complete walking networks and connections are to be made - allowing private development to pay their fair share toward network in-fill.It is laughable to juxtapose affordable housing against sidewalk network completion (something whose incremental cost is hardly $5000 when new houses are selling for upwards toward $1M).

Linking Salmonberry Trail to the Urban Area - While specific projects do not seem to be in the RTP materials - when those lists are developed there should be no way that the urban off-road trail network of the westside is not fully integrated into the statewide trail network. Today's plans do not show integration of the system most residents deem valuable for walk/bike travel - off-road trails.Integrating all westside trails together comprehensively provides a walking/biking network similar to the interstate system for vehicle trips. But today actions are taken that block, ignore or fail to recognize the incremental steps to achieve this. For example, Salmonberry Trail (links to the Oregon Coast) and Banks-Veronia Trail are significant statewide infrastructure for the walk/bike system. How the Council Creek Trail, Rock Creek Trail, Waterhouse Trail, Tualatin Valley Trail, Westside Trail, Fanno Creek Trail, Red Electric Trail, Beaverton Milwaukie Trail and Tonquin Ice Age Trail. Reedvile Trail and

Tualatin River Trail are inter connected - directly - to these statewide facilities and to adjoining transportation and land use projects needs definition. Example being in downtown Beaverton where apartment land use is being built without regard for the Tualatin Valley Trail at Farmington/Lombard. Given the in-fill development without parks, the need for these trails to service the community for park access and travel needs is ill-defined in lieu of congestion pricing, I-5 Bridge and numerous V/C - VMT countermeasures.

Thank you for your consideration. Take care and be safe
Randy

Ransford S. McCourt, PE, PTOE | OR, WA, CA, ID-R, TX

Cell: (503) 753-8996 **|** 503.randy.mccourt@gmail.com **|** Portland, OR | Calendar: Availability

From: Kim Ellis
To: Shannon Stock
Cc: Molly Cooney-Mesker; Jessica Martin
Subject: Fw: WES from Wilsonville to Salem in the RTP
Date: Tuesday, August 1, 2023 10:25:23 AM
Attachments: Support HB 2662-A WES Extension Study Bill 05_15_2023.pdf
About HB 2662 - ODOT Study of WES N Willamette Valley Extension to Salem, Feb 2023.pdf
2023 06 20 HB 2662 WES to Salem Legislators Support Letter.pdf
HB 2662-4 Fiscal Impact Statement - LPRO 05_11_2023.pdf
HB 2662-4 SMS 05_11_2023.pdf
TriMet Testimony - Neutral HB 2662 WES Extension Study 02_2023.pdf
Rep Neron Testimony - Support HB 2662 WES Extension Study 02_2023.pdf
Salem Mass Transit Cherriots Testimony - Support HB 2662 WES Extension Study 02_2023.pdf
AORTA Testimony - Support HB 2662 WES Extension Study 02_2023.pdf
City of Keizer Testimony - Support HB 2662 WES Extension Study 02_2023.pdf
City of Donald Testimony - Support HB 2662 WES Extension Study 02_2023.pdf
City of Woodburn Testimony - Support HB 2662 WES Extension Study 02_2023.pdf
The Street Trust Testimony - Support HB 2662 WES Extension Study 02_2023.pdf
OAPA Testimony - Support HB 2662 WES Extension Study 02_2023.pdf
City of Hubbard Testimony - Support HB 2662 WES Extension Study 02_2023.pdf
City of Aurora Testimony - Support HB 2662 WES Extension Study 02_2023.pdf
Rail Passengers Assn Testimony - Support HB 2662 WES Extension Study 02_2023.pdf

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From: Ottenad, Mark <ottenad@ci.wilsonville.or.us>
Sent: Friday, July 21, 2023 11:40 AM
To: Ally Holmqvist <Ally.Holmqvist@oregonmetro.gov>
Cc: Grace Cho <Grace.Cho@oregonmetro.gov>; Buehrig, Karen <KarenB@clackamas.us>; Wilson, Trent <TWilson2@clackamas.us>; Williams, Stephen <SWilliams@clackamas.us>; Weigel, Zach <weigel@ci.wilsonville.or.us>; Tom Kloster <Tom.Kloster@oregonmetro.gov>; Kim Ellis <Kim.Ellis@oregonmetro.gov>; Councilor Caroline Berry <berry@ci.wilsonville.or.us>; Neamtzu, Chris <neamtzu@ci.wilsonville.or.us>; Brashear, Dwight <brashear@ridesmart.com>; Greg Leo (Greg@theleocompany.com) <Greg@theleocompany.com>; Bateschell, Miranda <bateschell@ci.wilsonville.or.us>; Pauly, Daniel <pauly@ci.wilsonville.or.us>; Rybold, Kim <rybold@ci.wilsonville.or.us>; Lorenzen, Matt <mlorenzen@ci.wilsonville.or.us>; Stephan Roberts (stephen_roberts@co.washington.or.us) <stephen_roberts@co.washington.or.us>; JC Vannatta (vannattj@trimet.org) <vannattj@trimet.org>; Miles Pengilly (PengillM@TriMet.org) <PengillM@TriMet.org>; Tom Markgraf (markgrat@trimet.org) <markgrat@trimet.org>
Subject: WES from Wilsonville to Salem in the RTP

Good day Ally and metro-area team members,

I am writing to follow-up with some additional information and a request pertaining to the proposed study of the extension of WES commuter rail service from the Portland MPO to the Salem/Keizer MPO. Both Wilsonville City Councilor Caroline Berry at C4 Metro Subcom and Council President Kristin Akervall at WCCC have inquired about this project in the 2023 RTP.

Given the I-5 Boone Bridge bottleneck, pending potential implementation of ODOT highway tolling in the Portland metro region, and the economic/workforce needs of the Portland and Salem/Keizer metro areas, I would advocate for the Study of WES Extension project should rank much higher in 2023 RTP priority. In this case, the project is a proposed study of the costs, benefits, land-use and

transit/transportation issues associated with a potential extension from Wilsonville to Salem. Please see attachments for more details.

INFO: In the 2023 legislative session, the bi-partisan-sponsored HB 2662—which would have funded ODOT to study WES Extension from Wilsonville to Salem, passed unanimously with a do-pass recommendation from the Jt Transportation Committee. For more info, see: https://olis.oregonlegislature.gov/liz/2023R1/Measures/Overview/HB2662.

When the original requested $500,000 earmark to fund ODOT study was denied, we worked with the sponsors Rep Kevin Mannix of Keizer and Rep Courtney Neron of Wilsonville to amend the bill to provide for a volunteer work group to be staffed by Legislative Policy and Research Office, whose job it is to help legislators with research and policy development. LRPO was game to serve in this role.

Due to the crazy antics of the 2023 session, HB 2662 was one of many bills not considered by either chamber, and died. Unfortunately, Metro took no action and TriMet was neutral, even though the GM and other TriMet staff have indicated that they wouldn't mind getting WES off their books. While Wilsonville and SMART were able to get most of the jurisdictions between Wilsonville and Salem on-board to support HB 2662, we will need to do a better job of seeking support from Metro-area jurisdictions.

Rep Mannix is looking this summer to assemble the Willamette Valley Commuter Rail workgroup composed of the bill's supporters, including by the Cities of Aurora, Donald, Hubbard, Keizer, Salem, Wilsonville and Woodburn; Salem Mass Transit ("Cherriots"), SMART (South Metro Area Regional Transit) and Yamhill County Transit; and Portland & Western Railroad. I will seek to have Metro and TriMet invited to participate.

Rep Mannix is in discussions with Cherriots and/or MWVCOG to take on staffing the workgroup. In our discussions with members of Congress, Rep Salinas is very interested, and staffs of Sen Wyden and Merkley have also indicated interest.

I understand that there could be additional FTA support for high-capacity WES commuter rail service connecting METRO and SKATS—two federally-designated MPO TMA boards—that can greatly increase ridership, especially when considering the I-5 Boone Bridge bottleneck, increasing regional population/traffic, and pending implementation of metro highway tolls.

In terms of economics, the Salem/Keizer metro area is a substantial labor-shed without a large number of well-paying jobs by employers that over time have migrated to the greater Portland area, including relocating to Wilsonville, Lake Oswego and other metro-area cities. Thus, a substantial amount of the Salem/Keizer workforce commutes to the greater Portland area for jobs that generally pay better than jobs in Salem/Keizer. For example, approx 5% of Wilsonville's 20,000 jobs are filled by residents of Salem/Keizer (I am one myself). The original plan for WES called for connecting the two MPOs, rather than just running from one Portland suburb to another suburb that was a recipe for failure in ridership.

REQUEST: Get Metro into the game rather than sitting on the sidelines. Revise the High Capacity component of the draft 2023 RTP to raise the prominence of a Study of WES extension to Salem.

This will enable lobby efforts to obtain state and federal support that could turn this into an actual product.

Please advise how Wilsonville and SMART can further this conversation to advance serious consideration to make study of WES extension from Portland MPO to Salem/Keizer MPO a higher priority in the 2023 RTP. Thank you for your time and consideration.

- Mark

Mark Ottenad, Public/Government Affairs Director
City of Wilsonville / SMART / Explore Wilsonville
503-570-1505
ottenad@ci.wilsonville.or.us

Wilsonville City Hall is now open, with physical distancing controls in place. During COVID-19, we wish to remain responsive while prioritizing the health and safety of the Wilsonville community. We are happy to meet by call or teleconference as an alternative to face-to-face meetings.

From: Ally Holmqvist <Ally.Holmqvist@oregonmetro.gov>
Date: July 19, 2023 at 2:51:39 PM PDT
To: Councilor Caroline Berry <berry@ci.wilsonville.or.us>
Cc: Grace Cho <Grace.Cho@oregonmetro.gov>, "Buehrig, Karen" <KarenB@clackamas.us>, "Wilson, Trent" <TWilson2@clackamas.us>, "Williams, Stephen" <SWilliams@clackamas.us>, "Weigel, Zach" <weigel@ci.wilsonville.or.us>, Tom Kloster <Tom.Kloster@oregonmetro.gov>, Kim Ellis <Kim.Ellis@oregonmetro.gov>
Subject: WES from Wilsonville to Salem in the RTP

[This email originated outside of the City of Wilsonville]

Good afternoon Councilor Berry!

Grace Cho who presented on the 2024-27 MTIP at C4 this morning mentioned that you had a question about WES from Wilsonville to Salem and the High Capacity Transit Strategy and reached out to me to provide information to make sure we answered your question.

The extension of commuter rail to Salem is included in the 2023 Regional Transportation Plan Transit Network Vision (as shown in the snapshot below the dark pink line for commuter rail extends beyond Wilsonville into Marion County) and is included in Chapter 3 of the public review draft located here (on page 112 of the PDF). It is included there because it is a connection that extends beyond Metro's planning boundary, making it inter-city rail (like Amtrak) which is also guided by the Oregon State Rail Plan due to the State's role in inter-city rail service planning, especially along the entire Portland to Eugene corridor (and the additional considerations that come

into play with that like balancing passenger and freight rail needs).

In that same chapter (PDF page 123), you'll also find more information on this connection under Transit Policy 8 to "Support expanded commuter rail and intercity transit service to neighboring communities and other destinations outside the region." The narrative for that policy also documents information from the 2010 Oregon Rail Study that preceded the recent Oregon State Rail Plan Update and provides the following information regarding policy priorities:
"Portland-Salem/Keizer-Eugene is the most promising corridor for expanding commuter rail and intercity transit service travel times, reliability, frequency and connectivity with and accessibility of regional and local transit, bicycle and pedestrian networks. There is existing Amtrak passenger rail service on a more highly used freight corridor (Union Pacific Mainline) and there is the potential for an alignment either extending or tying into WES commuter rail service on a lightly used freight corridor (Oregon Electric Line) from to Wilsonville to Salem, currently served by Wilsonville's SMART and Salem's Cherriots today. All were evaluated in the 2010 Oregon Rail study as potential solutions for improving intercity rail service on the corridor, but the alignment tying into WES attracted more riders (by one to four percent). When developing inter-regional rail service, this corridor alignment should take priority for improving passenger rail service between Eugene and Portland in the nearer-term future."

Please let me know if I can provide any additional information.

Thank you!
Ally Holmqvist *(she/her/hers - Why include this?)*
Senior Transportation Planner – Regional Transit Planning
Metro Planning, Development and Research | 600 NE Grand Ave. | Portland, OR 97232-2736
www.oregonmetro.gov | Cell: 916-812-3763 | ally.holmqvist@oregonmetro.gov
Metro | Making a great place

My work schedule is generally teleworking a flex schedule Monday through Thursdays (off Fridays unless there is a TPAC meeting where I work a half day). Contacting me via email or cell phone (both listed above) provides the most timely response.

KEVIN MANNIX
STATE REPRESENTATIVE
DISTRICT 21

COURTNEY NERON
STATE REPRESENTATIVE
DISTRICT 26

HOUSE OF REPRESENTATIVES

June 20, 2023

Speaker Dan Rayfield
President Rob Wagner
Co-Chair Elizabeth Steiner
Co-Chair Tawna Sanchez
Members of the Joint Committee on Ways and Means

RE: Please pass HB 2662 A - A Legislative Policy Office Task Force to Study Commuter Rail Service in the Northern Willamette Valley

Dear Co-Chairs Steiner and Sanchez and members of the Joint Ways and Means Committee Committee:

The Chief Sponsors of this bill carefully reworked the bill from a Study to a Task Force to create minimal fiscal cost. The Legislative Policy Office Task Force approach allows us to research the operations and governance issues with a bipartisan, bicameral approach. HB 2662-4 allows the identification and discussion of issues related to establishing commuter rail in the Willamette Valley between Beaverton, Wilsonville and Salem.

The Legislative Policy Office Task Force comprised of transit districts and cities, including TriMet and Portland & Western Railroad, to document the costs, benefits and operational issues of extending the current rush-hour-only Westside Express Service (WES) commuter train from the current southern terminus in Wilsonville for 31 miles to Salem, with stops in Donald, Woodburn and Keizer. There is minimal cost to this Legislative Task Force.

The amended bill calls for the Task Force to report to the legislature in 2024 with study findings and recommendations for extending commuter rail service in underserved communities in the Northern Willamette Valley. Below are additional points that highlights the need for HB 2662 -4:

- The increasing population of the Portland metro and North Willamette Valley region needs mobility options, especially for commuters and seniors, who require transportation for jobs and medical appointments.
- I-5 traffic congestion continues to worsen, and prospective ODOT tolling of I-205 and I-5 in the Portland metro area requires a reliable public-transit alternative unaffected by highway traffic congestion.
- Additional Federal Transit Administration (FTA) support for high-capacity WES commuter service connecting METRO and SKATS—two Metropolitan Planning Organizations (MPOs) Transportation Management Areas (TMAs)—that can increase ridership.

- Transit commuting and employment options support North Willamette Valley communities' economic and housing development efforts.
- The commuter rail on an existing rail line helps Oregon meet its 2035 Climate goals.
- HB 2662-4 is supported by the Cities of Aurora, Donald, Hubbard, Keizer, Salem, Wilsonville and Woodburn; Salem Mass Transit (“Cherriots”), SMART (South Metro Area Regional Transit) and Yamhill County Transit.

In the closing days of this Legislative session, please act to authorize this LPRO Task Force so that the Cities and Transit Districts who have advocated for this bill can start collaborating on commuter rail planning for the Northern Willamette Valley.

Sincerely,

Representative Kevin Mannix

Representative Courtney Neron

Representative Jeff Helfrich

Senator Gorsek

Representative Tracy Cramer

Senator Woods

HB 2662 (2023 Regular Legislative Session)

ODOT Public Transportation Division Study of TriMet's WES Commuter Train North Willamette Valley Extension from Wilsonville to Salem, with Stops in Donald, Woodburn and Keizer

ISSUE:

Although the City of Wilsonville's South Metro Area Regional Transit (SMART) agency and Salem Area Mass Transit District share the Monday through Friday commuter "1X Express" bus route on I-5 between Wilsonville and Salem, as traffic congestion on the South Portland Metro and North Willamette Valley I-5 corridor continues to worsen, commuters could welcome a public-transit alternative unaffected by ever increasing highway traffic congestion.

Additionally, as ODOT undertakes the I-205 Toll Project and Regional Mobility Pricing Project (RMPP) for tolling all of I-5 and I-205 in the Portland metro region, issues of impacts to low-income populations of tolls to North Willamette Valley commuters will surface; to-date, most of ODOT's outreach has been to Portland-area communities. The lack of sufficient alternative, public-transit commute options along I-5 from Salem/Keizer area to the Portland area makes a non-highway mobility option more attractive.

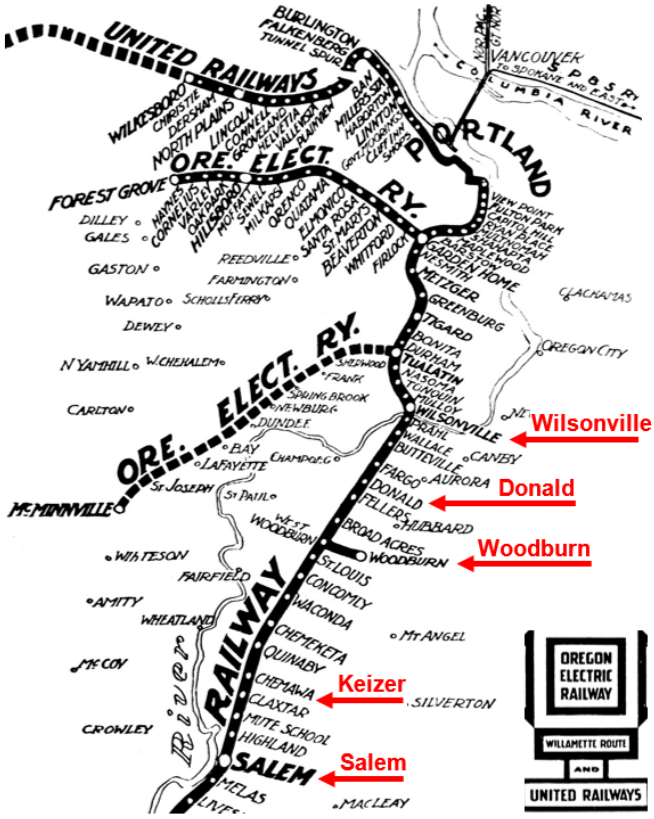
To date, the City Councils of Aurora, Donald, Hubbard, Keizer, Salem, Wilsonville and Woodburn and the Salem-Keizer Mass Transit District board have voted in support of the ODOT study of extending WES as a high-capacity transit option. Major new traffic-generators along I-5 south of Wilsonville that projected to increase traffic on the South Metro/North Willamette Valley portion of I-5 are now underway:

- a new 3.6-million-square-foot Amazon warehouse in Woodburn under construction that is to be served by hundreds of delivery trucks and with anticipated employment of approximately 1,500 workers set to open in 2023;
- a new 180,000-square-foot Siletz Tribe Casino/Hotel entertainment complex is planned in North Salem/Keizer area with 1,473 direct jobs at the casino-hotel complex, where a vast majority of patrons are anticipated to come from the Portland metro region traveling I-5, resulting in over 7,800 new weekday trips.

FOR MORE INFO, CONTACT:
City of Wilsonville / South Metro Area Regional Transit (SMART)
- Mark Ottenad, Public/ Government Affairs Director 503-570-1505; ottenad@ci.wilsonville.or.us
- Greg Leo, Public Affairs Consultant, The Leo Co. 503-804-6391; greg@theleocompany.com

Long-term population projections indicate that the Portland Metro / North Willamette Valley region will continue to be one of Oregon's fastest-growing areas.

The old Oregon Electric Railway, a 122-mile passenger rail line between Portland and Eugene, was an interurban railroad that operated from 1908 to 1933. The rail line passes through Wilsonville and has a dedicated right-of-way that is not affected by traffic congestion on the highway or local roads, allowing the provision of reliable public-transit service no matter the roadway traffic conditions.



TriMet's Westside Express Service (WES) commuter train began service in 2009, with stops along the 14.7-mile run at the transit centers of Beaverton, Tigard, Tualatin and Wilsonville. WES runs Monday through Friday during the morning and evening commute "rush hours." WES operates on a portion of the old Oregon Electric Railway now owned by Portland and Western Railroad.

The Legislative Concept

House Bill 2662, co-sponsored by Representative Courtney Neron (HD 26) and Senator Aaron Woods (SD 13), was pre-session filed for the 2023 regular legislative session. The bill directs the Oregon Department of Transportation (ODOT) Public Transportation Division, Rail Operations & Statewide Multimodal Network Unit — in conjunction with WES sponsor TriMet and WES train operator Portland &

Western Railroad — to study and document the various costs, benefits and operational issues of extending the current rush-hour-only Westside Express Service (WES) commuter train from the current southern terminus in Wilsonville to Salem, with potential stops in Donald, Woodburn and Keizer. The bill calls for ODOT to report back to the legislature in 2024 with study findings and recommendations.

Similar legislation was proposed unsuccessfully over multiple legislative sessions by the late Rep. Mitch Greenlick of Portland:

- HB 2338 (2013), HB 2553 (2015), and HB 2219 (2019): Creates Task Force on Extending the Westside Express Service Commuter Line to Salem

Each of these bills would have created large task forces composed of legislators, community leaders along the route and transit/transportation agency representatives. When provided the opportunity, the City of Wilsonville presented testimony in support of the proposed legislation.

A 2010 limited study by ODOT of extending WES from Wilsonville to Salem was conducted that reviewed preliminary issues, but did not engage local city governments and transit agencies.

Rather than set-up a large task force that involves considerable effort on behalf of many parties as prior legislative efforts attempted, the proposed legislation sponsors a technical study led by ODOT Public Transportation Division in conjunction with WES sponsor TriMet and WES operator Portland & Western Railroad. The technical study would review the specific operational and locational issues for extending and operating WES on the old Oregon Electric Railway to provide inter-city passenger-rail service for commuters of the North Willamette Valley and South Metro Region using the existing WES trains and Oregon Electric Line/Portland & Western railroad tracks.

Consultants hired by ODOT would be directed to engage with the City Managers' Offices of cities to be potentially served by the WES service extension—including Wilsonville, Donald, Woodburn, Keizer and Salem—in order to better understand local-access and other related issues.

The study would also engage local transit agencies in addition to TriMet to include SMART, Salem-Keizer Mass Transit District and Woodburn Transit that would provide bus connections to the WES rail stops in Wilsonville, Woodburn, Donald, Keizer and Salem. The transit agencies would be charged to develop "last-mile" connections from WES station stops to each of the communities that they serve.

The legislation calls for ODOT to present the results of the WES North Willamette Valley Extension from Wilsonville to Salem Study to the legislature during September 2024 legislative days prior to the 2025 legislative session. Depending on the results of the study, the legislature may wish at that time to convene a larger task force composed of multiple interests to further advance potential WES extension planning efforts. In order to fund the study, a general fund or other appropriation is required, with a recommended allocation of $500,000.

Background Information

The 2018 Portland Metro Regional Transportation Plan (RTP) recommends extending WES commuter-rail service from the Portland metro region—including Beaverton, Tigard, Tualatin and Wilsonville—to Salem/Keizer with a stop in Woodburn. Original WES plans called for the high-capacity WES train to connect the federally-designated Portland Metropolitan Planning Organization (MPO) area with the Salem MPO in order to provide greater ridership potential and access to additional Federal Transit Administration (FTA) funding for mass transit that connects the transportation management areas of the MPOs.

Utilizing the old Oregon Electric Line right-of-way now licensed by Portland and Western Railroad provides the opportunity for a reliable transit-commute solution independent of I-5 highway traffic conditions. Extension of WES would provide a reliable car-free commute option for the North Willamette Valley/South Metro I-5 Corridor that also provides more highway capacity for trucks and the timely movement of freight.

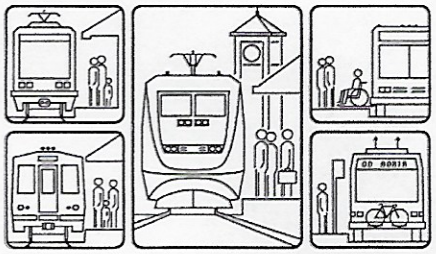
Through a $10 million grant under Federal Railroad Administration's (FRA) High Speed Intercity Passenger Rail Program, ODOT Public Transportation Division conducted a nine-year-long rail feasibility study between Portland and Eugene for Amtrak train use. In 2021 FRA selected Alternative 1 for the Oregon Passenger Rail alignment that follows the existing Amtrak Cascades passenger rail route and can accommodate increased passenger rail services by improving track, signal and communication infrastructure.

The ODOT *Oregon Rail Plan* of 2020 notes issues with WES, but does not provide any detailed study or recommendations. As noted above, ODOT conducted a limited study in 2010 of extending WES that reviewed preliminary issues, but did not engage local city governments and transit agencies.

Association of Oregon Rail and Transit Advocates

AORTA

P. O. Box 2772, Portland, Oregon 97208-2772
www.AORTArail.org president@aortarail.org



House Bill 2662 – Testimony in Support.
Presented in person at the Hearing on
February 21, 2023

The Association of Oregon Rail and Transit Advocates (AORTA) supports passage of House Bill 2662 to study extending the WES commuter rail service to Salem. This proposed service would offer many social and economic benefits to the region. Here are some of the reasons to approve HB 2662:

1. As I-5 becomes more congested the train becomes an attractive option to driving. Rail infrastructure comes at a lower cost than building urban freeway lanes to add capacity. Once upgraded, it is easy to add rail capacity with longer trains and additional trains.
2. Addresses equity issues by providing mobility options for low income, disabled, students and others unable to drive and/or own a motor vehicle.
3. Takes advantage of latent capacity by upgrading existing infrastructure without negatively impacting the tax base.
4. Provides access to jobs along the route. Gives businesses a larger region for workforce growth.
5. Connects with local transit linking Marion, Polk, Lincoln and Yamhill counties for better regional access.
6. Train travel is psychologically more attractive than riding buses. People who will not ride a bus will choose to go by train. They will even ride a bus to connect to the train, thus generating more patronage on the connecting bus lines. There will be a significant increase in ridership over the current 1X Bus operated by Cherriots and SMART.
7. It will reduce travel time by eliminating the bus/train transfer at Wilsonville and I-5 congestion.
8. Safety issues will be addressed with infrastructure improvements and more public education. Areas in Salem like Front Street and the Northeast district need to receive special attention.
9. Parking is not required for people arriving by transit. This reduces the employee and guest parking requirements for businesses and public agencies, providing citizen access to the State Capitol and other government offices.
10. Tourism is an overlooked benefit of rail transit. Recreational riders will spend money with local businesses and restaurants.
11. Freight trains will operate more efficiently and safely using the upgraded track and signal system.
12. Supports development of the Port of Willamette freight transload facility at Brooks.

Office: Portland Union Station, 800 NW 6th Avenue, Suite 253, Portland, Oregon Message Phone: 503-241-7185

If there are concerns about Tri-Met extending to Salem with WES, this doesn't have to happen. WES is operated by the Portland & Western Railroad under a contract with Tri-Met. The extension to Salem could be under a separate contract with Cherriots and/or SMART or even a new state agency to operate the entire system.

As a passenger transportation/tourism professional with over 50 years of management experience in the industry, I urge passage of this legislation.

Robert E. Krebs, AORTA, Immediate Past President
Former: Cherriots' Board Director, ODOT Passenger Rail Coordinator and Oregon Business Owner

Submitter: Stuart Rodgers

On Behalf Of: Mayor Brian Asher

Committee: Joint Committee On Transportation

Measure: HB2662

February 21, 2023

Joint Transportation Committee
Oregon State Legislature
900 Court St. NE, Room 453

RE: Aurora City Council Votes in Favor of WES Extension Study (HB 2662)

Attention: Co-Chairs Gorsek and McLain and Committee Members,

This is to notify the Co-Chairs of the Joint Transportation Committee of a Majority Aurora City Council support (3-1) for House Bill 2662 to study the viability of the extension of the Westside Express Service as a long-term solution and alternative to increasing traffic on the I-5 corridor. Also, given increasing pressure on State Highway 99E, Ehlen Road, and other arterial roads, providing access to and through Aurora and the North Marion County region, the City of Aurora determines it of importance to support a study of mass transit options.

Please accept this letter among others committed to investing in the future of our transportation and transit infrastructure.

Thank you,
Mayor Brian Asher

City of Aurora
21420 Main Street
Aurora, OR 97002

Office: 503-678-1283

Submitter: Eric Underwood

On Behalf Of: Mayor Rick Olmsted and Donald City Council

Committee: Joint Committee On Transportation

Measure: HB2662

RE: Support of WES to Salem Extension Study Bill

On behalf of the Donald City Council, I would like to convey full support of HB 2662 which would commission study relating to the feasibility of extending the Westside Express Service commuter line to Salem. Donald joins the other communities on this proposed line expansion in wanting to study the need and usefulness of this service. We see many benefits of an extension of Westside Express Service, not to mention greater mobility options for the Donald community.

The City of Donald requests that the Joint Committee on Transportation move HB 2662 forward with a “do pass” recommendation.

Sincerely,
Eric Underwood, MPA
City Manager
City of Donald
Office: 503-678-5543

CITY OF
HUBBARD
3720 2nd Street • P.O. Box 380 Hubbard, Oregon 97032
503-981-9633 Fax: 503-981-8743
www.cityofhubbard.org

February 21, 2023

Hubbard City Council
Mayor Charles Rostocil

Attention Co-Chairs of the Joint Committee on Transportation

Regarding: HB 2662

The City Council of Hubbard has voted to support HB 2662, a study on the feasibility of expanding the WES service from Wilsonville to Salem. The support for this effort can be linked to the following goals the Hubbard City Council would like to address:

- Help relieve the congestion on the I5 corridor between 217 and past Woodburn during peak commuting hours.
- Help relieve the congestion along the 551 cutoff and 99E during peak commuting hours. Congestion along 99E in Canby, Aurora, Hubbard, and Woodburn has become extremely congested.
- Provide alternative transportation options for those unable to afford future tolling along I5.
- Provide alternative transportation options for individuals and families that cannot afford private transportation.
- Help expand mass transit to a rural community.

The desire of the Hubbard City Council would be to have HB 2662 define a plan to expand mass transit to the rural communities via WES (and a yet-to-be-defined last mile connection to Canby, Aurora, and Hubbard), and tax impacts to our rural communities (the cost for this effort).

Kind Regards

Charles Rostocil
Mayor of Hubbard
Charles.Rostocil@gmail.com
503.951.3448

City of Keizer

Phone: (503) 390-3700 • Fax: (503) 393-9437
930 Chemawa Rd. N.E. • P.O. Box 21000 • Keizer, OR 97307-1000

February 7, 2023

Joint Committee on Transportation
Oregon State Legislature
900 Court St. NE, Room 453

Dear Co-Chairs Gorsek and McLain and Fellow Committee Members,

At its regularly scheduled meeting on February 6, 2023 the Keizer City Council received testimony and unanimously voted to support HB 2662 which would commission a study about the feasibility of extending the Westside Express Service commuter line to Salem. Keizer joins the other communities on this proposed line expansion in wanting to study the practicality of this service extension.

We believe this study is congruent with Oregon's values by investing in mass transit. Our hope is that this service expansion would provide Oregonians with additional choices for living and how more choices on how to get themselves to their places of employment and recreational opportunities. This service has the potential to impact housing choice, transportation congestion, and green house emission goals.

Keizer is well positioned to receive this service with the commuter line already available at Cherriots regional bus transfer station on the north side of the Salem Keizer metropolitan statistical area. The City of Keizer requests that the Committee pass HB 2662 with a do pass recommendation.

Sincerely,

Cathy Clark

Mayor Cathy Clark

CC: Sen. Brian Boquist, Rep. Shelly Boshart Davis, Sen. Lyn Findley, Sen. Lew Frederick, Sen. Aaron Woods, Rep Paul Evans, Rep. Jeffrey Helfrich, Rep. Kevin Mannix, Rep. Nancy Nathanson, Rep. Khanh Pham, Sen. Kim Thatcher, Rep. Courtney Neron, Sen. Aaron Woods

WOODBURN
OREGON
Incorporated 1889

February 21, 2023

Joint Committee on Transportation
Oregon State Legislature
900 Court St. NE, Salem, OR 97301

RE: Letter in Support of HB 2662 in 2023 State Legislative Session: ODOT Study of Extending WES Commuter Train from Wilsonville to Salem

Dear Co-Chairs Gorsek and McLain and Committee Members:

The Woodburn City Council supports Representative Courtney Neron and Senator Aaron Woods to pre-session file HB 2662. This proposed legislation would fund an Oregon Department of Transportation (ODOT) Public Transportation Division study of extending TriMet's Westside Express Service (WES) commuter train into the North Willamette Valley from Wilsonville to Salem, with stops in Donald, Woodburn, and Keizer.

The old Oregon Electric Railway, a 122-mile state-operated rail line between Portland and Eugene that passes through Salem, has a dedicated right-of-way that is not affected by traffic congestion on I-5 or other roads, thereby allowing the provision of reliable public- transit service no matter the roadway traffic conditions. WES operates on a portion of the old Oregon Electric Railway now owned by Portland and Western Railroad.

A significant portion of Salem-area residents commute to the Portland metro area, and vice-versa. As a city located mid-way between Salem and Portland located on I-5, Woodburn is well versed in workforce issues with some 80% of our residents commuting to work on I-5.

With both increasing population and traffic congestion, along with potential tolling of I-5 and I-205 in the Portland metro region, our commuting residents and their employers could benefit from a study regarding the costs and benefits of providing a public transit option for commuting between the Salem metropolitan area and the greater Portland metro area.

Sincerely,

Frank J Lonergan

Frank Lonergan, Mayor
City of Woodburn

Office of the Mayor
270 Montgomery Street • Woodburn, Oregon 97071
Phone 503-982-5228 • Fax 503-982-5243

FISCAL IMPACT OF PROPOSED LEGISLATION **Measure: HB 2662 - 4**

82nd Oregon Legislative Assembly – 2023 Regular Session
Legislative Fiscal Office
Only Impacts on Original or Engrossed Versions are Considered Official

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Prepared by: Haylee Morse-Miller
Reviewed by: Amanda Beitel, Tom MacDonald
Date: May 11, 2023

Measure Description:
Creates Willamette Valley Commuter Rail Task Force.

Government Unit(s) Affected:
Legislative Assembly, Task Force/Committee/Workgroup, Legislative Policy and Research Office, Cities

Summary of Fiscal Impact:
Costs related to the measure may require budgetary action - See analysis.

Analysis:
HB 2662 - 4 creates the 18-member Willamette Valley Commuter Rail Task Force which is to study extending the Westside Express Service commuter line to Salem, including increasing the frequency and hours of service and establishing a new entity to administer the rail service; and to identify opportunities to apply for funding under the federal Infrastructure Investment and Jobs Act or other federal funding programs. The task force is to submit a report to the interim committee of the Legislative Assembly related to transportation by September 15, 2024. The bill directs the Legislative Policy and Research Office to provide staff support for the task force. The bill declares an emergency and takes effect on passage, and the task force sunsets on January 2, 2025.

Legislative Policy and Research Office
The bill requires the Legislative Policy and Research Office (LPRO) to provide staff support to the task force. LPRO assumes a minimal fiscal impact with existing staff to provide support to this task force. Assuming monthly meetings over 12 months, this will require one Senior Legislative Analyst, one Research Analyst, and one Committee Assistant all assigned part-time to the task force (0.25 FTE), at a total cost of $257,533 using existing General Fund resources. Although LPRO's current service level budget supports interim committees and task forces, if the work required by this task force, or if the cumulative enactment of other legislation with interim committees and task forces exceeds expenditure levels beyond those assumed in the 2023-25 budget, additional General Fund resources may be required.

This fiscal impact statement assumes that the work required of LPRO to assist the task force with the study is limited to work that can be performed using existing staff. However, LPRO notes that if any public outreach and engagement work is required, there may be additional costs related to this measure.

Legislative Assembly
The bill is also expected to have a minimal impact on the Legislative Assembly. Four members of the task force will be legislative members who are entitled to per diem and travel reimbursement. Meetings are set by the chairperson so it is unknown how often the task force would meet; however, assuming that the task force meets nine times, the estimated per diem and travel reimbursement costs will total $10,100. This amount includes the Federal Insurance Contribution Act (FICA) tax, assumes the per diem remains at $157 per day, and estimates an average mileage of 171 miles at the current rate of $0.655 per mile. This estimate could change based on the number of meetings held. The task force would not incur additional costs to the Legislative Assembly budget if the meetings are held at the Capitol building during the Legislative Session, or Task Force or Legislative Days.

Although the 2023-25 Legislative Assembly budget contains funds allocated for interim committees and task forces, if the work required by this task force, or if the cumulative enactment of other legislation with interim committees and task forces exceeds expenditure levels beyond those assumed in the 2023-25 budget, additional General Fund resources may be required.

Other entities

There is no fiscal impact for cities.

HB 2662 -4 STAFF MEASURE SUMMARY

Joint Committee On Transportation

Prepared By: Patrick Brennan, LPRO Analyst
Meeting Dates: 2/21, 5/11

WHAT THE MEASURE DOES:

Directs the Oregon Department of Transportation to collaborate with TriMet and Portland & Western Railroad to study issues related to extending the Westside Express Service commuter rail line to Salem. Requires Department to report findings to interim committees related to transportation by September 15, 2024. Appropriates $500,000 from General Fund to Department to conduct study. Sunsets January 2, 2025. Declares emergency, effective July 1, 2023.

NOTE - LFO requests that JCT add a referral to the Joint Committee on Ways and Means

ISSUES DISCUSSED:

- Role of rail transportation in reducing carbon emissions
- Role of rail transportation in reducing traffic congestion
- Potential connections of extended WES line
- Which entity should operate an extended WES service
- Need to ensure ability to continue to operate freight rail if on shared corridor
- Potential economic impact

EFFECT OF AMENDMENT:

-4 Replaces original measure. Establishes the Willamette Valley Commuter Rail Task Force, consisting of 18 members appointed by the Speaker, Senate President, and Governor. Directs Task Force to study extending Westside Express Service commuter rail line to Salem, frequency and hours of service, establishing a new entity to administer the rail service, and opportunities to apply for funding through federal Infrastructure Investment and Jobs Act. Designates Legislative Policy and Research Office as staff support for Task Force. Directs Task Force to submit report to Legislative Assembly by September 15, 2024. Sunsets January 2, 2025. Declares emergency, effective on passage.

FIS: Fiscal statement issued on measure 2/the -4 amendment
RIS: No revenue impact on measure w/the -4 amendment

BACKGROUND:

TriMet is Oregon's largest provider of public transportation services, operating over 80 bus lines, five light rail lines, paratransit services, and one commuter rail line. The Westside Express Service (WES) was inaugurated in February 2009, connecting the Beaverton Transit Center to the Wilsonville Transit Center. The WES operates on freight tracks owned by the Portland & Western Railroad, and makes 10 trips north and south each weekday, roughly every 45 minutes. The WES service includes three intermediate stops and provides connections to the South Metro Area Regional Transit (SMART) system in Wilsonville, the Yamhill County Transit Area system in Tigard, and Salem-Keizer Area Mass Transit District, also known as Cherriots, via express bus from Wilsonville to Salem.

House Bill 2662 directs the Oregon Department of Transportation (ODOT) to conduct a study of the issues related to extending the WES commuter rail line south to Salem. The study is to consider the feasibility of using the defunct Oregon Electric Railway corridor, and requires consulting cities that could be served by the service extension.

American Planning Association
Oregon Chapter

Creating Great Communities for All

February 21, 2023

Joint Committee On Transportation
Senator Chris Gorsek, Co-Chair
Representative Susan McLain, Co-Chair
Senator Brian Boquist, Co-Vice-Chair
Representative Shelly Boshart Davis, Co-Vice-Chair

RE: Testimony from the Oregon Chapter of the American Planning Association (OAPA) in Support of House Bill 2662

Dear Co Chair Gorsek and McLain, Vice-Chairs Boquist and Davis, and Members of the Committee:

The Oregon Chapter of the American Planning Association (OAPA) appreciates the opportunity to provide comments in support of HB 2662 related to extending the Westside Express Service commuter line to Salem.

OAPA is a nonprofit professional membership organization of over 800 planners and those who work with planning in formulating and implementing development and conservation policies at the state and local level. OAPA works to create sustainable and vibrant Oregon communities through professional development, advocacy for sound planning, providing resources to meet the challenges of growth and change, and embracing and promoting diversity, inclusion and equity.

Our support of HB 2662 stems from the OAPA priority policy that "Oregon Needs To Act Now To Confront Climate Change". We know that climate change impacts every Oregonian. Oregon is experiencing rising temperatures and extreme heat; drought; extreme precipitation and flooding; wildfires; rising sea levels; vegetation changes; ocean acidification; and slope stability. All over the state these events are impacting homes and businesses; economies; public infrastructure; and public health.

"The rail network, for both passengers and freight, produces lower GHG emissions than roadway and air transportation, which means that shifting trips from road and air to rail in markets where it makes sense can reduce overall transportation emissions" (Federal Railroad Administration - railroads.dot.gov).

OAPA supports legislation, such as HB 2622, to reduce greenhouse gas (GHG) emissions through increased equitable access to sustainable and reliable transit including commuter and passenger rail.

OAPA recognizes the importance, as described in the American Planning Association Climate Policy Guide (Dec. 2020) of strategically investing in all transit options, including rapid bus transit, self-propelled light rail, streetcars, commuter trains, and heavy rail systems to suit the specific needs of each part

of the region. We would ask this this be a premise of HB 2622.

OAPA also asks that HB 2622 address two critical issues raised by the Federal Railroad Administration - railroads.dot.gov):

1. "Rail's reliance on diesel fuel leaves a large challenge in reducing GHG emissions from the rail industry. Transforming railroad power to clean and renewable fuels is critical in responsibly protecting the environment. Shifting the propulsion and general operation of locomotives from traditional energy to sustainable fuel sources will be beneficial to the health of the rail industry and our planet."
2. "The rail industry is vulnerable to climate-related weather events and must address the issue of infrastructure resiliency. [Rail] investments should be built to withstand the effects of climate change. Adverse conditions, such as excessive heat, flooding, sea-level rise, tornadoes, hurricanes, and wildfires are exacerbated by climate change and threaten the safety and reliability of the rail network."

Again, we thank you for the opportunity to express OAPA's support of HB 2622.

Sincerely,

Aaron Ray, AICP *(he/him/his)* <president@oregonapa.org>

President, Oregon Chapter of the American Planning Association
Relevant Resources, Better Planners, Exceptional Communities

As a council representative for Oregon, to the national rail-advocacy organization Rail Passengers Association (RPA), I am testifying in support of **HB 2662**, which requires the Oregon Department of Transportation (ODOT) to study extending Portland's Westside Express Service (WES) train to Salem and increasing its frequency. RPA's goals include improving and expanding conventional intercity passenger train service, increasing connectivity among all forms of transportation, and improving safety for rail passengers.

This extension of WES service, if implemented, would fulfill all three of those goals. Extending the route would increase the area the train serves, and would connect with local public transit services along the route, most notably Cherriots, Salem's public transit. And when new routes are added, ridership on connecting routes also goes up.

Residents of Portland frequently travel to Salem, and vice versa, and most of this travel occurs on busy highway Interstate 5, creating traffic congestion and delays and increasing the risk of high-speed crashes when traffic is flowing freely. Train travel along this route would be safer, faster, and more environmentally friendly, as rail is the most fuel-efficient form of transportation.

Furthermore, experience has shown that when additional frequencies are added to existing routes, revenues rise faster than costs, showing that in the long run, this extension would actually reduce the cost of running this service, saving taxpayer money.

I urge the Oregon legislature to pass this bill as a first step toward implementing expanded service for WES.

COURTNEY NERON
STATE REPRESENTATIVE
DISTRICT 26

HOUSE OF REPRESENTATIVES

Testimony in Support of HB 2662

February 21, 2023

Co-Chairs Gorsek and McLain, Vice-Chairs Boquist and Boshart Davis, and members of the Joint Committee on Transportation,

For the record, I am Courtney Neron, State Representative for House District 26, here today in support of HB 2662. I want to co-sponsors, Senator Woods and Representative Pham, as well as the leadership of the City of Wilsonville for their partnership in bringing this rail bill forward.

The cities that I represent in the outer SW Portland Metro Region are among the fastest growing communities in the state. As our region grows and changes, we know we need to be proactive and thoughtful about identifying and investing in public transportation solutions. With this bill we have the opportunity to study an additional option for commuters that can help to mitigate increased congestion and carbon emissions. I also want to highlight the growing local economy with major companies like the Amazon warehouse in Woodburn. New developments bring new job opportunities but they also increase pressure on our roads, which is why it is so important for us to research potential transportation alternatives.

HB 2662 requires the Oregon Department of Transportation to study the extension of the Westside Express Service (WES) commuter train from Wilsonville to Salem with stops in Donald, Woodburn, and Keizer in collaboration with TriMET and the Portland Western Railroad.

With Oregonians returning to in-person work, employers struggling to find enough workers, increasing costs of living, and greenhouse gas emissions reductions needed, we need to consider multimodal transportation solutions that connect Oregonians with the economic opportunities offered by our local employers. This study will focus on one option available to achieve our goals.

Thank you for considering my testimony in support of HB 2662. I urge your support and swift passage of the bill.

Sincerely,

Rep Courtney Neron

Representative Courtney Neron | 900 Court St, H-281, Salem OR 97301 | Rep.CourtneyNeron@oregonlegislature.gov | 503-986-1426

House District 26
Wilsonville, including the Charbonneau district, King City, Sherwood,
Tigard/Bull Mountain, and Parrett Mountain

Representative Courtney Neron | 900 Court St, H-281, Salem OR 97301 | Rep.CourtneyNeron@oregonlegislature.gov | 503-986-1426

CHERRIOTS
555 Court St NE, Suite 5230, Salem, OR 97301 | 503-588-2424 PH 503-566-3933 FAX | Cherriots.org

February 21, 2023

Joint Committee on Transportation
Oregon State Legislature
900 Court St. NE, Room 453

Cherriots Urges Support for HB 2662

Dear Co-Chairs Gorsek and McLain and Fellow Committee Members:

Salem Area Mass Transit District, locally known as Cherriots, provides fixed route transit and paratransit services within the Salem-Keizer urban growth boundary. In addition, the District operates commuter services to Wilsonville and provides Cherriots Regional service to rural communities in Marion and Polk counties like Stayton & Dallas. SAMTD co-operates the 1X Wilsonville/Salem Express, which is utilized by commuters between the Portland-metro area and Oregon's capital city.

At its January 26, 2023, meeting the Salem Area Mass Transit District voted unanimously to support HB 2662, which would commission a feasibility study for extending the Westside Express Service commuter line to Salem.

We believe that as traffic congestion on the South Portland Metro and North Willamette Valley I-5 corridor continues to worsen, commuters would benefit from a public transit option unaffected by ever increasing highway traffic congestion.

In 2013, the District opened the Keizer Transit Center adjacent to the Portland and Western rail line in the City of Keizer as part of the greater Keizer Station shopping complex. The District chose this location with the intent that this transit center could be modified and a rail platform built allowing an ideal commuter rail stop in Keizer. The District would then provide feeder service to and from the transit center serving the commuter rail line in order to provide first mile/last mile connector service. The District is also committed to providing first mile/last mile connector service at the Salem rail station.

The Salem Area Mass Transit District Board of Directors requests that the Committee pass HB 2662 with a "do pass" recommendation.

If there is additional information you need, please do not hesitate to contact the District's General Manager Allan Pollock. He can be contacted at (503) 361-2550 or allan.pollock@cherriots.org.

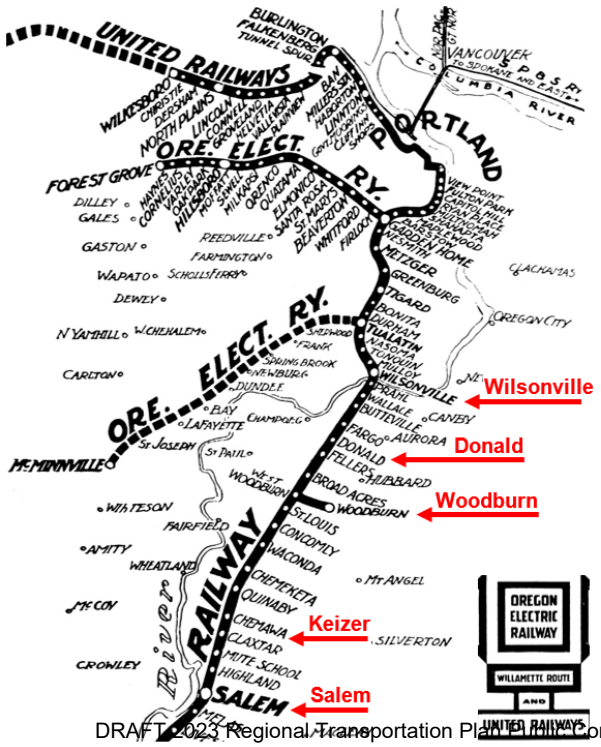
Sincerely,

Ian Davidson
President, Board of Directors

Support HB 2662-A – Task Force to Study Connecting Portland Metro-Area WES Commuter Train to Salem/ Keizer Metro, Extending from Wilsonville to Salem

Passed unanimously by the Joint Transportation Committee on May 18, 2023, HB 2662-A is a bipartisan bill to create a multi-jurisdictional task force composed of state legislators, local governments, transit agencies and railroad interests to study extending the current rush-hour-only Westside Express Service (WES) commuter train from the current southern terminus in Wilsonville for 31 miles to Salem, with stops in Donald, Woodburn and Keizer. The bill calls for the Willamette Valley Commuter Rail Task Force to report back to the legislature in 2024 with study findings and recommendations.

- **Increasing population** of Portland metro and North Willamette Valley region needs mobility options, especially for commuters and seniors, many who require transportation for jobs and medical appointments.
- **I-5 traffic congestion continues to worsen** and prospective ODOT tolling of I-205 and I-5 in Portland metro area requires a reliable public-transit alternative unaffected by highway traffic congestion.
- **Additional Federal Transit Administration (FTA) support** for high-capacity WES commuter rail service connecting METRO and SKATS—two federally-designated Metropolitan Planning Organizations (MPOs) Transportation Management Areas (TMAs)—that can increase ridership.
- **Transit commuting and shopping option supports economic-development efforts** of North Willamette Valley communities.
- **Use of former Oregon Electric Railway line**, now owned by Portland & Western Railroad which supports the WES extension study, that operated 1908 – 1933.



- **HB 2662-A is supported** by the Cities of Aurora, Donald, Hubbard, Keizer, Salem, Wilsonville and Woodburn; Salem Mass Transit ("Cherriots"), SMART (South Metro Area Regional Transit) and Yamhill County Transit; and P & W Railroad.

FOR MORE INFO, CONTACT:
Greg Leo at 503-804-6391
greg@theleocompany.com

2/21/2023

To: Joint Committee on Transportation

Re: In Favor Testimony - HB 2662 Study Extending WES to Salem

Dear Senators and Representatives,

The Street Trust is a membership advocacy organization representing street users from across Greater Portland, Oregon. We advocate to break the political gridlock to address unsafe and incomplete public streets that threaten lives and livelihoods, and to win policy and investments that save lives, reduce barriers, and expand mobility and opportunities to the people and neighborhoods our current system neglects.

We support HB 2662, which would spend $500,000 studying the extension of WES Commuter Rail from Wilsonville to Salem; however, it is imperative that this study centrally consider:

- **Equity impacts on priority communities across the greater Portland metro** including communities of color, people with limited English proficiency, youth, transit-dependent people and people with limited vehicle access, residents of affordable housing units, people with low incomes, seniors, people with disabilities, people with low & medium wage jobs, and people working in essential retail/human/social services jobs
- **Climate impacts, greenhouse gas pollution, and air quality impacts** on the greater Portland metro and beyond

Thank you for your continued leadership on improving transportation for Oregonians.

Respectfully submitted,

Sarah Iannarone
Executive Director, The Street Trust
sarah@thestreettrust.org

February 21, 2023

Representative Susan McLain and Senator Chris Gorsek
Joint Committee on Transportation
Oregon State Legislature
900 Court St. NE
Salem, OR 97301

Re: HB 2662

Co-Chair McLain, Co-Chair Gorsek and Members of the Committee:

TriMet is Oregon's largest transit provider, serving more than 1.6 million people across our 533-square mile service territory. Our service includes 80 bus lines, 1 Frequent Express bus rapid transit line, 5 MAX light rail lines, our LIFT paratransit service, and the WES commuter rail line. TriMet is neutral on HB 2662, but we have several clarifications and requests that we would like to put on the record.

Under TriMet's charter, we cannot operate transit service outside of our service territory, and while we do operate WES, heavy passenger rail is not one of our core competencies as a transit agency. We recommend creating a state-chartered public corporation or some form of rail authority to extend and operate the WES line between Wilsonville and Salem, as TriMet is not the appropriate entity to oversee that project or operate that service.

House Bill 2662 calls for ODOT, in collaboration with TriMet, to study issues related to extending WES including increasing the frequency and hours of service. We currently only run WES on weekdays during the morning and afternoon rush hours, with trains every 45 minutes. Part of the reason for those limited service hours is that we lease the tracks that WES uses from Portland Western Railroad. Under the terms of our lease agreement, we are only allowed to run WES on their tracks during those windows of time on weekdays.

The frequency of WES service is also limited because WES ridership is low and the operations and maintenance costs for heavy commuter rail are high. TriMet has some concerns about the opportunity cost of being directed to increase WES service as a component of extending the service to Salem. Our plans for our limited funds include expanding our bus service with a focus on low-income, high ridership areas, continuing our transition to a zero-emission bus fleet, and a new bus rapid transit line on 82nd Avenue. We want to make sure that pressure to increase TriMet's investment in WES would not result in less funding for these other priorities.

If the state does move forward with extending WES to Salem, TriMet would support having the rail authority or other entity that operates the extension take over the operation of the existing WES line from Beaverton to Wilsonville as well. We believe that WES service would run more smoothly if the entire line is operated by a single entity. Relatedly, since TriMet currently operates WES under a 50-year lease agreement with Portland Western Railroad, we think that exploring the mechanics of transferring that lease to a rail authority or other entity is an important part of study proposed by HB 2662. TriMet supports expanding the high-capacity transportation options available to Oregonians, and we would be happy to consult with ODOT on study that incorporates these considerations.

Sincerely,

Miles Pengilly
State Government Affairs Manager
TriMet

From:	Adam Pieniazek
To:	Trans System Accounts
Subject:	[External sender]RTP
Date:	Friday, July 28, 2023 12:56:42 PM

Hello,

It is absolutely insane to develop a plan that'll spend $68.5 billion and won't result in sidewalks everywhere and a bike network that is connected and protected.

To top it off the I-5 scam is getting more money than all of walking, biking and transit combined?

Why not just light all our trees on fire and go ahead and admit that you hate the environment? It'd certainly be cheaper than this ridiculous plan that triples down on the bad ideas of the past and takes us headfirst off the climate cliff.

All we ever hear is that there isn't enough money for bike and pedestrian infrastructure and you turn around and spend billions on ideas that have already been demonstrably massive failures.

I could continue but it's clear the time I'm spending writing this email is a waste of time because you can't polish a turd. Everyone involved in coming up with this monstrosity should resign and never again touch anything transport related again.

Pass me whatever it is y'all are smoking, I need it after reading through your apocalyptic plan.

Good day,

Adam Pieniazek

RTP Summary Comments
Chapters 1 & 2
G. Rosenthal, District 3

Note: These comments are intended to strengthen the proposed RTP. Explanations of specifics are available as needed.

1. Chapter 1 is a better place to list antecedents and regulatory framework than the release Resolution.
2. Figure 1.1 needs reworking - it is inconsistent and should include the SF Bay area.
3. The section should emphasize that Metro is the entity responsible for an area-wide vision (w/ C-TRAN) so that individual cities can focus on specific internal needs.
4. Figure 1-7 can be expanded to show TPAC and JPACT milestones to current.
5. The references to 2040 Growth Concept (1.5) (should note that the concept as written needs to be "refreshed", particularly regarding: a) the emergence of new major centers: b) new development options and standards with more neighborhood communities; c) much stronger emphasis on "readiness" for industrial and job lands; d) the emergence of large scale development on the western UGB edge; e) the failure of the eastern periphery to develop rapidly; and f) emergence of s southern tier jobs area that impacts the northern Willamette valley.
6. VISION - Vision is more than a set of values, lifestyle objectives, and general constraints - it is actual visioning of the physical system at some point 20-40 years in the future - it is a projection of the ideal connections of transit, thoroughfares, marine and air systems.
7. The continuing trends for equity problems (2-1) needs better documentation...actual displacement has been replaced by gentrification impacts.
8. A better description of the hierarchy of partnerships (2-1) would be helpful.
9. Performance Targets (2.1), as presented are general "performance concepts" since goals like "vibrant" and "economic prosperity" are difficult to quantify on a community basis.
10. The existing 6 system goals are good but it is not clear they entirely capture the goals of "resiliency", "efficiency", and "system integration".
11. As noted on VISION - it seems to me that in addition to an overarching vision statement and goals and outcomes, something of a physical vision is also needed since we are talking a physical system.
12. Mobility Options (2.3) seems to add new categories - "affordable and welcoming"...perhaps this deserves elaboration
13. System Completion - I would recommend a "gap" analysis specifically focused on the major employment lands.
14. Freight mobility is critical but needs to be clear that it includes "goods and services" - such a UPS, USPS, and service vehicles.

15. VMT is something of a red herring since if we were to go all electric, it would be much less of a priority...it should be applied only to fossil fuel vehicles.
16. Throughway Reliability is critical but we need a clear list of “Current” and “Future” throughways along with specific locations, connections and congestion points,
17. SAFE system (Goal 2)...is an aspirational goal...given human nature we will never have zero; SAFE also needs to deal with personal safety when riding common transit; “Harassment and intimidation” elimination should be goals along with crime and terrorism.
18. Goal 3 -Do we have data that show marginalized communities have transportation disparities that are the result of the system...it seems marginalized communities have more transit and throughways (freeways) are quite “democratic”, something that needs to be kept in mind when tolling.
19. Add a section on Regional Equity (Goal 3) - i.e. system costs and performance should appear approximately the same for travelers in all regions.
20. Goal 4 -As noted previously, each major employment area need s “transit access” analysis and specific goals.
21. Thriving Economy (Goal 4) - in general this is aspirationally good but lacks concreteness...i.e. a description of the difference each mode plays in an economy; I would suggest new wording - “to provide efficient (energy and time) flow of people and goods as needed to support a complex and robust economy”
22. Access to Jobs could use some estimate of the time of travel parameters and discussion of relevance (and comparison) of different modes; it should also be expanded to reference education and training.
23. Housing - do we have guideposts like we do for rent (30%), i.e. transportation should not account more than x%? or can we put it in terms of Minimum Wage work? { e.g. a minimum wage worker should not spend more than $2000/year}
24. Goal 5 - Items to add on climate and resilience include 1) making sure earthquake routes are resilient, 2) avoidance of environmentally sensitive areas, and 3) multimodal options and redundancy in case of emergency.
25. Climate Friendly Communities (5.2) - this goal is irrational since there will never be many family wage jobs inside the communities; the focus should be on HFT and HET and competitive times with vehicles.
26. Combine 5.4 and 5.5 ..& there is a simpler way to say it viz. “Do Not Build Transportation Facilities in Ecologically, Culturally, or Historically Sensitive Areas if ANY alternative exists.”
27. Green Infrastructure (5.4/5.3) - we should add concepts for “adaptable, flexible and redundant technologies that guarantee personal privacy”.
28. Mobility (Table 2.1) - the problem in this section is that we do not give numbers: “triple what?” and making transit and vehicle time-equal is not very likely. The access to options does not identify a “base year” and we should define radius goals for each mode.
29. Safety (Table 2.1) - as noted above, %’s in goals only means something if we also list the baseline.

30. When we talk about throughway reliability we need to specify the stretches that add to the 4 hour limit....the Hwy 26 tunnel must be included.

General Comments

31. Job Centers - as noted, each job center should have a special section with goals and gaps identified.
32. Where are the climate goals for emission reductions from heavy vehicles and a goal for electrification by vehicle sector. Should we state that a "throughway" goal is 45 mph as an optimum GHG reduction speed?
33. Finally - the only way to make sure we stay on track is to "test" each "strategic" project to see if it meets the goals...this is arduous but probably necessary for all projects that are regional - local projects can use a simplified screening.

RTP Chapter 3 - System Policies to Achieve our Vision
Summary Comments
G. Rosenthal - July 13, 2023

Overarching Comment #1: This is a comprehensive document and represents a great deal of work. It seems structured to meet, specifically, the requirements of federal agencies for funding. This is appropriate, but as such, it is not a "working" tool for regional vision project development and implementation. An Action Vision Plan may be needed to summarize the detail in the RTP. Overall the document contains roughly 89 policies. Many of these are useful but there is a tendency for overgeneralization and making policy statements that are more "common sense" than practical...e.g. Ch. 2.3.4 # 4 which says "make safety a consideration in all projects and avoid making unsafe conditions worse". The biggest problem is that the chapter leaves little sense of how different policies for different aspects will be integrated and/or prioritized and the sheer number of such policies makes it very difficult to track compliance or progress. A main comment would be to look for and to reduce the sheer number of words, keep sentences shorter, and try to eliminate repetitions. In addition, some effort might be made to ensure that terminologies are consistent throughout (e.g. consistent definitions for throughways and for bike routes. As noted, a shorter "working document" might be needed to facilitate compliance.

1.) Purpose: This could be tightened up. Chapter 2 provides a transportation "vision" only insofar as general aspirations, and not in terms of what a system might actually look like.

2.) 3.1 We might consider marine facilities separately since they are "endpoints" and not really part of the system...except for things like a water taxi or ferry concept. A short section on marine facilities might be appropriate.

3.) Figure 3-1 is nice but not very instructive and the 2040 needs (desperately) a "refresh". Figure 3-23 which shows the system could use some changes: i.e. use the Throughway-Expressway and Throughway-non-Expressway concept on the map...and the figure is too busy. I would suggest 4 maps, each covering ½ the area, one for Throughways/Major Arterials and the other set for Major Arterials/Minor Arterials/Other

4.) I think it is important to consider 8 interconnected networks. These are interconnected but not all connect with all the others:

1. Interregional vehicle highways plus regional rail (connect to 2, 7, and 8)
2. Intraregional highways and rail (connect to 1,3, 7 and 8)
3. Arterials - main and 2ndary with regional trails (connect to 2,4 & 6)
4. Local streets including ped/roller/cycle an local trails (connects to 3, 5 and 6)
5. All ped/roller/cycle routes (connect to 4,4, an 5)

6. Transit routes - HFT, HET, bus, MAX, commuter rail (connect to 4 and 5 with minor connections to 7 and 8)
7. Freight rail and rail hubs (connect to 1,2, and minor to 3)
8. Air and marine hubs (connect to 1,2,3 and 6)

5.) 2040 Growth Concept as mapped is no longer relevant and needs a “refresh”. Items that have changed: importance of regional centers, new density patterns, areas where growth has occurred, and new land use and development laws; employment lands now dominates “industrial”.

6.) Table 3-2 - It is arguable whether these stratagies have been followed since rights-of-way have nor been well preserved. Also, focusing on “bottlenecks” is a “developed area” issue an not appropriate for “undeveloped areas”. Congestion pricing is not referenced nor do we list “stable O&M funding” as an investment strategy (e.g. invest in a VMTax system).

7.) Equity 3,2,2 - These policies are mostly reasonable but we do not identify specific gaps (needs) or programs to alleviate them. I would also assert we need a policy that strictly forbids “displacement” except under certain defined needs (common good). These policies are covered in the Strategic Plan. We might also discuss whether reparations might be needed.
‘
8.) Safety also needs to address “harassment and intimidation” i.e. psychological safety. We do use the concept of “welcoming” later, but this is a bit too broad.

9.) ZERO deaths and major accidents is a good goal but not achievable in reality...the variables that contribute to safety need to be discussed along with strategies for improvement: a) system design, b) system construction, c) signage, d) vehicle construction and equipment, e) laws and regulations, and f) enforcement. Section 3.2.3.4 seems somewhat repetitive and seems to rely too heavily on speed and the only controllable factor.

10.) HICs - I would suggest at least a preliminary assessment of the major HIC’s, i.e. a listing and summary of probable causes.

11.) Climate Action - 3.2.4.2 is generally good but the climate impacts of “tolling” “congestion management”, and “diversion” are not discussed. Climate Smart monitoring will be different for different types of corridors.

12.) Preparedness and Resilience (3.2.4.5) - it would be helpful to list the key :resilience” corridors and their gaps, along with the levels of resilience for different types of emergencies. Major throughways (expressways) need the highest level of resilience. Tolling- I would expand this to discuss pricing (tolling) and VMTax methods since the legislature has already identified the VMTax levels needed.

13.) On p 3-39 we make the statement that equity focus areas show the main impacts of congestion. I do not think the data support this.

14.) VMTraveled has two key aspects: one is that it is a measure of transit adequacy; the other is a measure of emissions. As we transition to EV's, the climate (emission(importance dwindles. This could be mentioned.

15.) I disagree with the discussion on "reinvestment" since it leaves out O&M, diversion, transit, or multimodal options.

16.) Table 3-4 is good but it would be helpful if some sense of priority among the 33 "actions" were provided.

17,) 3,2,6 Mobility - Equity remains an issue but my experience indicates the prime nexus is around safety. We can, and should, adopt a No Displacement policy and perhaps even a "reparations" policy for past displacements. I have suggested that a portion of tolling along the Albina corridor be used to create a Reparations Fund.

18.) Efficiency - This section could be expanded to include discussions of new battery technology and perhaps a discussion of each jobs area and the housing availability within 0.5 travel hours.

19.) Access and Options - there would seem to be a natural hierarchy in this discussion, to wit:
1) Home to Jobs and back
2) Homes to Basic Needs and back
3) Homes to Education/Training & back
4) Homes to Medical/. Dental and back
5) Homes to Recreation and back(social interactions)
6) Other

20.) Reliability - this is a good concept but could include some practical metrics, e.g. transit should not be x% longer than individual vehicle travel. People make transportation choices based on cost, time of travel, and convenience. One thing most people do not calculate correctly is the actual cost of personal vehicle travel compared to transit.

21.) Table 3-5 - The dichotomy of types of Throughways (Xpress and non-Xpress) is useful and should be used throughout the document.The VISION should anticipate which (if any) non-Xpress routes might be converted.

22.) Mobility Policies - perhaps we could elaborate on the priorities and hierarchies, .i.e. safety is more critical for local project evaluations whereas completeness may rank higher for regional system projects.

23.) Table 3.5 is very useful however the concept of travel speed is more complicated than indicated and has some options. It is not beyond our capacity to list the major congestion hot-spots - approximately 12 regionwide. Here are two options:

Option 1: Specific Congestion Area Criteria - in this case, the 35 mph standard (it should be 40 mph) would be applied to each of the designated critical congestions loci (about 10-12) ...a trget of no more than 4 hours per week (or no more than 1 hour per day) and provision for developing specific plans (using all tools) for each area of non-compliance.
Option 2: Cumulative Area Criteria - the 4 hr/day (for each direction) is applied over the entire area (10-12 monitoring allocations). Regional non-compliance would be analyzed and management solutions proposed.

Personally I favor Option 1....but this is arguable. Real time monitoring and data synthesis systems would be an investment.

Overarching Comment #2: The legislature has decided on a VMTax level of 0.01 to 0.015 to support the statewide system; some analysis of how this would affect regional planning and project development would be useful.

24.) I am curious why Tables 5-22 and 5-23 are not included in this section where they are referenced Additionally, for Table 3-5, a “baseline gap analysis” would be useful to reach the goals of Step 5.

25.) Figure 3-11 is nice but each layer should have a reference to the Figures where they are located.

26.) Figure 3-13 might be enhanced by showing areas of constraint...i.e. area where a corridor might be needed and also areas that are currently at capacity; showing the mobility connections to outlying jurisdictions would also be useful (e.g. Newberg, Woodburn, Canby, etc.)
Corrections:

- Milwaukie and Lake Oswego are not in the same node
- Clackamas to Portland Central does not go through Lents
- PDX needs to have a separate node due to its broad importance (passenger, freight, emergency response)

27.) 3.3.1 - Design Policies are good but some clarification on how they can be adapted to corridor needs using different goals would be useful, e.g. throughways have different design goals than local streets; the policy statements are a bit over generalized - some of them (2 and 6) seem to state the obvious.

28.) Figures 3-21 and 3-22 are inappropriate to use as models and should be replaced by geographically driven sketches. These grid concepts contain valuable guidelines in terms of route spacing, but the Portland region, other than

the near eastside, is strongly influenced by geographical barriers. The need to adapt within general parameters is not discussed. In particular, since our thoroughfares are often closely parallel to major arterials (e.g. I-5 and Barbur, I-5 and Interstate, 217 and Hall, I-205 and 82nd) and since physical barriers dictate the pattern, this subject deserves some discussion. Figure 3-24 is also inappropriate since it does not reflect out real geographical constraints.

29.) Consistency is sometimes overrated, but the concept of 2 tiers of throughways (Table 3-5) seems like a standard that should be consistent throughout. Table 3-8 might be adjusted to use the same terminology.

30.) Regional Network Policies - some of these are very useful, e.g. #8 and #4 but some of the others are very wordy and state the obvious, e.g. #1. Policy 9 is also obvious since the opposite makes little sense. Also, 50-word sentences, as in #10 should be avoided where possible

31.) Congestion Management (3.3.4). It is not clear to me that we ever discuss the locations and impacts of actual congestion. For each “congestion” hot spot, a different set of solutions might apply as outlined in Table 3-9.

32.) 3.3.5 Regional Transit - in my opinion, we are missing policies to “make transit more efficient using all available technical options”, and to “make transit a key element of GHG reduction strategies”. The policies in 3.3.5.3 are somewhat broad and somewhat repetitive (e.g. 1,4,and 6). Perhaps it might be useful to identify key policies for each type of road or transit type, e.g. #5 applies primarily to bus, and #8 could identify the specific target destinations.

33.) Comments on Regional Freight (3.3.6.2) are similar to other policy elements, i.e. we should be more specific where possible and avoiding redundancy. In particular, different policies or a different set of options apply to rail freight and vehicular freight, e.g. a policy to move rail-truck freight connections away from large residential centers or develop rail-freight connections that permit rapid and efficient transfers of goods, might be useful

34.) It is notable that the rail network for the Tualatin-Sherwood-Wilsonville complex is not shown. There are two lines in this area that have impacts on other transportation corridors.

35.) I found Figure 3-33 confusing since we have not previously introduced the concept of “Regional Bike Parkway”. Also, a key element is the interconnectivity of regional and local routes and specific policies on these connections (including multi use, jurisdictional, and safety elements) should be clear. I would also suggest a different line pattern for “regional trail” (perhaps a wavy line).

36.) 3.3.9.2 Regional Pedestrian policies - good policies but not easy to measure and/or implement.

CONCUSION

This is a far as my endurance lasted. I understand that we need all of these elements to meet federal approval standards, however, I think we also need a companion document that abstracts the key elements of each subject area in a practical fashion so it can be a guide when evaluating specific project proposals. The RTP (Chapter 3) as written provides too much discussion about all details and this makes practical application in reviewing specific projects difficult.

Oregon Metro
2023 RTP – Chapter 4 Review
G Rosenthal

General Comment 1: Chapter 4 is an important section with critical supporting analysis that is key to understanding the overall direction of the RTP, specifically including demographic and post-pandemic trends in travel and transportation use.

General Mapping Comment:
Many of the figures in this section are at a scale that is too small to be useful in analysis or review. The font in the "draft" document needs a magnifying glass to be read and the figures are very busy with many difficult to distinguish color keys. It is strongly suggested that the "gap analysis" figures (4.3 thru 4.6 plus 4.19), especially, be, at a minimum, full page figures. It would be better if each had 2 maps, one for the east side and one for the west side. We tend to con sider E and W sides as similar but they are structurally, historically, and topographically very different and the RTP needs to identify these differences.

General Comment 2: Purpose – This section is a bit hyperbolic. The assertion that we have a world class transportation system is belied by later data noting that most elements are only 50-65% complete. This section should also note some of the particular natural challenges that include major river crossings and a mountain topography that bifurcates the region, each of which constrains transportation systems. And since the document is future looking, a brief paragraph about seismic vulnerability (including particularly sensitive areas) and resiliency would be appropriate.

Detailed Comments: (note: more significant comments in bold)

1. Although Mobility is a key element, I believe Economy is the primary transportation factor and should lead the discussion. Historically, economic needs drive the creation of transportation systems.
2. Section 4.1.2 – (note this i# s repeated for System Completeness) It would seem we should make projections for future travel now that we have some post pandemic data, e.g. high and low estimate for each sector demand, e.g. an extension of Table 4-1 showing high and low projections for 2030, 2035, and 2040.
3. Figure 4.1 is very useful, but it is unclear whether "throughways" includes both classes – i.e. express and non-express. As noted, consistency in terminology was not a strong suit in the 2018 RTP.
4. Figure 4.2 is illegible at the small scale presented – if it is important data, it needs to be legible.
5. Table 4.2 has footnotes that are not shown...more importantly, the fact that only the highway system is @ > 66% complete makes it hard to assert we have a "world class" system.

6. **The GAP analyses as shown in Figures 4.3—4.6 + 4.19 are very important but they should be categorized into 2 or 3 levels of strategic significance with a clarification of the criteria for being strategically significant. The most significant gaps for each mode should be provided in Tables. As noted, presented as ½ page figures, these analyses are pretty but useless**. E.g. For Transit Gaps, a short table showing the key transit gaps (strategic) would help illustrate the level of significance and prioritize projects.
7. For Pedestrian Gaps, some explanation of the difference between Trail system gaps and purely Pedestrian routes should be included. It is unclear whether some pedestrian gaps, such as those shown across the Tualatin Mountains, should really be considered as pedestrian gaps or as trail system gaps. It seems that a pedestrian route of transportation significance is likely to be <= ~ 1 mile, so any longer gap is more likely a "trail gap". It can be argued that "trail gaps" are recreationally but not transportationally significant.
8. Figure 4.5 needs further clarification to make it clear what defines a bicycle gap that is not a "trail gap", i.e. are these gaps determined by incomplete street facilities or signage and which trails are primarily recreational. I would suggest a distinction between transportation access trails and "recreational trails".
9. The Regional MVN map needs to be broken down into the basic categories as used in Section 3 – viz. (a) Throughways and Major Arterials and (b) Minor Arterials and Local Streets. Group (b) should have east and westside maps.
10. **It seems unproductive to deal with EFAs as a singular group when, as clearly shown on maps, they are (at least) bimodally distributed and each area has unique characteristics. I would suggest an eastside vs. westside EFA analysis particularly regarding such factors as a) frequent and regular bus miles, b) transit gaps, and c) bike and pedestrian gaps per i) area, and ii) per 1000 population. This analysis could be extended to other isolated EFA zones.**
11. Safety (4.2) – the goals are great but none of the trends are good except bicycles. The discussion should make it clear whether accidents for motorized scooters are included. Some analysis of Figure 4.10 would be appropriate regarding why rates are constant for Washington and Clackamas Counties but not for Multnomah.
12. A further discussion of potential reasons why bicycle injuries show a declining trend and a projection of whether this trend can be sustained would be useful. Perhaps this is due primarily to lower ridership or perhaps due to better systems and signage.
13. If data are available on the efficacy of new driver alert systems in cars, that might be a useful addition. This is an important aspect of "new technology" planning and adaptation.
14. High Injury Corridors and intersections…as noted elsewhere, a policy to transition high injury intersections to roundabouts where feasible would seem to be called for.
15. **4.3 Equity – Figure 4.13 is important and perhaps deserves more explanation, particularly noting that starting 1968, discriminatory practices have been systematically eliminated by many actions. The significance of each of these (gold circle) actions should be discussed with the analysis leading to a discussion of whether significant gaps remain and what additional actions are needed.**

16. As noted earlier, transportation gap analysis for EFAs needs to consider the per area and per population metrics. It may be that some segments of these areas are relatively well served, thus providing guidance on which areas deserve more focus on mode accessibility.
17. As noted previously, there are at least 2 EFAs, although it could be further argued that Beaverton and Hillsboro have separate characteristics, and that the eastside EFA is not monolithic in character.
18. Figure 4.19 (too small) is illustrative in that it appears there are significant transit gaps in the northeast area, but few in the southeast portion. Similarly on the west side there are two areas with fewer transit gaps shown, although this might be an artifact of the lack of "planned" transit activities. Subarea differences could have a future impact on prioritizations.
19. In the discussion of transit competitiveness with driving, it would be helpful if any regional/national studies could be referenced regarding the travel time decisions that are made, i.e. what travel time exceedance for transit is generally acceptable? (10%, 20% ?).
20. Table 4-5 seems to indicate that EFAs are similarly served to non-EFA areas for both vehicular and transit access, hence there are no major equity gaps to be remedied.
21. **Analysis of traffic crashes and fatalities by EFAs and non EFAs also needs to provide data on the basis of population and area. The data for populations for EFAs and non-EFAs are not provided. Again, a separate analysis for east side and westside EFAs is warranted.**
22. Figure 4.26 shows that approximately 50% of the 200,000 people living in peripheral areas (i.e. 100,000) commute into the areas. This is significant and would indicate that a discussion of peripheral region impacts is warranted.
23. **Nowhere in this section is there any discussion of the need for additional data collection and/or monitoring (i.e. data gaps) or the role of enforcement, particularly regarding safety.**
24. The analysis of VMTravel (as opposed to VMTax) needs to expand to discuss both aspects of pricing …i.e tolling and VMTax programs. Both would have effects on VMTraveled and on GHG emissions.
25. I would suggest a "conclusions" section to summarize key findings of this since this is the key data analysis section.

2023 RTP Review
Chapter 7 - System Analysis
G. Rosenthal - Metro Council

General Comment #1: This is an important section and Table 7-1 is valuable. It is unclear whether these data are for just the Metro jurisdictional area or the entire 3-county area and/or whether data for Clark County is included. Some of the categories need a bit more explanation, e.g. "pedestrian network miles" since it could be assumed that all sidewalks should be part of the count.... i.e. what defines the pedestrian network? Similarly, do "throughways" include expressways and non-expressways? I would suggest a few footnotes and perhaps it might be good to break down transit into rail and bus.

I recognize the considerable effort and creativity has gone into finding metrics that adequately reflect the 5 "vision goals" that apply to the RTP so these comments are not meant as criticisms but as efforts at refinement. However, this review is posed as a series of challenges to consider major elements in a different light, in addition to comments on the text.

Challenge #1: It can easily be argued that the single most critical congestion bottleneck in Oregon's transportation network is I-5 congestion between Portland and Vancouver. The challenge is twofold: ONE is to make this a separate section of the RTP and to quantify both the current economic and social impacts and also to set separate metrics for improvements in this zone, e.g. no more that 2 hours at less than 40 mph per day, each way- or an 80% reduction in current congestion delays. The 2nd part of the challenge would be to clearly show that the projects included in the RTP, including the bridge replacement, Albina widening, tolling, and MAX extension are capable of achieving this goal. It is not clear that these projects will be sufficient without explicit analysis. Without specifically addressing this very critical component of the regional transportation system, the RTP MUST BE CONSIDERED a failure.

Challenge #2: It can be argued that the Hwy 26 Tunnel congestion locus is the 2nd most important "choke point" both for the economy and for people. A similar argument (to I-5) can be made that without detailed analysis of this need, without explicit achievable goals, and without a specific suite of projects that demonstrably will achieve the goal (at least projected), the 2023 RTP should be considered to be incomplete and unsuccessful. The arguments and consequences of failing to solve or plan for the Tunnel problem are almost as severe as for the I-5 situation.

7.2 Mobility
The data is Table 7-2 speak for themselves with a couple of points of question. #1 - if only 41% can access jobs by car and only 7% by transit, how do the remaining 52% get to work and why is the % for driving dropping? #2 - What needs to change so transit completeness increases by more than 3% over 25 years? #3 - Although ped and bicycle network near transit improves, this does not seem to have a significant impact on overall access? This is counter-intuitive. #4 - It seems odd that, by 2045, 67% of jobs will be within walking distance of transit, but only 8% are listed as accessible? Ten of 15 criteria are not reached, and 8 of those fail by significant margins. By what standards is this acceptable?

Challenge #3: I challenge the assertion that the motor vehicle network is 99% complete. There are significant gaps in the system that are not being identified and which are expressed in congestion and lack of access to jobs. In particular, a complete motor vehicle (and transit) access along the western edge is not planned, nor is an access route to supplement/replace the Hwy 26 tunnel, nor a complete economic route along the eastern UGB edge to access potentially developable lands, nor an additional vehicle or transit crossing of the Willamette River to permit local access in addition to I-205, nor explicit HCT to Oregon City and West Linn.

Challenge #4: The listing that the transit network is 73% complete is quite misinformational, since it conflates bus and rail routes. The rail transit system is significantly less that 73% complete considering the SW corridor, improvements on WES, connection of the ClackamasTC and Milwaukie lines, extension of MAX to Oregon City, use of the Shoreline Trolley, and connection of the SW corridor to WES.

4-hour 35 mph Criteria
As noted in review of Chapter 3, this criterion has different interpretations and also depends on the number of "congestion" spots that are identified. One interpretation would be that no "congestion" spot should violate the criterion (I think 40/30 would be better) on more than x days per month, and the other is, as noted, what % of the set of "congestion" loci fall below. This % depends a lot on the number and locations chosen. Some locations, e.g. I-5 in N Portland tunneland the Hwy 26 should never be > 4 hours as a goal, and, as noted in Challeng #1, should have their own metrics and specific plans for achievement.

7.3 Safety
This section is somewhat hard to interpret since goals are not available and improvements are hard to predict. In addition, safety depends a lot on both automotive and monitoring technology as well as signage and enforcement which are

not factored into the analysis. Human nature and response to specific sociometric events are very hard or impossible to predict, e.g. the rise in unsafe driving during the pandemic. It would be useful to identify projects that involve both capital and technology spending. Further, we know some specific actions and design options that are less risky, such a roundabouts, and separated bike/ped lanes, and improved signalization and lighting to crosswalks that are safer alternatives. It will probably be necessary to create regional programs that go beyond simple jurisdictional lists tat enhance these alternatives regionally as priorities.

7.3 Equity
The is an interesting section in that 6 out of 6 criteria already significantly exceed target levels. This comports with the common perception that bus service tends to be most complete is neighborhoods with lower incomes and hence, fewer private vehicles. Safety discrepancies remain and these can be addressed in safety measure programs with focus on equity areas.

Challenge #5: I challenge the validity of the criteria related to jobs in equity focus areas since these areas are generally not suitable for significant regional job development. Nonetheless, it appears that targets are being exceeded and economic programs to convert Brownfields may be part of the solution. This could be used as a metric. A companion statistic that is needed would be the number of regional jobs that are currently present in equity focus areas.

Equity Focus Areas:
An additional point, as noted in the review of Chapter 3, is that there are two distinct equity focus areas, East and West, and there has been no demonstration that they should be treated as a singular equity area.

Finally, although the observation that driving continues to offer more efficient access to regional jobs, although correct, is uninstructive when what is needed is a program, especially in these areas, to reduce the time differential. Frequent and rapid bus may be a partial solution but regional efforts at a comprehensive program might be necessary. Workers chose transportation mode based on time of travel, cost, convenience, and perhaps safety. A comprehensive program may need to address all these components, and, in addition, public information to address misperceptions.

7.5 Economy
Caveat: These analyses may be modified when the Freight and Commodity Movement Study is available for review.

This section is somewhat difficult to evaluate since the metrics are somewhat incomplete, although it appears that about 50% of the metric targets can be met with the current proposed projects. The question that need to be answered by the RTP are: 1) what are the economic impacts of not achieving the goals, and 2) if this is not acceptable, what are regional options that could met the goals>

Challenge #6: I question the relevance of bicycle network statistics within economic and job areas, particularly as applied to areas like Rivergate, Swan Island, Hillsboro and Tualatin-Sherwood-Wilsonville. In general, people will walk from transit stops to jobs but the network of bicycle-like options has not been developed. A regional proposal for development of "last mile" cycle/scoter bases for transfer from transit to actual job centers might be appropriate. I note that SMART has a particular job-shuttle option in some cases. If the bicycle completeness statistic also applies to other individual transportation modes (e.g.e-scooters), this should be noted.

Challenge #7: The metrics for travel times need further explanation to account for overall populations increase. The text notes that 23% population increase is forecast and so the 1.6 to 3.8% increases represent general improvements, however, this will depend in large measure on the targets for congestion times as not yet developed under Mobility. This is particularly true for freight and service economies since, in these cases, increases (or lack of reductions) in congestion can easily be translated into economic impacts.

It should be noted in the text that transit actually has little impact on economic impacts related to the movement of goods and services, however, rail hub development regionally, which is not proposed in the RTP, could have significant impacts on these aspects.

7.6 Climate and Environment
This section seems somewhat problematic in that my understanding is that new state standards call for up to a 50% reduction by 2045. The actual state and federal goals should be stated clearly, including most recent governor level standards.

Challenge #8: One metric shows a 20-30% reduction in VMT per capita, in the face of a 20-25% population increase, thus implying that net VMT will increase. Of course a 50% conversion to electric vehicles will cause a significant GHG reduction, but this is not clarified. More importantly, it is hard to square the projected reduction in CO[carbon monoxide] (Query - do we mean Carbon Dioxide?) emissions (approximately 70% reduction) considering other metric information that show very little change in private vehicle vs. transit use over this period.

The metrics for particulates deserve further explanation since the listing of total emissions at 35 lbs. makes no sense for the region as a whole, unless it is referenced as to a specific time frame I (e.g. lbs. per hour).

Suggestion: It would be helpful if some discussion about the contributions from the industrial and business sectors compared to individual vehicles could be added. There are goals for reduction of private vehicles but diesel powered vehicles and equipment are significant contributors to volatiles and particulates. The overall goal, in my opinion, should be phase out of all such equipment, as technically feasible, by 2045 at the latest.

Regionalism
Again, as noted elsewhere, there are regional approaches that might be proposed and that lie outside of the purview of individual jurisdictions. These will have to be proposed by a regional or state entity and so reference to the STS might be appropriate.

Further explanation of the elements of the STS that would permit VMTraveled levels to be reduced by about 33% between 2030 and 2045 would be helpful (Table 7-1) as well as an analysis of the major elements of the 2023 RTP that interact with the STS.

Technology
It should be noted that substantial conversion to EV technology, especially if it is accompanied by newer and less emitting battery technologies, will make the VMTraveled a less reliable indicator of GHG and other pollutant emissions going forward. Considering the more or less stable proportion of transit access to jobs and other services, at about 8% it seems unlikely that VMTraveled will be reduced by 33% even if we met our emission goals.

Final Thought
I have provided the rddrnvr of my concerns to the rest of the Council. It is unlikely I will get to review more than Chapter 8 before “recess”. The gist of my comments to the Council is this…we need special sections dealing with, at the very least, tolling, I-84 projects and metrics, and US 26 (tunnel) projects and metrics.

From: Kim Ellis
To: Shannon Stock
Cc: Jessica Martin
Subject: Fw: RTP Chapter 8 Comments - Councilor Rosenthal
Date: Friday, August 4, 2023 2:03:51 PM

From: GerrittR <gerrittr@earthlink.net>
Sent: Wednesday, August 2, 2023 2:21 PM
To: Catherine Ciarlo <Catherine.Ciarlo@oregonmetro.gov>; Kim Ellis <Kim.Ellis@oregonmetro.gov>
Cc: gerrittr@earthlink.net <gerrittr@earthlink.net>
Subject: [External sender]Chapter 8

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

RTP Team:
I have done a preliminary review of Chapter 8 and have a number of comments. Sadly, since I am remote with a hard to use computer
This will not be an easy to read docu ment but perhaps a series of e-mails,
Comment #1

This listing of all the transportation planning programs later in the chapter is impressive and very good, however, I might suggest that a condensed version be added to Chapter 2 since this complexity adds to the understanding of the process. I would perhaps suggest a table in 2 summarizing them with just critical information such as participants, ending time and funding options. Essentially Table 8.2-1-14 with a little text. We might also categorize these programs into "regional" or "strategic" and "local" or "area specific".

Comment #2
Section 8.0 does not seem to add much that has not already been really discussed elsewhere.

Comment #3
2040 Growth Concept
Although we shown the 2040 GC map, we never really discuss the constraints the 2040 places on the regional programs, nor really discuss how this concept affects large scale planning...we also do not talk about the need to refresh the 2040 and the changes that have to be incorporated into the 2023 process...these impact s could be prioritized for at least the regional projects.

Comment #4
page 8-5 on local implementation is very general an impacts will be different for the different planning programs. The listing of regional programs is noted but there seems to be an incomplete connection between 8.2.2 and 8.2.3...they are both regional programs but the connections need more clarity...i.e. 8.2.2.4 Does not reference the Regional Freight Rail Study. It would seem, in theory, each Planning Activity would be measured against the regional planning programs...also, Active Transportation and Livable Streets are primarily local since the RTP does not establish standards but does provide guidance....on 8.2.2.13 ....it seems to me that this program also coordinates with long term O&M and climate protection programs t economic impactas well as equity and economic programs since tolls have significant economic ramifications

Comment #5
As a point of contention, 8.2.3.5 is undefined in terms of passenger goals and UHSR is will never be practical.
The goal of 1 hour travel is not explained or justified. Speeds up to 140-150 mph might be possible with travel time less than air connection but simple calculations can show that passenger density considerations, time needs for various stops, and geological/safety aspects would make such a system impractical. It is true we need a modern rail system from Eugene to Vancouver....but UHSR is silly.

This computer is very hard to use....and it is late and I am in central Finland..more as time permits

G Rosenthal

Gerritt Rosenthal

RTP Comment

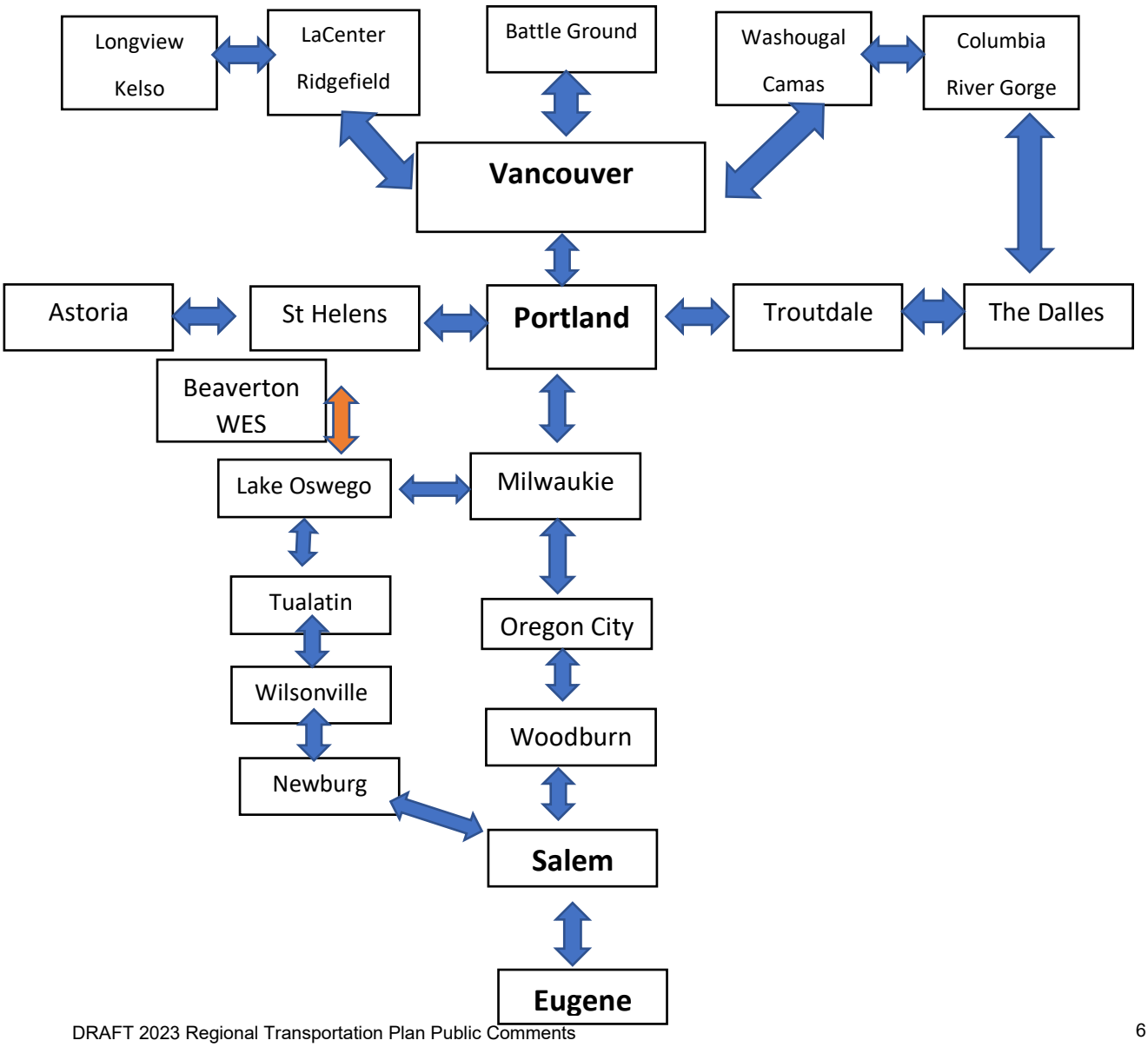
From: David Rowe <[redacted]>
Sent: Wednesday, July 26, 2023 11:53 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Cc: Dan McFarling <OregonRail@aol.com>; Marian Rhys <maris@baymoo.org>; Luis Moscoso <luism@allaboardwashington.org>; Art Poole <appoole@yahoo.com>; David Rowe <dlrowe1910@icloud.com>
Subject: [External sender]2023 Regional Transportation Plan

The 2023 Regional Transportation Plan must help solve the Global Climate problem. Willamette Valley Regional Passenger Rail service moved 4,000,800 people in 1915 (a quote from Brill Magazine December 1916 page 365). Metro must add Regional passenger service as part of the 2023 Regional Transportation plan.
Dave Rowe.

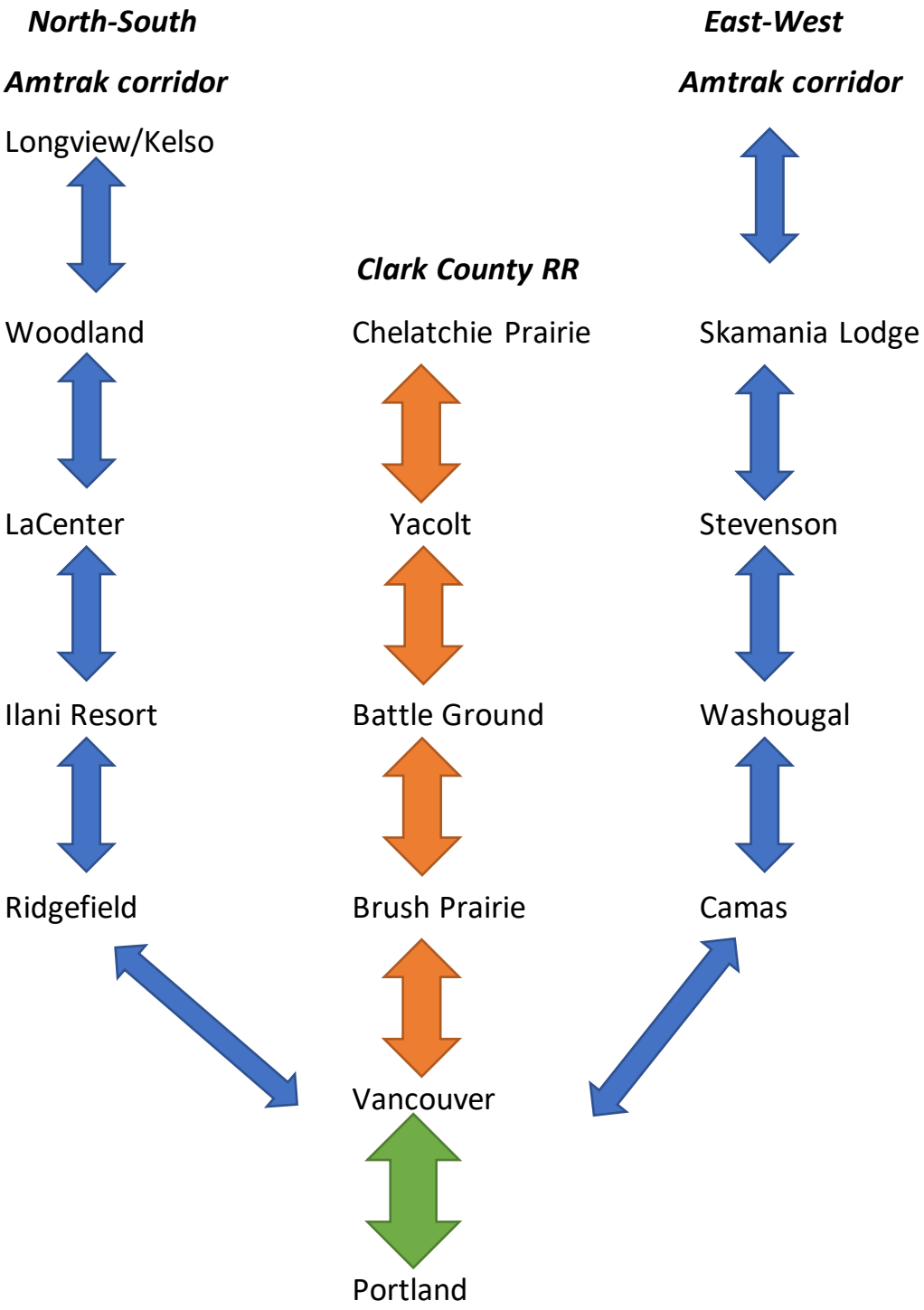
Regional Passenger Rail Service could help Climate Change

ODOT and WASHDOT needs to plan for passenger rail development. I-5 congestion could be reduced by developing regional electric passenger rail service on the existing rail lines from SW Washington through the Willamette Valley. Climate change can be reduced by regional electric passenger rail development in Oregon and Washington. A bus goes about one mile on a fifth of a gallon of diesel, costing about one dollar to move **40** passengers. The San Francisco BART passenger rail car uses about 3.5 Kilowatt/Hour per mile costing about 35 cents to move **150** passengers. A fleet of Stadler Battery powered Passenger Cars (FLIRT) are in service in Germany which has proved to reduce carbon emissions. Battery or Hydrogen powered Rail cars could be used in the Northwest to reduce greenhouse gases. Regional Rail travel is faster than automobiles. Rail commuters would avoid tolls, bypass I-5 Bridge and the congested Rose Quarter as currently proposed by the Interstate Bridge Replacement Program. Tolling does little to reduce carbon emissions, while electric powered passenger rail cars have tremendous emission reduction.

Regional Passenger Rail system with only 17 foot wide right of way can move as many passengers per hour as an four lane freeway and much cheaper to build than a freeway. Passenger trains could travel during the day and Freight trains can use the same rails at night.



Existing railroad corridors in SW Washington could be developed into regional passenger rail corridors. This concept could use BIL funding for a cost-benefit analysis and economic analysis. Regional Rail could reduce the 143,000 autos crossing the Columbia River by at least 25%. And reduce travel time to Portland by 50% compared to MAX light rail and auto. It would be possible to have scenic excursion trains along the Columbia Gorge. Rail travel reduces rubber tire particles entering the streams and rivers. To combat global warming SW Washington needs Regional Passenger Rail.



FLIRT AKKU 3 PART

Test carrier

The FLIRT AKKU is the battery-operated version of the FLIRT type series. Designed for non-electrified or partially-electrified tracks, the vehicle is highly versatile. 80 percent of the non-electrified tracks in Germany can be used by the regional train in battery mode. The FLIRT AKKU is a single-storey, flexible regional train that can be customised. The vehicle concept is primarily based on the previously approved and tested electrical multiple-unit FLIRT trains purely for operation below the catenary. The traction elements and the most important mechanical components are largely the same. One thing that all FLIRTs have in common is their lightweight design made of aluminium. Maintenance-friendly components that have been tried and tested a thousand times over help to keep the operating, energy and maintenance costs as low as possible. 2 to 4-part train combinations can be realised in the model equipped with lithium-ion batteries. Here, the FLIRT AKKU, like the FLIRT, can be customised to meet requirements with respect to the number of seats, passenger flow or interior design. The 3-part test carrier offers space for 310 passengers, of this number 154 on seats. The FLIRT Akku test carrier is used for testing and the continuous further development of the technology.

www.stadlerrail.com

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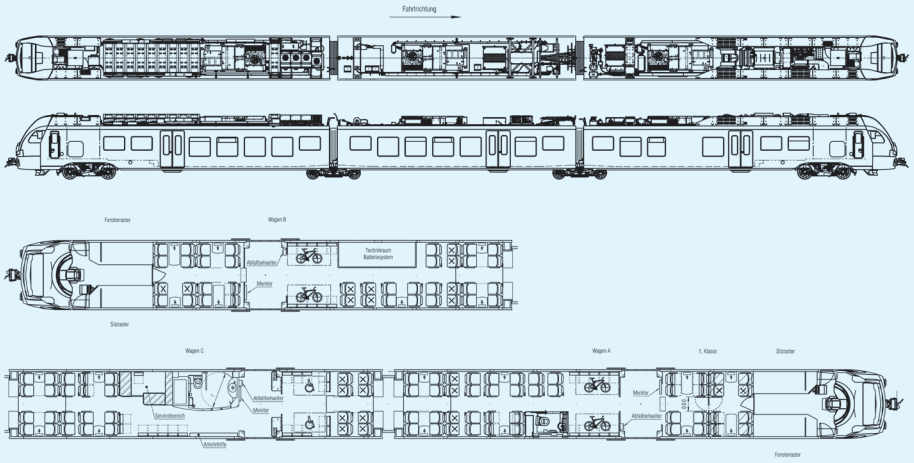
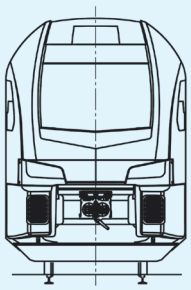




Technical features

Technology

- Automatic central buffer couplings
- Lightweight aluminium construction
- Meets the requirements of DIN EN 15227 (Crash Norm)
- Air-sprung bogies ensure smooth running
- Catenary operation with 15 kV and catenary-free operation with lithium-ion traction battery

Comfort

- Bright and friendly passenger compartment
- Passenger compartment fully steplessly walk-through
- Air-conditioned passenger compartment and driver's cab
- Generously designed multi-functional compartments at all entrance-areas
- 3 doors per side
- Sliding steps and gap-bridging at all doors
- Cycle racks / wheelchair
- Modern passenger information system
- Service area
- Universal WC and standard WC acc. to TSI PRM

Staff

- Ergonomically designed driver's cab
- Service area

Reliability / Availability / Maintainability / Safety

- Fulfilment of the Crash Norm EN 15227
- Fulfilment of the TSI PRM and the TSI Noise

Vehicle data

Gauge	1,435 mm
Supply voltage	15 kV AC
Axle arrangement	Bo'2'2'2
Seats	154
Standing capacity (4 pers./m²)	156
Floor height	
Low floor	780 mm
High floor	1,200 mm
Door width	1,300 mm
Door height	780 mm
Longitudinal strength	1,500 kN
Length overall	58,600 mm
Vehicle width	2,880 mm
Vehicle height	4,120 mm
Bogie wheelbase	2,500 mm
Running bogie	2,700 mm
Drive wheel diameter	
new	920 mm
worn	850 mm
Trailer wheel diameter	
new	760 mm
worn	690 mm
Maximum speed	140 km/h
Drive	2 × 500 kW

From: Gregg Russell <[redacted]>
Sent: Wednesday, July 19, 2023 7:41 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Proposed Fischer Road extension in Kingston Terrace

The answer is quite simple! Move Alternative 2 further north toward Beef Bend Rd. where the high-density housing will be taking place.

Metro funded a circulation analysis for King City consultants to look at alternatives and a much more preferred route that was financially and environmentally much sounder. The proposed road as you know is less than 400 feet from the Tualatin River and goes through the Columbia Land Trust Conservancy.

The Tualatin Soil and Water Conservation District has planted over 12,500 native plants and this area is a wildlife corridor that is directly across from the Heritage Pine Nature Preserve and the Beef Bend Preserve.

As you know, there is overwhelming opposition to the proposed Fischer Road not only from individuals and neighborhoods but from many organizations as well.

It doesn't make sense based upon all the factual information that has been provided to King City. We understand the need for housing and development but King City councilors need to reevaluate the facts.

Take the time to seriously look into the matter.

Gregg Russell

From:	Kim Ellis
To:	Shannon Stock; Jessica Martin
Cc:	Molly Cooney-Mesker
Subject:	Following up on this morning"s testimony... connecting megaprojects with community projects
Date:	Thursday, July 27, 2023 3:25:25 PM
Attachments:	IBR - Parkrose Greenway.png

From: Sarah Iannarone <sarah@thestreettrust.org>
Sent: Thursday, July 27, 2023 3:15 PM
To: Lynn Peterson <Lynn.Peterson@oregonmetro.gov>; Juan Carlos Gonzalez <JuanCarlos.Gonzalez@oregonmetro.gov>; Christine Lewis <Christine.Lewis@oregonmetro.gov>; Mary Nolan <Mary.Nolan@oregonmetro.gov>; Ashton Simpson <Ashton.Simpson@oregonmetro.gov>; Gerritt Rosenthal <Gerritt.Rosenthal@oregonmetro.gov>
Cc: Tom Kloster <Tom.Kloster@oregonmetro.gov>; Kim Ellis <Kim.Ellis@oregonmetro.gov>; Catherine Ciarlo <Catherine.Ciarlo@oregonmetro.gov>
Subject: Following up on this morning's testimony... connecting megaprojects with community projects

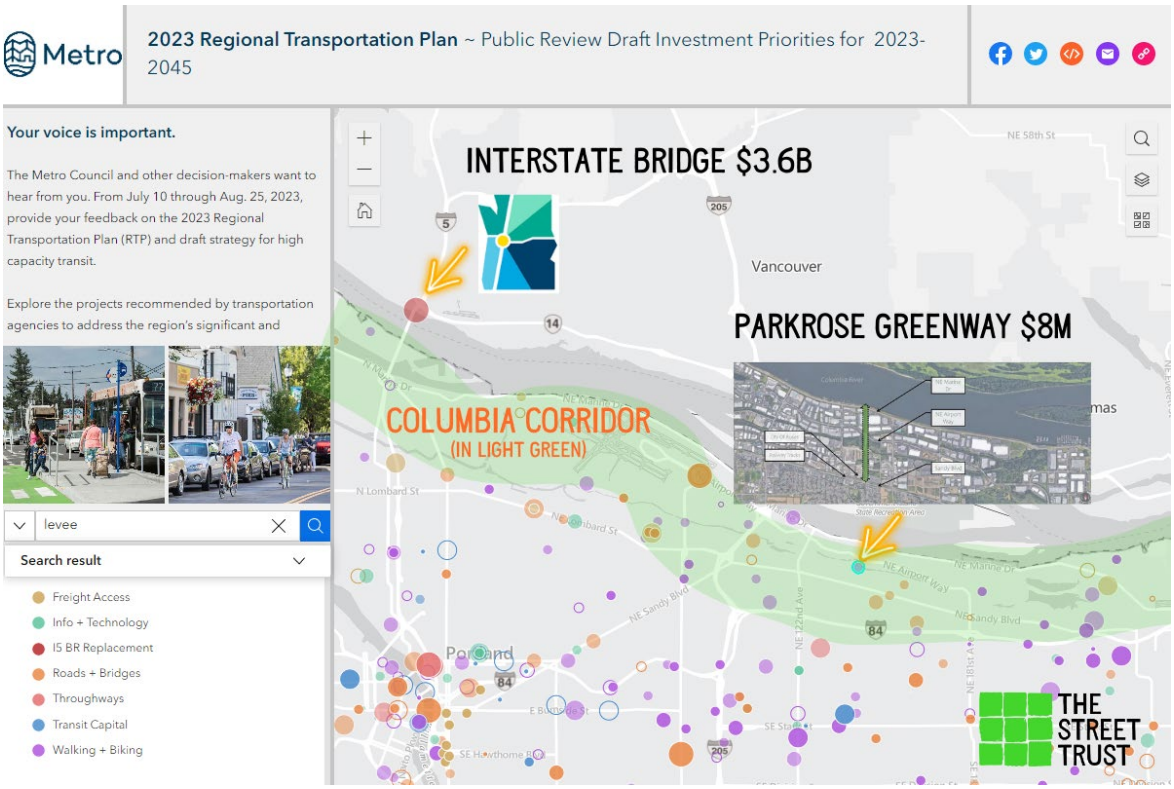
Dear President Peterson, Councilors, and Team Metro:
Thank you again for providing the opportunity this morning for The Street Trust to share perspectives on the 2023 Draft Regional Transportation Plan.

As you may know, The Street Trust is dedicated to promoting safe, equitable, and sustainable transportation in our community. We are currently spearheading Phase 2 of the Parkrose East Cross Levee Greenway project, an initiative that aligns perfectly with the vision for a more connected, greener, and accessible region.

We are heartened by the commitment in the 2023 Draft RTP to improving mobility and enhancing our region's natural landscapes. However, we'd like to address one crucial opportunity for acceleration. **The Parkrose greenway project (Cross Levee Trail project #11813) is currently placed on the 2045 Project List, and we believe that this timeline should be expedited, shifting this transformative project to the 2030 list.**

The Parkrose Greenway is more than just a trail; it's a model project that serves as a catalyst for further development and investment in our area. By connecting the Marine Drive Multi Use Path with Sandy Boulevard, this project could beautifully complement Oregon's $3.2 billion commitment to the Interstate Bridge Replacement Project (nearby in the RTP update, see map), linking this massive infrastructure investment with the Columbia Corridor (the largest industrial area in Oregon), and the historically disinvested Parkrose area. This small but strategic trail connection would contribute to an integrated, efficient, and sustainable transportation system that serves the region's economic heart, with more than 2,000 businesses and nearly 60,000 employees, as well as a community that could greatly benefit from enhanced connectivity, accessibility, tree canopy, and access to nature.

The Parkrose Greenway project symbolizes a vision for a healthier, more sustainable, and equitable future for our community. Its prioritization would be a testament to the Metro Council's commitment to these ideals.



We believe the dedicated partners currently engaging in a PPP model to raise funds for this project can meet the 2030 timeline if given the opportunity. Partners include Portland General Electric, City of Roses Disposal and Recycling (COR), Columbia Slough Watershed Council, Friends of Trees, Mudbone Grown, Portland Parks Foundation, Historic Parkrose Neighborhood Association, Argay Terrace Neighborhood Association, State Rep.Thuy Tran and... the list is growing.

Thank you for your consideration. We appreciate the Council's dedication to improving our region's transportation landscape and look forward to the possibility of expediting the realization of the Parkrose Greenway project.

Sincerely,
Sarah Iannarone

2023 DRAFT REGIONAL TRANSPORTATION PLAN

Letter Public Comments

July 10 – August 7, 2023

oregonmetro.gov/rtp

August 03, 2023

Metro Planning
600 NE Grand Ave
Portland, OR 97232-2736

RE: Regional Transportation Plan Public Review DRAFT

Dear Kim Ellis, 2023 RTP Project Manager:

On behalf of the Clackamas County Coordinating Committee (C4), we are writing to share our feedback on the 2023 Regional Transportation Plan (RTP) Public Review draft. We wish to express our appreciation for Metro's efforts and acknowledge the challenges of developing the next RTP on the heels of the COVID-19 pandemic, including holding various workshops and many visits by Metro staff to C4 meetings.

At this stage of the 2023 RTP's development, we wish to offer feedback on three critical gaps. Namely, better integration of Pricing Policy direction into the active tolling and congestion pricing projects, the need for engagement around future transportation funding options, and the importance of the region working together to prepare for electrification of the transportation network.

Pricing Policies should be recognized by the tolling and congestion pricing projects in the 2023 RTP

This process must acknowledge that the projects local jurisdictions moved forward into the 2023 RTP did not necessarily emerge as priorities in their local Transportation System Plans (TSPs) to specifically address the impacts of tolling and congestion pricing the interstates. Local TSPs have not had the time, data or resources to integrate the solutions that will be needed to address the impacts of tolling, which means the 2023 RTP does not include those projects either. From the information that we have seen to date, the diversion created by the ODOT tolling and congestion pricing projects will be impacting the local roadway systems. We are concerned that the 2023 RTP does not prioritize local projects that will be needed to address the impacts of the ODOT led pricing projects.

In addition, significant time and effort has been spent on developing the Pricing Policies that are in Chapter 3 of the 2023 RTP. It is essential that they are used to guide the projects that implement pricing as they are designed and constructed. We are concerned that ODOT's tolling and congestion pricing projects are not being carefully designed in a way that will ensure that the process is equitable, that the revenues will be reinvested equitably, or that will adequately address significant diversion onto local streets. As we witnessed in Clackamas County through ODOT's 2023 draft Environmental Analysis for the I-205 Tolling Project, tolling will produce diversion in significant ways that dramatically alter transportation needs off the interstate. Without being held accountable to the 2023 RTP Pricing Policies, the actual pricing projects will not bring forward the benefits expected by the RTP. As these projects move forward through the MTIP approval process, they should be required to provide a report on how the projects that are evolving are meeting the 2023 RTP pricing policies.

The region must have a conversation to determine predictable and sufficient revenue to advance transportation projects

Our region needs to be engaged with the discussion about how to replace lost revenue from the declining gas tax. Presently, cities and counties share 50% of the state gas tax, by formula, which is a significant source of local road funding. While many jurisdictions have established other revenue streams (many are also gas taxes), not everyone has or has been able to. And yet, the region currently has no funding replacement for that loss. ODOT, however, has said the congestion pricing program is their way to replace revenue from the declining gas tax, not for new capital projects but rather for maintenance of the interstate system. While a revenue share of the new congestion pricing program is certainly one idea – and a fair one if ODOT is replacing the gas tax – it cannot be the only solution. We must find a way for our communities to fund our projects or we will not reach our RTP goals. The 2023 RTP should include a project specifically designed to host a conversation at JPACT about the future of transportation funding.

Electric vehicle infrastructure is under-represented

The automotive industry is sprinting toward electrification of their fleets. Most manufacturers will only produce electric vehicles as early as 2035. Likewise, starting in 2035 automotive dealers in Oregon will only be able to sell "new" vehicles if they are electric. Simply, density requirements and other recent land use laws limit where parked vehicles are able to charge, and charging stations do not exist in the same capacity as fueling stations. Hydrogen fuel markets are also expanding, though slower, and will have similar challenges. We must find a collective way to ensure adequate charging infrastructure is in place during this gas to electric transition. All of this is especially acute in Clackamas County since there are not significant levels of viable travel options. Models exist in California that may serve as a starting place for our region to begin discussing funding and expansion of infrastructure for fossil fuel alternatives. Supporting the transition to EVs and other alternatives is critical to help us move toward our climate reduction goals.

We must have a Regional Transportation Plan that is truly regional, and not a system that favors some communities over others. Our residents and businesses depend on a predictable transportation system that is fair and efficient. It is our goal in C4 and throughout Clackamas County to advocate for those fair investments and policies so that our region thrives together.

Sincerely,

Paul Savas, Commissioner
Clackamas County
C4 Co-Chair
R1ACT Vice Chair

Brian Hodson, Mayor
City of Canby
C4 Co-Chair
R1ACT Member

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts; Ex Officio Members including Metro, MPAC Citizen, Port of Portland, Urban and Rural Transit

Kim Ellis
Metro
600 NE Grand Ave
Portland, OR 97232

Dear Ms. Ellis,

Metro has implemented a process for developing a regional transportation plan (RTP) update that that delivers upon the requirements of the Code of Federal Regulations, providing the path forward for maintenance and operation of and investments in the region's transportation system. Further, the draft RTP presents advances in policy resulting from earnest community engagement and in service to the Secretary of Transportation's Planning Emphasis Areas (PEAs). Such innovation should serve well in positioning the region for acquiring discretionary grants from the programs connected with the PEAs.

The Oregon Department of Transportation (ODOT) is generally supportive of the draft RTP as proposed, with a few critical adjustments needed. This letter conveys several important requests in time for inclusion in the TPAC conversation on August 16. ODOT will be sending subsequent correspondence prior to the August 25 deadline, addressing policies on auxiliary lanes and pricing.

As requested by Metro staff, ODOT has utilized the online comment form to also submit proposals for modified language or graphics with the goal of developing a high-quality plan for the region. We will also send Metro technical updates to correct or update project specific information.

Requested Improvements to the Draft RTP

1. **Representation of Regional Priorities:** ODOT fundamentally agrees that that there is a pressing need to invest more in multimodal projects that support transit and active transportation to address key outcomes such as equity and climate. The draft RTP makes a strong case for this, and ODOT is proud to be a part of this work. The agency incorporates features to safely advance modal choice in its policy and projects. However, the RTP does not make an equally strong case for the need to maintain our current transportation infrastructure to maximize safety and the operational efficiency of the existing system and avoid costly repairs in the future. There are no goals related to system maintenance and preservation in Chapter 2. Similarly, Goal 5 should specifically cite seismic resiliency in addition to climate resiliency.

   Maintaining this infrastructure, including making it resilient, is the largest share of non-operations transportation expenses in the region and is ever more important as our infrastructure continues to age. ODOT requests including goals and objectives that are more aligned with the full suite of planned investments associated with the RTP to provide a more clear linkage between policies and these expenditures. ODOT also requests greater integration of goals around system preservation in Chapter 2. Preservation of the system also touches on aspects of several Goals 4 and 5.

To address the above concerns, ODOT requests the addition of the following new objective to Goal 4: Thriving Economy

> *Objective 4.5: Maintain or bring facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs to the system and impediments to moving goods.*

ODOT also suggests these additional opportunities to add objectives tied to preservation of the system and seismic resilience:

- *Objective 2.3: Maintain or bring facilities for all modes up to a state of good repair to prevent traffic deaths and serious crashes related to poor infrastructure conditions.*

- *Objective 5.5 Adaptation and Resilience – Increase the resilience of communities and regional transportation infrastructure to the effects of climate change and natural hazards including seismic events, helping to minimize risks for communities.*

- *Objective 5.6: Maintain or bring facilities up to a state of good repair and avoid deferred maintenance to prevent future more costly and resource intensive repairs.*

2. **Measures used to produce charts and tables do not accurately reflect Multimodal Investments:** The analysis, text and graphic in Chapter 6, pages 6-18 to 6-19, "ODOT Projects" do not accurately reflect the multi-modal nature of the projects listed, as ODOT staff previously expressed at TPAC and JPACT. Publishing a chart that appears to show ODOT is only spending $3 million on active transportation over the 20-year life of this Regional Transportation Plan is misleading and inaccurate. The analysis methodology, defining transportation projects by one element instead of their multi-modal reality, produced charts that do not reflect the actual outcomes the projects are intended to produce.

   Almost all of ODOT's RTP projects would construct active transportation elements in addition to roadway improvements. In fact, two ODOT projects in this RTP – the I-5 Rose Quarter Improvement Project and the Interstate Bridge Replacement – are investing more than $100 million dollars each in active transportation infrastructure. This inaccurate reporting of multi-modal projects also affects the other agencies' investments, and means some substantial walking and biking investments planned for the region are not reflected.

   All ODOT modernization projects include active transportation features. However, because our projects are primarily throughways or roadways, these investments are not reflected in the analysis. For example, Outer Powell includes a substantial investment in enhanced and safer bike/pedestrian facilities and a "pavement preservation project" on Hwy 99W (I-5 to McDonald) includes ADA ramps, bike lanes and enhanced pedestrian facilities.

Also many of our safety and active transportation investments will come from within ODOT's Safety & Operations program, yet they are not capacity increasing projects and are not reported in Metro's analysis. For example, $3 million dollars shown as ODOT's total active transportation investment is the cost of one Rectangular Rapid Flashing Beacon, and yet ODOT is building several of those across the region every year. The Safety and Operations improvement bucket has $1.23 Billion YOE set aside for investments that include active transportation improvements in priority locations across the Region. ODOT plans to allocate more than $58 million for active transportation projects in 2024 alone, a 48% increase over total amounts spent in 2021. The 24-27 STIP includes $165M in ADA ramps alone within Region 1 and another $24 million in bike/ped specific projects, plus additional bike/ped investments on many other projects. None of these multi-modal project elements are reflected in the current methodology or graphics.

To correct this misrepresentation, ODOT requests that Metro update the text to reflect these investments and explains the limitations of the RTP methodology.

Suggested new text is below:
~~Figure 6.7 shows the cost of RTP investments submitted by ODOT broken down by investment category. The I-5 IBR Program comprises nearly half of ODOT's $12.61 billion constrained project list with less than 1% being allocated towards walking and biking.~~ While ODOT's constrained list includes mostly roadway projects, these are often multi-modal in nature and incorporate active transportation features that are part of a complete multi-modal roadway system. In addition, over $1.2 billion of ODOT's investments are in non-capacity safety and operations projects, many of which will provide active transportation improvements in priority locations: the 24-27 STIP includes $165 million in ADA ramps and another $24 million in active transportation specific projects within Region 1, plus additional active transportation investments on many other projects. Nearly half of ODOT's $12.61 billion constrained project list is comprised of the I-5 IBR Program, which includes a light rail high-capacity transit element and over $100 million dollars of accompanying bike and pedestrian access investments. See Section 6.3.14 for more information on region-wide road operations, maintenance and preservation costs.

3. **Mobility Policy:** Through the update to the region's mobility policy, ODOT and Metro have collaborated to shift an outdated policy that was no longer accurately identifying needs on the region's throughways. The proposed new policy and its metrics is a significant undertaking.

   ODOT appreciates that Metro staff have continued testing the proposed metrics with the travel demand model. Much has been accomplished, and the mapping associated with the RTP provides evidence that the proposed new reliability metric is better suited to identifying and communicating undeniable needs on the throughway system than the previous volume to capacity ratio metric. That said, the figures in the RTP are derived from a travel demand model and such models excel at comparative analysis but may not capture detailed performance in all locations. ODOT therefore requests addition of the text below to the Table notes on page 3-59, as supplied by Metro and ODOT for the August 4 TPAC packet with slight modification:

To clarify, this measure and the maps indicate clear and undeniable transportation needs on throughways designated in the RTP. Other analysis that agencies may conduct at a more detailed scale, such as during development of a facility plan or TSP, may also be used to document the need for operational investment in order to improve performance. When a need is identified using this measure, via observed data or traffic simulation models, transportation agencies should then follow the adopted congestion management process and ODOT's OHP Policy 1G to evaluate the need using field data and identify solutions to address the need.

Additionally, preliminary examination of data from the regional model hints that the measure when applied to non-limited access throughways may not be identifying the performance issues that facility users are observing. Behavior on limited access freeways is more easily monitored and predicted than it is on highways with traffic signals and driveways. This permeability creates barriers to establishing effective segment lengths for analysis. ODOT requests continued collaboration with Metro to develop effective metrics for non-limited access throughways including an entry in chapter 8 communicating a forthcoming effort. Options for next steps include revised metrics and reviewing the RTP throughway designations applicability to some of these facilities.

Thank you for considering these requests. With much appreciation,

Chris Ford
Policy & Development Manager, ODOT Region 1



2023 DRAFT REGIONAL TRANSPORTATION PLAN

Testimony
Public Comments

July 10 – August 7, 2023

oregonmetro.gov/rtp

Metro Council Hearing – 07/27/2023

Closed Caption Transcript of Public Testimony on the Draft 2023 Regional Transportation Plan

Peterson: Thank you for that update. I will now open the public hearing on the draft 2023 Regional Transportation Plan and draft 2023 high-capacity transit strategy. Connor, will you please describe to the audience our procedures for the public hearing.

>> Connor: So if anyone wishes to testify on the draft 2023 Regional Transportation Plan and draft 2023 high-capacity transit strategy now is the time to do so. Public testimony will be limited to three minutes, and I'll manage a timer to go off at the three-minute mark. If you have not signed up to testify you can do so now by raising your hand in the room once we get through the folks in advance or by raising your hand on Zoom. For those on Zoom I'll be promoting you to a full panelist. I'll call your name, you'll see a window asking you to accept the promotion. You'll rejoin and be able to turn on your camera and unmute yourself. You do not need to give your physical address, however, please identify yourself for the record before testifying. So with that, President Peterson, Councilors, we have had some folks sign up in advance to testify. And up first. On deck we have tony Jordan.

>> All right! Good morning, Metro Councilors. Thank you for the opportunity to comment on the draft 2023 Regional Transportation Plan. For the record my name is Indian Nanpun. The mission is to serve communities by building environmental wealth through social enterprise, outreach and advocacy. We're based in northeast Portland in the Cully neighborhood. Our diverse community was annexed into the city in the 80s, and the neighborhood was built with sub-standard roads. Today that count is about up to 35% of our streets, and we still have multiple streets in the high-end network crisscrossing our community. It's why we partnered with Metro in getting there together coalition in 2020 and why we're here today. Hundreds of people have died in crashes on our streets since the last RTP update. A disproportionate number of these people were black, indigenous and people of color, pedestrians and cyclists, vulnerable system users, and in neighborhoods like ours experiencing multiple overlapping inequities. This is our can she not si -- consistency at Verde. These deaths aren't just a tragedy. They're a tradeoff made by every level of government over the course of decades. It's an accumulation of decisions that time, energy and money that could go to building every sidewalk, protected bike lane, curb ramp or traffic calming device that we need to get that number to zero could be better spent on a new megaproject. With transportation funding challenges at every level of government we're being told to expect more tradeoffs to come. With that said I want to applaud the work done by the Metro planning staff and the many committee members, stakeholders and community members to get us to a draft that illuminates these tradeoffs and sets a hopeful course for the future. I particularly want to highlight the updates to the policies in chapter 3 of the RTP. The pricing policy updates are well tuned and equitable, and the motor vehicle network policies will ensure we're using the best safety tools without adding unplanned or unaffordable capacity. however, it does concern me to see with all the resources and all the policies and visions laid out in this plan the system analysis indicates we're still on track to fall far short of our safety, equity and mobility goals. Why I urge you in your work to ensure projects are prioritized and held accountable to the goals and policies of this plan without exception or delay. This will be particularly important with bundled projects, currently in the financially-constrained list for which that information isn't yet available to the public. By acting with conviction you can begin to bridge the gap between our vision and our reality when it comes to safety, equity and mobility for all, and we have to because people's lives are falling through that gap. Thank you for your time.

>> Connor: Thank you. Up next we have Tony Jordan, and on deck is Ethan Rorback.

>> Good morning, I'm the President of the parking reform network. I'm here -- thank you for holding this hearing, and I'm here to comment on the RTP specifically about pricing and probably predictably

about parking. Pricing is fantastic. Climate friendly and equitable communities that the state has implemented are creating a great need and opportunity for on-street parking prices and other parking management. And to get the most out of that policy, which dove tails with our Regional Transportation

Plan, regional parking pricing program could be transformable. This is a big deal that all these suburban communities are doing these reforms. For one, definitely with the RTP, move the parking discussion more back into the pricing area. I noticed it was mentioned. Oh, it's in this climate section. It probably should have quite substantial section. Communities need resources, and I think the Metro governments can get resources from Metro on how to do pricing of their curbs to save them time and effective strategies. We have this booklet I'll leave. It's charging for on-street parking and re-investing that money in walkability. I think that Metro could facilitate Metro-wide mitigations for impacts to low-income communities. They're maybe a regional program so every city doesn't have to reinvent the wheel on how to mitigate impacts. Facilitate and promote operability and pricing applications would be something that could happen. And provide leadership on transportation and demand-management strategies like parking cash out and other commuter parking surcharges. We should keep in mind the strong connections between land use and transportation and how big of an impact specifically car parking has on meeting those goals. If we want to reduce traffic and VMT. We can't keep building parking at current rates. It's impossible and can't keep providing it for so cheap. There's an opportunity here to lead the nation again. What we do is watched and replicated other places, so let's live up to that reputation and do a great job. Thank you.

>> Connor: All right, we now have Ethan Rorback. Ethan, I'm going to promote you up. And on deck we have Sam Herren. Your time will begin when you begin speaking.

>> Excellent, thank you. Madam President, members of the Council, my name is Ethan Rorback, I'm a research associate at the Cascade Policy Institute. I have concerns with Metro's plans in the Regional Transportation Plan. Transit-Oriented development is defined as development built close to transit. Ideally within a quarter mile, which gives people easy access to everything they need. transit is supposed to be fast, reliable and widely used. Some coworkers and I went to the iconic Light Rail station in Hillsboro so observe whether this is based in reality. Every Wednesday the last four weeks we counted all the people going in and out of the Ranko station between 4:00 and 6:00 p.m., the peak traffic areas. We found, to our best ability, that people that use the west train accounted for less than 6% of all passenger trips in and out of Aranco, compared to 82% that traveled car or bus or 12% who biked or walked. This is lopsided mode split. About one in every six people used a bus to get there. And out of 18 total rail trips, half of those never came. This data indicates after 25 years the Light Rail station in Aranco is far from top consumer attraction. It is uncertain whether they will walk or bike straight there. The max is not fast, reliable, or widely used. The data should show low-income residents are largely not taking connects, even with affordable housing for 314 people close to the train. Based on this I am unsure why Metro wants to transition to affordable housing, specifically the requirement in the strategic plan that 50% of TOD units should be 80% or less of the AMI. This can help, and so can housing tax credits, but residents who continue to drive cars might not relinquish them regardless of expectations. I think it is uncertain we targeted subsidies or affordable housing as advocated in policies 1-3 of the transportation equity plan, will increase ridership. More low-income housing could limit parking and the -- [Indistinct]. If parking is phased out of TODs, it might increase the need for subsidies to keep droppers from shying away if residents continue the drive. With this said, I advise the board to defund or delete any further TOD investments from their program budget. The end goal should not be to force residents who already drive and live happily in transit-Oriented

communities to change their mode of transportation. With that, that concludes my testimony. Thank you.

>> Connor: Thank you. All right, we now have Sam Herren and on deck is Micah

>> Good morning, Council members, I'm Sam Herren. According to Metro, high-capacity transit is frequent, fast, direct and needs to move a high volume of people. Metro's RTP calls for the expansion of this high-capacity transit. In my opinion this is a mistake and will hurt taxpayers while providing little benefit. Just like some of the past high-capacity transit project that is do not fulfill any of the previously-mentioned characteristics. Some examples are the slow Portland streetcar, or the max yellow line which underperformed its maximum capacity by 50%. The 82nd avenue transit project, this includes new buses with greater capacity and a possible bus-rapid transit. The 82nd avenue corridor is currently served by TriMet's bus line 72. This is the busiest line, but does it need to be expanded and converted into BRT? First, a BRT project will take away a lane from cars, the most popular form of transportation, making traffic much worse. Second, before the pandemic line 72 had 80,000-90,000 boardings fer week. Now it's down to 59,000. That's 65% of its peak usage. Line 72 was operating for years without trouble, and even before COVID ridership was decreasing. Why expand something that's shrinking. Rather than expanding, Metro should focus on terminating lines that are not being used. As of this spring the west commuter rail sees only 450 daily boardings. That's 225 riders, assuming round trip. The least popular of the five max rail lines, the orange line, has more than 5,000 daily boardings. Meanwhile, the most popular line, blue, has almost 30,000. Should west be considered high-capacity transit? It never reached the lower end of its forecast of boardings. This ghost train is not just a waste of space but a waste of money as well. Every ride costs therapies $103. Multiply by the daily boardings, more than $46,000 every single day it runs. Metro should urge TriMet to stop running west. With the millions saved you could help provide more effective modes of transportation for lower-income Oregonians, possibly car or ride-hailing vouchers, which are much better than empty buses and trains going to and fro. TriMet's ridership peaked, but it's total operating costs keep increasing. This new plan calls for increased high-capacity transit when existing forms are not even close. I urge Metro to eradicate underperforming lines and reallocate funds before adding new ones. Thank you.

>> Connor: Thank you. All right, we now have Micah Dasilva, and up next on deck is Zachary Lauritzen.

>> Good morning, Council. I'm a research associate at Cascade Policy Institute here in Portland. I'd like to contribute to the discussion on the recent shift in management standards regarding VMT per capita. Using this measure of success is inaccurate and regressive. Many Oregonians already use electric vehicles, which produce zero emissions. And the State of Oregon will completely phase out new non-electric vehicles by 2025. It's not a useful measure going forward. VMT reductions are also intended to measure success in reducing road congestion, but replacing past and proven measures like volume to capacity. But VMT is even less suited for this task. It averages the miles traveled by drivers. If all congestion were relieved today, VMT would not change as people would need to travel the same distance to get to the same destinations. Reducing VMT to reduce congestion is trying to reduce the number of students in a school to resolve less crowding. It would not improve quality of education. In fact, some children would be out of school entirely. Similarly, dealing with congestion by reducing the number of cars on the road may lesson traffic, but it does offer affordable transportation for everyone. It will mean that many who need to travel can find themselves out without affordable options. High congestion impacts equity-focused areas most significantly. People in equity-focused areas drive more. Low income and communities of color commute longer than average than other drivers. As mentioned

in the RTP, housing is cheaper the farther from population centers. The executive summary states in an era when high housing costs make it challenging for many people to live in transportation-rich neighborhoods, the region may need to take new approaches, such as congestion pricing, to meet ambitious, green house gas and VMT reduction targets. Public transit is not a suitable institute for driving -- substitute for driving. Most are accessible by car, and workers live in a different county than I work in. Disadvantaged individuals must make tradeoffs between finding affordable housing and having to commute, with many not having any choice at all. It will simply impose an even higher burden on those least able to afford it. And when success is measured in roads clearing up because some can't afford to drive. It should signal it should veer far off the path of equitable transportation for all.

It does not approximate emissions and does not function as a replacement for volume to capacity. Thank you.

>> Connor: All right, we now have Zachary and on deck is Suli.

>> Thank you for the opportunity to be here to talk about the RTP. You're going to hear from a lot of people about specific policies and projects. I'm going to zoom out and talk about philosophy and reminders about urgency and courage. And so to set the context, you've, I'm sure, seen the news about our record traffic fatalities in the last couple weeks, eight deaths. You've heard about heat waves and heat domes across the United States. Ice melt in the arctic. It's an urgent time, and I say that because when I look at the RTP I see a number of massive projects that double, triple and quadruple down on these exact same patterns of travel that got us here. We're talking about widening the 217. We're talking about doubling of the width of the i-5 bridge. We're talking about adding lanes on 2095 and i-5 -- 205 and the I-5. Yet, these widening projects would relieve congestion in the long term. And there's a grand total of zero examples of adding lanes fixing congestion in the long term. Zero. So unless we're planning to add lanes today and tomorrow and in ten years and 50 years this is not a long-term solution. And I'd also add that widening Freeways is not popular. People don't want interstates ripping through their communities. They don't want the noise, pollution or danger. What they want is to not be stuck in traffic. And there are strategies to achieve that. And they're long-term strategies. It's aggressively building out transit. It's implementing congestion pricing. It's building out protective bicycle lanes. It's development patterns that make it so people don't have to drive everywhere that they go. These are the long-term solutions, and to be totally fair, a lot of these projects and policies are in this RTP. And I want to acknowledge that. But, if you exercise during the day and then you eat two quarts of ice cream in the night, you're not going anywhere. And so that's not progress. And what I see happening here is that ODOT is asking you, and frankly I think they're putting you into a really terrible position to tax through tolls your constituents suck up billions of dollars of revenue from your communities, and then put that money into Freeway-widening project that is will only make our fatality problems and climate problems worse now and harder to solve in the future. So, I'll also note that if safety is indeed the number one priority as noted earlier, then ODOT would be investing in and making safe their dangerous Oregon Highways that are crisscrossing your districts left and right. If that's really what we're trying to achieve. It's going to take courage to do these changes and to push back against the status quo and to end the vicious cycle of death and maiming in our streets. You all hold power and encourage you to inspire this guide RTP so we're taking two steps forward and one step back. Thank you.

>> Connor: Thank you. Up next, we have Sibili, and on deck is Burgan.

Metro Council Hearing – 07/27/2023

Closed Caption Transcript of Public Testimony on the Draft 2023 Regional Transportation Plan

>> Thank you for the opportunity to comment on the draft Regional Transportation Plan. My name is Salali Ramirez, a resident of Clackamas County and a student at PSU. I work with the Oregon-friendly driver program at the street trust, and I'm here to share my experiences and thoughts about our transportation system. Growing up in Clackamas County, an area underserved by transportation options, I've experienced firsthand the difficulties and dangers associated with the lack of safe infrastructure. I've seen family members and friends navigate unsafe routes, dodging cars while trying to get to school, work or just trying to cross the street. As a college student I heavily rely on public transportation, and I can tell you that it is not adequate where I live. Our transit system's inefficient disrupt my ability to be successful in school, my career and my sense of safety. The updated policies in chapter three of the RTP will set out our region on a path towards improving climate, safety and equity in our transportation system. However, we must apply them with urgency and ensure that all projects adhere to these policies without exception. This includes bundled projects, like ODOT's safety and operations projects. This $1.2 billion projects must be transparent. Especially in underserved parts of the region like Clackamas County. We are facing a transportation-safety crisis as a resident, student, safety educator and taxpayer in this community, I urge Metro to prioritize projects based on safety, equity and public transportation needs identified in the system analysis. Our future, my future, is dependent on our ability to ensure safe and accessible transportation for everyone with the urgency this current crisis demands, especially for those in BIPOC and low-income communities who are disproportionately affected by these issues. Consider our needs and experiences when planning for the future of transportation in our county. We are more than statistics. We are individuals whose lives depend on your decisions.

>> Connor: Thank you. We have Bergan followed by Sarah.

>> I serve as a staff member at the street trust, and I conducted listening sessions with people from underserved communities. Through this work I've been privileged to listen and learn about their experiences navigating our transportation system. We're in the midst of a safety crisis on our streets. According to our recent report from the Regional Transportation Plan engagement, our community members have shared experiences and fears about pedestrian safety. One participant said I live in the east area. Kids have to walk in the streets to get to school. There's also really poor lighting on busy streets. Another participant remarked, we have prioritized transportation for people with financial resources to get to downtown Portland. Most people with lower incomes live their lives outside of downtown. Where do average people go and those without cars, apologies, where do those without cars need to go and how is the system set up to accommodate that? These are experiences are not outliers, but symptoms of a deeply-troubled, inequitable system. Safer streets, better transit and more accessible and reliable transportation options. They want to travel without fear. This calls for our community at attention. We're not on track to meet the tactors of reducing serious and injury crashes by zero by 2035. This is lives at stake. We have seen a surge in traffic fatalities with a high impact on BIPOC communities and low-income people. Therefore we urge Metro to prioritize projects based on safety equity and transportation needs identified in chapter 7 analysis. We appreciate the significant investments proposed through this plan update but given the epidemic of traffic fatalities it's not enough and it's not fast enough. We recognize and appreciate the inclusion of historically-disadvantaged community members in this conversation. Including that shared the recent Council and TPAC meetings. Voices like this in our community deserve more than just being heard. They deserve action and accountability. We must ensure that before we come back together to discuss this again later this summer, Metro redefine chapter 8 to include a very real plan and address concerns. This

should be done in continued partnership with the communities impacted by these ongoing inequities. I'm here today as a representative of the street trust but also as a resident of our region. I'm proud of our community's resilience, engagement and drive for change.

>> Connor: Up next, we have Sarah, and on deck is Joe Courtwright.

>> Sarah: Good morning. My name is Sarah. Thank you, President Peterson and Council for the opportunity to comment here today. Sorry. I'm here on behalf of the Street Trust. We've had the opportunity to work closely with various advisory committees over the past two years to inform development of the plan under discussion today, and we're not here to advice you further, but just to emphasize greatest concerns and points and make sure we're carrying forward what we're hearing from our work in the community as well. We see ourselves as a dedicated partner in this work with Metro. We also like to work with organizations liking higher education so we can get empirical studies of transit-Oriented development. I'm hear to share any research on that as well, especially when it's been peer reviewed. But ultimately I'm here as a representative for street users who concerned about the safety of our streets regardless of mood who care about equitable mobility, and they want to see investment that is lead to health and opportunity in our communities. The plan before us represents considerable efforts on behalf of Metro staff, and I applaud them for hard work and care. At the same time this plan sits at the intersection of three really serious crisis. The climate crisis, a surge in traffic fatality and deep-seeded racial inequalities. Projections from the Governor's Highway association are projecting Oregon east going to have the third highest potential spike in pedestrian deaths in 2023. It's clear these statistics translate into tangible, daily trauma for our indigenous and residents of color. This underscores the urgency for implementing the investments in the plan with strict adherence to the very forward-looking policies in chapter 3. While it is essential to aim high with our plans, the most critical factor lies in implementation. We must view this RTP as more than a guideline. It stands as a binding commitment to the community that we are dedicated to achieving the safety goals and access to opportunity that they're demanding. As my colleague previously discussed some of the feedback that we got through our community engagement was that we needed to have deeper relationships and engagement with the community over time. So I hope that between now and when you come back together to decide this later this fall, chapter 8 can elaborated about our actual plan to do that with some investments made so we have a clear pathway between now and the next RTP update. Which leads me to small project that has a special place in our heart. I provided you a little map here. It's known to you as the cross-levy project. This project positioned between Marine Drive and Sandy -- I'm out of time.

>> Peterson: Thank you.

>> Connor: Thank you. All right, we now have Joe Courtwright. I'm going promote you up to a panelist on Zoom. As a reminder to everybody in the audience today if you have not signed up in advance you can do so now by hitting the raise hand button on Zoom or by letting me know if you're here in person. Joe, you'll have three minutes.

>> Joe: Thank you for the record. Joe Courtwright. As you consider the RTP, you know that the climate crisis is manifest. The smoke-filled skies of the last several summers record-high temperatures, boiling seas, melting glaciers and fires are all evidence that the climate crisis is manifest. In the face of that, the Regional Transportation Plan is green house gaslighting this region. Our adopted state goal adopted 15 years ago was reduce green house gases by 70%. Transportation is the largest source of green house gas emissions in the state and region, and we are manifestly failing to reach our target.

Compared to 1990 emissions in Multnomah County are up. They're up 15% in the statewide. Similarly, when we look at the more recent evidence, what's happened since we adopted our climate plans like Metro's 2024 so-called climb smart strategy, transportation emissions have continued to rise. State transportation emissions are up 1.5% per year. Portland Metro green house gases are up 5% per year, and Multnomah County are up 1.4% per year. Every inventory of green house gases from transportation shows increases since you adopted your climate plans. We are now a quarter of a way through the planning horizon for the climate smart strategy. And none of this information about the actual trends in green house gases is contained in the RTP. Instead, the RTP has created its own artificial world based on models that are not calibrated or reflecting of these inventories. Your staff has substituted the model values for the actual scientific measure emissions from this region, and you are making false assumptions about changes in vehicles and fleets. Your modeling assumes that the average age of a car will be about six years in the future up from or down from 10 years. It's increased to more than 12 years and statewide is 14 years. That means many more older cars on the road. Metro assumed that we would stop buying suvs and trucks and two-thirds of vehicles would be passenger cars. 08% of the vehicles -- 80% of the vehicles are third-year trucks and SUVs. as a result, your climate modeling is off by 100%. You're wildly understated the future growth in green house gases. As a result, the modeling that's going into the Regional Transportation Plan fails to reflect what we need to do to achieve our stated and legally-adopted climate goals. And the way that climate is treated in the original transportation plan is to assume that as long as the plan as a whole meets the overall objectives, there's no need to consider how individual projects worsen or improve our climate performance. That's why you end up spending close to $10 billion on additional Freeway capacity. project that is will make emissions go up, increase car depends and worsen things.

>> Connor: Joe, you're over time. Wrap up in the next 10 seconds.

>> Joe: This is green house gaslighting in your Regional Transportation Plan. You need to include actual data and show how we're failing to meet those objectives. Thank you.

>> Connor: Thank you. Okay. Next up we have Adrian González, and on deck will be Jackie Trigger.

>> President Peterson, Councilors, thank you for the opportunity to comment on the draft Regional Transportation Plan. My name's Ariana González, and I'm on here on behalf of the coalition. A coalition of housing, land use, youth, older adults, environment and justice advocates, aim for investments that support communities most in need of transportation options, drastically increase ridership and improve transit and help people get where they need to go safely and quickly. Eventually becoming Metro's 2020 transportation bond. The member and organizations were critical partners in creating, devaiding and -- [Indistinct] core values from this campaign are carried into our work now and the values created from the 2020 transportation measure were centered around safety, climate action and transportation investments. The engagement with community members in the last four years has highlighted the transportation disadvantaged people are not having their needs met, frequency and security. We're living through a crisis in safety and climate. Our communities require urgent actions of funding to our goals. Appreciates the focus on pricing to -- [Indistinct] demand management program would re-invest in transportation options, especially for those for safety, walking, biking access and transit. Pricing would benefit our region still we must get transportation options between a car and paying a fee to utilize the roads. We must need strategy to address our orphan Highways. We still have so much more work to do as a region to advance jurisdictional transfers. Keeping our road safety and climate crisis in mind, we should ask ourselves how this RTP will help break the status quo and

transportation not supported. We need all to prioritize their investments because the community members serve better metrics for equity impacts. Potentially by tuning the policies in chapter 3. [Indistinct] chapter 8 needs to be flushed out. We need to track ongoing changes in the RTP and establish additional work that needs to be conducted to meet the needs of the community members. A commitment to improve safety, provide multimodal options and achieve equity. Lastly, the feedback and suggestions before Council can return to the public for another hearing sometime before the RTP's fully adopted. The organizations welcome the opportunity to meet with staff and other stakeholders to find critical errors of the RTP. Thank you for this chance to provide testimony today. Thank you.

>> Connor: Next up, we have Jacqui Trigger, and on deck is Brett Morgan. You'll have three minutes and your time will begin when you begin speaking.

>> Jacqui: Thank you for the opportunity to comment on the draft Regional Transportation Plan. My name is Jacqui, and I'm the campaign manager at the Oregon Environmental Council, founded in 1968 and is a non-profit, non-partisan-based organization. We advance innovative solutions to Oregon's environmental challenges for today and future generations. OEC is a member of the coalition and supported the 2020 bond measure. We're excited by the vision of the RTP, everyone in the greater Portland region will have safe, reliable, affordable, efficient and climate-friendly travel options that allow people to choose to drive less and that support equitable, resilient, healthy and economic vibrant communities in the region. With heat waves and wildfires raging across the state, we're constantly reminded that what we face -- sorry. Heat waves and wildfires raging across the state, there are many great policies in the RTP to reduce green house gas emissions, such as the mobility pricing policies, prioritization of transportation investments and implementation of land use plans. It's crucial that these policies are implemented equitably to align -- air pollution and vehicle miles traveled and held accountable to doing so. Let's not let that happen this time around. We know that in order to meet our climate goals we need to both significantly electrify and reduce our vehicle miles traveled. So both prongs are crucial to meeting our goals. Thank you for all your work on the draft RTP and the opportunity to comment today. I look forward to continuing to work with Metro Council.

>> Connor: Thank you. Next up, we've got Brett Morgan, and once again, folks, if you would like to sign up to testify and not already done so, you can do so by raising your hand. Either on Zoom or in person. So, Brett, your time will begin when you begin speaking.

>> Brett: Thank you, President Peterson and members of the Metro Council. And thank you for taking an extended listening session. I have watched quite a few Metro meetings, and this has been a very robust public comments, even the beginning and now, so I appreciate that. My name is Brett Morgan, and I work as the transportation director at 1,000 friends of Oregon, and I'm joining from the edge of the urban growth boundary. I'm here to comment on the draft RTP, and I want to commend staff, partners and the Metro staff who have worked really hard to advance the RTP over several years. As Oregon's land using watchdog, how to use transportation planning and priorities to align policy, investments and community needs. To begin keeping in mind that we need to stay below the 2.5 warming targets within the reports, science dictates we need to reduce VMT below 15% of current levels in order to meet our climate goals, and this is regardless if a vehicle is electric or gas. This summer's been hot, the seven of the hottest global days on record and the last 100,000 years have happened in the last month. Water temperatures in Florida are nearly 100 degrees Fahrenheit. This underscores the need to change even if that change is hard. As an organization as well, as an organization committed to CVEC, how Oregon has gone above and beyond into the implementation of

the RTP, and we think there's lots of good things that will happen from that. Expect more comments from 1,000 friends in the coming weeks, but I did want to emphasize a few things during this public comment period. The RTP needs to prioritize safety in the short and long terms and prioritize in that sentence. In doing so using the framework identified in chapter 7, around communities of color, low-income communities and other underserved communities as the framework for these safety investments is critically needed. I would like to express strong support for the pricing program as it continues to act toward a more equitable pricing scheme for our region while de-linking mega projects from pricing and reinvest those resources into better uses. I also want to speak strong support for the high-capacity strategy within the 2020 measure. There was a robust debate about how to utilize VRT and other resources to increase the transit adoption within the region. We were able to capitalize and bring federal dollars down to our region if we were able to make those investments in bus-rapid transit. I want to speak in favor of transit-Oriented development and the need for anti-displacement investments throughout the RTP. Gentrification is happening throughout our region, and it's a resource to help mid gait this. I'll follow up with a 2023 report we worked on with UC Denver, and far more extensive and reliable at one point in time relative to how DOT's impacting our region, and I think it sets up how critical DOT is meeting our regional transportation and housing goals. Lastly -- I just know we're coming up on a 2025 legislative package as we work through this at the state level and realign priorities we know this RTP needs to set up 2027 RTP to meet these goals. Thank you for your time and, yes, thank you for your time.

>> Connor: Thank you. All right. That concludes everybody who has signed up in advance to testify. Is there anybody in the room who would like to testify still? We ran out of blue cards. I will look on Zoom. I do not see any hands up.

>> Peterson: Thank you. With that I will close the public hearing on the draft RTP and high capacity plans. Also thank everyone for coming in to testify. We had a wide range of comments, and I really appreciate hearing all this since my colleagues are on JPACT. I don't get to revel in the transportation as much as I would like to, so it was good to hear we're moving in the right direction generally with some very specific things to continue to work on. Thank you for everybody's comments. With that, Councilor Nolan, did you want to add anything?

>> Nolan: Thank you, Madam President. I just have a question that I hope is quick for staff. Based on the testimony. The testimony from Mr. Courtwright was that we are using out-of-date information for our model, and I -- if fuel efficiency is going the wrong way, which it has been in way significant ways, I would hate for us to be depending on me being the climate goals of both the RTP and our climate smart policy because we're assuming better performance by the average fleet than is actually happening. Can you address that?

>> Yes, Councilor President Peterson and Councilor Nolan: The assumptions we are using are the assumptions the state has provided us to use in our analysis. Our target that is were mandated to me from the state level are in addition to what was expected by the state to happen from changes or the transition of the fleet and technology of the vehicles and fuels in our system. So, we are using the information that we are required to use in the way that the state has provided them. I think what Mr. Courtwright has said is that those state assumptions, and this is something we have also raised at the state level, there has been rule making by the department of environmental quality that is getting the state on track with some of that transition, but the SUV and some of the other points that Mr. Courtwright was making is true. We are lagging behind as a state in some of those transitions. But we

are using the model and the assumptions that the state has asked us to use and we will continue to work at the state level and advocate at the state level for those other changes that are assumed in the state target setting process.

>> Nolan: I'll take it offline, Madam President. What I'm hearing you to say is the state requires us to use a certain data set, but they don't preclude us from also modeling with actual, more current data. I'd like to talk with you about that.

Name *	Jennifer Schloming
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Address	

Your testimony

This is an urgent request that Frog Ferry be included in the Regional Transportation Plan that is up for adoption. Among the many reasons a ferry on the Willamette would improve the quality of life in our beleaguered city, includes the obvious reduction of vehicle emissions that has allowed my neighborhood in St Johns to capture first prize for the worst air in the state. Preliminary studies show that commute times from Cathedral Park to Downtown, or at rush hour, from Cathedral Park to Vancouver, shorten the time in transit considerably. AND, rather than stacked up bumper to bumper, choking on exhaust fumes, folks can be on the water, in the open air--in beauty. What's wrong with that???

In addition to air quality, having the river available for emergency access/egress during a disaster is a no-brainer. If the St Johns Bridge goes down or the Interstate over the Columbia, we're toast.

We have one Tri-Met bus that serves the entire peninsula. To be able to have any serious commerce with the rest of the city, you have to drive. For the car to be my only real choice while living in a city this size, is an inexcusable failure of transportation infrastructure.

The costs of a ferry are much less than the asphalt and concrete answers that have cooked our stunning forested landscape to untenable temperatures. It has to stop. We need to think MUCH more creatively about how to move people and goods and get business done easily and without harm.

Healing will come to Portland when we feel connected to one another again. The ferry is an egalitarian mode of transportation; experiencing the wonder of the river ecosystem is humbling. We didn't make it, it is larger than we, and its care depends on our knowing that. The intended ferry stops along the Willamette will include information displays that teach Native American history at each location, as well as educate riders about river flora and fauna.

We need a win. It's been a slog for a handful of years now, and the novelty of inexpensive river access provided to folks who have felt the hardship of these past years the worst , will be an incredible boost to the broader city community. It needs to be easier. Friendlier. Less expensive. And, it needs to allow more of us to breathe in the beauty of this place we call home.

Is your testimony related to an item on an upcoming agenda? *	Yes

Submitted as testimony to the Metro Council,
July 27, 2023

Joe Cortright

cityobservatory.org /metros-failing-climate-strategy/

Metro's failing climate strategy

By Joe Cortright

Metro's Climate Smart Strategy, adopted in 2014, has been an abject failure

Portland area transportation greenhouse gasses are up 22 percent since the plan was adopted: instead of falling by 1 million tons per year, emissions have increased by 1 million tons annually, to more than 7 million tons, putting us even further from our climate goals.

Metro's subsequent 2018 RTP has watered down the region's climate effort far below what is needed to comply with Oregon's statutory greenhouse gas reduction goal, based on the assumption that 90 percent of emission reductions would be accomplished with cleaner vehicles.

All of Metro's key assumptions about transit, vehicle turnover, technology adoption, and driving, have been proven wrong.

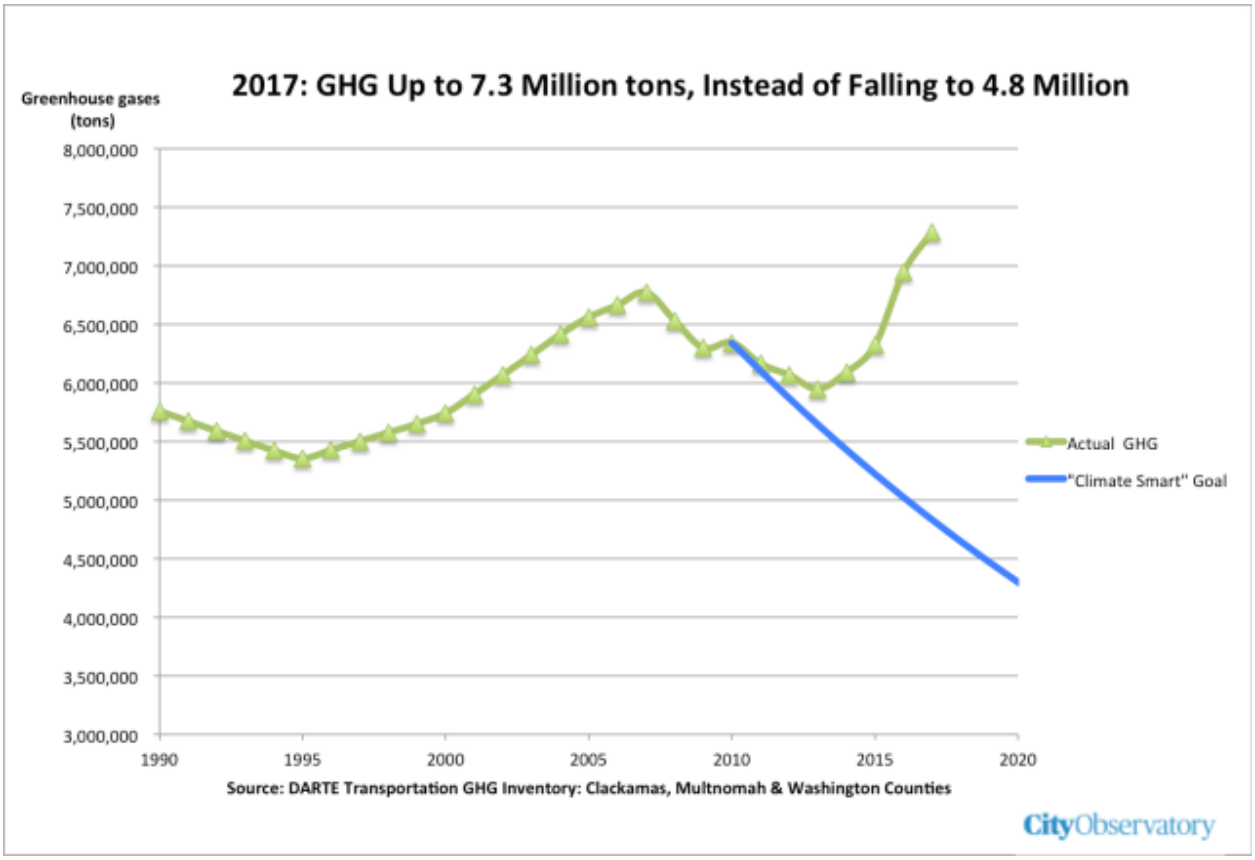
The plan has set a goal for reducing vehicle miles traveled that is actually weaker than the reductions the region achieved in the decade prior to the adoption of the "Climate Smart Strategy."

The agency has not acknowledged the failure of its climate efforts, and is at the same time moving forward to allow the Oregon Department of Transportation to build a series of freeway widening projects that will add more than 140,000 tons of greenhouse gasses per year.

Metro, Portland's regional government, talks a good game when it comes to climate. It has adopted a so-called "Climate Smart" strategy, and a regional transportation plan that it claims will lead to a reduction in greenhouse gasses. But a close analysis of the Metro's planning documents and other independent information shows the plan is failing, and is far too feeble to come anywhere close to achieving the state's adopted legal goal of reducing greenhouse gasses by 75 percent by 2050.

1. We're going in the wrong direction: Portland transportation GHG up 22 percent

The clearest measure of failure is the one million ton increase in annual greenhouse gas emissions in Portland over the past few years. Carbon emissions accounting is technical and complex, but for Portland, for the past five years, when it comes to transportation greenhouse gas emissions, and whether we're making progress, there are just three numbers you need to know: 6, 5, and 7. In 2010, (the base year for Metro's Climate Smart Plan), the tri-county area produced about 6 million tons of greenhouse gasses from transportation. The plan set a goal of reducing transportation greenhouse gasses by about 63 percent by 2035 (the plan's terminal year), which means that to be on track, the region would need to lower its emissions to about 5 million tons of transportation GHGs by 2017. But the data from the DARTE national transportation greenhouse gas inventory shows that the region's emissions increased to more than 7 million tons. So instead of reducing greenhouse gasses by at least a million tons, we've actually increased greenhouse gasses by more than a million tons. We're not just "not making progress," we're going rapidly in the wrong direction. Since 2010, we've fallen about 2.5 million tons behind the path we need to be on in order to meet the goal laid out in Metro's Climate Smart Strategy.



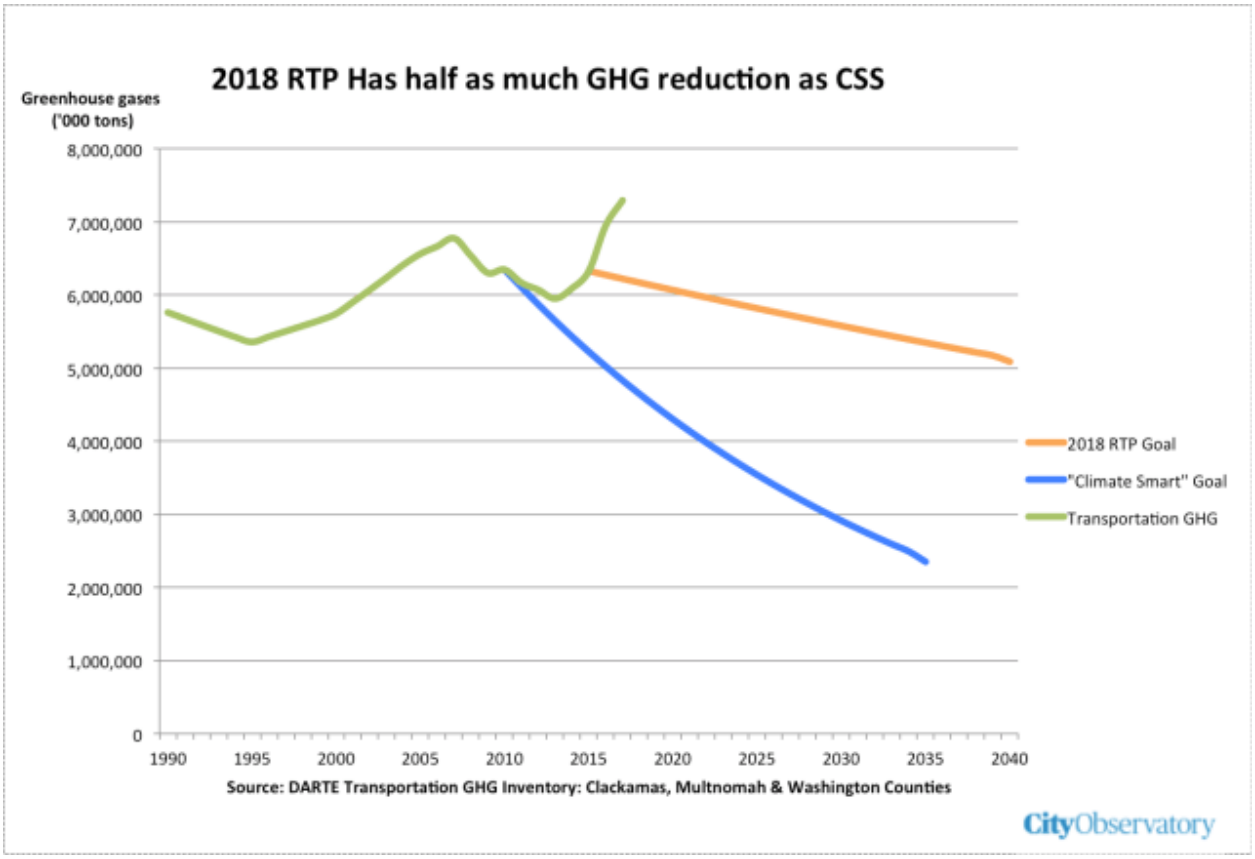
Metro's monitoring report, prepared as part of the 2018 Regional Transportation Plan, fails to acknowledge that the region is manifestly failing to reduce GHGs.

2. Metro's 2018 Regional Transportation Plan doesn't even propose to get us to the adopted state GHG Goal

Metro's climate plans are spelled out in two documents, a "*Climate Smart Strategy*" (CSS) adopted in 2014, which proposed a 20 percent reduction in vehicle miles traveled, and a subsequent 2018 *Regional Transportation Plan* (RTP). The adopted 2018 Regional Transportation Plan borrowed much of the rhetoric from the 2014 Climate Smart Strategy, but without any announcement or fanfare, radically watered down the region's greenhouse gas reduction objective. The CSS set a goal of reducing GHG's by 63 percent by 2035; the 2018 RTP modified this to a GHG reduction of only 19 percent by 2040 (RTP Table 7.31 "Projected Mobile Source Greenhouse Gas Emissions by Investment Strategy.).

The following chart shows the difference in the two plans. The starting dates for the two plans are set to the base years for their climate calculations (2010 for the CSS, 2015 for the

RTP). The glide slope lines are computed as the average annual percentage reduction in greenhouse gases needed to reach the end year target.



Metro's Climate Smart goal falls far short of what's needed to meet Oregon's statutory greenhouse gas emissions reduction, and even further short of meeting Governor Brown's Climate Emergency Executive Order—which calls for an 80 percent reduction in greenhouse gas emissions by 2050. Metro is relying as its justification for these goals a claim t*hat is following guidance from LCDC.* But in fact, Metro is planning for a reduction in vehicle miles traveled than is only one-fifth as much as called for in state regulations (see #4 below), and our analysis shows that overly optimistic assumptions used by LCDC mean that VMT reductions actually need to be much larger than specified in the LCDC targets (Appendix B). Not only is it failing to comply with the LCDC regulations (as explained here), those regulations have set planning goals that are now inadequate. Also: LCDC's regulations don't supersede or repeal the state statutory mandate to reach a 75 percent reduction in GHG by 2050, and Metro's Climate Smart Strategy and 2018 Regional Transportation Plan are inadequate to put the region on track to do its share to achieve the 2050 goal of a 75 percent reduction in transport greenhouse gas emissions.

3. Metro's plans assumes other people will reduce transport GHGs, not Metro, and its assumptions have been proven wrong

Both the Regional Transportation Plan and the earlier Climate Smart Strategy rely almost entirely on optimistic assumptions about vehicle fuel economy, electrification, fewer trucks and SUVs, and cleaner fossil fuels. Roughly 90 percent of the reduction in per capita greenhouse gasses claimed by Metro come from actions over which it has no control. Its strategy is far less about what it will do to address climate change, and almost entirely wishful thinking about what others will do.

Metro's 2014 Climate Smart Strategy was based on assumptions that other entities (some unspecified combination of the federal government, state government, auto makers, car buyers) would take actions that reduce greenhouse gas emissions per vehicle mile traveled by 38 percent between 2010 and 2035. Metro's plan actually contains no actions that influence per vehicle mile vehicle emissions.

FLEET AND TECHNOLOGY ADVANCEMENTS ASSUMED IN THE CLIMATE SMART STRATEGY

	Strategy assumptions	2010 Base Year Reflects existing conditions	2035 Climate Smart Strategy	2020 Actual
Fleet	Fleet mix (proportion of autos to light trucks)	auto: 57% light truck: 43%	auto: 71% light truck: 29%	auto: 25% light truck: 75%
Fleet	Fleet turnover rate (age)	10 years	8 years	12 years
Technology	Fuel economy (miles per gallon)	auto: 29.2 mpg light truck: 20.9 mpg	auto: 68.5 mpg light truck: 47.7 mpg	Current Fleet: 22.2 MPG
Technology	Carbon intensity of fuels	90 g CO_2e/megajoule	72 g CO_2e/megajoule	NA
Technology	Light-duty vehicles that are electric vehicles (EV) or plug-in hybrid electric vehicles (PHEV)	EV or PHEV auto: 1% light truck: 1%	EV or PHEV auto: 8% light truck: 2%	NA
Technology	Electric vehicle battery range (miles)	auto: 50 miles light truck: 25 miles	auto: 215 miles light truck: 144 miles	NA

(Source: Metro Climate Smart Strategy (2014). Right hand column data supplied by City Observatory; sources noted in Appendix B).

Similarly the 2018 RTP is based on even more aggressive assumptions about cleaner vehicles, drawn from the Oregon Department of Transportation's Statewide Transportation Strategy.

None of the key assumptions in Metro's climate plans are being realized. Federal fuel economy standards are being watered down, SUV and light truck sales are more than double market share assumed in Metro's modeling, older, dirtier vehicles are lasting longer and being driven further, and vehicle electrification is proceeding too slowly to achieve adopted goals. Further data for each of these points is provided in Appendix B.

- Metro assumed that average vehicle fuel economy would more than double. Actual fuel economy has barely moved in the past decade.
- Metro assumed that people would buy new cars more often, and scrap old cars more quickly causing average vehicle age to decline (get newer) by 25 percent, with average age declining from 10 years to 8 years. Instead, average vehicle life has increased to almost 12 years.
- Metro assumed most people would buy more small and efficient passenger cars, and fewer trucks and SUVs. Metro assumed that lighter more efficient passenger cars would make up 70 percent of the market, outselling trucks and SUVs more than 2-to-1. The opposite has happened: the market for passenger cars has collapsed to less than 30 percent market share.
- Metro didn't make explicit predictions about vehicle electrification, but data from ODOT show that by 2029, no more than 3 percent of the state's light duty vehicle fleet is expected to be electric.

4. Metro has a feeble and ever-shrinking goal for reducing vehicle miles traveled.

There are basically two ways to reduce greenhouse gas emissions: Cleaner cars or less driving. Metro policies have almost no influence on cleaner cars; in contrast, Metro's policies, including land use planning, permitting more road capacity, and assuring alternatives, like biking, walking and transit, can all influence the amount of driving.

It's a bit of a simplification, but these two concepts can be reduced to two measures: Grams of carbon per vehicle mile (cleaner cars), and vehicle miles traveled (less driving). As discussed above, Metro's RTP is overwhelmingly counting on "cleaner cars" as providing roughly 90 percent of the reduction in transportation GHGs through 2040, and counting on less driving to provide only about 10 percent of greenhouse gas reductions.

For any given level of pollution per mile, increases in vehicle miles traveled result in increases in greenhouse gas emissions. Transportation planners focus on "vehicle miles traveled per capita" to measure the level of driving in a metropolitan area.

Metro's initial plan, the 2014 Climate Smart Strategy, set a goal of reducing per capita VMT by 20 percent by 2035. As presented in the original Climate Smart Strategy, Metro identified a goal of reducing VMT per capita by 20 percent from 2010 levels, from 20 miles per person per day to 16 miles per person per day. (This is from page 65 of Metro's 2014 Climate Smart Strategy).

December 2014

Summary of Key GreenSTEP Inputs & Outputs

Input/Output Factor Model **Inputs** in ITALICS; Model **Outputs** in REGULAR type.	2010 Baseline	2035 SCENARIO A Recent Trends	2035 SCENARIO B Adopted Plans (as of 2010)	2035 SCENARIO C New Plans and Policies	2035 CLIMATE SMART STRATEGY
Streets and highways					
Freeway and arterial expansion (freeway lane miles/arterial lane miles added)	*n/a*	*12/31*	*15/336*	*46/409*	*52/386*
Percent of delay reduced by traffic management strategies	*10%*	*10%*	*20%*	*35%*	*35%*
Household vehicle miles traveled per capita per day	20	17	16	14	16
Percent change in daily VMT per capita from 2010	--	-15%	-19%	-30%	-20%

In the 2018 RTP, Metro changed the yardstick and twice moved the goalposts on VMT reductions. First, it changed the yardstick, measuring VMT per capita in a much narrower way (looking only at miles traveled by regional residents inside the metropolitan planning area). The new yardstick looked at a base of 13 miles per person per day, compared to 20 miles per person per day. This new system of measurement excludes looking at about one-third of all vehicle travel in the Portland region.

Second, it retroactively changed the reported goals for the Climate Smart Strategy, lowering the baseline level of travel to 19 miles per person per day, and raising the 2035 "monitoring target" to 17 miles per day. So while the as published 2014 Climate Smart Strategy visualized a 20 percent reduction in VMT from 20 to 16 miles per day; the 2018 RTP reported that the Climate Smart Strategy envisioned only about a 10 percent reduction in VMT, by two miles per person per day, from 19 to 17 miles.

Third, the 2018 RTP presented the 10 percent reduction as a goal, but then substituted the new yardstick (i.e. 13 miles per person per day in the base year, now 2015, and pushed out the terminal year for reaching the new goal of 12.4 miles per person per day to 2020. 2018 RTP (Chapter 7 "Outcome Measures") and Appendix J "Climate performance monitor").

Table 2. Climate Smart Strategy Implementation and Performance Monitoring
This table documents expected progress implementing the Climate Smart Strategy, using observed data sources to the extent possible for the RTP 2015 Base Year, and expected progress that would be achieved by 2040 if planned projects included in the 2018 RTP financially constrained list are fully implemented together with anticipated improvements in fleet and technology. Fleet and technology assumptions used in the analysis are described in the previous section.

	Climate Smart Strategy Baseline (2010)	Climate Smart Strategy Monitoring Target (2035)	2018 RTP Base year (2015)	2018 RTP Constrained (2040)	2018 RTP Strategic (2040)
1. Implement the 2040 Growth Concept and local adopted land use and transportation plans					
a. Share of households living in a walkable mixed used development in the UGB[1]	26%	37%	41%	47%	48%
b. New residential units built through infill and redevelopment in the UGB	58%	65%	76%	78%	78%
c. New residential units built on vacant land in the UGB	42%	35%	24%	22%	22%
d. Acres of urban reserves	Not applicable	12,000	Not applicable	4,739	4,739
e. Daily vehicle miles per capita[2]	19	17	13	12.4	12.3

But while Metro proclaimed as its *goal* reducing vehicle miles traveled by 10 percent, the plan's *analysis* concluded that the measures included in the RTP would only reduce driving by a fraction of that amount by 2040. The climate analysis contained in the 2018 RTP called for reducing VMT by 10 percent per capita, but the performance monitoring report in Appendix J of the 2018 RTP concludes that full implementation of the RTP would result in a decrease of more than 5 percent, "not reaching the target." The actual figures shown in the report (a decline from 13 miles per person per day to 12.4 miles per person per day) amounts to a 4.6 percent decline in VMT per capita.

Target or desired direction: By 2040, reduce vehicle miles traveled per person by 10% compared to 2015.

Findings: Overall travel (person miles traveled – all modes) per capita is increasing in future strategies while vehicle miles traveled per capita decreases over 5 percent between 2015 and the 2040 Constrained strategies – making progress towards the target but not reaching it. That means that other modes such as transit and bicycling are increasing. In

Elsewhere, the RTP concedes that the plan will reduce per capita VMT by about 4 percent.

2. The RTP makes progress toward the Climate Smart Strategy performance monitoring targets, but is not expected to meet regional policy targets for vehicle miles of travel, mode share and completion of the active transportation network by 2040, as shown in Chapter 7 of the plan.

- By 2040, the plan is expected to **achieve a 4 percent reduction in daily vehicle miles traveled** (VMT) per person, making progress toward the 10 percent per capita VMT reduction target in the RTP.

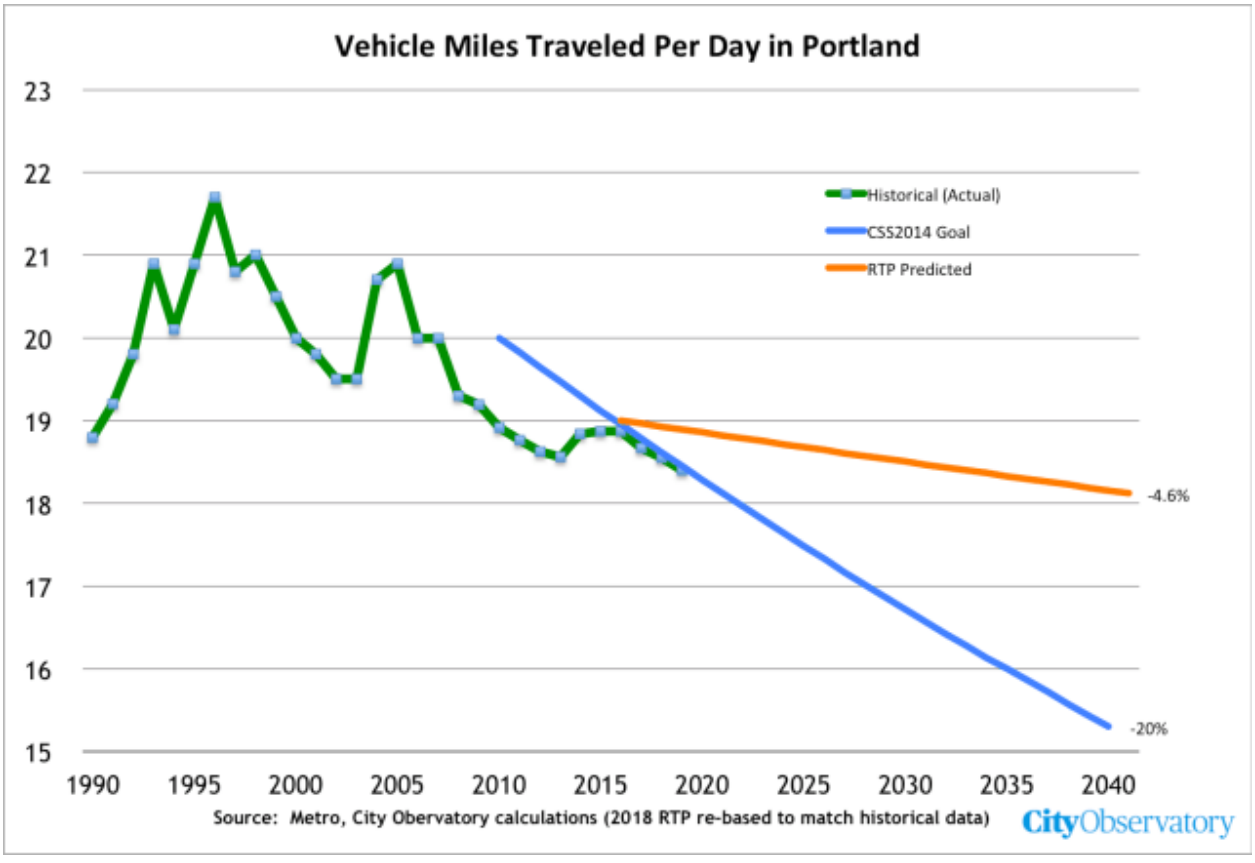
The reductions in vehicle miles traveled anticipated in the 2018 RTP are far smaller than needed to comply with LCDC regulations guiding climate planning. Metro would need to achieve VMT reductions of about 20 percent per capita to comply with these guidelines. The projected 4 percent decline in VMT/capita envisioned in the 2018 RTP is less than one-fourth

the progress needed to meet the state guideline. In addition, as explained in Appendix B, the state target for VMT reduction is far too low to achieve the state's greenhouse gas emission reduction requirements because state and local agencies have dramatically over-estimated likely progress in reducing vehicle emissions.

Actual Performance Compared to Metro Goals

To evaluate the VMT goal, it is necessary to put the vehicle miles traveled per person per day statistic in context. Metro, using data from the Federal Highway Administration has produced a data series showing historical VMT per capita for the Portland area going back to 1990.

Vehicle Miles Traveled, a core measure of transportation activity, which has been trending down since the late 1990s, has essentially stopped declining. In the decade before the Climate Smart Strategy was adopted, Portland area VMT per capita was declining at a rate of about 1.2 percent per year. The Climate Smart Strategy failed to even plan for continuing that trend; according to Metro's own estimates, since 2014, VMT per capita has almost flat-lined, declining just 0.15 percent per year. The 2018 RTP has even lower expectations, lowering VMT by just 4.6 percent over the 25-year period from 2015 to 2040, which works out to an annual decline of 0.2 percent per year.



Metro's 2018 RTP predicts that the agency's policies will produce a far slower rate of VMT reduction that the region accomplished over the period 2004-2013 (prior to the adoption of the first Climate Smart Strategy). The 2018 RTP lowers the VMT reduction goal set in the 2014 CSS by more than 75 percent, from a 20 percent reduction over 25 years to a 4.6 percent reduction. That's not enough of a reduction in driving to meet the targets called for in LCDC regulations, nor is it enough to achieve the state's goal of reducing greenhouse gas emissions to 25 percent of their 1990 levels by 2050.

Summary of Metro Area VMT Reduction Performance and Goals

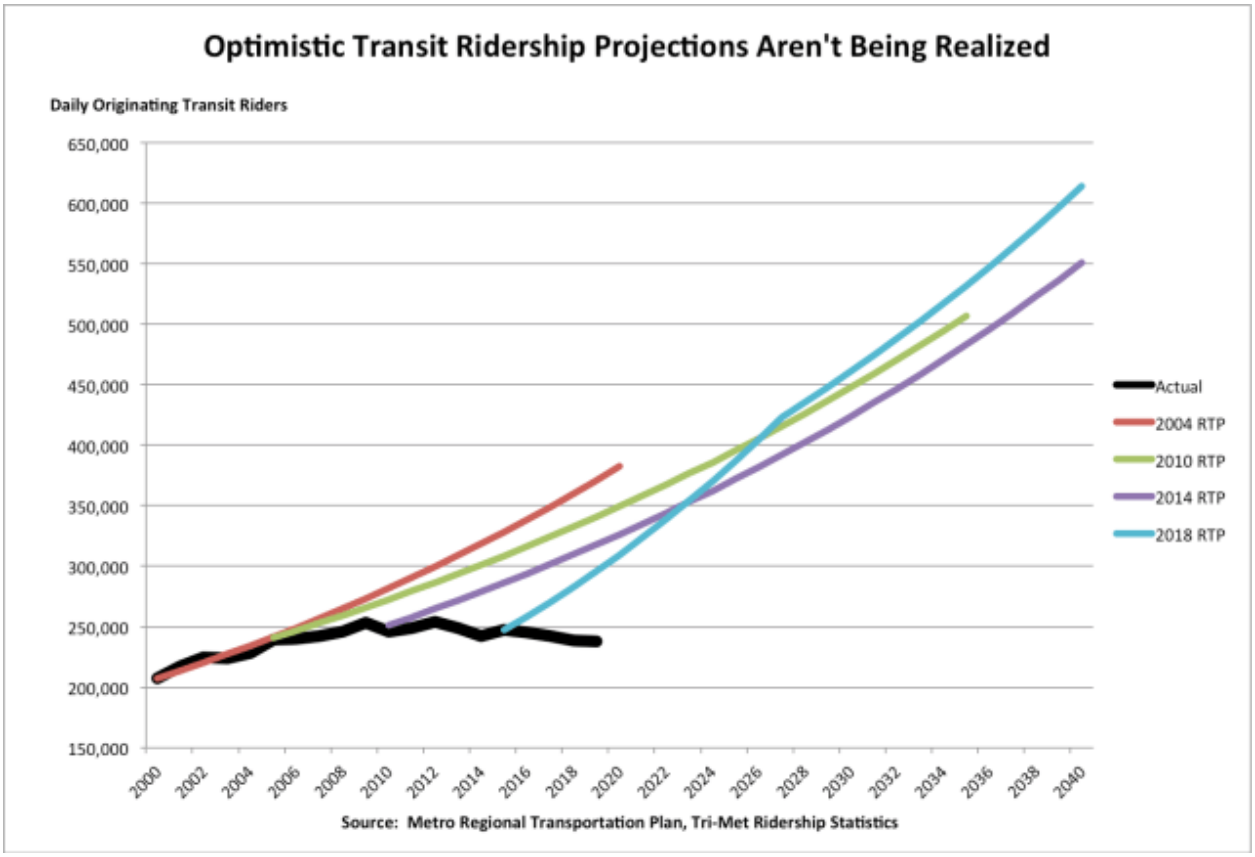
	Actual VMT	2014 CSS (As adopted)	2018 CSS (Per 2018 RTP)	2018 RTP Goal	2018 RTP Predicted
Base/Final Year	2004-2013	2010-2035	2010-2035	2015-2040	2015-2040
Geography	All Metro	All Metro	All Metro	Intra-Metro	Intra-Metro
2004	20.7				
2010		20.0	19.0		13.0
2013	18.6				
2015				13.0	13.0
2035		16.0	17.0		
2040				11.7	12.4
Change from Base Year					
25-Year Reduction		-20.0%	-10.5%	-10.0%	-4.6%
Annual Rate	-1.2%	-0.9%	-0.4%	-0.4%	-0.2%

5. Transit Ridership, a key factor in reducing GHG, is failing to meet projections.

One key strategy to reduce greenhouse gas emissions is to shift trips from private automobiles to mass transit. Metro's regional transportation plan calls for reducing vehicle miles traveled and decreasing greenhouse gas emissions by increasing the share of the region's trips taken by bus and light rail. Each successive regional transportation plan since 2004 has projected that transit ridership levels under the plan will double in the next ten to twenty years.

Metro's transit ridership projections have been grossly overstated in every Regional Transportation Plan, and TriMet's operating plans show it has no intention (or ability) to carry as many passengers as the RTP assumes in order to make progress. The RTP assumes transit ridership will more than double between 2015 and 2040, from 250,000 originating riders to more than 600,000 originating riders, which shows no signs of happening. Even prior to the Covid pandemic, transit ridership was falling, down 7 percent from its peak in

2012. Rather than growing at more than three and a half percent per year—pre-pandemic—ridership has been declining at about one percent per year.



Every RTP has consistently predicted high levels of transit growth that have not materialized. The 2004 RTP predicted 2020 ridership would be 383,000, the 2010 RTP predicted 2020 ridership would be 349,000, the 2014 RTP predicted ridership in 2020 would be 326,000; actual ridership (as noted) is about 250,000 (pre-Covid).

The consistent failure of the region to realize the gains in transit ridership called for in the last four RTPs suggests that we will need to do much more to reduce VMT and greenhouse gasses. It also suggests that Metro's transit ridership model is biased and inaccurate.

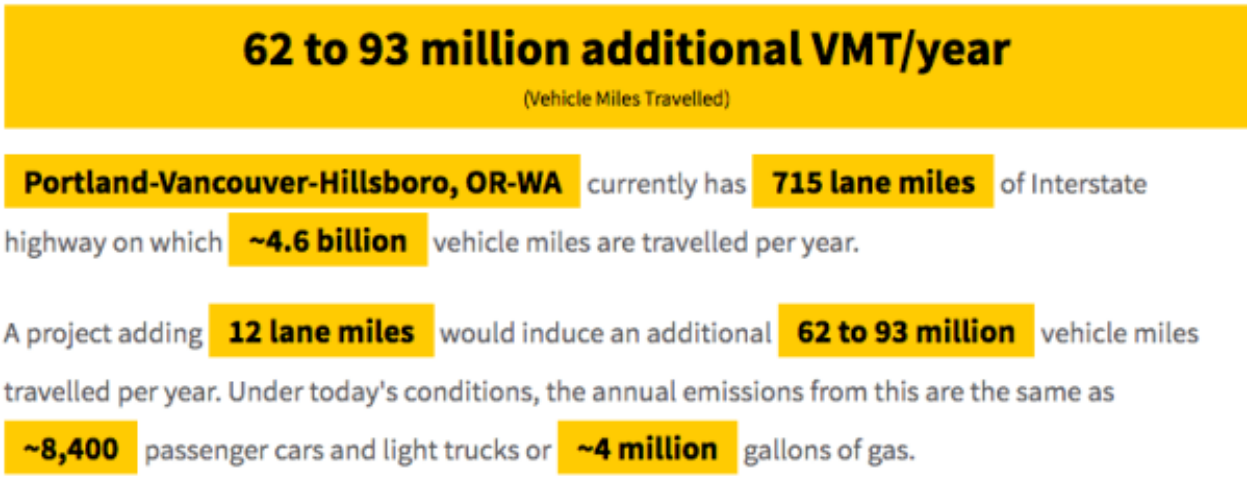
6. Approving more highway capacity would increase greenhouse gas emissions

Even though its climate plan is failing, Metro is giving the Oregon Department of Transportation the greenlight to spend billions of dollars expanding area freeways that are likely to lead to huge increases in greenhouse gas emissions. The RMI induced travel

calculator, calibrated based on award-winning, peer-reviewed research from the University of California, Davis, estimates that the Rose Quarter Freeway widening project will produce an addition 40,000 tons of greenhouse gasses per year and the revived Columbia River Crossing will likely produce a further 100,000 tons of greenhouse gasses per year.

The Induced Travel Calculator shows that revived Columbia River Crossing project (now rebranded as "I5 Bridge Replacement Program") would produce an additional 155 to 233 million miles of travel annually, leading to burning an additional 11 million gallons of gas. That in turn would translate into additional annual greenhouse gasses of about 100,000 tons (at roughly 20 pounds of CO2e per gallon of gas).

The same calculator shows that the proposed widening of I-5 at the Rose Quarter will likely produce 60 to 90 million additional vehicle miles of travel per year, lead to burning about 4 million additional gallons of gas per year, and generate about 40,000 tons of additional greenhouse gases.



7. Metro isn't pursuing pricing, which has been proven to be effective

Metro has taken no action to implement any of the pricing options that its own research rates as "highly effective" in reducing greenhouse gas emissions, including road pricing, gas taxes, vehicle miles traveled fees, parking charges and pay as you drive insurance. It's gone out of its way to gainsay effective pricing measures, and used its public relations budget to promote false claims about vehicle idling.

One key reason for the increase in driving since 2014 has been the significant decline in oil and gasoline prices. Metro's model, calibrated based on behavioral responses to the earlier higher prices, and the assumption that declining prices wouldn't affect demand for travel, have failed to predict the increase in driving.

8. Metro has done nothing to fix its failing climate strategy

In spite of the failure to advance its goals, Metro has proposed no new or stronger measures to reduce GHGs, even though its climate smart initiative says it will do so. Metro's 2014 Climate Smart Strategy (on page 1) promised to periodically check to see whether progress was being made toward the goals it laid out. If further promised:

If the assessment finds the region is deviating significantly from the Climate Smart Strategy performance monitoring target, then Metro will work with local, regional and state partners to consider the revision or replacement of policies, strategies and actions to ensure the region remains on track with meeting adopted targets for reducing greenhouse gas emissions.

Similarly, the 2018 RTP (Appendix J) makes the same commitment on page 10.

Recommendations for future performance monitoring

To monitor and assess implementation of the Climate Smart Strategy, Metro will continue to use observed data sources and existing regional performance monitoring and reporting processes to the extent possible. These processes include regularly scheduled updates to the Regional Transportation Plan and Urban Growth Report and reporting in response to ORS 197.301 and ORS 197.296. When observed data is not available, data from regional or state models may be reported.

If future assessments find the region is deviating significantly from the Climate Smart Strategy performance monitoring targets, then Metro will work with local, regional and state partners to consider the revision or replacement of policies and actions to ensure the region remains on track with meeting adopted targets for reducing greenhouse gas emissions.

In addition, Metro staff will monitor future changes to fleet and technology assumptions in collaboration with DLCD, DOE, DEQ and ODOT and continue to improve emissions analysis methods, data and tools through its air quality and climate change program.

The data from DARTE show that Metro is plainly not meeting the initial greenhouse gas reduction goals set in the initial Climate Smart Strategy, nor is it on track to meet the much watered-down goal laid out in the 2018 RTP. Similarly the "fleet and technology assumptions" built into both the CSS and the RTP have been proven wrong. Yet the Metro has not acknowledged either of these basic facts, nor has it proposed any additional steps to reduce current high levels of greenhouse gasses to get them back on track. Instead, it is going along with proposals from the Oregon Department of Transportation to spend billions widening area highways—which will add to Metro area greenhouse gasses. (As explained in Appendix B, both the Land Conservation and Development Commission and the Oregon Department of Transportation have likewise failed to acknowledge increasing transportation greenhouse gas emissions, and have failed to update their incorrect modeling assumptions, and to revise policy targets, as both have committed to in their plans and regulations).

Appendix A. Sources, Data and Methodology

Metro's description of its climate strategy is taken from the 2014 Climate Smart Strategy and the 2018 Regional Transportation Plan.

Data on Portland area transportation greenhouse gasses are from the DARTE national transportation greenhouse gas emissions inventory, which contains estimates covering the years 1990 through 2017 at a very fine geographic scale. DARTE is the most comprehensive and uniform national estimate of local transportation greenhouse gas emissions. We report DARTE data for Clackamas, Multnomah and Washington counties, the geography most closely corresponding to the Portland "metropolitan planning area" used in Metro's 2018 RTP. For purposes of comparison, we factor up Metro's figures by 18-20% (depending on year) to be directly comparable to the larger geography of the DARTE database.

We compute emission reduction trajectories needed to meet state greenhouse gas requirements, and trajectories implied by Metro's plans by computing a constant annual (negative) growth rate—or "glide slope"—needed to move from base year to final year emissions levels. For example, in 1990, Portland area transportation GHGs were 5.7 million tons; a 75 percent reduction from that level (to meet the state goal) implies a 2050 level of emissions of 1.4 million tons. To reach that level from 2013 actual emissions of 6.0 million tons requires a reduction of 3.8 percent per year for each year from 2013 through 2050. We compute glide slopes for other plans (ODOT's STS; Metro's RTP) in the same fashion.

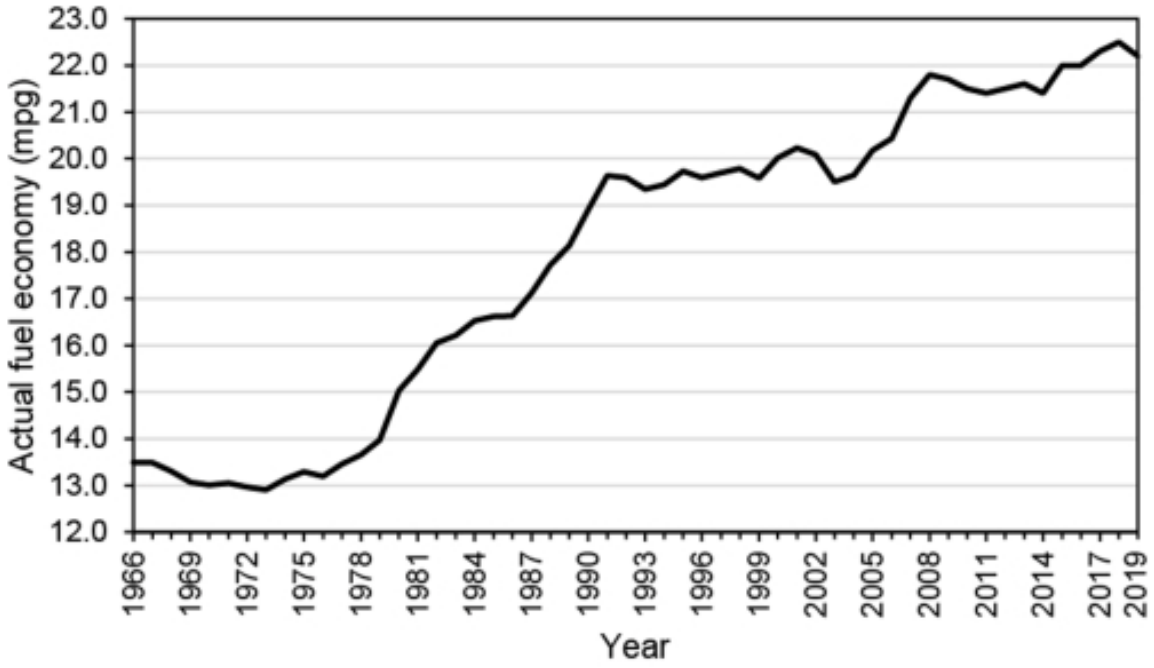
The 2018 RTP contains two conflicting estimates of how much reduction the plan will actually provide. Chapter 7 of the RTP says that the 2015 level was 13 VMT per capita per day, and that the plan would reduce this to 12.3 VMT per capita per day by 2040. The Climate Smart Appendix to the report, Appendix J, says that the 2015 baseline level was 12.7 VMT per capita per day, and would be reduced to 12.3 VMT per capita per day by 2040. Chapter 7 figures imply a 4.6 decline in VMT by 2040; Appendix J implies the decline will be only 2.3 percent. We assume that the correct level of VMT in the base years is 13 VMT per person per day, corresponding to a 4.6 percent decline in VMT by 2040.

Appendix B: Metro and State incorrect assumptions about cleaner vehicles

Guided by state rules, Metro's emissions modeling assumes "cleaner cars" through a combination of improved fuel economy (higher MPG standards), faster vehicle turnover (replacing dirty old cars with cleaner new ones), and smaller, more efficient vehicles (more cars, fewer trucks and SUVs). None of these assumptions have been realized in the time since Metro and state climate plans were published.

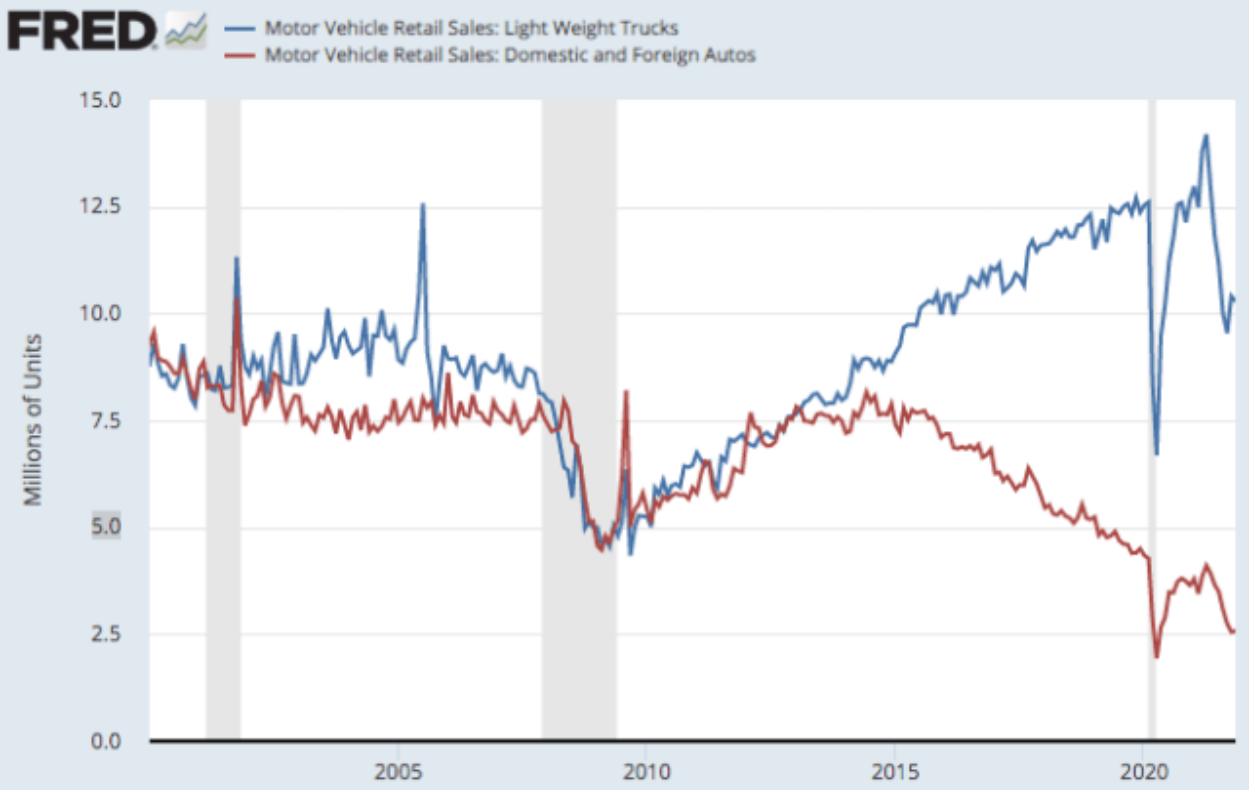
1. Fleet fuel economy has not measurably improved. Modeling for the climate smart initiative assumed rapid and prolonged improvements in vehicle fuel economy, due to rising federal fuel economy standards. But the impact of increased new car standards on actual levels of real-world fuel efficiency have been modest. Here is the data on actual average fuel economy through 2019. Average fleet economy was about 22.2 miles per gallon in 2019, far short of the targets set in the Metro modeling.

The graph below shows the changes in actual vehicle fuel economy from 1966 through 2019.



2. Average vehicle age is 50 percent *older* than assumed modeling. According to the Bureau of Transportation Statistics, the average age of an automobile in the United States is now 11.9 years, up from 10 years in 2004. The Metro Climate Smart Plan assumed that the average age of a vehicle would decline by about 25 percent, from 10 years to 8 years; instead, the average age of a vehicle has increased by almost 20 percent, from 10 years to almost 12. The average vehicle today is now 50 percent older than assumed in the Metro climate plan.

3. Trucks and SUVs are displacing passenger cars, not the other way around. A critical assumption in the Climate Smart Plan and the RTP is that consumers would buy more and more passenger cars, and fewer trucks and sport utility vehicles. In fact, the opposite has happened: since 2015—when sales of cars and SUVs/Trucks were roughly equal—it's now the case that truck/SUV sales account for roughly 75 percent of all new vehicle sales.



4. Vehicle electrification is occurring very slowly. Many like to assume that electric vehicles will quickly and easily reduce carbon emissions. Yet electrification is happening too slowly and on far too small a scale to materially affect transportation greenhouse gas emissions. ODOT's October 2019 revenue forecast predicts the size and composition of Oregon's light duty vehicle fleet through 2029. They forecast that in 2029 Oregon will have about 3.9 million light duty vehicles, but only about 120,000 of them (total) will be electric vehicles. That's just 3 percent of the fleet; 97 percent will still be internal combustion engines. The slow adoption of electric vehicles, as depicted in ODOT's official revenue forecasts, means the agency believes that its efforts to promote EVs won't have a significant effect on the state's greenhouse gas emissions any time in the next decade, at least.

5. State forecasts of future vehicle emissions have been proven wrong. A critical part of any transportation greenhouse gas emission strategy is assumptions about the improvements in the cleanliness of future vehicles.

Metro's climate planning is based, in part, on rules adopted by the State Land Conservation and Development Commission (LCDC) directing metropolitan planning organizations around the state to work toward complying with the state's adopted greenhouse gas emission goals.

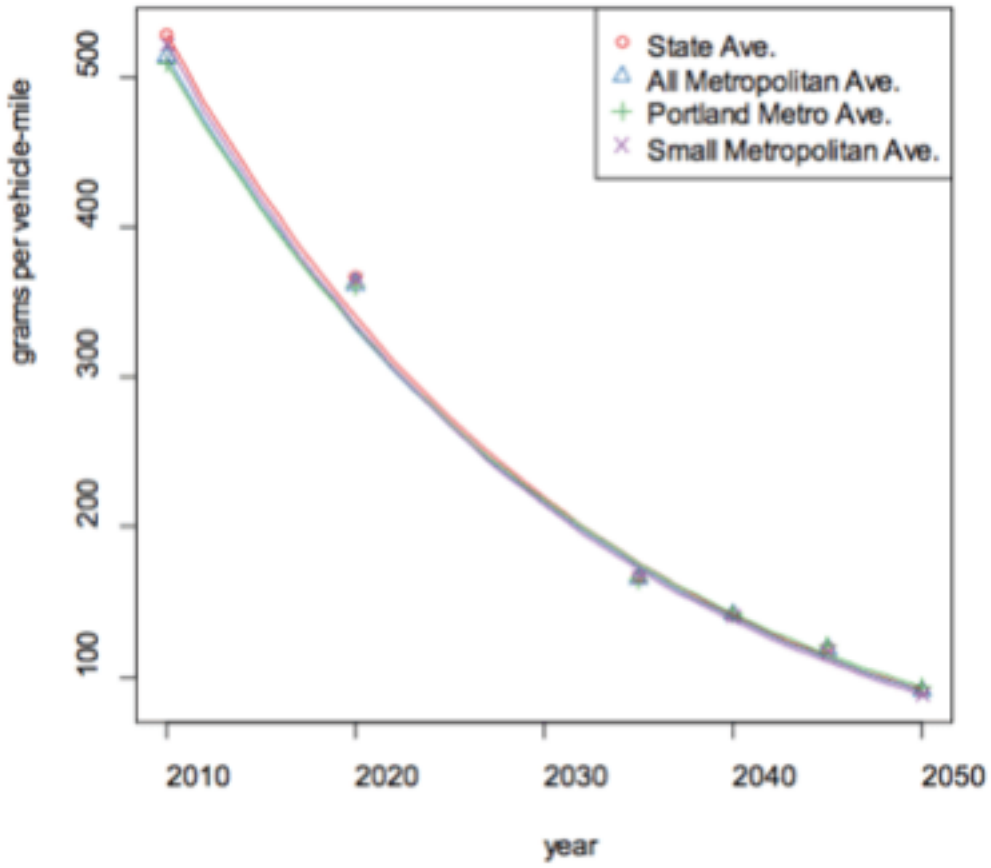
In 2017, LCDC produced a report detailing its analysis of how these planning organizations were to plan for reducing transportation-related greenhouse gas emissions. As directed by

the Legislature, the planning process was to give local planners guidelines on the proportion of reduction in greenhouse gasses that could be expected from changes in vehicle efficiency and electrification.

LCDC based its rules on emission reduction assumptions taken from the Oregon Department of Transportation's 2012 State Transportation Strategy (STS). LCDC constituted a technical committee and retained Brian Gregor (formerly of ODOT) to prepare a technical analysis, drawing on the STS to estimate how much reduction in greenhouse gasses could be expected from improving technology and changing vehicle mix. Gregor's analysis predicted that vehicles would become dramatically cleaner over the next several decades, with a reduction in greenhouse gasses per mile traveled of more than 80 percent by 2050. Gregor's analysis concluded that LCDC should assume that emissions per vehicle mile would decline by 67 percent by 2035, the terminal year for local land use plans. Importantly, LCDC wrote Gregor's assumptions about future vehicle emissions into its administrative rules (OAR 660-044-0020).

Gregor's analysis assumed that average vehicle emissions would decline to about 90 grams per mile by 2050. Gregor reached these conclusions by assuming that fuel efficiency and zero emission vehicle regulations would steadily improve *new vehicle* emissions, and that over time, these would change *overall fleet* emissions. The report assumed that average vehicle age would be 11 years, and that average fleet vehicle economy in any year would be equal to the average new car fuel economy for vehicles sold 11 years earlier. Gregor's calculations imply a base level of emissions of about 520 grams per mile in 2005. New cars would be assumed to achieve 100 grams per mile in 2035, and the fleet as a whole would achieve 100 grams per mile in 2046, and about 90 grams per mile by 2050. Gregor summarized his assumptions in this chart:

Figure 2: Fleet-wide Average Light-duty Vehicle Emissions Rates Modeled for the STS Recommended Scenario and Future Trend Lines

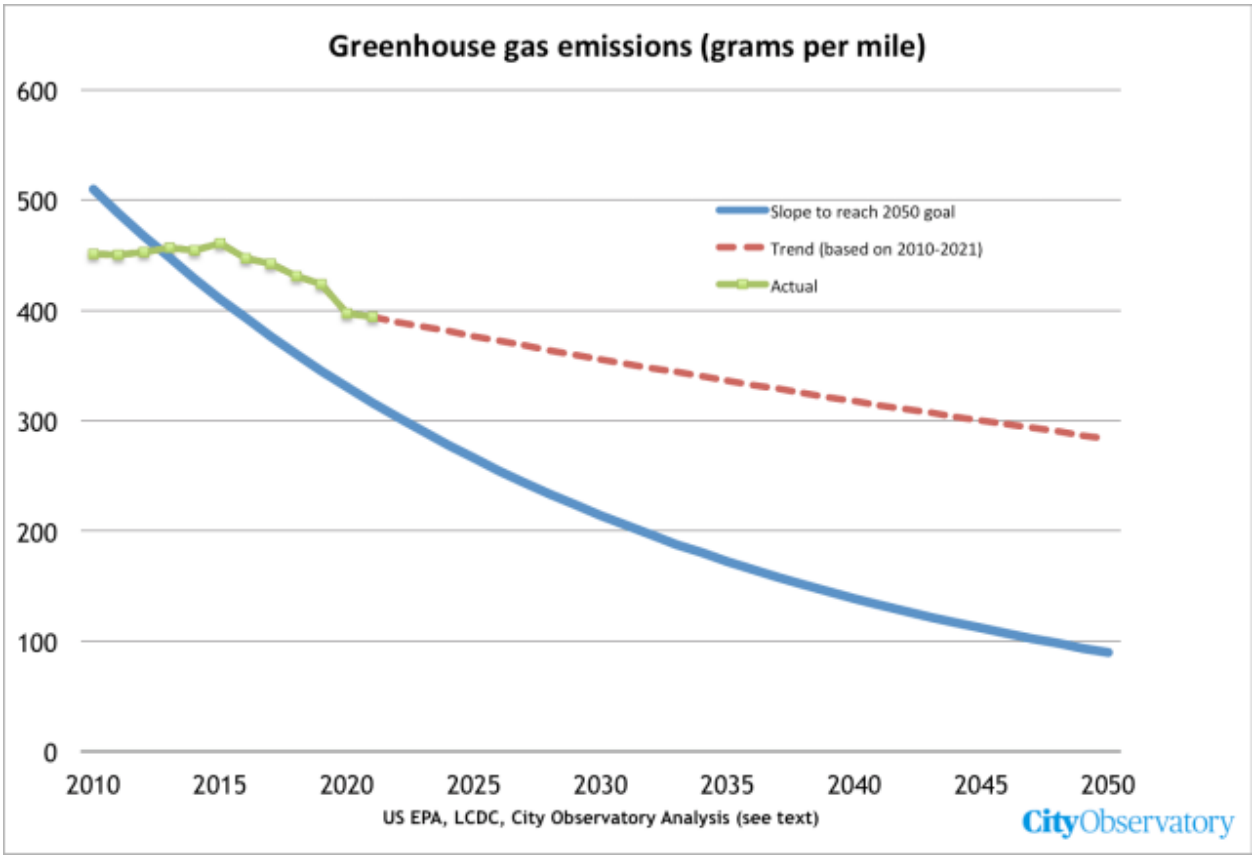


As Gregor writes:

Average vehicle emissions rates would need to decline by a little over 4% per year from the 2010 estimated average in order to achieve the recommended level in 2050.

It is now 2021, and we have roughly a decade of data on the actual rate of improvement in new vehicle emission rates. According to the Environmental Protection Agency, average emissions for new light vehicles have fallen from about 450 grams per mile in 2005 to about 348 grams per mile in 2021. By Gregor's approach, at that rate of improvement, average fleet efficiency in 2032 (eleven years from now) will be about 348 grams per mile. In the past decade (2010 through 2021), the number of grams per mile has declined at about a 1.1 percent annual rate. This is roughly only *one-fourth* the rate of improvement assumed in Gregor's calculation and LCDCs target rules.

The following chart shows the difference between Gregor's estimate of the path of vehicle emissions (blue), and the actual improvement in emissions between 2010 and 2021 (green). The red dashed line shows the trend in vehicle emissions based on the 2010 to 2021 growth rate of -1.1 percent per year extended through 2050.



At current rates of improvement, per mile emissions are likely to be almost three times higher in 2050 than forecast in Gregor's model, i.e. almost 300 grams per mile, rather than less than 100 grams per mile.

Achieving a reduction in greenhouse gas emissions is driven by the combination of cleaner vehicles and less driving. If vehicles become cleaner at a slower rate, then bigger decreases in driving (VMT/capita) are needed to achieve state goals. Gregor creates an equation showing how these factors determine the expected reduction in emissions.

Equation 2: Relationship between the Goal for Reducing Per Capita Emissions, the Change in the Vehicle Emissions Rate, and the Change in VMT.

$$Goal = Rate * Target \qquad (2)$$

$$0.28 = 0.35 * 0.8$$

- A ratio of 0.28 of future to base year per capita emissions is equivalent to a 72% reduction.[11]
- A ratio of 0.35 of future to base year vehicle emissions per mile is equivalent to a 65% reduction.
- A ratio of 0.8 of future to base year vehicle miles traveled per capita is equivalent to a 20% reduction.

Gregor estimates that we need to reduce per capita emissions to 28 percent of base levels (i.e a 72 percent reduction). He assumes that cleaner vehicles will do the lion's share of this work. His assumed 66 percent reduction in the rate of emissions per mile, means miles per capita need to be reduced about 20 percent.

The much lower rate of improvement in cleaning up vehicle emissions that we've actually experienced means that proportionately more of the task of reducing greenhouse gasses will need to be met, per Gregor's own methodology, by reducing vehicle miles of travel. At the current rate of improvement of vehicle emission reduction, in 2035, the average vehicle will still emit about 336 grams per mile, just a 25 percent reduction from base levels. In order to meet the state's target of reducing per capita emissions to 28 percent of base levels by 2035, that means per capita vehicle miles of travel need to fall by 66 percent. (The following table uses Gregor's Equation 2 to compute the needed "target" level of VMT reductions consistent with various rates of improvement in vehicle emissions).

Reductions from 2005 Levels by 2035

	GOAL	RATE	TARGET	Implied annual emission reduction
	GHG/Person	**grams/mile**	**miles/capita**	**Annual rate**
Adopted Gregor/LCDC estimate	-72%	-65%	-20%	4.25%
Trend based on actual 2010-2020	-72%	-25%	-63%	1.10%
Effect of doubling actual trend	-72%	-34%	-58%	2.00%

As show in the final line of the table, even if the annual rate of improvement doubles from its current rate to 2 percent per year from now through 2035, we would have to reduce vehicle miles traveled per capita by more than 50 percent.

In effect, the dramatic shortfall between Gregor's 2016 report, and the actual 1.1 percent improvement in GHG/mile is the combined effect of the factors described in this section (a heavier, truck and SUV oriented fleet, slow improvements in fuel efficiency, slower vehicle turnover and slow electric vehicle adoption.

LCDC and ODOT have failed to re-examine their policies in light of forecast errors

It is difficult and uncertain to make reliable and accurate projections about the future. That is why analysts typically couch their predictions in terms of the assumptions made to produce them, and why policies and reports relying on such forecasts frequently promise to revise their estimates as more and better information becomes available.

It's important to note that Gregor's predictions are based only partially on current law or policy, and rely heavily on assumptions that federal and state governments will devise, adopt, implement and enforce a whole series of new and more stringent policies to reduce vehicle emissions. Gregor's report made it clear that assumptions about improving vehicle economy were based on optimistic speculation about future federal and state policy.

The members on the Core Tech Team from the Departments of Environmental Quality and Energy agreed that the STS "trend line" is a reasonable reflection of **goals** that California, Oregon, and other states participating in the multi-state ZEV standards **wish** to achieve. They caution, however, that this planning trend **does not reflect recent trends** in vehicle fuel economy. Substantial efforts on the part of states and the federal government will be necessary to make this planning trend a reality. [Emphasis added].

A footnote on page 30 of the report makes this point even more clearly:

It is important to note that these 'trend lines' represent the trend in the model results given the vehicle assumptions in the STS recommended scenario. **They do not represent an extrapolation of past trend.** [Emphasis added].

The LCDC report relying on Gregor's estimates implicitly acknowledges the need to update these forecasts as better information becomes available. The LCDC goals were developed over several years from 2011 through 2016; The final rules were revised from earlier drafts explicitly because of the availability of additional information on vehicles and vehicle emission rates. LCDC elected to tie its estimates of vehicle emission rates to those in ODOT's STS for consistency with state efforts, and so that as the STS was updated, so too would be expectations about local targets.

If the STS is adjusted to account for changing assumptions to vehicles, fuels, and technology, the targets **can be similarly adjusted to compensate** for the updated assumptions. (page 9). [Emphasis added].

However, while the responsible state agencies (ODOT and LCDC) acknowledged the need to change targets as new information became available when targets and the STS were first prepared a decade ago (in 2011 and 2012), they've done little since to respond to new information. ODOT prepared its first STS Monitoring Report in 2018 and found that progress on fleet, fuels and vehicle technology was much less than what it had forecast in the STS in 2012, and as a result that the state was way behind in meeting emissions goals. Since that finding ODOT has done nothing to either revise its estimates of future vehicle emissions rates to reflect this new information or, more importantly, identify actions needed to get the state back on track. Instead, ODOTs Monitoring Report obliquely concludes that unspecified state policy-makers will need to decide what to do next.

LCDC's decision to tie its targets to the STS—a decision which at least promotes consistency—means that ODOT's failure to update the STS means LCDC policy remains based on outdated, inaccurate estimates until ODOT chooses to update the forecasts in the STS—something not on ODOTs schedule, despite Governor Brown's Executive Order which directs the agency to do everything in its power to implement the STS. LCDC has also failed to follow its own administrative rules which require it to re-appraise the validity of the emissions assumptions on which the rules were predicated:

660-044-0035

Review and Evaluation of Greenhouse Gas Reduction Targets

(1) The commission shall by June 1, 2021, and at four year intervals thereafter, conduct a review of the greenhouse gas emissions reduction targets in OAR 660-044-0020 and 660-044-0025.

(2) The review by the commission shall **evaluate whether revisions** to the targets established in this division **are warranted considering** the following factors: . . .

(e) Additional studies or analysis conducted by the Oregon Department of Transportation, the Department of Environmental Quality, the Oregon Department of Energy or other agencies regarding greenhouse gas emissions from light vehicle travel, including but not limited to **changes to vehicle technologies, fuels and the vehicle fleet**; [Emphasis added].

ODOT's own STS monitoring report concedes that vehicle technologies, fuels and the composition of the vehicle fleet are not changing as anticipated in the STS, making the assumptions underlying LCDC's rules invalid. LCDC (and ODOT) have both ignored data from "other agencies"—in this case, the US Department of Energy, sponsor and publisher of the DARTE transportation greenhouse gas database—showing that Oregon greenhouse gas emissions have increased, rather than decreasing, as called for in both agency's plans, and state statute.

Name *	Peter Wilcox
Email *	pwilcox@easystreet.net
Address	

Your testimony

Green passenger ferries add multiple resiliency benefits. First, is that they provide a way to net the city together in the event of a natural disaster like an earthquake. With virtually all the bridges down, there would be no way to get supplies and services to the parts of the city that need it or to reconnect families, businesses, and communities. Second, marine captains, and crews are trained and surveillance of shoreside and in water, facilities and vessels, looking for suspicious activities, and reporting those to the appropriate agencies. They also put qualified rescuers on the water to handle and help in man, overboard, boat, accidents, etc..

Is your testimony related to an item on an upcoming agenda? *	Yes

Name *	Susan Bladholm
Email *	susan@frogferry.com
Address	
Your testimony	Metro Council- We all agree that it's time to act with urgency to reduce GGE's, increase community resilience, and help revitalize Portland's downtown core. Frog Ferry, a green public passenger ferry service is included in the CEDS-- now please add it to the RTP. Thank you.
Attach a file	

Ferry Service Overview

What is Frog Ferry?

Frog Ferry is a nonprofit working to create a safe and sustainable river-friendly public passenger ferry service to better connect people to their rivers and help alleviate congestion in the Portland-Vancouver Metropolitan area. Read more about our plans in our ***Feasibility Study***.

Ferries are a proven best practice for river cities to help address climate change and improve community livability and resilience in the event of an earthquake. Despite more people working from home, congestion and greenhouse gas emissions continue to increase. This new mode of transit will activate our rivers, foster river stewardship, get people back downtown, and accelerate electrification adoption.

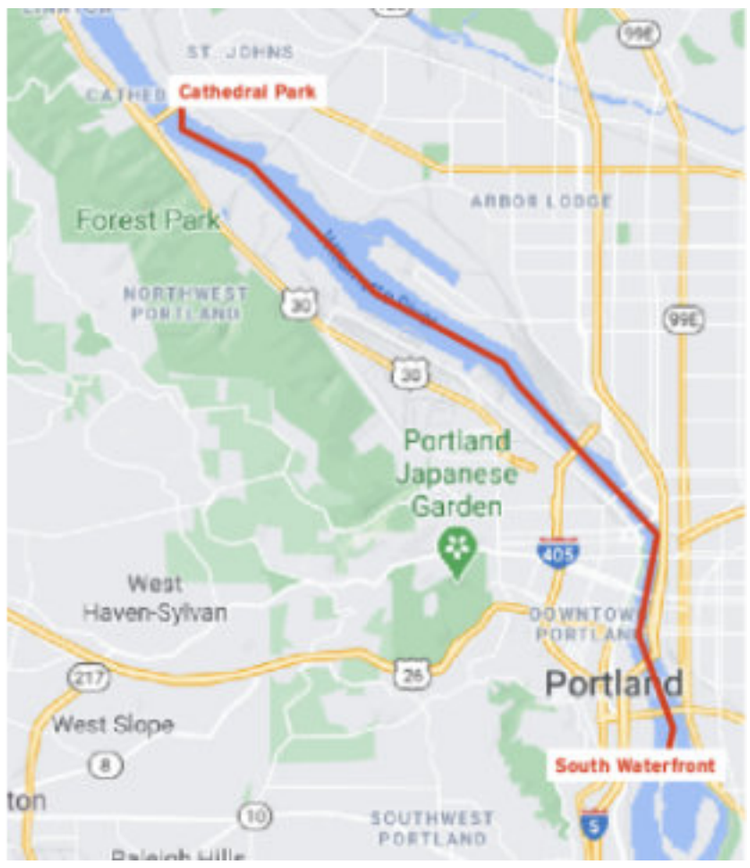
Goals

- Reduce congestion and greenhouse gas emissions (GGEs)
- Build resiliency and emergency response
- Enhance community livability
- Provide a low-cost means of connecting marginalized populations with jobs/services
- Connect residents and visitors to our rivers to foster stewardship
- Educate passengers about the river habitat and the Indigenous Tribes who lived along the shores 300+ years ago
- Have fun!

Ferry enthusiasts on a River Run.

Start with Pilot Project: 2 Stops (Fully Scaled: 10 Stops)

The pilot route will run from Cathedral Place dock to RiverPlace dock. Our pilot will serve commuters who live in the North Peninsula (Cathedral Park and St. Johns) and commute to downtown Portland. Note that the fully scaled ferry operation will serve 10 stops, from Vancouver, WA to Oregon City and potentially points beyond.



Proposed Schedule

Monday-Friday (25 minutes between Cathedral Park and RiverPlace)

At 22 knots, it takes 25 minutes to transit directly between Cathedral Park and RiverPlace. With dwell times, the time between departures (headways) is 60 minutes. With the addition of more vessels to the fleet, we anticipate 30-minute headways for most inner-city services and up to one-hour headways from outer locations on the route.

Saturday: to be determined, but could include stops at OMSI, Vancouver, Milwaukie and Duckworth Dock/Moda Center for special events.

700 OHSU employees and stakeholders who live in or near St. Johns and Cathedral Park took the survey (all questions were optional, so not every respondent answered every question). More than 80% of respondents are OHSU employees. Summary of key survey findings:

Would you be interested in taking a ferry to OHSU?

	Total	Total
Extremely interested	53.4%	291
Somewhat interested	24.2%	132
Unsure or neutral	12.5%	68
Somewhat uninterested	4.4%	24
Extremely uninterested	5.5%	30
Total	100%	545

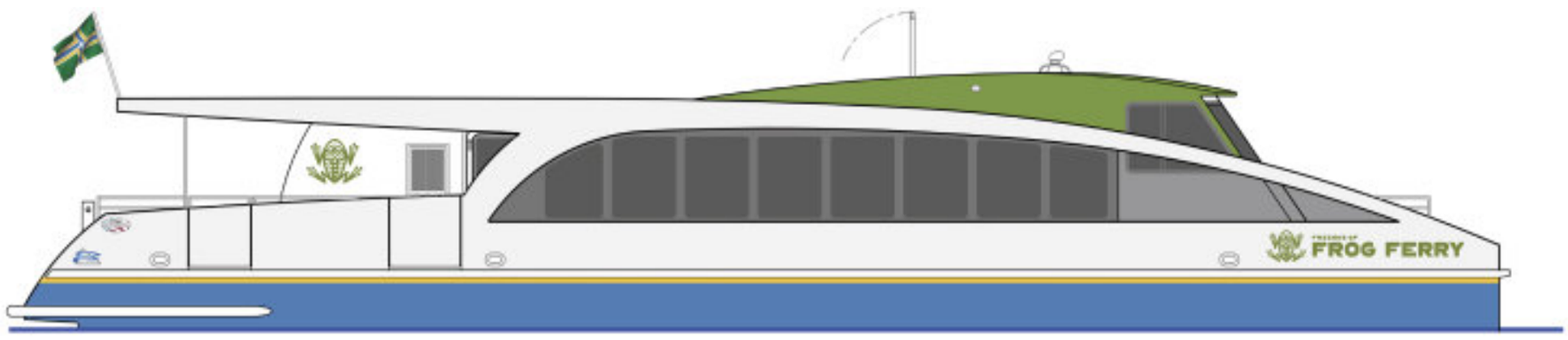
78% of respondents would be "Extremely interested" or "Somewhat interested" in taking a ferry to OHSU.

When?

2017-2022:	Research (demand modeling, feasibility studies, finance plan, social media, community outreach, pilot project plan), regulatory agency outreach, customer experience, community benefit, finance, and marketing. Support letters at ***frogferry.com***.
2023 Q1-Q2:	Secure project management funding for home port recon and plan (short and long-term), summer FTA application, pilot project operations plan, downtown transportation-oriented development plan, fundraising for pilot project match and operations.
2023-2024:	Note: IIJA federal funds available 2022-2026: $300M/year for ferries.
2025:	Boat on the water in operation.
2026:	Apply for second FTA grant to add dock and vessel.
2028:	Apply for third FTA grant and add dock and vessel
2030:	Apply for fourth FTA grant and add dock and vessel

How?

A 70-passenger ferry with bike storage at $3.50 per trip for the pilot route. The long-term vision includes an electrified ferry fleet with shore-side charging overnight.



Diesel engine running on renewable diesel (R99). Build shore-side electric charging stations (apply for Dept. of Energy grants) and convert vessel. Build future vessels with electrification. As waterfront property area is developed, residents living in proximity to docks can live car-free.

Ferry Community Benefits

	Pilot Project: 1 ferry on Renewable Diesel	Fully Operational: 7 electrified ferries
Social	• Affordable: $3/ticket (low subsidy) • "Maximize the humanity": best use of time during shorter commutes • River accessibility: fosters sense of belonging • Connects low/med. Income residents to downtown • Fun!	• 95 million lbs. of CO2 removed/yr. • Fosters residents to live car-free • Fosters economic development • Builds community resilience • Connects residents to greenspaces • Education: Native American history
Environment	• 780 passengers a day (50% load) • 600 autos displaced/day • R99 is 80% cleaner than diesel • 3,170 annual metric tons CO2 displaced • Operate 12 hours/day, Monday-Saturday	• 4,000 passengers/day (50% load) • 1 million passengers per year • 700,000 cars per year • Shoreside charging infrastructure
Economic	• Draws people to downtown core • Inspires "Portland can do big things again" • Attracts employers • "High on-time" performance/reliability • Affordable • Preferred commuter mode • Builds community resilience against earthquakes	• Connects communities • Jobs: 150 FTE/yr for construction, maintenance, crews, management • Draws people to waterfront • Connects multi-modality of transit options • Builds bike/scooter/pedestrian traffic • Builds community Green Loop • Affordable and reliable transit
Education	• Foster stewardship of river • Proximity to nature/wildlife • Art/signage/storytelling of history of Indigenous Peoples	• Broaden e-mobility appeal • Tours: Native American • Tours: River Ecology • New way to experience Portland and the rivers



2023 DRAFT REGIONAL TRANSPORTATION PLAN

Online Comment Form Public Comments

July 10 – August 7, 2023

oregonmetro.gov/rtp

Public Comments Submitted Through On-line Comment Form
from July 10 to August 7, 2023

Date Submitted	Last name	First name	Organization or affiliation	City	Zip Code	RTP ID	Project name	Comment
7/13/23 14:58	Wilson	James	Portland resident	Portland	97206	10866	I-5 Corridor	$6 billion freeway expansion?! What a tragedy and a farce. Sure the bridges need replacement but do not fool yourselves least the public that adding light rail compensates for the massive vehicular expansion. You tell yourselves that its the Feds and forces beyond Metro's grasp. Cowards, you are letting the planet down and dooming younger generations you should be very ashamed of your Agency; I know I am
7/13/23 15:27				Beaverton	97008	11405	Westside Trail	I am a strong supporter of the Westside Trail, including adding to the trail on both sides of US 26 and building a bridge over the freeway.
7/13/23 16:20	Whiting	Anne		Portland	97232	10311	Prescott Multimodal Improvements	Please make this a priority! We need bike lanes from the I-205 bike path to 72nd. I live east of I-205 and there are no safe routes currently in place. This project and RPT ID 10220 would open up safe ways to bike commute in this part of the city and connect residents to other greenways. Please prioritize!
7/14/23 6:58	meyer	michael	community stakeholder	Lake Oswego	97034	11946	Fischer extension	This planned collector needs to be moved North. Metro funded a circulation analysis for King city consultants to look at alternatives. The analysis is fundamentally flawed on many levels yet Metro staff endorsed the plan giving deference to the city. Speaking with Gerritt Rosenthal on several occasions he does not agree with the location of this project but says his hands are tied. The community is overwhelmingly opposed. The collector passes through the center of the Bankston Nature Preserve. Jessica Pelz, senior planner for Washington County, in her letter to the city stated that King City has too many neighborhood routes. The collector needs to be moved North in place of one of these identified neighborhood routes. Move it closer to planned higher density housing. Move it away from the banks of the Tualatin River on the East end. Move it away from the Heritage Pines Natural area on the other side of the river and just a few hundred feet from this planned roadway. Save money by not crossing 5 ravines at wider and steeper locations than a northern alternative. Move it North and minimize the impact to Class 1 riparian and Class A upland wildlife habitat. Tualatin Riverkeepers, Friends of the Refuge, 1000 Friends of Oregon, the manager of the Tualatin River National Wildlife Refuge, and an ODFW biologist are all on record opposing this location. Do your due diligence before committing to this plan and the funds it will take and speak to someone with an opposing viewpoint rather than blindly accepting the wish list of a narrowly focused city manager directing consultants to a predetermined outcome. The unnecessary costs of this are far greater than just monetary.
7/14/23 16:16				Portland	97201	11589	HCT: Tualatin Valley Highway Transit Project	I live in Cornelius and plan to continue living there for some time. I drive to work right now but would likely switch back to taking Trimet if you were to build the blue line (or some MAX extension) out to Cornelius/Forest Grove area
7/21/23 21:09	Wright	Jed				12035	SE Powell Blvd Transit Project	MAX on Powell Blvd! MAX can run on Powell until 82nd or i205 and then run on Division
7/21/23 21:10	Wright	Jed				10921	Steel Bridge Transit Bottleneck	Important priority! While tunneling for red/blue lines, it could be wise to study the capacity and speeding up yellow, orange, and green lines
7/24/23 12:12						12035	Se Powell Blvd Transit Project	I would like to see MAX on Powell / division Elevated max would provide faster transit at a cheaper price than tunneling
7/24/23 12:14						11587	Southwest Corridor	Missing destinations like Hillsdale and especially PCC seems like a lost opportunity Tunneling might make more sense now that the current plan calls for Barbur Blvd expansion

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7/24/23 12:28	Wright	Jedidiah				11587	Southwest Corridor	The current plan has a lot of missing opportunities Reconsider passing up Hillsdale and especially PCC The current plan of missing Hillsdale and PCC seems shortsighted, especially with proposed corridors like 25 and 12S which seek to make these connections. Doing it right the first time makes more sense. More tunneling and Elevated track, to increase competitiveness with driving
7/24/23 14:17	Dant	Erik				10866 and 11176	I5 bridge and I5 widening through rose quarter	If portland claims to have an environmental commitment to reduce vehicle miles traveled there is no reason to rebuild the i5 bridge or widen i5. Make people reroute through i205. Don't encourage Washington drivers putting undue pressure on our roadways while they tax dodge. This money would go much further earmarked for a transit/pedestrian/cyclist only bridge across the Columbia.
7/28/23 17:42	Brister-Smith	Allister		Portland	97212	11985	I-205 Multi Use Path	Improve sections around flavel area so bike path does not have to cross traffic zones, or add a curb to separate bike traffic from cars. I have nearly died 3 times in the last 2 weeks because drivers seem to think the road exists only for them and they do not look into the bike lane before right turn on red. Using a curb to physically block car access to the bike lane can save lives.
7/28/23 17:46				Portland	97212	12029	HCT: 82nd Ave Transit Project	High frequency transit in this area is a good idea. (using canadian standard high-frequency transit times of < 5 minutes between vehicles). However, I am concerned at the obsession with battery-electric busses. Although the up-front capital is higher, maintence and sustainability with overhead catenary line powered vehicles is superior and will ultimately be cheaper in the long run once such a system is installed. Do not fall for the autonomous battery future, it is a pipe dream designed to make elon musk and other lithium-investors money on the backs of taxpayer dollars.
7/28/23 17:47	Brister-Smith	Allister		Portland	97212	11992	I-205 Operational Improvements	Do not waste time or money on more freeway improvements. Building out lanes will not work and it is the only thing that will ultimately get approved by ODOT. This money is better spent on improving or repairing existing throughways.
7/28/23 17:49	Brister-Smith	Allister		Portland	97212	11879	Sullivan's Gulch Trail, Segment 3	Union pacific isn't using the right of way effectively on most of the segments. Please build out this trail.
7/28/23 17:53	Brister-Smith	Allister		Portland	97212	12261	MAX Blue Line Station Rehabilitation	Yes.
7/28/23 18:21	Wyatt	Bridget				10232	Flanders / Naito crossing	I live on Naito parkway and the steel bridge to Flanders still isn't safe for pedestrians without having to cross friendly train tracks and the busy street to find a sidewalk or have to walk past several camps just to get to the max. All these areas need better lighting, safer sidewalks and less blocking by the trains.
7/28/23 18:31	Poyourow	Michelle	none	Portland	97202	11176	I-5	Please don't add lanes or any general traffic capacity to I-5. It's madness. We will all regret it in our lifetimes. It is already obviously the wrong thing to do, so it's time to take it out of the plans. Sure, study freight-only entrances and exits, bus lanes, tolling, and other such ways of using our existing lanes for more important purposes. But until we sift out important and high-value uses from the huge number of personal car trips and Uber Eats deliveries and $6 Amazon order deliveries that are clogging the roads and our air, any additional lanes will just be spitting into the wind - worse, actually, they'll be spitting into the wind while ruining our city and our planet. Don't add capacity over any distance. Make the rest of the city and the roads better. Drop this project from the plan.
7/28/23 20:30				Olympia	98513			Service Across Oregon

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7/29/23 14:12	Lauruhn	Nathan	Sunrise PDX	Portland	97211	10866	I-5 Interstate Bridge Replacement Program	This project should be geared more to walking, cycling, and public transportation instead of having auxiliary lanes and improved interchanges on the I-5. What we need to do is decarbonize transportation and build better walking, cycling, and public transportation routes in between Vancouver and Portland.
7/29/23 14:22	Lauruhn	Nathan	Sunrise PDX	Portland	97211	12030	HCT: Burnside/Stark Corridor High Capacity Transit	This is a great project. I was riding this bus route out to Mt. Hood Community College for a volunteer job and it was very slow past 82nd Ave. I have seen how much of a difference Frequent Express buses made along Division and it would be great to bring them to Stark.
7/29/23 14:35	Lauruhn	Nathan	Sunrise PDX	Portland	97211	11102	HCT Streetcar Lovejoy to Hollywood Extension	As someone who lives in NE Portland, it would be great to link up an area with very few MAX stations to a streetcar line. I'm a big fan of this project!
7/29/23 14:37	Lauruhn	Nathan	Sunrise PDX	Portland	97211	11587	HTC: Southwest Corridor: PD, Engineering and ROW	It would be great to give an area with very few rail connections some.
7/29/23 14:40	Lauruhn	Nathan	Sunrise PDX	Portland	97211	12034	ETC: Lombard/Cesar Chavez Enhanced Transit Project	There needs to be more transit connections in between NE and SE Portland and this project would be a great start!
7/31/23 11:18	Pliska	Sean		Portland	97230	10866	I-5 Interstate Bridge Replacement Program	This project is exactly what the Portland area does not need. Providing more capacity for SOVs traveling through the city is a recipe for lowering the quality of life for a large part of Portland's citizens. In essence, that is the history of I-5. Many of the goals of this project can be met much better via a different modes/route. For example, a tunnel was not considered. Rerouting travel via a new ROW along the N Portland Road and tunnel under St. John's was not considered. Freeways through cities make cities awful. Metro needs to play a central part in removing them, not increasing their capacity.
7/31/23 15:50	Cottingham	Steven		Portland	97217	11831	Us 26 multi use path	I am happy to see this project in the plan, however this project is incredibly important for safely connecting bike paths of portland to those of beaverton and beyond, so having it in the later time period is disappointing. Having ridden the existing baths between portland and beaverton, I can tell you they are not very safe and very steep and this would be a huge improvement that I think should be done ASAP.
8/1/23 17:57	Leiber	Kristin	Lloyd EcoDistrict	Portland	97212	11176	I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)	As an advocate for Lloyd, for climate, and for a densely livable Portland, I am fundamentally opposed to freeway expansion of any type, especially as it relates to the Lloyd, Lower Albina, and other historically black neighborhoods. I am for capping and reconnecting, however, a freeway widening project and capping/covering should not be included in the same conversation, especially as we have an extremely small window of time to tackle emissions and decarbonization goals.
8/1/23 18:01	Leiber	Kristin	Lloyd EcoDistrict	Portland	97212	10867	I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW)	It is unclear to me if this project is simply for the study of all items described, or if this project includes "right of way" work that will make changes to the streetscape. I am all for an environmental study for all the above and very much in favor of expanding the multimodal connections between Rose Quarter and Lloyd, as the current connections are unprotected, scary, and insufficient in terms of incentivizing people to get out of their cars. I would not be in favor of any funding going to right of way changes without further commitments to the scope of that work and ensuring that it does not support any increases to the use of SOVs. Again, we have a small window of time to radically address climate change and funding easier car access is not the answer.
8/1/23 18:04	Leiber	Kristin	Lloyd EcoDistrict	Portland	97212	11794	Grand/MLK Lloyd District Traffic Signals	More clarification about what this project entails, especially for $8M is needed. I see there is a tag for Climate Pollution reduction, however as far as I am aware there are already many lights in this area and I would hesitate to approve to disapprove without more specifics and clarification around the need.

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8/1/23 18:09	Leiber	Kristin	Lloyd EcoDistrict	Portland	97212	12038	Green Loop/Central City in Motion Improvements	Help us give this Green Loop teeth! While protected intersections and bike lanes are critical, help us make it more separated from cars by closing streets and removing right of way, especially in Lloyd where traffic is lighter than ever. In addition, funding needs to be also available for the economic development piece of this work: shifting vending policy to enhance the Green Loop, incentiving small business pop-ups, ideally micro businesses and pedal-powered as well as extensive investment in living infrastructure, tree canopy, and carbon neutral development along these routes.
8/1/23 18:13	Leiber	Kristin	Lloyd EcoDistrict	Portland	97212	11646	Broadway/Weidler Corridor Improvements	As an advocate for the Lloyd neighborhood, I see Broadway & Weidler both as car-first despite efforts to change that. Many, many shifts need to happen and priorities need to change to turn it into a diverse small business corridor that thrives with multimodal transit. For example, despite Lloyd being a target for urban tree canopy remediation, there are zero available areas for street trees. Why? Because sidewalks are too narrow to accommodate tree wells. One-way traffic encourages high speeds and discourages both bike and pedestrian travel, and the sea of pavement heats this neighborhood much too high for how many cars come here daily. Let's aggressively cut back on car travel lanes in favor of street trees, wide sidewalks, dedicated bus lanes, cycle tracks, and more living infrastructure and worry less about how quickly cars can cut through the neighborhood.
8/2/23 14:18	Cota	Nic		Vancouver	98686	10315	Cesar Chavez Corridor Improvements	Creating a bus priority lane throughout C chavez is critical. The conditions of this roadway are horrendous for anyone walking, biking, taking transit. The 7/15/2023 death of Jeanie Diaz, a librarian WAITING AT THE BUS STOP at C Chavez/Taylor is a clear indication that the conditions of this roadway are not acceptable
8/3/23 6:46				Portland	97206	10866	IBR	I would like to see the scale of this project downsized significantly to only a bridge replacement with a similarly sized bridge as well as expansion of biking/light rail facilities. My understanding is that a huge portion of this project as it is currently planned is building new freeway on ramps in washington as well as a substantial increase in the actual cross section of the roadways. I would much rather see the money that would be spent on the freeway expansion component of this project redirected to safety improvements on Powell or other orphan highways, rather than primarily benefiting wealthier than average washington commuters and people trying to evade sales tax.
8/3/23 6:49				Portland	97206	11176	I-5 Rose Quarter	I would like this project to either consist of: congestion pricing only or congestion pricing + a highway cap to reconnect Albina. The freeway expansion piece of this project is an incredible sum of money to spend on something that will not resolve traffic congestion in the long run, that money would be better spent on sustainable transportation alternatives or safety improvements to ODOT's many dangerous orphan highways.
8/3/23 6:51				Portland	97206	12304	Regional Congestion Pricing	I would like this to actually be congestion pricing, and for the funding to be directed towards sustainable transportation modes or for safety improvements on ODOT's many dangerous orphan highways.
8/3/23 16:51				Portland	97223	11587	Southwest corridor MAX	Find funding for this project immediately and connect this growing portion of the metro area to the MAX network! Also, I think it would be better if it was tunneled under OHSU to serve it directly and it should be extended to downtown Tualatin to the Lake Commons and eventually to Wilsonville.

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8/3/23 16:55				Portland	97223	11220	Hall Blvd Improvement	ODOT should not bring Hall Blvd to "A state of good repair" before transferring it to the city of Tigard, ODOT should reconstruct Hall Blvd the way the city planned to improve it after the transfer with separated and protected bike/walk infrastructure for its entire length. ODOT should not waste money on state of good repair and instead build it how we want it because they let it fall apart to horrendous conditions for decades without working on it at all.
8/3/23 17:00				Portland	97223	12088	Complete Fanno Creek Regional trail	Its time to complete the fanno creek regional trail with a high-quality connection to Durham Park and Cook Park. Make sure the path is wide enough for two groups of people to easily walk past each other. Also, don't be afraid to build a boardwalk through wetland areas instead of having the paved trail hug awkwardly along private property lines as it does for many other segments of the trail.
8/3/23 17:05				Portland	97223	10766	Repave Fanno creek regional trail	This segment is the worst path conditions so I am glad you plan on fixing it. More work needs to be done on other segments of this trail as well. There are portions of it that flood during winter and become impassible, simply constructing wooden boardwalks in these areas would solve this problem and people could use this trail year-round for other purposes than recreation. Also, much of it is too narrow and needs to be widened.
8/4/23 14:50				Portland	97223	12304	Interstate Tolling	I Fully support tolling of the I-5 and I-205 bridges over the Columbia River as a weapon against Vanvouverites that take advantage of Washington's no income tax and Oregon's no sales tax. I also wish that 100% of the income made by the bridges after they are paid off goes towards non Car infrastructure projects like the southwest corridor project and tunnels under downtown Portland for the MAX trains and more streetcar lines, improved busses, and more high-quality bike infrastructure and walking improvements.
8/5/23 11:05	Slansky	Peter	I live here.	Troutdale	97060	10567	Taylors Ferry Extension	I am vehemently opposed to a connection of Oleson Road with Taylors Ferry. There is already a high volume of traffic flowing through the neighborhood and extending to Oleson will provide a shortcut for people seeking a connection with I-5. This will affect a quiet residential neighborhood with tremendously increased traffic volume on a two lane road, affecting air and noise quality negatively. Liveability and quality of life need to be factored into these decisions. This project will be highly detrimental to both. Thank you. Peter Slansky 9823 SW 57th Ave.
8/5/23 13:24	Deiss	Eileen	SWNI	Troutdale	97060	10567	Roads +Bridges/2045 Project list	We live on SW 57th several houses from Taylors Ferry Rd.. We are concerned about: #1) Taylors Ferry becoming a major thoroughfare in a residential neighborhood. We have already experienced an increase in traffic while walking in our neighborhood and turning onto or leaving Taylors Ferry Rd. at our street. #2) Safety a) The traffic is driving much faster than 30 miles per hr. the required speed in this residential area. b) need traffic light or stop signs at SW 62nd and Taylors Ferry Rd. That would help to slow traffic down. c) need pedestrian & bicycle path, cross walks #3) Affecting area of extension How is it going to affect the area between Washington Dr. and Oleson? This extension is not a clear shot to Oleson Rd. a) add congestion to another neighborhood between Washington Dr. and Oleson Rd. b) destroy a green space area (several acres of private property)- contributing to global warming by cutting out vegetation and adding asphalt.
8/7/23 9:30	Bolen	Glen	ODOT	Salem	97301	11990	I-5 Boone Bridge	Staff asked for some clarity on the project specifics: I-5 SB: Add an auxiliary lane from the Wilsonville Road on-Ramp to the OR554 Canby Hubbard off-ramp, approximately 0.8 miles. I-5 NB: The three existing through lanes and auxiliary lane from the OR554 Canby Hubbard on-ramp to the Wilsonville Road off-ramp will be maintained. No additional lanes will be added, but both the inside and outside shoulders will be widened to the standard 12-foot width.

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8/7/23 9:31	Bolen	Glen	ODOT	Salem	97301	11989	Northbound Braided Ramps I-205 to Nyberg	Staff requested dimensional specifics: I-5 NB: 3 through lanes. I-5 NB exit ramp to Nyberg St, diverge beginning at approximately MP 288.65 (exit ramp goes under I-205 SB to I-5 NB, which would be on a new structure at approximately MP 0.16). I-205 SB ramp to Nyberg St, diverge beginning at approximately MP 0.3. Both exit ramp lanes to Nyberg St are carried through a new structure under Sagert St. I-205 SB exit ramp lanes to I-5 NB â€“ 2 lanes merge to a single ramp lane at approximately I-5 NB MP 289.12, this lane then drops/merges into the right travel lane of I-5 NB at approximately MP 289.4.
8/7/23 9:32	Bolen	Glen	ODOT	Salem	97301	11988	OR 217 Southbound Braided Ramps Beaverton- Hillsdale Hwy to Allen Blvd	Staff requested additional project details: OR 217 SB exit ramp to Allen Blvd would begin near the beginning of the B-H Hwy entrance ramp, approximately MP 1.8 and would fly over the B-H Hwy entrance ramp and carry the ramp lane south to the Allen Blvd exit ramp terminal.
8/7/23 9:33	Bolen	Glen	ODOT	Salem	97301	11402	I-5 Northbound: Auxiliary Lane Extension Nyberg to Lower Boones Ferry - Phase 2	Staff requested additional project details: CBOS I concept: Add a second aux lane from EB Nyberg St entrance to Lower Boones Ferry Rd exit. Extend existing aux lane (4th lane) from EB Nyberg St entrance to Lower Boones Ferry Rd entrance ramp (connect to existing aux lane that currently begins at Lower Boones Ferry Rd entrance).
8/7/23 9:34	Bolen	Glen	ODOT	Salem	97301	11583	I-5 Northbound: Lower Boones Ferry to Carman Auxiliary Lane Extension - Phase 3	Staff requested additional project details: Assuming project 11402 gets built, then this project would add a second aux lane (5th lane) from Lower Boones Ferry Rd to the Carman Dr entrance ramp (currently where the second aux lane begins and connects to the OR 217 exit).
8/7/23 9:35	Bolen	Glen	ODOT	Salem	97301	11984	I-5 Southbound Truck Climbing Lane from Marquam Bridge to Multnomah Blvd.	Staff requested additional project details: CBOS 2 concept carries a truck climbing lane from the Hood Ave entrance ramp to the Terwilliger Blvd exit ramp. An interim option will be considered that carries the climbing lane to the Iowa St structure. Longer term vision would carry the climbing lane to the Multnomah Blvd exit
7/14/23 9:42	Doane	Mick		Langhorne	19047			So, it appears that this "Transportation Plan" is spending over 50% of anticipated Funds on Mass Transit that serves, 5-10% of the population? The utopia dreamed up by Central Planners is Destroying Quality of Life in the Metro Region. Add more Lanes, Build More Roads for the 97% of the Citizens that drive, and pay the taxes that support Bloated Government Bureaucracies like Metro! Everywhere that Max is being forced on Communities brings increased Crime, by providing Transportaion to Criminals.
7/14/23 12:05	Bayless	Christian		Hillsboro	97124			How is it that we're spending SO LITTLE on high impact climate strategies?? 32% for 2030 and 26% for 2045?? That is unacceptable to me for the metro transit system - transportation account for 30% of all GHG emissions, and the metro council is fully supporting the dirtiest mode of transportation (cars) with HALF of our capital investment going towards car-based infrastructure (page 34).
7/14/23 12:12	Bayless	Christian		Hillsboro	97124			Why are we continuing to expand and support car-based infrastructure when cars are responsible for >94% of all accidents and fatalities. By supporting car-based infrastructures (~50% according to p.34) so readily, the metro council is accepting that traffic fatalities WILL increase. We are shoving more bikes, people, and cars into a small space and are somehow not willing to curtail the intrusion of the deadliest of those things. Portland needs to aggressively move away from car-based infrastructure by investing in our public transportation systems AND reclaiming road/street space for bikes and people. Car infrastructure should be being kept at bay OR ideally tapered back as other modes become better. To meet our climate goals, we have to make cars a LESS used mode of transit, and we won't get there by expanding car infrastructure. EVs will not save us here - we NEED public and human-powered transit solutions to be the norm.

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7/19/23 23:27	Bradley	Mark	Hospitality					Widen 185th to 9 Lanes between Highway 26 to Cornell & 7 Lanes between Cornell to Baseline. Add a 3rd Southbound Lane between Johnson to TV Highway Widen 185th to 5 Lanes between Blanton to Farmington & 3 Lanes between Farmington to Bany Widen TV Highway to 7 Lanes whenever Freight Train Permanently Discontinues or knock out some Buildings. Downtown Beaverton Loop New Ideas. Making Farmington & Canyon Road into a One Way Couplet between Murray Blvd to Highway 217. Canyon Road Westbound Traffic Only Farmington Road Eastbound Traffic Only Having 4 Travel Lanes with a Bus Only Bat Lane Freight Trains are Very Noisy, Permanently Discontinued will Never Happen, but we do hope to Eliminate All Railroad Crossings in the Area by Building Bridges. For Now is to Request a Quiet Zone with a Wayside Horn & Pedestrian Gates. That will definitely include New Traffic Signals with Automatic Walk Signals on a New One Way Street & Existing on Hall & Watson that will also need a Makeover too on Pedestrian Friendly. Downtown Beaverton is a Very Busy Area Permanently Banning All Railroad Crossings on MAX Trains We might have to Save Up on a Federal Government Money to get the Fundings on Building Bridges or Tunnels away from Railroad Crossings. Grade Separation Project besides 185th @ Baseline. We should think about pushing more on Grade Separation is to get rid of Railroad Crossings. Activations Every 2 Minutes is not good at All. With Upcoming Red Line Extension happening in Fall 2024. Underpass for Eastman Parkway, Division Street, Cleveland Ave, NE Hood, Main Ave, 185th, Hall Blvd/ Watson, Cedar Hills, Hocken, Biggi, Lombard, Quatama, Century Blvd, East Young Parkway & 28th. Overpass for 82nd @ Airport Way with a Diamond Interchange with Exit Ramps, Cascade Parkway, Mt St Helen's Ave, 202nd, Civic Drive, Baseline Road, Merlo Road, 170th. Permanently Closed Railroad Crossings on 12th & Platforms at Washington Street cause it's a Bad Area of the Shootings. Including making Washington into a 2 Way Street. Remove Railroad Crossing on Kelly Ave, Roberts Ave, 117th & 114th to be Permanently Blocked with a Fence & No Trespassing Sign. Railroad Crossings need to be Banned Permanently cause it's Dangerous & Congestion. Farmington @ Lombard is also a Bad Intersection. Railroad Crossings also needs to be Eliminated too. Either lower the Intersection's or Above the Train Tracks. Freight Trains & WES both Cross there & it disrupts Pedestrian & Vehicles for 5 to 10 Minutes not good at all. Bridges over Railroad Crossings is Very Important to Save Lives, Ease Congestion & Improving Safety. No more Railroad Crossings All to be Gone Forever.
7/11/23 14:28	Kroepfl	Isabel		Lake Oswego	97035			Make a short (20 foot) sidewalk, and maybe "drive slow" signs on SW Lesser Rd between SW 55 Pl and Westlake Dr so that walkers can take the most direct route from the Westlake neighborhood of Lake Oswego to PCC Sylvania without having to walk on a dangerous road
7/14/23 12:18	Bayless	Christian		Hillsboro	97124			Why are there no plans for implementing an express train or equivalent? The system right now is super slow in part because the trains stop at most / every stop. Having an express line that stops only at critical points to quickly move people from city-center to city-center and to the airport would make a huge difference in transit uptake. Parking at the airport is expensive, and people will readily take transit to avoid paying those overnight fees IF the train runs at a reasonable speed. On top of this, parking meters in downtown should have their costs increased to discourage car traffic in the downtown area. Park and ride systems should be the norm - not a fringe solution.
7/14/23 16:40	Shearer	Elise	St. Anthony Church, Tigard, OR	Portland	97224			This is only my first comment. I would like to see priorities for the next five years to be: an emphasis on public safety, mass transit improvements, & bridge repair and regular maintenance of arterials. New projects should be deferred until maintenance has been caught up to 80% within a 5 year cycle. The general state of road repair within Multnomah County is only half of what it should be. For example: the road repairs on the arterial of Foster Rd east of I-205 were started but not completed. There are intersections that have been neglected and are hazardous to pedestrian crossings. More comments to come in the future.

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7/15/23 6:04	Spragg	M	None					I think that turning streets into malls, putting curbs in the street and parking 8 ft from the curb is a waste of time efgort and money. Thanks for all the hard work but I disagree with what you have done, sorry. Why dont you just give the Kafoury fam all the metro money? PDX Has not had a decent mayor since Bud Clark I digress. Have a quality day! I am liberal, but leaning toward conservative as the libs have ruined Portland, it was/is such a beautiful City. Please help get some control back. Free speech=good, against censorship(even if I dont like what i hear) Thanks from a 45 plus yr working Oregon taxpayer... Have a quality day,!
7/19/23 16:00				Portland	97225			This is a pure waste of money if REAL security and fare inspection is not done. If you keep allowing the transients, out of control teens and junkies then my family will not be using your services
7/19/23 16:04	Pierce	Scott						Make the best public transportation system we can. Dream big
7/19/23 16:10								Highway 99W between Tigard and Sherwood has become very crowded during rush hours and even during non rush hours some days due to the population growth in Tigard and Sherwood. The traffic in this area causes people to run late and for buses to run late too. Something needs to be done. Metro and Tigard and Sherwood need to stop issuing building permits and focus on reducing traffic. Highway 99W should be at least 8 lanes wide, with four lanes in each direction. Along with a designated bus only lane going both directions that can be used by trimet, and school buses.
7/19/23 16:20	Christian	Garrison		Portland	97201			Divest from car dependency. Cancel the IBR, Cancel the rose quarter expansion. Fund more max lines, dedicated bus lanes, concrete protected bike lanes, road diets, and build sidewalks in east Portland. Forever cap the UGB and start building up not out. If you do not do these things you are climate villains worthy of prison
7/19/23 16:22	Doe	John						A librarian was recently killed by a drunk driver speeding on Cesar E Chavez Blvd while waiting for her bus, it was only 6PM. As a pedestrian who walks up and down that road on a frequent basis I am often afraid of traffic I see rushing at incredible speeds, and the tragic death of this poor woman is more than simply alarming. Just a block or two north of this incident, there is a crossing signal that is replaced with some kind of haphazard setup because speeding drivers kept plowing into the old one that was there. Across the street from that, they are often rebuilding the faux stone facade on the exterior of their establishment because speeding drivers keep smashing into that corner as well! This is Cesar E Chavez & Belmont for those who don't know. The state of aggressive traffic and bad drivers in Portland has reached critical levels, and it is literally making me fear for my life when I am simply trying to take the bus or pick up some groceries. I strongly suggest that the city makes Cesar E Chavez only available for one lane of traffic, and keep the other lane clear aside from bus and bike use. Cesar E Chavez should not be treated like a shortcut between the freeways, it is unfair to the residents who live there who are just trying to survive.
7/19/23 17:06				Portland	97214			Please more max lines + greater frequency.
7/19/23 17:23				Salem	97301			trimet has issued tokens to disabled riders in the month of may when issueing the device for the use of elevators with the hopfastpass acting in eddition to a fare pass.
7/19/23 17:46	Doe	Jon	My right to privacy	Houston	77020			Make transit free! Other major cities in the USA have free transit, why can't transit be free here? I think the reason it's not free is greed. Greed by the local authorities. Also improve security! More of them! Allow bus driver's more authority when dealing with a disruptive person, allow the driver the ability to kick the person off the bus!

Public Comments Submitted Through On-line Comment Form
from July 10 to August 7, 2023

Date Submitted	Last name	First name	Organization or affiliation	City	Zip Code	RTP ID	Project name	Comment
7/19/23 19:33	Numan	Zachary	Pacific Community Design Landscape Architect					Stop expanding lanes In highways. High capacity rapid transit is the best way to reduce congestion and plan for the future. Green Line Extension should be priority especially with the extreme growth in the western metro (TIGARD, WILSONVILLE). It will be the best way to fix S of Portland I-5 traffic. NB traffic is bottlenecked at 405 and lanes will not help. A commuter rail that actually goes to downtown and reaches the expansive metro should also be in the works. Bostons commuter rail is a great example
7/19/23 20:15								Extend max lines in Beaverton and Hillsboro area
7/19/23 21:28	Kitson	Michael		Portland	97214			I was excited about this survey until I saw how it's not really meant to get people's feedback. And then I went back and looked at the interactive project map and project list and was again disappointed. I don't think you actually care about feedback.
7/19/23 21:28	Witherspoon	Tom	Self	Portland	97230			I would like to see an increase in bus frequency, particularly during the day. This is across ALL routes.
7/20/23 5:15	Pulanco	Ed	None	Portland	97206			A very important suggestion: regarding the 4-way bus stops on SE Belmont Street and SE Cesar Chavez Avenue (formerly 39th Avenue) --- can you folks move the stop from Hollywood Transit going to Milwaukee a little farther away like where the school sign is? There's not enough room for wheelchairs boarding or getting off the bus on the current location right next to Two Brothers Restaurant. It gets congested also for passengers and pedestrians. It shouldn't be right on the corner, look at the stops going downtown / Hollywood District / Mt. Tabor --- they're all conveniently located !!! THANK YOU.
7/20/23 6:58								Build new roads! Maintain existing roads! Stop deliberately making life difficult for drivers! Gas tax pay for transportation!
7/20/23 8:32	Roth	Tim		Portland	97233			A Max Green Line Extension to Oregon City or near to the Clackamas Community Collage would be nice. It's really tough just trying to get to Oregon City and getting out of Oregon City like before Midnight is a pain. The only thing reliable in and out of Oregon City are just the buses and most of the buses there don't run very often at late nights. Thought about Orange line extension to Oregon City as well but I think it's still too new for Max Orange line to get an extension to Oregon City.
7/20/23 9:50								Seniors in Sellwood needed the 70line to go down 13th. It's horrible what you have done to seniors.
7/22/23 10:55	Shepley	David	Trimet Rider					Regarding getting to Lake Oswego and West Linn I would like Max to Go from Portland to West Linn and Lake Oswego!
7/22/23 15:26	Dunn	Logan						I would like too see a bus loop in Sherwood on Sherwood Blvd, Through downtown, onto main, then Sunset Blvd, cross over to Elwert, turn into Handley, Copper terrace, then Edy and crossing back over onto Sherwood Blvd 94 going clockwise then to Portland, and 97 going counter clockwise the to Tualatin People in my town are lazy and one of the big reasons they use cars is because any public transit is so far away from so many people This would for certain get people out of their cars to give bus travel a try I would also like to see a possible new Max line going down 99W to Sherwood with a commuter rail line on the P&W tracks through downtown
7/24/23 8:03								YOU allow "California Style Growth"... Build Cali Style Roads. Visit other cites (Boise, Las Vegas, Salt Lake, Etc) and see how a progressive community thrives. Portland metro is a joke...

Public Comments Submitted Through On-line Comment Form
from July 10 to August 7, 2023

Date Submitted	Last name	First name	Organization or affiliation	City	Zip Code	RTP ID	Project name	Comment
7/24/23 11:06	Streight	Chris		Portland	97206			Speeding and traffic violations are out of control. We just had 11 deaths in the past two weeks that were auto-related. The excuses of not being able to afford enforcement are tiresome. In many ways, this is a math problem. Let's say a speeding/traffic violations enforcement officer costs $100,000 a year (pretty generous given all costs). This person receives 3 weeks of vacation. This leaves 245 working days, which means this person costs $408/day for the 245 days working. To pay for the $408/day, they would need to write 3.4 tickets a day at a $125 average (a pretty low average based upon a quick search of speeding tickets in Portland). When I am out and about for an hour going to the store, I easily witness 3.4+ speeding violations in that hour. An officer should easily be able to write 10 tickets a day, more than paying for their wages, healthcare, and other employment costs. This is not a problem of not being to afford enforcement. This is a complete lack of desire. Hiring five to ten enforcement officers would make a quick dent in this problem and they would easily pay for themselves by just writing tickets each day they work.
7/24/23 12:15								Speeding up lines like the yellow and blue should be a priority Perhaps passing lanes on the blue Elevated or underground service on the yellow
7/28/23 12:58	Pieniazek	Adam		Salem	97317			It is absolutely insane to develop a plan that'll spend $68.5 billion and won't result in sidewalks everywhere and a bike network that is connected and protected. To top it off the I-5 scam is getting more money than all of walking, biking and transit combined? Why not just light all our trees on fire and go ahead and admit that you hate the environment? It'd certainly be cheaper than this ridiculous plan that triples down on the bad ideas of the past and takes us headfirst off the climate cliff. All we ever hear is that there isn't enough money for bike and pedestrian infrastructure and you turn around and spend billions on ideas that have already been demonstrably massive failures. I could continue but it's clear the time I'm spending writing this email is a waste of time because you can't polish a turd. Everyone involved in coming up with this monstrosity should resign and never again touch anything transport related again. Pass me whatever it is y'all are smoking, I need it after reading through your apocalyptic plan.
7/28/23 17:39	Brister-Smith	Allister		Portland	97212			The only way forward is fairless. Abolish trimet fairs and deprioritize freeway spending.
7/28/23 17:48	hoke	tena	none	Portland	97206			Less emphasis on Max trains and better bus service. In other words, less flash and more service. Also, restore the max stop that was originally promised between Holgate and Bybee. Also, build more parking at max stops.
7/28/23 17:53	Reed	Kimberly	Americans with Disabilities Act Supporter	Beaverton	97006			I hope that TRIMET isn't forgetting about those of us who use walkers. Currently, the aisles are TOO NARROW, to drive an average size walker in the aisles of the NEWER TRAINS! So, if the handicapped seats are taken up when I get on the train with my walker, & the handicapped seats are taken, I cannot get to other seats ahead of me or behind me because the aisle is way TOO NARROW! I also believe that THIS PROBLEM IS A VIOLATION OF THE ADA LAWS. PLEASE FIX THIS PROBLEM!! I'm tired & just exhausted & in a lot of pain due to having to STAND FROM GATEWAY TO CIVIC DRIVE, BECAUSE NO ONE GIVES A DISABLED OR PHYSICALLY CHALLENGED PERSON(S) A SEAT, THAT A NON-DISABLED PERSON IS SITTING, ALL SPRAWLED OUT, USING TWO SEATS TO SIT ON!!!

Public Comments Submitted Through On-line Comment Form
from July 10 to August 7, 2023

Date Submitted	Last name	First name	Organization or affiliation	City	Zip Code	RTP ID	Project name	Comment
7/28/23 18:14	Haverkamp	Andrea		Portland	97202			We need to deprioritize car infrastructure immediately and focus on streetcars, light rail, below-ground subway, regional transit, and more. Oil and gas is killing us and we are so far behind where the streetcar system of the 1910s used to be. We need less lanes for cars and more lanes for bikes and streetcars, greater walkability. This plan falls short in a lot of ways. The east side continues to be underserved by rail and transit options. We need more than highways and buses.
7/28/23 18:20	MEALY	JOHN		Boardman	97818			To combat climate change, public transit should be free and frequent.
7/28/23 18:58	Lindquist	Hector	Just a rider	Portland	97202			Cant see the draft
7/28/23 19:17	B	James	N/a	Beaverton	97007			Gresham needs better buses, the 80s buses don't run enough and as far out as needed!
7/28/23 19:18				Vancouver	98665			Keep transit affordable please.
7/28/23 21:36				Lincoln	95648			Why can't I reload my honored citizen card at a statoon machine. Other cities' transits have that ability. Why doesn't Portland?
7/28/23 21:47				Portland	97206			Your "interactive" map is NOT self-explanatory. The bullet points are pretty meaningless without ANY legend. You have all of these projects listed, most on-going, but again without context/legend they're all pretty meaningless, but, like you "proposed" rate increase we, as your ridership, are EXPECTED to just shut up and be okay with all of it.
7/28/23 23:19	Gaddis	Jill	Maplewood Neighbor Association	Portland	97213			We need north south tri-met lines. A bus line running the length of SW Oleson Rd to SW Scholls Ferry Rd to the zoo passengers can transfer to the MAX lines going to Hillsboro and to the Airport. Going to the center of Portland is congested and time consuming. For many living in SW Portland we cannot even get travel to many areas by bus so we use our cars. Bus lines and/or times have been cut so ridership is down. Washington Square is an inconvenient transfer-hub, making travel time lengthy. Other south-north routes are needed. As the population grows and with many steep hills in Southwest Portland makes it difficult for elders to even get to a bus. There are very few if any sidewalks or safe way to walk to a bus, only walking in the streets with cars or ditches to walk in order to get to a bus. We feel forgotten
7/28/23 23:21	Wicker-Lense	Harper		Portland	97203			Long-term focus on improving the availability of light rail (possibly the MAX system) in areas like North Portland and Southwest Portland (excluding Downtown) where transit besides buses is rarely an option. Expansion of the MAX lines in the future is key to growth and more widespread adoption of public transit in these areas.
7/29/23 11:08	Peterman	John	Citizen	Portland	97221			I'm just a regular guy. I don't have time to read through all those plans to say that decent reliable transportation should be a right to everyone. Cars are destroying the planet and killing pedestrians and drivers alike. Transportation in the city of Portland should be more reliable and easy than taking a car. One change I would greatly like to see is for the city to remake the Ross Island bridge to be safe for pedestrians and cyclists, and also maybe add more bus lines or a street car. The Ross Island bridge is one of the busiest bridges in Portland and also one of the most uncomfortable to drive on.
7/29/23 11:08	Peterman	John	Citizen	Portland	97221			I'm just a regular guy. I don't have time to read through all those plans to say that decent reliable transportation should be a right to everyone. Cars are destroying the planet and killing pedestrians and drivers alike. Transportation in the city of Portland should be more reliable and easy than taking a car. One change I would greatly like to see is for the city to remake the Ross Island bridge to be safe for pedestrians and cyclists, and also maybe add more bus lines or a street car. The Ross Island bridge is one of the busiest bridges in Portland and also one of the most uncomfortable to drive on.

Public Comments Submitted Through On-line Comment Form
from July 10 to August 7, 2023

Date Submitted	Last name	First name	Organization or affiliation	City	Zip Code	RTP ID	Project name	Comment
7/29/23 12:01				Portland	97219			In looking at the project map I am seeing misalignment between jurisdictions. In Beaverton in particular, WashCo is proposing widening Walker to highway widths while Beaverton is considering taking Canyon back from ODOT to covert to a complete street. Very similar roads with similar purposes. We need to all get on the same page. Walker does not need to be 5 lanes. That is ridiculous. TV Hwy and 26 run to the north and south. There is no need for this many high capacity east/west connections for cars this close together. This plan should support local agencies and what they want to see in the their jurisdiction.
7/29/23 16:52	Holland	Darren		Oregon City	97045			So much to love here. Very encouraging to see all the projects to increase mobility options and connectivity for biking and walking. I was very disappointed the southwest light rail project did not move forward earlier but hope it's day might still come.
7/30/23 8:45	Cooksey	Elizabeth		Portland	97210			One of the reasons we moved to Portland was because of the availability of both rapid transit and buses. We are grateful to live here and hope that Trimet thrives.
7/30/23 9:52	Ferreira-Gand	Peter		Portland	97223			What about making faster commuter rail service on the rail line that runs parrell to tv highway.
7/30/23 15:11	Regan	David		Portland	97222			We need electric buses asap.
7/30/23 16:43				Portland	97212			The pages were extremely hard to figure out. I tried clicking on several topics and nothing happened.
7/31/23 9:27				Avenel	7001			I like to ride for free because the money has already been withdrawn from my paycheck.
7/31/23 11:45	MacDonald	Chris	N/A					Please don't raise the fare prices, it's your problem that needs to get fixed not the publics. If you do raise the prices then you need to do 2 things. 1. No more homeless on all transit vehicles. Here are the reasons. [redacted] 2. Add more Fare inspectors (due to not heeding the 1st problem stated above) daily sun-sat. [redacted] And for the fare jumpers regardless of them being homeless or not no more being leant fine [redacted] Raise the fine if they can't pay jail time simple. [redacted] you are slacking on your responsibility as a business and doing what needs to be done. Im going to say this and I'm going to be correct in saying this all you did was skim [redacted] and ignored the rest re - read the [redacted] thing. [redacted] Now since I have angered you do something about the problems described in this message... One Angry TriMet Rider...
7/31/23 15:48	Pao	C		Portland	97212			I have spoken to other individuals who reside in North Portland and use public transportation. We speak A LOT about having to pass through DOWNTOWN PORTLAND when we need to get to SE Portland. I would like to see a route designed for people in N Portland to get to SE Portland without passing through downtown/over the bridges. It's not rocket scienceâ€"why hasn't this been done sooner. Someone needs to think about this. It is ABSURD that we waste time in downtown when N PDX and SE PDX are on the same side of the river.

Public Comments Submitted Through On-line Comment Form
from July 10 to August 7, 2023

Date Submitted	Last name	First name	Organization or affiliation	City	Zip Code	RTP ID	Project name	Comment
7/31/23 22:27	PADGETT	SHAUN	equilibrium	Portland	97223			As we move into modern times, with various adults with ranging work hours 24 hours of the day and 7 days a week, and let alone you ALL encourage SOBER driving, why not have the buses running when the bars are happening and still open like having buses running around still running after last call? I think it's time we extend bus services at least past 2am on Fridays and Saturdays, but it should be raised from 12:30am to 2:30am all around and start services again at 5:00am. Having the majority of TRIMET buses shut down after midnight in the year 2023 is preposterous, this town has grown too big and we need to evolve as a city as well.
8/1/23 11:28								Add land acquisition, design and construction of Ice Age Tonquin Trail between Tualatin Sherwood Rd and Graham's Ferry Road. This is a huge gap with some of the most interesting ice age terrain that must be built to achieve regional connectivity.
8/1/23 13:20	Hagle	Cecilia	Citizen	Hillsboro	97124			The mandate for high density housing is great but the EXTREAM LACK OF PARKING (.75 of a space per unit and now UNFORTUANTELY GOING TO .5 OF A SPACE) is very unrealistic. THERE ARE NORMALLY TWO TO FOUR CARS PER UNIT (both parents having to work, roommates, multi-generational households). This causes a HUGE PARKING ripple out in the surrounding neighborhoods that is not appreciated.
8/1/23 13:24	Hagle	Cecilia	Citizen	Hillsboro	97124			I think the giving away the various railroad rights-of-way is VERY short sighted. It is all great and fun to have trails and walking paths but trying to get that property back when more rail or other future travel modes are needed is not going to be easy or realistic.
8/1/23 17:54	Leiber	Kristin	Lloyd EcoDistrict	Portland	97212			Regarding the impacts on the Lloyd neighborhood, I am concerned with the number of thoroughfare, "economic development," and expansion projects, especially around freeways and the MLK/Grand corridors/intersections. This area already struggles with walkability, climate impacts, and air quality. While I am encouraged by the increasing connections between Lower Albina and other parts of Portland, I am seeing continued transit-driven disconnection between Lloyd & the Rose Quarter, Lloyd & Irvington, Lloyd & downtown, and Lloyd & Kerns. As offices continue to empty in Lloyd and the day-to-day percentage of residents to employees continues to shift closer to 1:1, I feel like this is looking backward at Lloyd's history of commuting office workers, versus looking forward at Lloyd's present as a series of empty offices and its future desire to be a neighborhood modeling our most pressing goals in climate change and affordable housing. At this point in our journey with climate change, I would expect to see a prioritization of walkability, bike-ability, and public transit (and a subsequent deprioritization of car-focused projects) in terms of investment and pervasiveness across Lloyd. However, I'm seeing the opposite and much more investment and concentration of car-focused projects that are admittedly not highlighted as either equity or climate projects by your own tags. Much care is being given to people moving quickly through Lloyd at the expense of those calling Lloyd home. As this plan is focused on Portland through 2045, I hope there is a reconsideration of prioritizing residents of Lloyd and nearby neighborhoods and an urgent response to the increasingly important regional climate goals to help reduce pavement and increase the quality of life and car-free transportation.
8/4/23 14:18	Pegg	Pamlin		Portland	97214			Rising prices - Please raise prices (a bit more?) so that riders only need quarters to pay fares. for example, Honored Citizens fare goes from $1.25 to 1.50 and regular faire goes from 2.50 to $3.00. Less change to carry around, easier to calculate how much $ I have left on my Hop Card.
8/5/23 22:37	Pederson	Mike		Vancouver	98682			Please support private car infrastructure. Public transit is too slow and dangerous.

Public Comments Submitted Through On-line Comment Form
from July 10 to August 7, 2023

Date Submitted	Last name	First name	Organization or affiliation	City	Zip Code	RTP ID	Project name	Comment
8/6/23 8:44				Portland	97206			Eager for the Southwest Corridor to be funded. I live in Lair Hill, and we DESPERATELY need SW Naito to be calmed @ surface streets across Naito (Gibbs/Whitaker/Curry/Pennoyer Streets) and a safe pedestrian crossing as well. The Grover Tunnel (pedestrian tunnel) is so dangerous!

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: July 28, 2023

To: Transportation Policy Alternatives Committee (TPAC) and interested parties

From: Kim Ellis, AICP, RTP Project Manager

Subject: 2023 Regional Transportation Plan: Update on Regional Mobility Policy Next Steps

PURPOSE

The purpose of this memo is to provide an update on additional work completed and underway to inform finalizing the draft policy, measures and targets/thresholds for the 2023 Regional Transportation Plan (RTP). This memo replaces an earlier memo dated July 5, 2023.

ACTION REQUESTED

Initial TPAC feedback on the revised throughway reliability analysis methodology and findings that will be presented at the meeting. More time for discussion of the revised analysis and findings is planned for the TPAC/MTAC workshop on Aug. 16. A more in-depth memo describing the updated throughway reliability methodology and findings is under development and will be provided in advance of the August 16 TPAC/MTAC workshop.

BACKGROUND

The Regional Mobility Policy is a policy in the RTP as well as the Oregon Highway Plan (OHP). It applies to transportation system planning and plan amendment processes within the Portland metropolitan area. The policy is used to identify transportation needs and solutions during updates to the RTP and local transportation system plans (TSPs), and to evaluate the potential impacts of local comprehensive plan amendments and zoning changes.

An update to the regional mobility policy has been underway since 2019, through a joint effort of Metro and the Oregon Department of Transportation (ODOT). In November and December 2022, JPACT and the Metro Council accepted the new draft policies and supported further development of the draft performance measures and targets during 2023 RTP system analysis that continues. These actions were informed by deep research, technical analysis and significant input from policymakers, practitioners and other stakeholders.[1]

This work has shifted the discussion of mobility from simply being about the number of vehicles to moving people, goods and services in a much more tangible and comprehensive way. When finalized, the updated mobility policy will guide the development of regional and local

[1] The research, a project video and summary reports of the engagement activities are posted on the project website at www.oregonmetro.gov/mobility.

transportation plans and studies, and the evaluation of potential impacts of local comprehensive plan amendments and zoning changes on the transportation system.

The updated policy will remove housing and economic development barriers and support the region in advancing desired outcomes for transportation and land use, including:

- Land use efficiency, with more housing, jobs, services and mixed use development in the region's centers.
- Roadways designed and built for people of all ages and abilities.
- Travel options and connectivity that allow people to reliably and safely walk, bike, drive, and take transit to get where they need to go.
- Safe, efficient and reliable travel speeds for people, goods and services.

Another key outcome of the regional mobility policy update is cross-agency coordination and collaboration to implement transportation plan updates and state land use rules in the Portland area.

STATUS OF DRAFT POLICY STATEMENTS

The draft policy statements have been incorporated in Chapter 3 of the public review draft 2023 RTP.

STATUS OF THE DRAFT MEASURES AND TARGETS/THRESHOLDS

The draft regional mobility policy for the 2023 RTP identifies three mobility performance measures: vehicle miles traveled per capita, system completion for all modes (including TDM and TSMO) and throughway reliability using travel speed. The measures and their respective targets/thresholds were recommended as a starting point to be tested and refined in 2023. A summary of their status (as of 7/28/23) follows:

- **Vehicle miles traveled** – Recent updates to Oregon's transportation planning rules (TPR) require local governments to adopt transportation performance standards for use in evaluating updates to local transportation plans, and requires that cities and counties make land use decisions[2] that do not increase vehicle miles travelled (VMT) per capita.[3] The TPR further requires that an increase in vehicle miles travelled per capita be measured by comparing future projections with existing plans against future projections with the proposed land use decision. Metro staff are working with staff from ODOT and the Department of Land Conservation and Development (DLCD) to develop an approach for evaluating household-based VMT per capita and VMT per employee to aid cities and counties when making land use decisions in the Portland area to help the region achieve its greenhouse gas reduction target. Early discussions with ODOT and DLCD staff identified the need to coordinate this work with state-level work that ODOT is leading to develop technical methods and guidance to support implementation of the Climate Friendly and Equitable Communities program. Metro and ODOT staff will engage TPAC and the Metro Technical Advisory Committee (MTAC) in this work at future meetings.
- **System completeness** – For the system completeness performance measure, the 2023 RTP "planned" networks include: Regional Motor Vehicle Network, Regional Freight Network,

[2] Land use decisions are defined in OAR 660-012-0215 to be local legislative decisions that amend plans or land use regulations. Amendments are currently being considered by the Land Conservation and Development Commission to explicitly exclude individual development permits and urban growth boundary decisions.
[3] OAR 660-012-0010, 660-012-0012, and 660-012-0215.

Regional Transit Network, Regional Pedestrian Network, Regional Bicycle Network and the Transportation System Management and Operations (TSMO) Network. Maps of these networks have been updated to reflect housekeeping edits identified by local, regional and state agencies. The updated network maps are included in Chapter 3 of the public review draft 2023 RTP. Reporting on system completeness for all modes of travel is reflected in Chapter 4 and Chapter 7 of the public review draft 2023 RTP.

Development of an approach for measuring system completeness for both transportation demand management (TDM) and transportation system management and operations (TSMO) continues. Materials summarizing this work were included in the July 12 workshop packet. Staff are working with the consultant team to update the materials in response to feedback provided at the workshop, and will provide another update in September.

- **Throughway reliability** – Metro and ODOT staff worked together to develop and refine a methodology to build upon observed traffic data with Metro's travel demand model to identify probable throughway segments exceeding the reliability thresholds of the draft mobility policy. As a reminder, this measure is intended to help identify transportation needs on throughways designated in the RTP, and does not preclude other analysis that may be conducted at a more detailed scale such as during development of a facility plan. When a need is identified using this measure via observed data or traffic simulation models, transportation agencies should then follow the adopted congestion management process and ODOT's Oregon Highway Plan Policy 1G to identify solutions to address the identified need.

  A memo summarizing this initial work was included in the July 12 TPAC workshop packet. Since the July 12 workshop, Metro and ODOT staff continued to improve the technical methodology in response to feedback we received about the memo included in the July 12 packet. Staff also found data gaps that are being addressed in the updated approach. A preview of the revised methdology and findings will be presented at the August 4 meeting for feedback. A more in-depth memo describing the updated methodology and findings is under development and will be provided in advance of the August 16 TPAC/MTAC workshop.

STATUS OF THE IMPLEMENTATION ACTION PLAN

Implementation actions identified in 2022 will also be updated, as needed, in Chapter 8 of the public review draft 2023 RTP following the public comment period. Updates are anticipated to address feedback provided by TPAC and MTAC this summer as well as public feedback received during the public comment period. Other updates may be identified as a result of statewide work underway to support local and Metro implementation of the Climate Friendly and Equitable Communities (CFEC) Program.

More information about the regional mobility policy update can be found at:
www.oregonmetro.gov/mobility

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: August 8, 2023 (for Aug 16 TPAC workshop)
To: Kim Ellis, RTP Project Manager
From: Joe Broach, Senior Researcher and Modeler
Peter Bosa, Principal Researcher and Modeler
Subject: Updated Draft Throughways Travel Speed Analysis for the 2023 Regional Transportation Plan (RTP)

Purpose

This memo summarizes updated work to develop a methodology and to calculate initial observed and modeled projected travel speed metrics for throughways designated in the Regional Transportation Plan (RTP) for the Portland metropolitan region. This work supports further testing and refinement of the draft Regional Mobility Policy (RMP) in support of the 2023 RTP update. This memo replaces an earlier memo dated July 5, 2023.

Background

The Regional Mobility Policy is a policy in the RTP as well as the Oregon Highway Plan (OHP). It applies to transportation system planning and plan amendment processes within the Portland metropolitan area. The policy is used to identify transportation needs and solutions during updates to the RTP and local transportation system plans (TSPs), and to evaluate the potential impacts of local comprehensive plan amendments and zoning changes. The policy does not apply to development review.

An update to the regional mobility policy has been underway since 2019, through a joint effort of Metro and the Oregon Department of Transportation (ODOT). In November and December 2022, JPACT and the Metro Council accepted the new draft policies and supported further development of the draft performance measures and targets/thresholds during 2023 RTP system analysis in 2023. The draft regional mobility policy for the 2023 RTP identifies travel speed on throughways as one of three mobility performance measures. More information about the regional mobility policy update, including research that informed the draft travel speed thresholds for throughways can be found at:

- https://www.oregonmetro.gov/sites/default/files/2023/02/24/Draft-2023-RTP-Regional-mobility-policy-overview-Jan2023.pdf
- https://www.oregonmetro.gov/sites/default/files/2023/03/01/Regional-Mobility-Policy-Update-Reliability-Research-Process_0.pdf

The draft RMP includes travel speed-based performance metrics to identify transportation needs. This memo describes initial analysis and results from both observed data (*pre-pandemic* existing throughway performance) and regional travel model outputs (*pre-pandemic* base and future year scenario predicted performance) for the throughway system. Observed and modeled speed data will be used separately in each planning effort. Future updates may refine and modify the initial data and methods presented here.

Data and Methods Used in the Analysis

The methods and data described in this memo build on two existing streams of work:

1) Ongoing work to calculate and report on National Highway System (NHS) and freight reliability performance metrics as required by the Moving Ahead for Progress in the 21st

Century (MAP-21). All observed conditions presented in this memo are based on 2019 data for the entire year, from January 1 to December 31, 2019.

2) The regional travel demand model and supporting data, which supports the analysis of travel patterns under RTP base year and future scenario conditions. All findings presented here are based on model runs supporting the 2023 RTP update, with a 2020 base year, 2030 interim future, and 2045 horizon year, covering various funding scenarios.

Data

Observed performance

Speed data were drawn from the National Performance Management Research Data Set (NPMRDS, available only for the National Highway System [NHS]) and the commercial INRIX Speed dataset (access provided by ODOT), where NPMRDS data were not available. All data were accessed using the Regional Integrated Transportation Information System (RITIS) platform. While all speed data could be obtained from the commercial INRIX dataset, the NPMRDS was used where available due to its more clearly defined standards and methodology, and ongoing independent validation. Both data sources rely on cell phone location and vehicle navigation data to sample travel speeds.

NPMRDS and INRIX speed data are provided on the proprietary Traffic Message Channel (TMC) network. The TMC network is used for in-vehicle navigation, based on "decision points" like freeway exits and major street intersections. An example is shown in Figure 1. An initial step in this analysis included coding the RTP throughways onto that network. In general, the analysis was limited to "mainline" (non-ramp) TMC links falling mostly inside the Metropolitan Planning Area (MPA). TMC links rarely split right on the MPA boundary, and a "majority inside" rule was used to handle such cases.

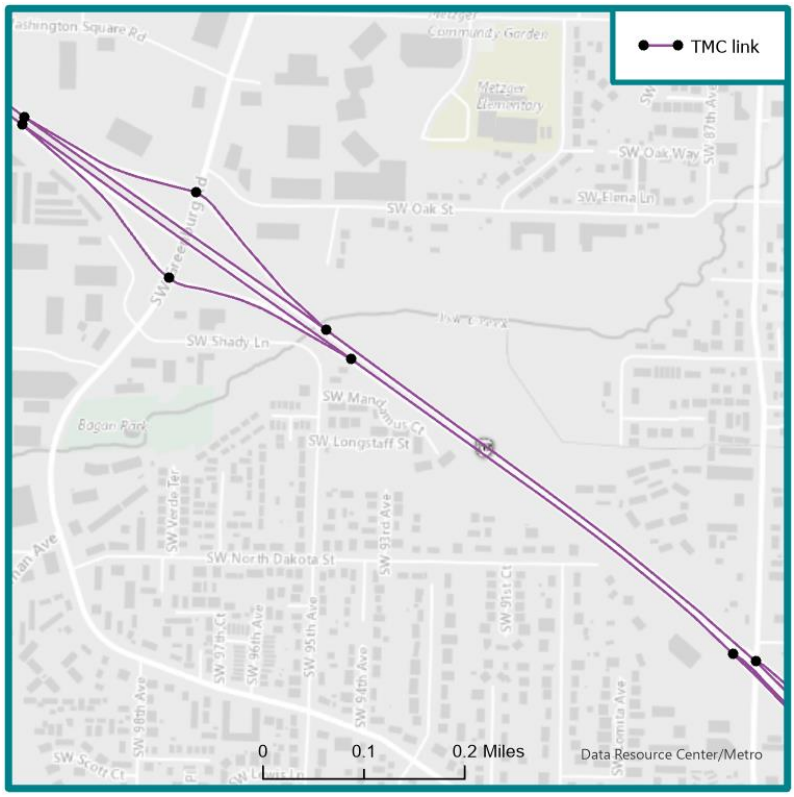

Figure 1 TMC network links example, OR 217 at SW Greenberg Rd (only mainline links were analyzed; data source RITIS)

Data for all available 2019 weekdays (excepting holidays) were averaged over 15-minute intervals, following federal guidance for performance monitoring and reporting. NPMRDS contains only real-time data, with no missing value imputation. The INRIX data was filtered to keep only real-time speeds, again for consistency between data sources. Figure 2 shows data for a single TMC link over an entire year.

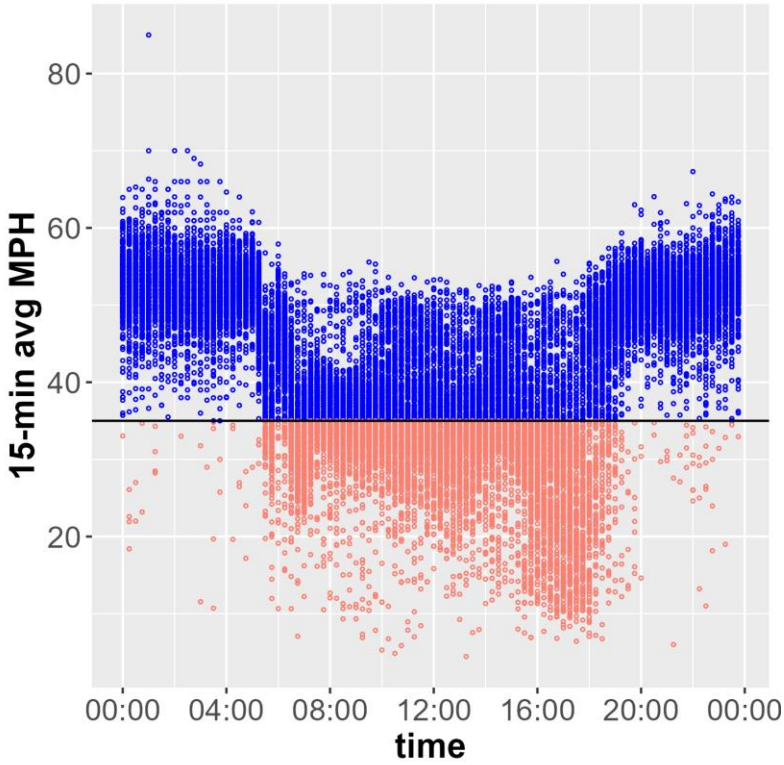

Figure 2 Observed speed data for a single TMC link, each point represents average speed over a 15-minute interval on a given day

Modeled performance

Regional travel model outputs were drawn from five RTP scenarios (a sixth scenario, 2045 Strategic, was not yet available for analysis):

- **2020 Base** – pre-pandemic conditions
- **2030 No Build (NB)** – 2020 plus a limited set of projects already in motion (e.g. Abernethy Bridge, Division FX, Freeway Auxiliary Lanes); updates to regional land use, employment, and demographic data
- **2030 Financially Constrained (FC)** – 2030 NB plus additional major projects and policies, including:
    - I-205 widening
    - I-5 Rose Quarter Improvement Project
    - Interstate Bridge Replacement (IBR) pre-construction tolling
    - I-205 tolling on Tualatin River Bridge and Abernethy Bridge
    - Regional Mobility Pricing Project (RMPP) Demand Management and High Congestion Relief Pricing
- **2045 NB** – 2030 NB, with updates to regional land use, employment, and demographic data
- **2045 FC** – 2045 NB plus additional major projects, including:

- I-205 widening
- I-5 Rose Quarter Improvement Project
- IBR completion, including Scenario B tolling
- I-205 tolling on Tualatin River Bridge and Abernethy Bridge
- RMPP Demand Management and High Congestion Relief Pricing

Each model scenario includes an "all modes" transportation network. Regional route definitions are maintained on these networks, and these were updated to match the analysis segmentation, described in more detail in the following section.

Methods

Methods were developed to further segment the throughway corridors and to summarize observed and modeled speed data into performance metrics.

The draft RMP proposes a minimum performance threshold of no more than four hours per *week*day with travel speeds below 35 miles per hour (controlled access freeways) or 20 miles per hour (non-freeways with traffic signals). Figure 3 provides an overview map. Initial metrics were created to capture that performance threshold. If average speeds fall below the relevant speed threshold for more than four hours in a day, it indicates the system is failing at that location and a transportation need exists.

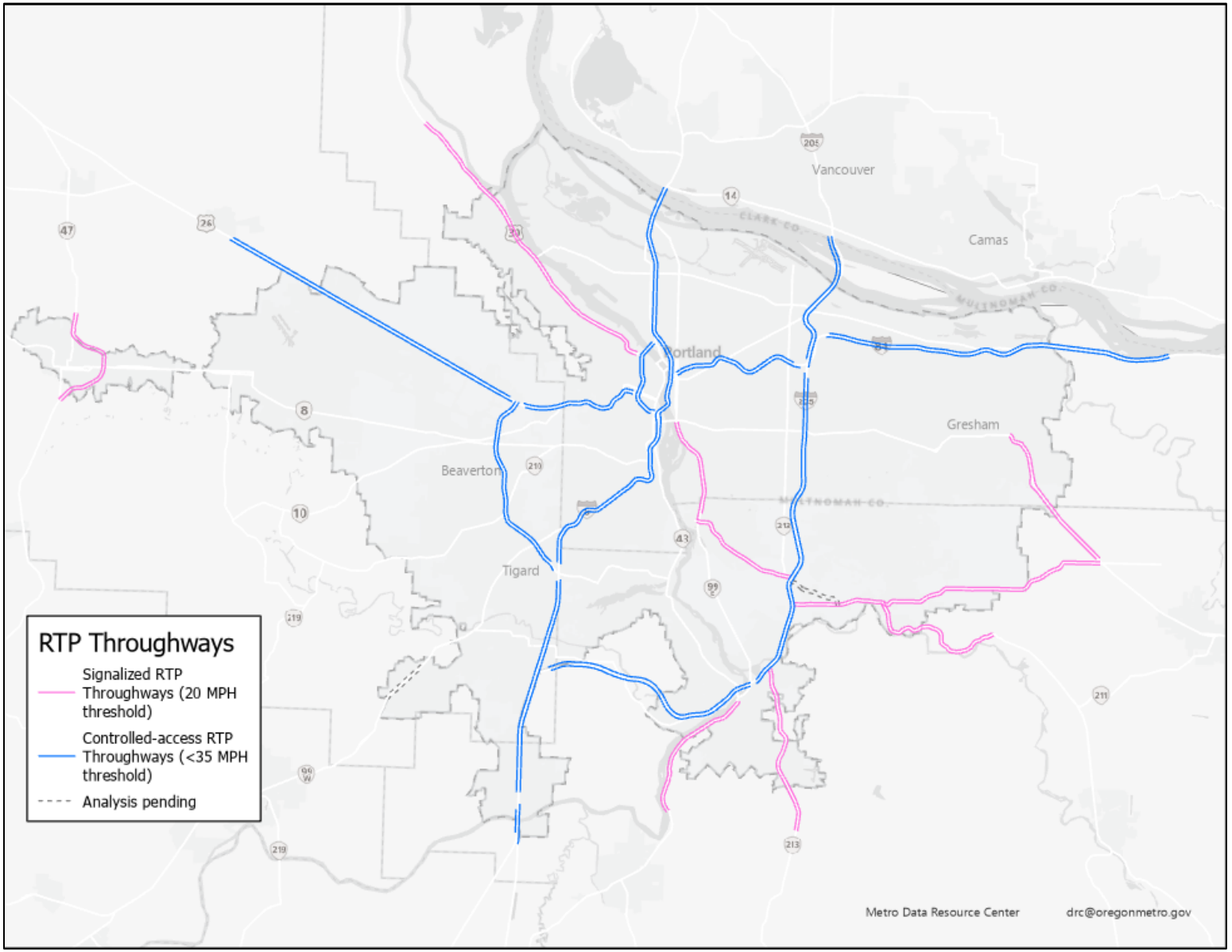

Figure 3 RTP throughways overview

Creating analysis segments

Initial work focused on entire throughway segments. The full throughway segments ranged from 3.4 to 11.6 miles in length (averaging 6.2 miles), and it was decided that many segments were too long for meaningful performance analysis. A method was developed to systematically divide the existing throughway corridors into shorter analysis segments. After multiple iterations, and noting that results were not overly sensitive to different options, the following method was chosen for its simplicity and legibility:

- For controlled access freeways (35 mph threshold), create segments from each off ramp to the next downstream off ramp;
- For non-freeways (20 mph threshold), create segments at each major street intersections.

All analysis segments consist of a single travel direction. The new analysis segments averaged 1.4 miles, ranging from 0.1 to 5.8 miles. Merging the shortest segments with neighboring ones was considered but rejected in favor of maintaining consistency in segment definition. Figure 4 provides a graphical description.

The rules were followed as closely as possible, and in cases where the observed data (TMC) or model network did not have a breakpoint (node) at the desired location, the closest node was used instead. The method was first applied to the observed (TMC) network, and then the resulting segmentation transferred as faithfully as possible to the various model scenario networks.

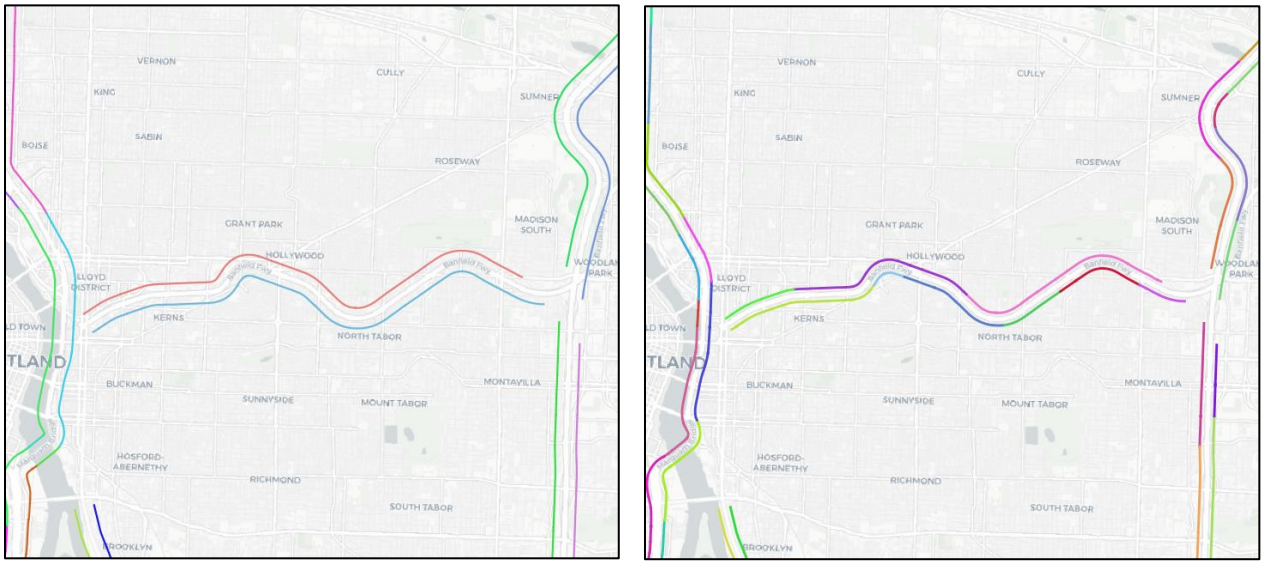

Figure 4 Full throughway segments (left panel) and revised segmentation based on off-ramps (base data: ESRI, RITIS)

Calculating hours under speed threshold

Methods were developed to calculate the hours under speed threshold for both observed and modeled data.

Observed data

For each analysis segment, consisting of one or more TMC links, the following steps were followed to calculate a segment-level measure of weekday hours not meeting policy:

1) For each directional TMC reporting link along the segment, calculate the average number of hours per weekday (excluding Federal holidays) that the observed speed fell under the relevant minimum speed threshold (20 or 35 mph);[1]
2) Calculate the length-weighted average number of hours across all links in a segment to arrive at a segment-level estimate.

Several calculation methods were tested before settling on the one described. The observed data from small samples of roadway vehicles presents unique challenges due to:

- missing data when too few vehicles were recording data along a specific link, and
- large outliers in travel speed or time due to data anomalies or unusual events

The chosen method simplifies the calculation and minimizes the impact of missing data and large outliers. The method of averaging first over individual links and then over the full segment also matches guidance for federal highway performance reporting and allows for efficient re-calculation of metrics with changes to segmentation. Future review will re-examine the selected method now that segmentation and modeled data approaches have been selected.

Modeled data

For each RTP scenario, model outputs provide an average hourly travel time for each segment coded into the corresponding model network. Compared with the observed speed data, which is sampled continuously across the year, several key differences should be noted:

- Travel speeds are calculated at hourly resolution only; e.g., there is only a single average speed from 4 to 5 PM,
- The model seeks to represent a typical mid-week weekday.
- Non-recurrent events, such as crashes, weather, or construction are not considered.
- Congestion that spills back via queueing is not modeled.
- Demand is spread across each hour of the day based on time of day factors by trip purpose and refined using a peak spreading methodology; these factors are fixed across the region and do not attempt to capture behavior specific to any single facility or corridor.[2]

Since the model outputs do have the sampling challenges inherent in the observed data, hourly speeds were calculated directly for each segment as *segment distance / travel time*. Hours under the relevant speed threshold was then calculated as the count of hours below the minimum speed threshold. A count of 4 hours or fewer under the speed threshold would be considered meeting the performance threshold.

Projecting future speeds

The observed data reflects our best estimate of current travel speeds, and the regional travel model is our primary tool for estimating change in speeds under future conditions. In order to assess future performance relative to the updated RMP policy, we used modeled performance changes to project observed conditions into the future. Net change in modeled hours under the relevant speed

[1] Note that hours per weekday was based on counting the number of 15-minute periods with average speed below the threshold on a given day; e.g., if the average speed from 8:00-8:15 was 30 mph on a freeway link, that would count as 0.25 congested hours, even if other periods in the hour had speeds meeting the threshold.
[2] Additional details on the travel model are available at https://www.oregonmetro.gov/modeling-services

threshold was added to the number of observed baseline hours to calculate projected hours, as shown in Equation 1:

Equation 1

$$Projected\_hours_{Scenario} = Observed\_hours_{2019} + (Model\_hours_{Scenario} + Model\_hours_{Base})$$

Projected hours less than zero were set to zero.

Where the model diverged significantly from the observed data in the base year (by more than 4 hours), we flagged the resulting projections as "lower confidence." These represent locations where the model's limitations or unique conditions might make modeled future year speed estimates less reliable. The flagged facility segments will be used to identify cases to test various model improvements in the future. For this analysis, 29 segments (13 percent) covering 24.3 miles (8 percent) were flagged as lower confidence when projecting future speeds.

Results

Results were tabulated over about 218 throughway analysis segments covering just over 300 miles. Table 1 shows summary statistics for the observed baseline data and all modeled scenarios. Subsections follow with details on results from each sub-analysis.

Table 1 Throughway segments not meeting policy

Source/scenario	Segments	Miles	% of segments	% of miles
2019 RITIS observed	39	38.4	17.9%	12.8%
projected				
2030 no build	60	61.9	27.6%	20.8%
2030 constrained	30	27.0	13.8%	9.1%
2045 no build	83	91.4	38.2%	30.7%
2045 constrained	42	37.2	19.4%	12.5%

Observed speed data from RITIS recorded 38.4 miles (12.8 percent) of throughways not meeting the policy threshold of no more than 4 hours per weekday under the relevant minimum speed. Model projected scenarios varied from 27 miles (9.1 percent) to 91.4 miles (30.7 percent) not meeting the policy threshold.

2019 Observed data results

Figure 5 maps the results. Table 2 lists the 39 analysis segments (38.4 miles) not meeting the policy threshold based on our analysis of observed 2019 weekday speed data collected via RITIS. Segments are grouped into their longer parent throughway segments. An additional 15 segments (14.9 miles) averaged between three and four hours per weekday under the relevant travel speed, but did not exceed the policy threshold in the observed data. Observed results for all segments are provided in Appendix A.

Table 2 also provides a breakdown of typical hours not meeting the speed threshold by time of day. Periods were defined following MAP-21 highway performance reporting guidelines:

- AM peak: 6 a.m. to 10 a.m. weekdays (Mon-Fri)
- Mid-day: 10 a.m. to 4 p.m. weekdays (Mon-Fri)
- PM peak: 4 p.m. to 8 p.m. weekdays (Mon-Fri)

Note that hours from the three periods might not add to the total because some links see minor congestion even during overnight hours. Among segments that failed to meet the policy threshold:

- All day congestion: 17 segments had at least one hour with speeds lower than policy in each of the three periods: AM peak, mid-day, and PM peak;
- Mid-day and PM peak congestion only: 17 others had at least one mid-day and one PM peak hour below policy;
- AM peak and mid-day congestion only: 3 had at least one AM peak hour and one mid-day hour below the threshold.

When interpreting time of day patterns, it is important to remember that all segments are single direction, and any 15-minute interval (e.g., 8:00-8:15 or 8:15-8:30) where average weekday speeds fall below the policy threshold count toward the total hours.

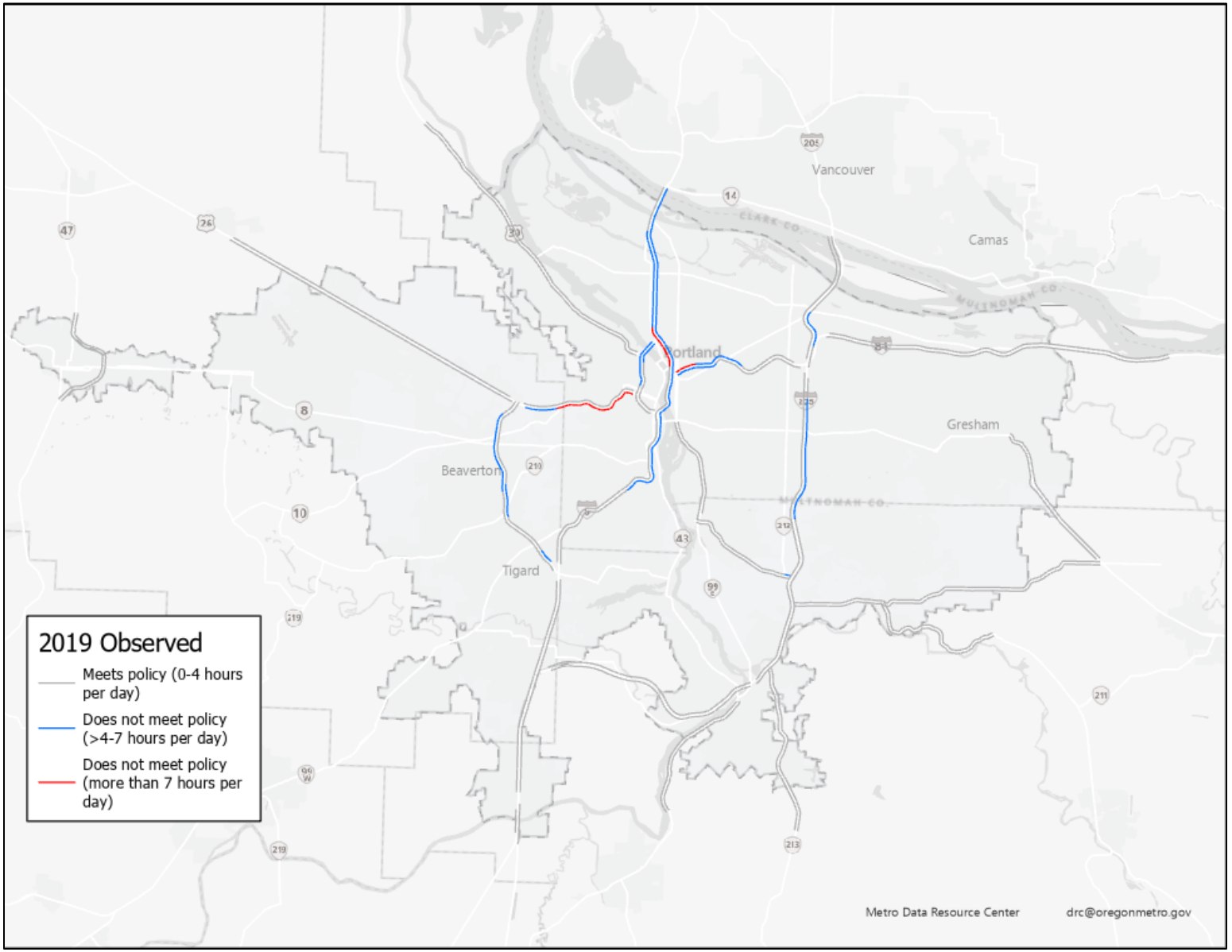

Figure 5 [MAP_02} 2019 observed conditions results map

Table 2 Throughway segments not meeting policy (2019 observed/RITIS)

Throughway segment	Analysis segment	Miles	Total weekday hours not meeting policy	AM peak hours	Mid-day hours	PM peak hours
OR 217 (US 26 to I-5)	217 NB 1	0.54	4.5	1.1	1.1	2.1
	217 NB 4	1.21	4.1	1.5	0.9	1.6
	217 SB 2	0.58	4.7	0.6	2.0	2.0
	217 SB 3	1.01	6.3	1.2	2.8	2.2
	217 SB 4-5[3]	1.28	5.1	1.6	2.1	1.4
OR 224 (OR 99E to I-205)	224 WB 2	0.18	4.7	1.8	1.7	0.7
I-205 (I-84 to OR 99E)	I205 NB 11	1.60	4.8	1.4	2.1	1.2
	I205 NB 12	1.37	5.3	1.6	2.1	1.4
	I205 NB 13	1.45	4.8	1.1	1.8	1.7
I-205 (I-84 to Glen Jackson Bridge)	I205 NB 16	0.97	4.5	0.2	1.5	2.6
	I205 NB 17	0.43	4.7	0.3	1.5	2.7
I-405 (Fremont Br. to Marquam Br.)	I405 NB 7	0.79	4.4	0.1	1.9	2.4
	I405 SB 1	0.52	4.2	0.9	1.5	1.7
	I405 SB 2	0.48	6.2	1.7	2.2	2.1
	I405 SB 3	0.73	5.2	1.3	1.6	2.2
I-5 (I-405 to OR 217)	I5 NB 14	2.67	4.8	1.4	1.4	2.0
	I5 NB 15	0.38	5.0	0.5	2.1	2.4
I-5 (Fremont Br. to Marquam Br.)	I5 SB 7	0.88	8.7	2.1	4.4	2.2
	I5 SB 8	0.71	8.9	1.8	4.4	2.5
	I5 NB 16	1.09	6.4	0.7	3.0	2.7
	I5 NB 17	1.38	5.3	1.0	2.3	1.9
	I5 NB 18	0.65	5.0	0.4	2.6	2.0
I-5 (Fremont Bridge to Columbia River)	I5 NB 19	1.04	4.3	0.0	1.7	2.5
	I5 NB 20	0.95	4.9	0.0	2.1	2.7
	I5 NB 21	0.51	5.0	0.0	2.1	2.8
	I5 NB 22	0.66	5.3	0.0	2.3	2.9
	I5 NB 23	1.24	6.0	0.0	2.8	3.1
	I5 NB 24	0.59	6.7	0.0	3.3	3.2
	I5 NB 25	0.89	5.5	0.1	2.9	2.4
	I5 SB 3	1.86	4.2	2.8	1.2	0.1
	I5 SB 5	0.62	5.4	2.8	2.0	0.5
	I5 SB 6	1.00	5.1	2.0	2.0	1.1
I-84 (I-5 to I-205)	I84 EB 1	1.45	5.4	0.1	2.7	2.6

[3] Segments were combined due to removal of off-ramp in all future scenarios.

Throughway segment	Analysis segment	Miles	Total weekday hours not meeting policy	AM peak hours	Mid-day hours	PM peak hours
	I84 WB 2	1.79	6.2	2.7	2.3	1.1
	I84 WB 3	0.69	7.4	2.2	3.2	1.8
US 26 (I-405 to OR 217)	US 26 EB 8	1.12	5.2	2.5	1.0	1.6
	US 26 EB 9	1.34	8.3	3.0	2.7	2.4
	US 26 EB 10	0.99	10.6	3.2	4.3	3.0
	US 26 EB 11	0.71	12.0	3.3	5.2	3.3

Figure 6 and Figure 7 provide examples of the two most common time of day patterns noted in the observed data.

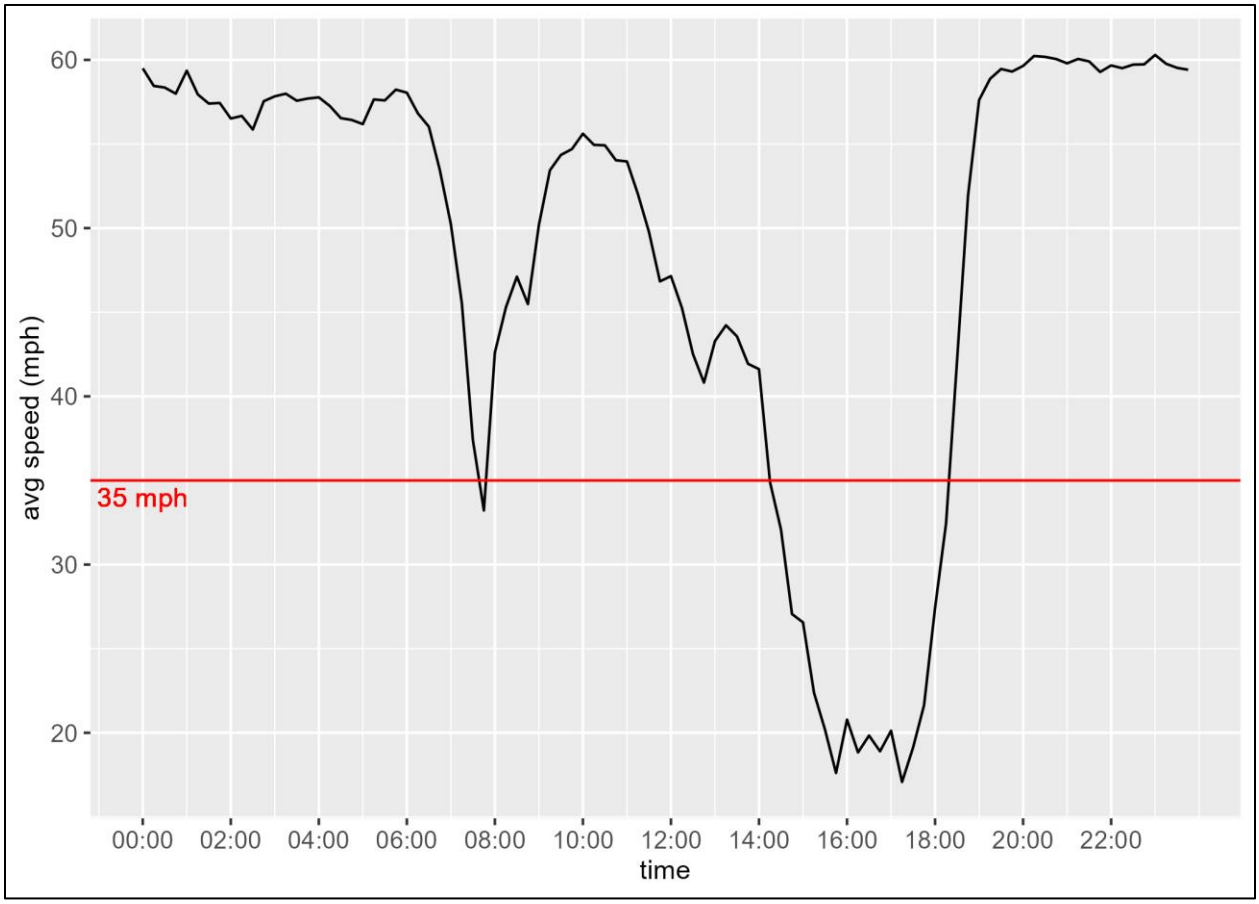

Figure 6 Example of mid-day and PM peak congestion pattern (OR 217 SB from Walker Rd to Canyon Rd)

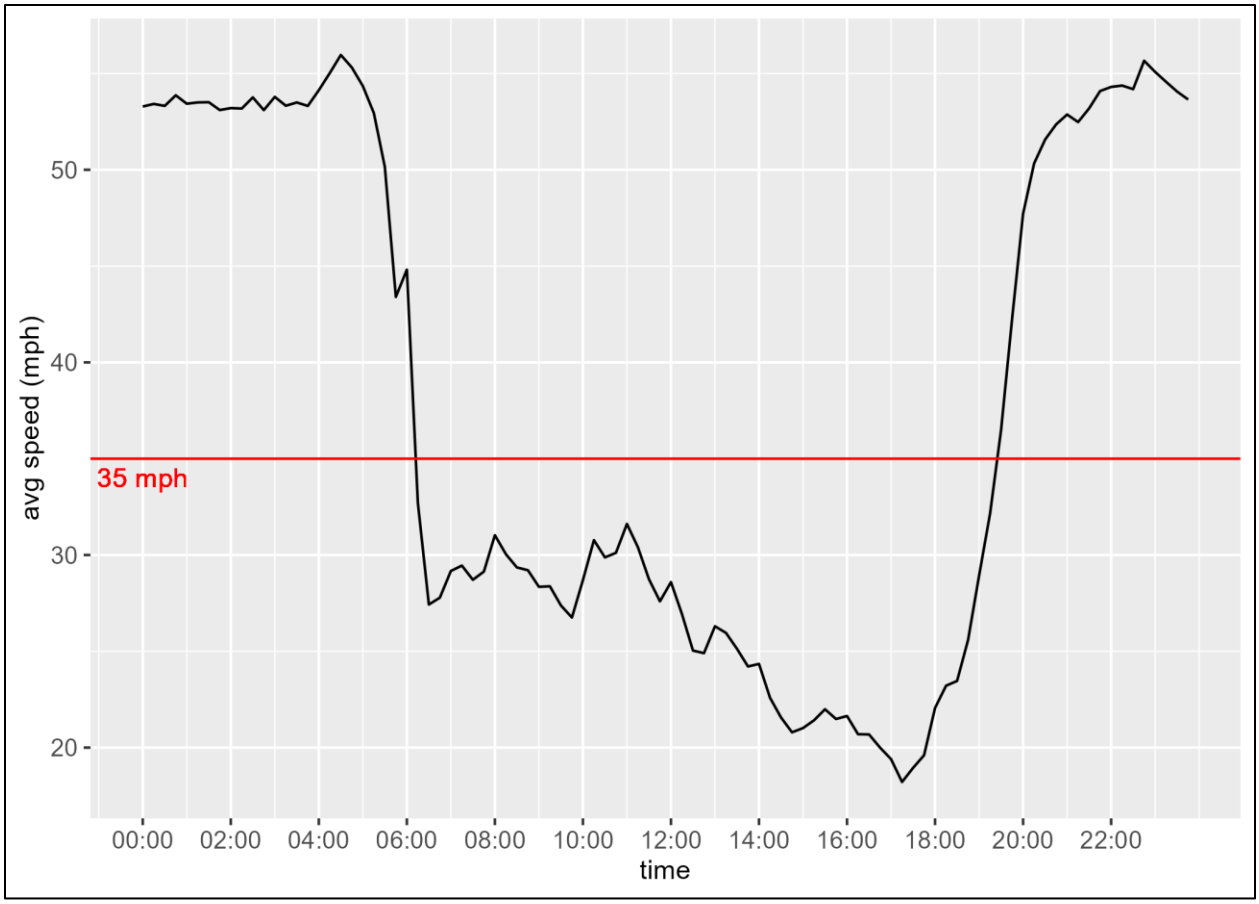

Figure 7 Example of all day congestion pattern (US26 EB from Jefferson St exit to I-405 via Vista Ridge Tunnel)

Comparison between observed and modeled base year results

Table 3 compares observed and modeled results for the base year (2020, pre-pandemic) in terms whether specific segments met or did not meet the policy threshold for travel speeds. As a reminder, the modeled base year results were not used to test policy performance directly, but only for calculating performance change under future RTP scenarios.

Table 3 Results by system mileage, observed (2019) vs. modeled (2020 base, pre-pandemic)

		Modeled (miles)		
		Does **NOT** meet policy	Meets policy	Total (Obs)
Observed (miles)	Does **NOT** meet policy	14.5 (5%)	24.4 (8%)	**38.4 (13%)**
	Meets policy	14.6 (5%)	245.9 (83%)	**260.5 (87%)**
	Total (Modeled)	**28.3 (9%)**	**270.3 (91%)**	***298.1 (100%)***[1]

[1] Numbers may not add to 100 percent due to rounding

Despite substantial differences in the two data sources and how and what they seek to measure, there was broad agreement in terms of the policy results; however, there was more disagreement over exactly where the system was failing to meet the policy. In summary:

- For 83 percent of system miles, observed data and the 2020 base year model agreed that the policy requirements were met;

- For 5 percent of system miles, the methods agreed that the policy was NOT met
- For about 13 percent of the miles analyzed, the observed data and model results disagreed
    - For 8 percent of the system, observed data suggested the policy was NOT met, but the model reported that it was; i.e., the model predicted LESS congestion than observed data.
    - For 5 percent of the system, the travel model suggested that the policy was NOT met, but observed data reported that it was; i.e. the model predicted MORE congestion than observed data.

Initial investigation into the most common disagreement (model misses a case where observed data suggests policy not met) suggested that two model limitations – lack of queuing behavior and hourly resolution – likely explain a substantial share of the differences. Figure 8 shows one example on I-5 northbound (I5 NB 23), just upstream from slowdowns near the Interstate Bridge over the Columbia River. The model traces a similar time of day pattern, but fails to capture the intensity of congestion beginning ahead of the evening peak. The speed drop and recovery profiles here are steep, and a secondary issue is that the model's hourly resolution also smooths over some of the speed drops on the shoulders of the peak. Supporting these hypotheses are the downstream segments closer to the source of the slowdowns (I5 NB 24 & 25 in the tables), where the observed and modeled data are in close agreement on the policy measure. Assuming the observed data is correct, the model gets the primary congestion source location right but misses the spill back upstream.

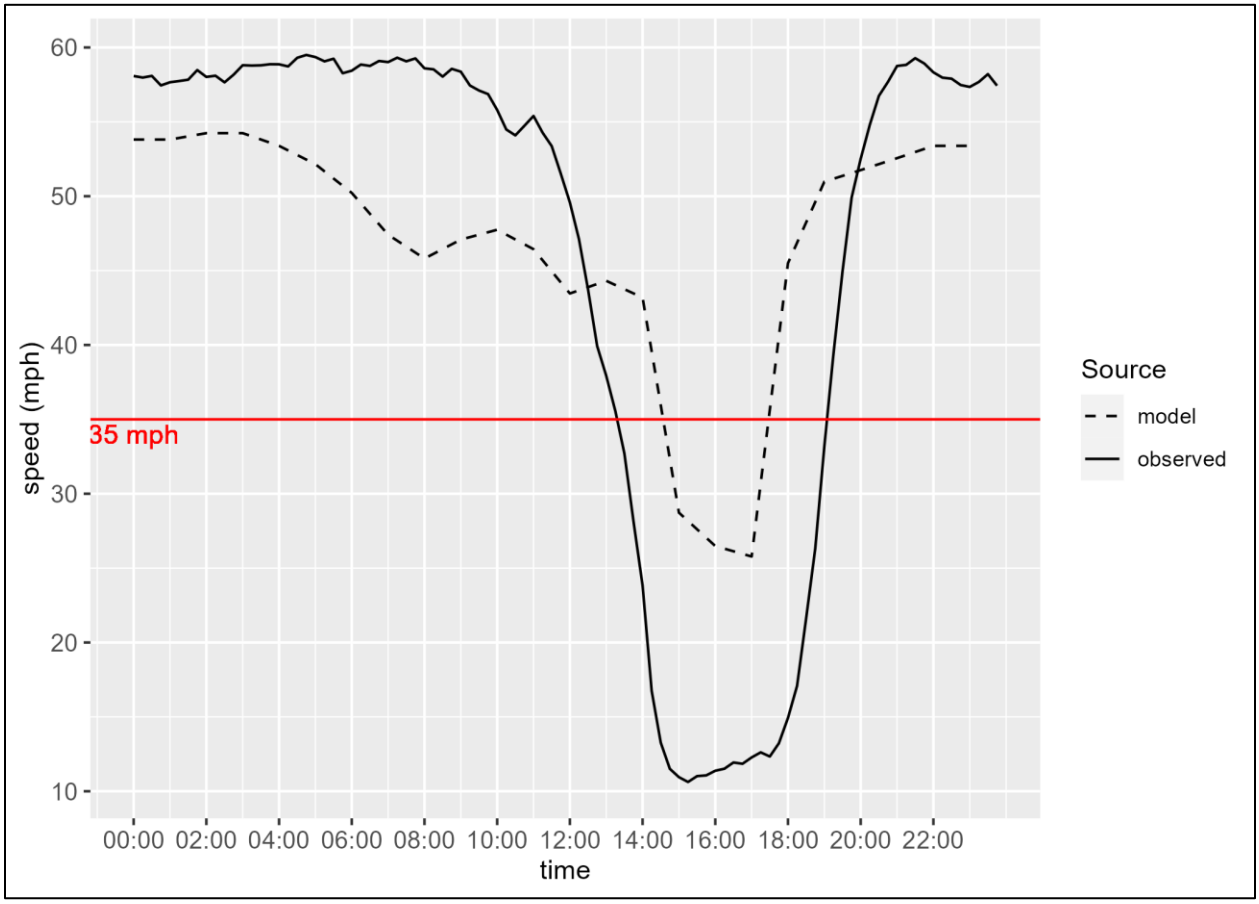

Figure 8 I-5 northbound example (I5 NB 23) upstream from Interstate Bridge

Figure 9 plots a summary of the observed versus modeled results, including where we have lower confidence in the model, based on deviation from observed congestion. Correlation was 0.78 (n=189) between observed and modeled hours under speed threshold when leaving out the "lower confidence" segments.

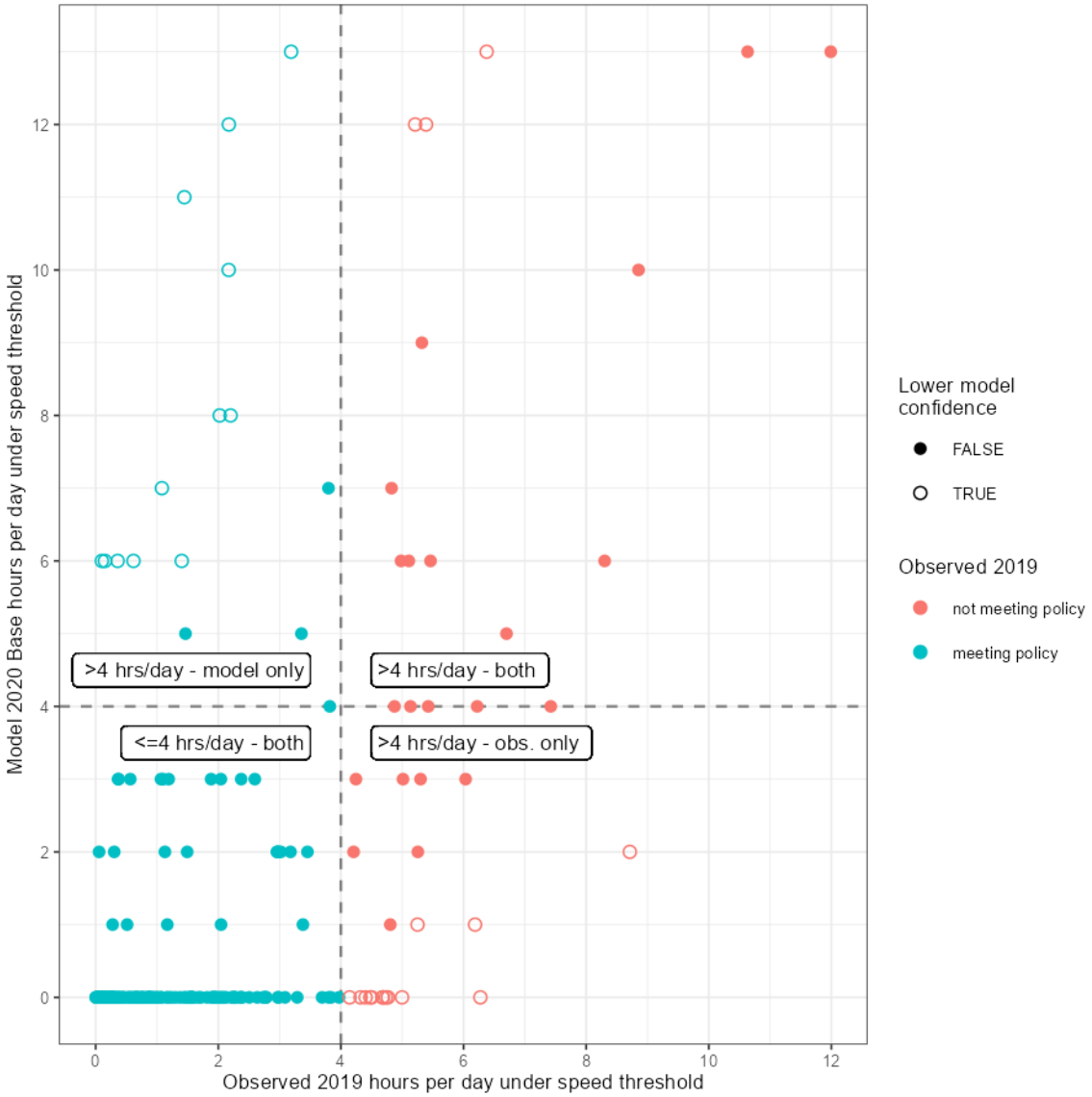

Figure 9 Observed versus Model Base Year Policy Performance

2030 No Build model results

Observed and modeled change from the base scenario were analyzed on the 2030 No Build model network, with a limited set of already in motion projects added (e.g. Abernethy Bridge, Division FX, Freeway Auxiliary Lanes) along with updates to regional land use, employment, and demographic data. **Figure 10** maps the results. Based on projected speeds, 60 analysis segments (61.9 miles) did not meet the policy threshold. An additional 15 segments (16.2 miles) were projected to have three to four hours per weekday under the relevant travel speed, but did not exceed the policy threshold in the observed data. See Appendix B for a complete listing of the segments.

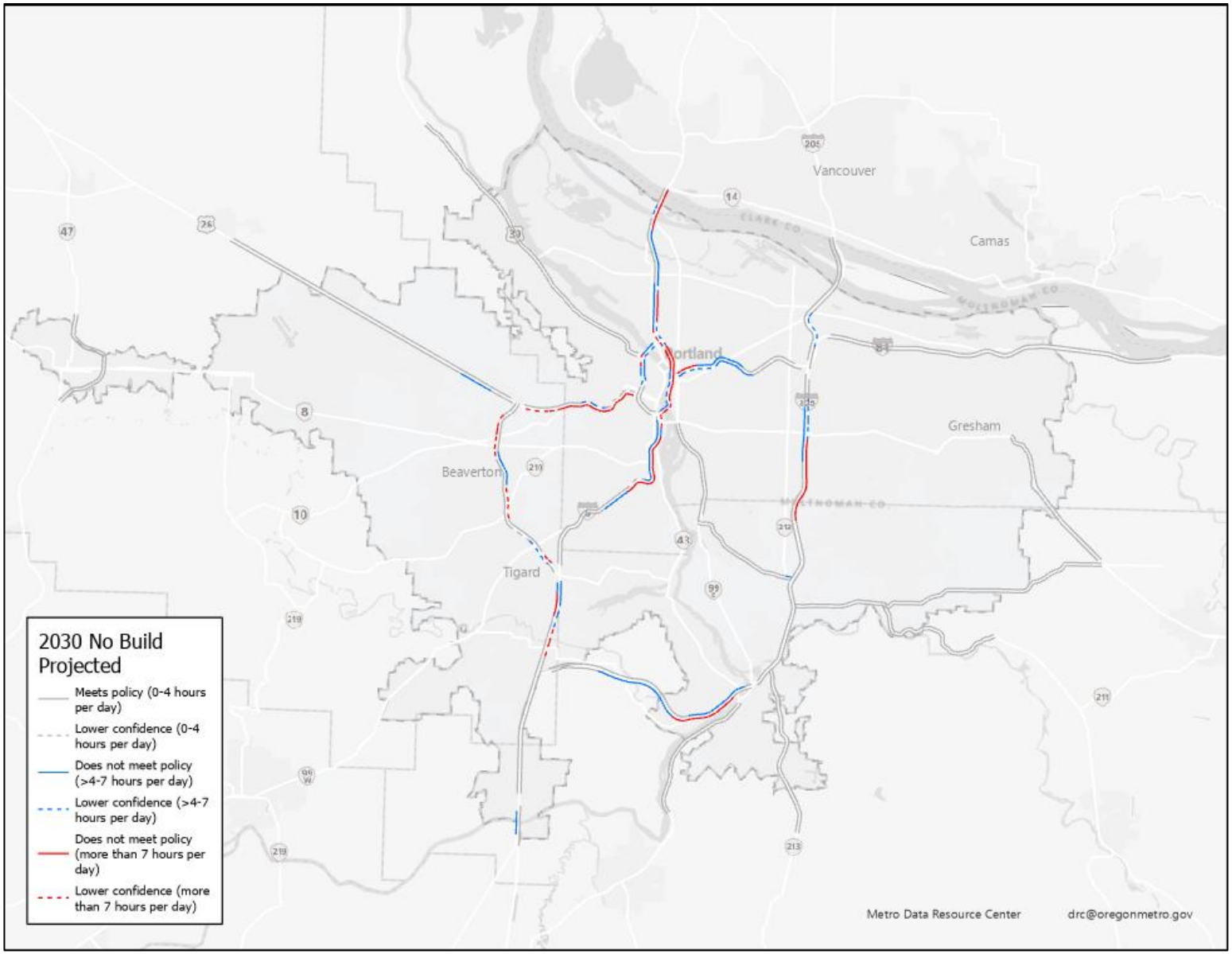

Figure 10 2030 No Build projected results map

2030 Financially Constrained model results

The 2030 Constrained scenario implemented several major projects and policies, including the I-205 widening, I-5 Rose Quarter Improvement Project, and tolling at key points in the throughway network. The sum of project impacts reduced the number and mileage of throughways not meeting policy below the 2020 Base Year scenario. **Figure 11** maps the results. **Table 4** lists the 30 analysis segments (27 miles) not meeting the policy threshold based on projected hourly weekday travel speeds. Segments are grouped into their longer parent throughway segments. An additional 14 segments (13 miles) had an estimated three or four hours per weekday under the relevant travel speed, but did not exceed the policy threshold in the observed data. Results for all segments are provided in Appendix B.

Table 4 Throughway segments not meeting policy (2030 Constrained model, italics indicate lower confidence in projection)

Throughway segment	Analysis segment	Miles	Projected weekday hours not meeting policy
OR 217 (US 26 to I-5)	217 NB 1	0.54	*6.5*
	217 NB 4	1.21	*6.1*
	217 NB 5	0.60	6.2
	217 NB 6	0.62	4.6
	217 SB 2	0.58	*8.7*
	217 SB 3	1.01	*13.3*
OR 224 (OR 99E to I-205)	224 WB 2	0.18	*4.7*
I-205 (I-84 to OR 99E)	I205 NB 12	1.37	5.3
	I205 NB 13	1.45	*4.8*
I-205 (I-84 to Glen Jackson Bridge)	I205 NB 16	0.97	*4.5*
	I205 NB 17	0.43	*4.7*
I-405 (Fremont Br. to Marquam Br.)	I405 NB 7	0.79	*4.4*
	I405 SB 2	0.48	*5.2*
	I405 SB 3	0.73	*5.2*
I-5 (Fremont Br. to Marquam Br.)	I5 NB 16	1.09	*7.4*
	I5 SB 7	0.88	*6.7*
	I5 SB 10	1.45	*4.2*
	I5 SB 11	0.38	*5.2*
I-5 (Fremont Bridge to Columbia River)	I5 NB 19	1.04	*4.3*
	I5 NB 21	0.51	*5.0*
	I5 SB 5	0.62	4.4
I-84 (I-5 to I-205)	I84 EB 1	1.45	*6.4*
	I84 EB 3	1.06	5.6
	I84 WB 2	1.79	6.2
	I84 WB 3	0.69	7.4
US 26 (I-405 to OR 217)	US 26 EB 8	1.12	*8.2*
	US 26 EB 9	1.34	11.3
	US 26 EB 10	0.99	11.6
	US 26 EB 11	0.71	13.0
	US 26 WB 9	0.92	*4.4*

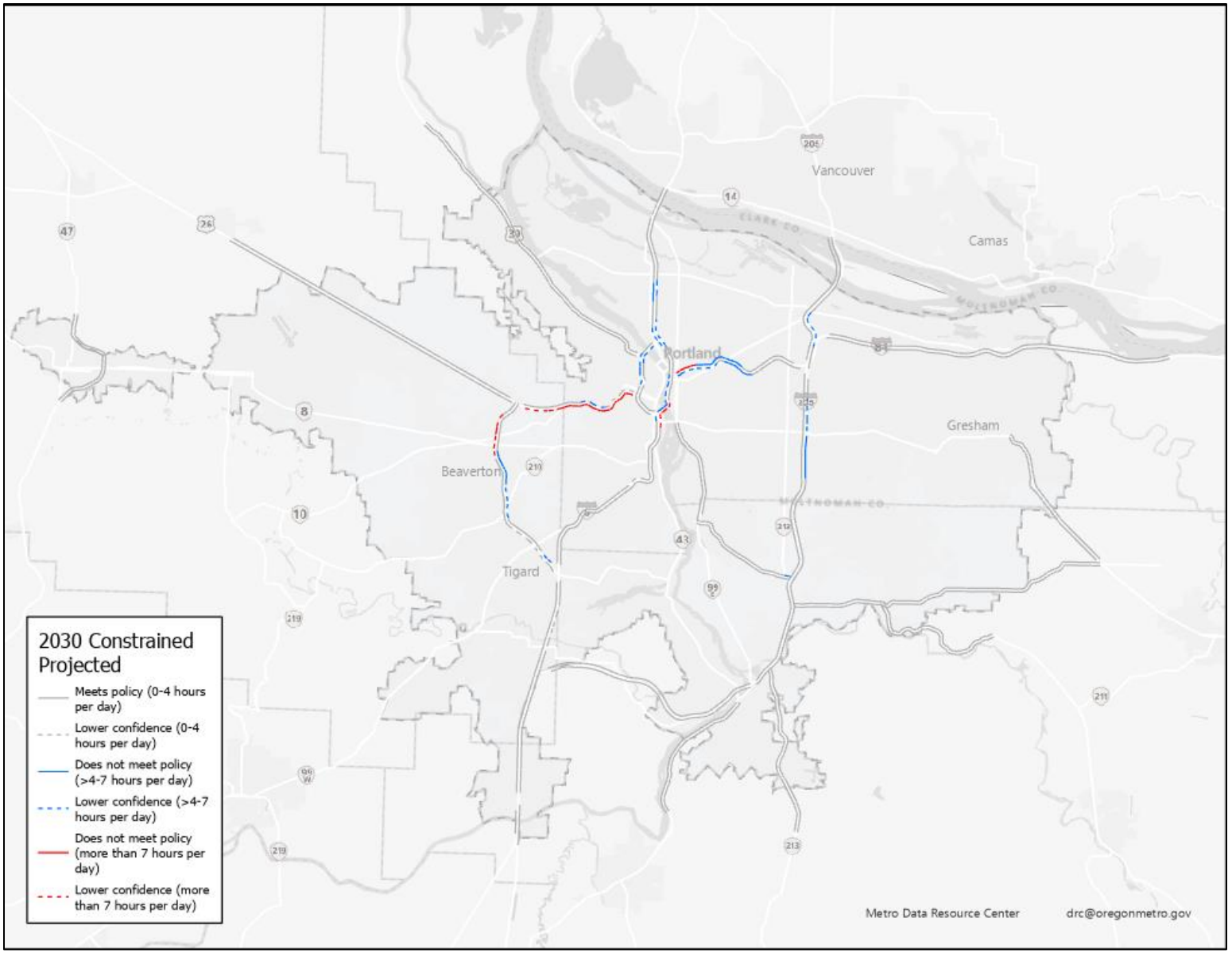

Figure 11 2030 Financially Constrained projected results map

2045 No Build model results

The 2045 No Build scenario implemented the same handful of minor projects in progress as 2030 No Build, along with updates to regional land use, employment, and demographic data. The resulting list of 83 analysis segments (91.4 miles) – around a third of the system – projected not to meet the policy threshold is provided in Appendix B. **Figure 12** maps the results. An additional 11 segments (12.7 miles) had an estimated three or four hours per weekday under the relevant travel speed, but did not exceed the policy threshold in the observed data.

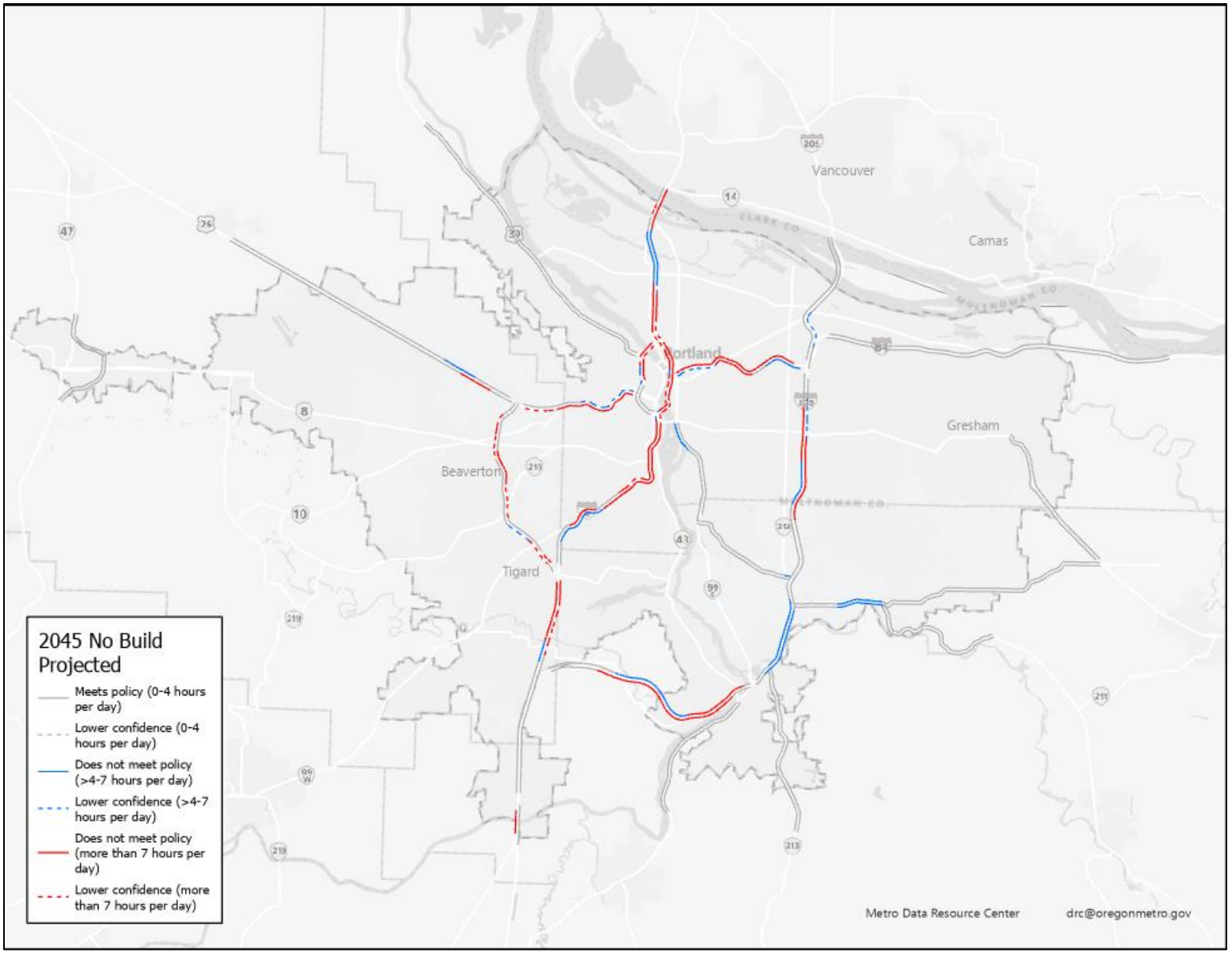

Figure 12 2045 No Build projected results map

2045 Financially Constrained model results

The 2045 Constrained scenario implemented, in addition to 2030 Constrained, the IBR and associated post-construction tolling. The sum of project impacts held the number and mileage of throughways not meeting policy to about what they were in the 2020 Base Year scenario. **Table 5** lists the 42 analysis segments (37.2 miles) not meeting the policy threshold based on modeled hourly weekday travel speeds. Although the extent of under-performing segments is similar to the base year, projected demand growth resulted in an average increase of more than an hour per day (from 5.8 to 7.1 hours) in the length of congestion on segments not meeting policy compared with observed 2019 data. **Figure 13** maps the results. An additional 16 segments (19.6 miles) had an estimated three or four hours per weekday under the relevant travel speed, but did not exceed the policy threshold in the observed data. Results for all segments are provided in Appendix B.

Table 5 Throughway segments not meeting policy (2045 Financially Constrained model, italics indicate lower confidence in projected speeds)

Throughway segment	Analysis segment	Miles	Total projected weekday hours not meeting policy
OR 217 (US 26 to I-5)	217 NB 1	0.54	*10.5*
	217 NB 4	1.21	*10.1*
	217 NB 5	0.60	9.2
	217 NB 6	0.62	9.6
	217 SB 2	0.58	*13.7*
	217 SB 3	1.01	*14.3*
OR 224 (OR 99E to I-205)	224 WB 2	0.18	*4.7*
SE McLoughlin Blvd (OR 99E) – SE Powell Blvd. to OR 224	OR 99E SB 3	1.03	4.9
I-205 (I-84 to OR 99E)	I205 NB 7	1.69	4.3
	I205 NB 12	1.37	7.3
	I205 NB 13	1.45	*4.8*
I-405 (Fremont Br. to Marquam Br.)	I405 NB 6	0.63	4.5
	I405 NB 7	0.79	*4.4*
	I405 SB 2	0.48	*5.2*
	I405 SB 3	0.73	*6.2*
I-5 (OR 217 to Boone Bridge)	I5 NB 8	0.82	8
	I5 NB 9	0.80	6
I-5 (I-405 to OR 217)	I5 NB 13	1.02	5.0
	I5 NB 15	0.38	6.0
I-5 (Fremont Br. to Marquam Br.)	I5 NB 16	1.09	*7.4*
	I5 SB 7	0.88	*6.7*
	I5 SB 10	1.45	*7.2*
	I5 SB 11	0.38	*6.2*
I-5 (Fremont Bridge to Columbia River)	I5 NB 19	1.04	*4.3*
	I5 NB 21	0.51	*5.0*
	I5 SB 5	0.62	4.4
I-84 (I-5 to I-205)	I84 EB 1	1.45	*6.4*
	I84 EB 2	0.42	7.4
	I84 EB 3	1.06	6.6
	I84 EB 5	0.92	4.6
	I84 EB 6	0.44	4.4

	I84 WB 2	1.79	6.2
	I84 WB 3	0.69	7.4
US 26 (OR 217 to NW Glencoe Road)	US 26 EB 6	1.20	8.8
	US 26 EB 7	0.91	5.0
US 26 (I-405 to OR 217)	US 26 EB 8	1.12	*11.2*
	US 26 EB 9	1.34	15.3
	US 26 EB 10	0.99	11.6
	US 26 EB 11	0.71	13.0
	US 26 WB 9	0.92	*5.4*

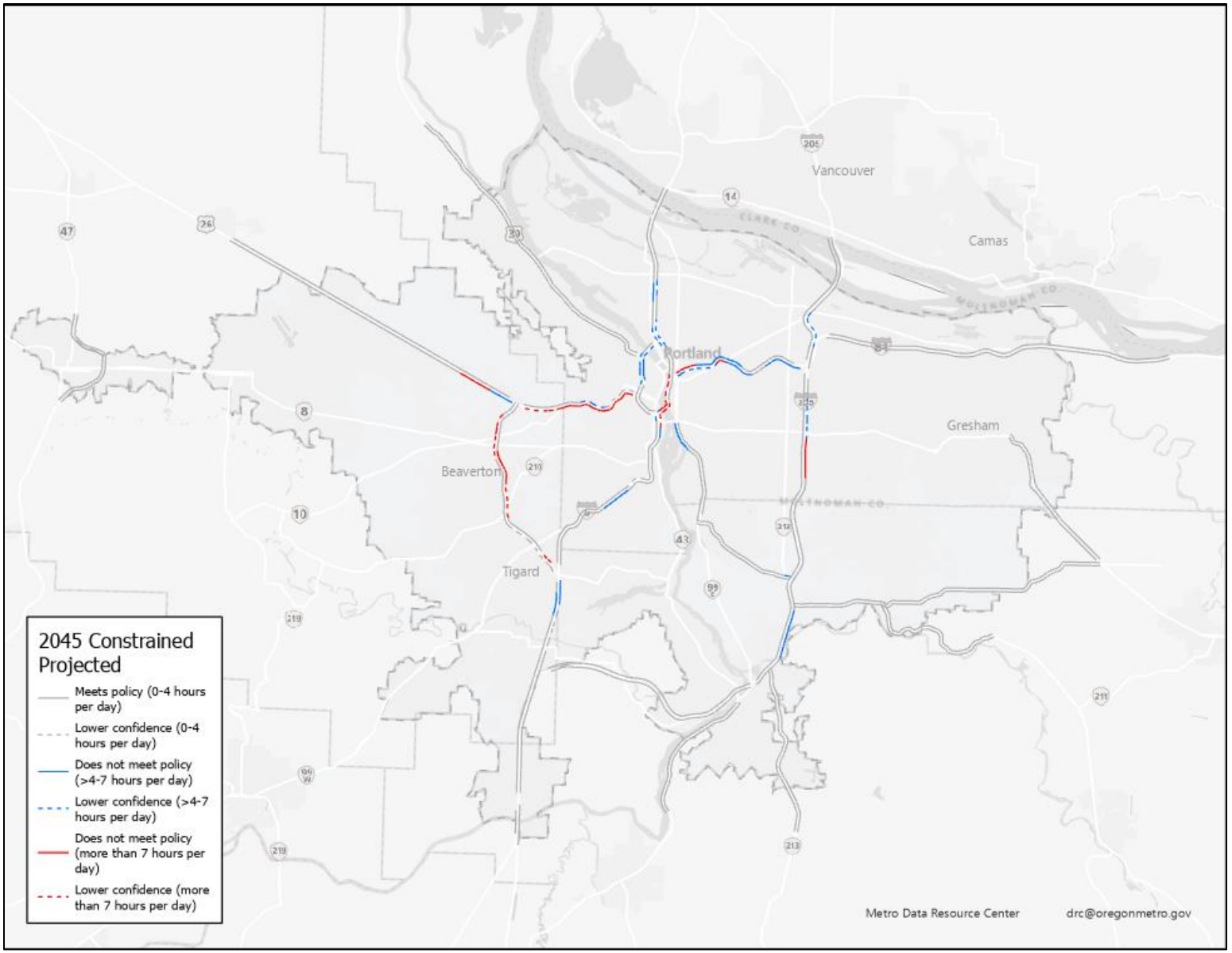

Figure 13 2045 Financially Constrained projected results map

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Appendix A

Table 6 Observed weekday hours not meeting policy speed threshold

Segment	Miles	Min speed	2019 obs.[1]	AM (6-10a)	MD (10a-4p)	PM (4p-8p)
OR 212 - I-205 to SE 242nd						
212 EB 1	1.56	20	2.8	0.37	**1.05**	0.71
212 EB 2	1.66	20	1.8	0.20	0.54	0.85
212 EB 3	2.43	20	0.9	0.07	0.25	0.53
212 EB 4	2.18	20	0.6	0.05	0.19	0.27
212 WB 1	2.18	20	0.8	0.31	0.23	0.22
212 WB 2	2.51	20	0.3	0.08	0.08	0.06
212 WB 3	1.58	20	0.5	0.11	0.15	0.11
212 WB 4	1.56	20	4.0	0.62	**1.80**	0.93
OR 212 in Damascus from SE 242nd Avenue to US 26 (Mount Hood Hwy.)						
212 EB 5	2.37	20	0.7	0.09	0.21	0.15
212 EB 6	1.30	20	0.3	0.04	0.19	0.05
212 WB 5	2.37	20	0.9	0.13	0.22	0.18
212 WB 6	1.30	20	0.4	0.07	0.20	0.05
OR 213 from I-205 to S. Leland Road						
213 NB 1	2.48	20	0.9	0.55	0.21	0.08
213 NB 2	0.61	20	1.6	0.42	0.69	0.37
213 NB 3	3.02	20	0.2	0.11	0.05	0.05
213 SB 1	3.02	20	0.1	0.01	0.04	0.06
213 SB 2	0.62	20	1.6	0.14	0.53	0.87
213 SB 3	2.48	20	0.9	0.06	0.32	0.54
OR 217 (US 26 to I-5)						
217 NB 1	0.54	35	**4.5**	**1.1**	**1.1**	**2.1**
217 NB 2	1.08	35	3.8	**1.21**	0.75	**1.81**
217 NB 3	0.67	35	3.2	**1.18**	0.57	**1.40**
217 NB 4	1.21	35	**4.1**	**1.5**	0.9	**1.6**
217 NB 5	0.60	35	1.2	0.87	0.12	0.17
217 NB 6	0.62	35	0.6	0.46	0.06	0.08
217 NB 7	0.87	35	0.1	0.04	0.02	0.03
217 NB 8	0.79	35	0.1	0.02	0.01	0.01
217 NB 9	0.37	35	0.3	0.05	0.03	0.07
217 SB 1	0.68	35	2.3	0.11	0.84	**1.29**
217 SB 2	0.58	35	**4.7**	0.6	**2.0**	**2.0**
217 SB 3	1.01	35	**6.3**	**1.2**	**2.8**	**2.2**
217 SB 4-5[4]	1.28	35	**5.1**	**1.6**	**2.1**	**1.4**
217 SB 6	0.55	35	2.4	**1.68**	0.36	0.31
217 SB 7	0.65	35	3.0	**1.87**	0.60	0.46
217 SB 8	0.88	35	1.1	0.62	0.29	0.15

[4] Segments were combined due to removal of off-ramp in all future scenarios.

Segment	Miles	Min speed	2019 obs.[1]	AM (6-10a)	MD (10a-4p)	PM (4p-8p)
217 SB 9	1.04	35	0.6	0.19	0.24	0.17
217 SB 10	0.38	35	1.0	0.08	0.48	0.40
OR 224 (OR 99E to I-205)						
224 EB 1	1.90	20	0.7	0.16	0.32	0.22
224 EB 2	1.21	20	0.5	0.04	0.16	0.24
224 EB 3	0.72	20	2.1	0.25	0.90	0.82
224 EB 4	0.18	20	2.3	0.60	0.93	0.57
224 WB 2	0.18	20	**4.7**	**1.8**	**1.7**	0.7
224 WB 3	0.72	20	1.4	0.36	0.51	0.30
224 WB 4	0.51	20	0.2	0.02	0.10	0.10
224 WB 5	0.70	20	0.0	0.01	0.01	0.01
224 WB 6	1.90	20	0.7	0.16	0.17	0.27
OR 224 (Clackamas Highway) from OR 212 to 232nd Drive						
224 EB 6	1.12	20	0.8	0.03	0.08	0.60
224 EB 7	4.45	20	0.0	0.00	0.00	0.00
224 WB 7	4.45	20	0.0	0.00	0.00	0.00
224 WB 8	1.12	20	0.7	0.15	0.23	0.17
OR 47						
47 NB 1	2.07	20	0.5	0.19	0.23	0.07
47 NB 2	1.70	20	0.4	0.15	0.20	0.06
47 NB 3	0.89	20	0.1	0.02	0.04	0.01
47 SB 1	0.88	20	0.2	0.08	0.10	0.03
47 SB 2	1.70	20	0.9	0.19	0.39	0.25
47 SB 3	2.07	20	0.3	0.05	0.11	0.09
OR 99E (SE McLoughlin Blvd) - SE Powell Blvd. to OR 224						
OR 99E NB 1	0.73	20	0.3	0.21	0.02	0.01
OR 99E NB 2	2.06	20	0.7	0.46	0.06	0.07
OR 99E NB 3	0.74	20	1.5	**1.37**	0.03	0.02
OR 99E SB 3	1.03	20	1.9	0.03	0.30	**1.49**
OR 99E SB 4	1.78	20	0.3	0.03	0.05	0.13
OR 99E SB 5	1.01	20	0.2	0.03	0.04	0.09
OR 99E (OR 99E) from 6th Street in Oregon City to South End Road						
OR 99E NB 7	5.19	20	0.2	0.04	0.05	0.07
OR 99E SB 7	5.19	20	0.2	0.04	0.06	0.12
I-205 (OR 99E to I-5)						
I205 NB 1	1.72	35	2.5	0.06	0.98	**1.45**
I205 NB 2	3.29	35	3.4	0.09	**1.08**	**2.19**
I205 NB 3	2.35	35	3.0	0.09	0.94	**1.90**
I205 NB 4	0.77	35	2.0	0.08	0.62	**1.32**
I205 SB 14	0.28	35	3.0	**2.19**	0.61	0.14
I205 SB 15	2.26	35	1.1	0.74	0.21	0.06
I205 SB 16	3.26	35	0.4	0.21	0.13	0.03
I205 SB 17	2.48	35	0.1	0.05	0.01	0.01
I-205 (I-84 to OR 99E)						
I205 NB 5	0.48	35	0.2	0.06	0.07	0.04

Segment	Miles	Min speed	2019 obs.[1]	AM (6-10a)	MD (10a-4p)	PM (4p-8p)
I205 NB 6	0.78	35	0.4	0.16	0.14	0.05
I205 NB 7	1.69	35	0.3	0.09	0.12	0.05
I205 NB 8	0.66	35	0.3	0.05	0.12	0.06
I205 NB 9	0.80	35	1.1	0.16	0.60	0.21
I205 NB 10	1.98	35	1.9	0.43	0.98	0.48
I205 NB 11	1.60	35	**4.8**	**1.4**	**2.1**	**1.2**
I205 NB 12	1.37	35	**5.3**	**1.6**	**2.1**	**1.4**
I205 NB 13	1.45	35	**4.8**	**1.1**	**1.8**	**1.7**
I205 NB 14	0.68	35	2.8	0.09	0.69	**1.89**
I205 SB 5	1.18	35	3.0	0.07	**1.14**	**1.68**
I205 SB 6	1.91	35	1.6	0.04	0.71	0.78
I205 SB 7	1.65	35	0.3	0.02	0.12	0.10
I205 SB 8	1.62	35	0.4	0.00	0.10	0.33
I205 SB 9	1.20	35	1.5	0.05	0.32	**1.06**
I205 SB 10	0.78	35	2.1	0.11	0.56	**1.44**
I205 SB 11	1.62	35	1.9	0.58	0.49	0.84
I205 SB 12	0.95	35	2.0	**1.48**	0.37	0.16
I205 SB 13	0.69	35	3.1	**2.19**	0.70	0.16
I-205 (I-84 to Glen Jackson Bridge)						
I205 NB 15	0.79	35	3.3	0.04	0.84	**2.34**
I205 NB 16	0.97	35	**4.5**	0.2	**1.5**	**2.6**
I205 NB 17	0.43	35	**4.7**	0.3	**1.5**	**2.7**
I205 NB 18	0.64	35	3.7	0.01	**1.12**	**2.45**
I205 NB 19	2.41	35	1.7	0.00	0.31	**1.32**
I205 SB 1	1.74	35	1.2	0.52	0.43	0.17
I205 SB 2	1.02	35	2.0	0.34	0.98	0.67
I205 SB 3	1.05	35	1.4	0.10	0.50	0.79
I205 SB 4	1.15	35	2.3	0.42	0.64	**1.09**
I-405 (Fremont Br. to Marquam Br.)						
I405 NB 1	0.10	35	2.1	0.46	0.44	**1.10**
I405 NB 2	0.23	35	2.6	0.62	0.61	**1.34**
I405 NB 3	0.32	35	3.8	0.98	0.92	**1.83**
I405 NB 4	0.35	35	1.2	0.12	0.20	0.79
I405 NB 5	0.55	35	2.2	0.05	0.64	**1.43**
I405 NB 6	0.63	35	3.5	0.05	**1.28**	**2.02**
I405 NB 7	0.79	35	**4.4**	0.1	**1.9**	**2.4**
I405 SB 1	0.52	35	**4.2**	0.9	**1.5**	**1.7**
I405 SB 2	0.48	35	**6.2**	**1.7**	**2.2**	**2.1**
I405 SB 3	0.73	35	**5.2**	**1.3**	**1.6**	**2.2**
I405 SB 4	0.60	35	1.7	0.15	0.53	0.89
I405 SB 5	0.51	35	2.2	0.05	0.71	**1.39**
I-5 (OR 217 to Wilsonville Road)						
I5 NB 3	1.38	35	0.6	0.45	0.03	0.02
I5 NB 4	1.70	35	0.6	0.16	0.34	0.06
I5 NB 5	2.35	35	0.8	0.64	0.06	0.04

Segment	Miles	Min speed	2019 obs.[1]	AM (6-10a)	MD (10a-4p)	PM (4p-8p)
I5 NB 6	1.01	35	2.0	**1.62**	0.21	0.12
I5 NB 7	1.08	35	2.0	**1.58**	0.26	0.16
I5 NB 8	0.82	35	0.2	0.04	0.03	0.02
I5 NB 9	0.80	35	0.3	0.04	0.06	0.18
I5 SB 19	0.38	35	0.9	0.00	0.39	0.53
I5 SB 20	0.79	35	1.1	0.00	0.44	0.64
I5 SB 21	0.97	35	1.5	0.00	0.53	0.94
I5 SB 22	0.77	35	2.0	0.00	0.75	**1.19**
I5 SB 23	2.48	35	3.0	0.00	**1.10**	**1.86**
I5 SB 24	2.34	35	2.7	0.00	0.84	**1.86**
I5 SB 25	0.78	35	0.2	0.00	0.05	0.16
I-5 (I-405 to OR 217)						
I5 NB 10	0.40	35	0.1	0.02	0.03	0.00
I5 NB 11	0.46	35	0.1	0.02	0.04	0.01
I5 NB 12	2.14	35	1.3	**1.07**	0.10	0.08
I5 NB 13	1.02	35	3.0	**2.01**	0.35	0.63
I5 NB 14	2.67	35	**4.8**	**1.4**	**1.4**	**2.0**
I5 NB 15	0.38	35	**5.0**	0.5	**2.1**	**2.4**
I5 SB 12	2.51	35	1.5	0.03	0.61	0.80
I5 SB 13	0.65	35	0.1	0.01	0.05	0.03
I5 SB 14	0.38	35	0.1	0.00	0.03	0.02
I5 SB 15	1.09	35	0.0	0.00	0.03	0.01
I5 SB 16	1.17	35	0.0	0.00	0.02	0.01
I5 SB 17	0.75	35	0.1	0.00	0.03	0.02
I5 SB 18	0.71	35	0.3	0.00	0.13	0.12
I-5 (Fremont Br. to Marquam Br.)						
I5 NB 16	1.09	35	**6.4**	0.7	**3.0**	**2.7**
I5 NB 17	1.38	35	**5.3**	1.0	**2.3**	**1.9**
I5 NB 18	0.65	35	**5.0**	0.4	**2.6**	**2.0**
I5 SB 7	0.88	35	**8.7**	**2.1**	**4.4**	**2.2**
I5 SB 8	0.71	35	**8.9**	**1.8**	**4.4**	**2.5**
I5 SB 9	0.23	35	2.2	0.19	0.73	**1.15**
I5 SB 10	1.45	35	2.2	0.09	0.62	**1.42**
I5 SB 11	0.38	35	3.2	0.05	**1.22**	**1.88**
I-5 (Fremont Bridge to Columbia River)						
I5 NB 19	1.04	35	**4.3**	0.0	**1.7**	**2.5**
I5 NB 20	0.95	35	**4.9**	0.0	**2.1**	**2.7**
I5 NB 21	0.51	35	**5.0**	0.0	**2.1**	**2.8**
I5 NB 22	0.66	35	**5.3**	0.0	**2.3**	**2.9**
I5 NB 23	1.24	35	**6.0**	0.0	**2.8**	**3.1**
I5 NB 24	0.59	35	**6.7**	0.0	**3.3**	**3.2**
I5 NB 25	0.89	35	**5.5**	0.1	**2.9**	**2.4**
I5 SB 1	0.54	35	1.4	**1.10**	0.22	0.02
I5 SB 2	0.50	35	1.9	**1.47**	0.34	0.02
I5 SB 3	1.86	35	**4.2**	**2.8**	**1.2**	0.1

Segment	Miles	Min speed	2019 obs.[1]	AM (6-10a)	MD (10a-4p)	PM (4p-8p)
I5 SB 4	0.63	35	2.4	**1.63**	0.54	0.06
I5 SB 5	0.62	35	**5.4**	**2.8**	**2.0**	0.5
I5 SB 6	1.00	35	**5.1**	**2.0**	**2.0**	**1.1**
I-84 (I-5 to I-205)						
I84 EB 1	1.45	35	**5.4**	0.1	**2.7**	**2.6**
I84 EB 2	0.42	35	3.4	0.06	**1.24**	**2.02**
I84 EB 3	1.06	35	2.6	0.04	0.95	**1.55**
I84 EB 4	0.61	35	1.9	0.03	0.67	**1.19**
I84 EB 5	0.92	35	0.6	0.03	0.12	0.40
I84 EB 6	0.44	35	0.4	0.01	0.06	0.27
I84 WB 1	2.16	35	3.8	**2.75**	0.76	0.24
I84 WB 2	1.79	35	**6.2**	**2.7**	**2.3**	**1.1**
I84 WB 3	0.69	35	**7.4**	**2.2**	**3.2**	**1.8**
I-84 (I-205 to NE Marine Dr. in Troutdale)						
I84 EB 7	0.61	35	0.1	0.01	0.02	0.03
I84 EB 8	2.66	35	0.1	0.01	0.02	0.02
I84 EB 9	1.44	35	0.1	0.01	0.01	0.02
I84 EB 10	1.53	35	0.0	0.01	0.02	0.00
I84 EB 11	0.99	35	0.1	0.01	0.03	0.02
I84 WB 4	0.43	35	0.1	0.01	0.01	0.01
I84 WB 5	1.49	35	0.0	0.01	0.00	0.00
I84 WB 6	1.34	35	0.1	0.02	0.01	0.01
I84 WB 7	3.84	35	1.5	0.07	0.63	0.80
I-84 from SE 257th Drive to MPA boundary						
I84 EB 12	1.16	35	0.2	0.02	0.05	0.03
I84 EB 13	4.06	35	0.0	0.00	0.01	0.01
I84 WB 8	3.73	35	0.0	0.00	0.00	0.01
I84 WB 9	0.59	35	0.1	0.02	0.01	0.02
I84 WB 10	0.92	35	0.0	0.00	0.00	0.00
US 26 (OR 217 to NW Glencoe Road)						
US 26 EB 1	3.47	35	0.0	0.00	0.01	0.01
US 26 EB 2	1.22	35	0.1	0.01	0.02	0.02
US 26 EB 3	1.87	35	0.1	0.01	0.01	0.10
US 26 EB 4	1.42	35	1.1	0.11	0.06	0.87
US 26 EB 5	1.51	35	2.4	0.52	0.39	**1.42**
US 26 EB 6	1.20	35	2.8	0.86	0.57	**1.30**
US 26 EB 7	0.91	35	1.0	0.70	0.08	0.17
US 26 WB 3	1.45	35	2.4	0.38	0.26	**1.69**
US 26 WB 4	1.22	35	1.6	0.27	0.25	**1.03**
US 26 WB 5	1.67	35	0.1	0.01	0.03	0.03
US 26 WB 6	1.77	35	0.0	0.01	0.01	0.01
US 26 WB 7	1.51	35	0.1	0.02	0.02	0.02
US 26 WB 8	3.75	35	0.1	0.01	0.02	0.01
US 26 (I-405 to OR 217)						
US 26 EB 8	1.12	35	**5.2**	**2.5**	1.0	**1.6**

Segment	Miles	Min speed	2019 obs.[1]	AM (6-10a)	MD (10a-4p)	PM (4p-8p)
US 26 EB 9	1.34	35	**8.3**	**3.0**	**2.7**	**2.4**
US 26 EB 10	0.99	35	**10.6**	**3.2**	**4.3**	**3.0**
US 26 EB 11	0.71	35	**12.0**	**3.3**	**5.2**	**3.3**
US 26 WB 1	1.28	35	1.4	0.27	0.23	0.56
US 26 WB 2	2.05	35	0.2	0.05	0.01	0.08
US 26 WB 9	0.92	35	0.4	0.05	0.03	0.07
US 26 from SE Hogan Road (SE 242nd) in Gresham to OR 212						
US 26 EB 18	0.61	20	1.6	0.27	0.77	0.39
US 26 EB 19	0.49	20	1.2	0.15	0.47	0.40
US 26 EB 20	4.52	20	0.0	0.01	0.01	0.01
US 26 WB 16	4.52	20	0.1	0.01	0.03	0.02
US 26 WB 17	0.62	20	2.2	0.42	**1.07**	0.57
US 26 WB 18	0.49	20	3.8	0.77	**2.11**	0.68
US 30/NW Yeon Ave. - I-405 to NW Cornelius Pass Road						
US 30 EB 1	5.83	20	0.3	0.03	0.05	0.10
US 30 EB 3	3.05	20	0.3	0.12	0.05	0.05
US 30 EB 4	1.95	20	1.2	0.37	0.19	0.35
US 30 EB 5	0.40	20	0.9	0.11	0.18	0.54
US 30 EB 6	0.20	20	0.8	0.04	0.16	0.60
US 30 WB 1	0.58	20	0.4	0.09	0.14	0.07
US 30 WB 2	1.95	20	0.6	0.07	0.11	0.23
US 30 WB 3	2.01	20	0.4	0.06	0.05	0.17
US 30 WB 4	1.04	20	0.3	0.03	0.08	0.13
US 30 WB 5	5.83	20	0.2	0.03	0.03	0.02

[1] total hours may exceed AM, MD, PM sum due to rounding and/or off-hours slow downs

Appendix B

Table 7 provides observed and projected (observed plus modeled change from base year) for all RTP Throughways. Projections shown in italics were flagged as having lower model confidence.

Table 7 Modeled weekday hours not meeting policy speed by RTP scenario (4 or fewer meets policy, italics indicates lower model confidence for projected values)

Segment	Miles	Min speed	2019 Obs	2030 NB	2030 FC	2045 NB	2045 FC
OR 212 - I-205 to SE 242nd							
212 EB 1	1.56	20	2.8	2.8	2.8	2.8	2.8
212 EB 2	1.66	20	1.8	3.8	2.8	**5.8**	1.8
212 EB 3	2.43	20	0.9	0.9	0.9	0.9	0.9
212 EB 4	2.18	20	0.6	0.6	0.6	0.6	0.6
212 WB 1	2.18	20	0.8	0.8	0.8	1.8	0.8
212 WB 2	2.51	20	0.3	0.3	0.3	0.3	0.3
212 WB 3	1.58	20	0.5	2.5	1.5	**4.5**	0.0
212 WB 4	1.56	20	4.0	4.0	4.0	4.0	4.0
OR 212 in Damascus from SE 242nd Avenue to US 26 (Mount Hood Hwy.)							
212 EB 5	2.37	20	0	0	0	0	0
212 EB 6	1.30	20	0	0	0	0	0
212 WB 5	2.37	20	0	0	0	0	0
212 WB 6	1.30	20	0	0	0	0	0
OR 213 from I-205 to S. Leland Road							
213 NB 1	2.48	20	0.9	0.9	0.9	0.9	0.9
213 NB 2	0.61	20	1.6	1.6	1.6	1.6	1.6
213 NB 3	3.02	20	0.2	0.2	0.2	0.2	0.2
213 SB 1	3.02	20	0.1	0.1	0.1	0.1	0.1
213 SB 2	0.62	20	1.6	1.6	1.6	1.6	1.6
213 SB 3	2.48	20	0.9	0.9	0.9	0.9	0.9
OR 217 (US 26 to I-5)							
217 NB 1	0.54	35	**4.5**	*8.5*	*6.5*	*16.5*	*10.5*
217 NB 2	1.08	35	3.8	0.0	0.0	0.0	0.0
217 NB 3	0.67	35	3.2	1.2	1.2	1.2	1.2
217 NB 4	1.21	35	**4.1**	*8.1*	*6.1*	*15.1*	*10.1*
217 NB 5	0.60	35	1.2	**6.2**	**6.2**	**10.2**	**9.2**
217 NB 6	0.62	35	0.6	**4.6**	**4.6**	**11.6**	**9.6**
217 NB 7	0.87	35	0.1	0.1	0.1	2.1	1.1
217 NB 8	0.79	35	0.1	0.1	0.1	0.1	0.1
217 NB 9	0.37	35	0.3	0.3	0.3	0.3	0.3
217 SB 1	0.68	35	2.3	2.3	2.3	2.3	2.3
217 SB 2	0.58	35	**4.7**	*7.7*	*8.7*	*14.7*	*13.7*
217 SB 3	1.01	35	**6.3**	*11.3*	*13.3*	*14.3*	*14.3*
217 SB 4-5[5]	1.28	35	**5.1**	0.0	0.0	0.0	0.0
217 SB 6	0.55	35	2.4	2.4	2.4	2.4	2.4
217 SB 7	0.65	35	3.0	1.0	1.0	1.0	1.0

[5] Segments were combined due to removal of off-ramp in all future scenarios.

Segment	Miles	Min speed	2019 Obs	2030 NB	2030 FC	2045 NB	2045 FC
217 SB 8	0.88	35	1.1	*0.0*	*0.0*	*4.1*	*0.0*
217 SB 9	1.04	35	0.6	*5.6*	*1.6*	*8.6*	*3.6*
217 SB 10	0.38	35	1.0	1.0	1.0	1.0	1.0
OR 224 (OR 99E to I-205)							
224 EB 1	1.90	20	0.7	0.7	0.7	0.7	0.7
224 EB 2	1.21	20	0.5	0.5	0.5	0.5	0.5
224 EB 3	0.72	20	2.1	2.1	2.1	2.1	2.1
224 EB 4	0.18	20	2.3	2.3	2.3	2.3	2.3
224 WB 2	0.18	20	**4.7**	*4.7*	*4.7*	*4.7*	*4.7*
224 WB 3	0.72	20	1.4	1.4	1.4	1.4	2.4
224 WB 4	0.51	20	0.2	0.2	0.2	0.2	0.2
224 WB 5	0.70	20	0.0	0.0	0.0	0.0	0.0
224 WB 6	1.90	20	0.7	0.7	0.7	0.7	0.7
OR 224 (Clackamas Highway) from OR 212 to 232nd Drive							
224 EB 6	1.12	20	0.8	0.8	0.8	0.8	0.8
224 EB 7	4.45	20	0.0	0.0	0.0	0.0	0.0
224 WB 7	4.45	20	0.0	0.0	0.0	0.0	0.0
224 WB 8	1.12	20	0.7	0.7	0.7	2.7	1.7
OR 47							
47 NB 1	2.07	20	0.5	0.5	0.5	0.5	0.5
47 NB 2	1.70	20	0.4	0.4	0.4	0.4	0.4
47 NB 3	0.89	20	0.1	0.1	0.1	0.1	0.1
47 SB 1	0.88	20	0.2	0.2	0.2	0.2	0.2
47 SB 2	1.70	20	0.9	0.9	0.9	0.9	0.9
47 SB 3	2.07	20	0.3	0.3	0.3	0.3	0.3
OR 99E (SE McLoughlin Blvd) - SE Powell Blvd. to OR 224							
OR 99E NB 1	0.73	20	0.3	0.3	0.3	0.3	0.3
OR 99E NB 2	2.06	20	0.7	0.7	0.7	0.7	1.7
OR 99E NB 3	0.74	20	1.5	1.5	1.5	1.5	1.5
OR 99E SB 3	1.03	20	1.9	3.9	3.9	**4.9**	**4.9**
OR 99E SB 4	1.78	20	0.3	0.3	0.3	0.3	0.3
OR 99E SB 5	1.01	20	0.2	0.2	0.2	0.2	0.2
OR 99E (OR 99E) from 6th Street in Oregon City to South End Road							
OR 99E NB 7	5.19	20	0.2	0.2	0.2	0.2	0.2
OR 99E SB 7	5.19	20	0.2	0.2	0.2	0.2	0.2
I-205 (OR 99E to I-5)							
I205 NB 1	1.72	35	2.5	2.5	2.5	2.5	2.5
I205 NB 2	3.29	35	3.4	**4.4**	2.4	**7.4**	2.4
I205 NB 3	2.35	35	3.0	**8.0**	1.0	**15.0**	1.0
I205 NB 4	0.77	35	2.0	0.0	0.0	0.0	0.0
I205 SB 14	0.28	35	3.0	1.0	1.0	1.0	1.0
I205 SB 15	2.26	35	1.1	**4.1**	0.0	**10.1**	0.0
I205 SB 16	3.26	35	0.4	0.4	0.0	**4.4**	0.0
I205 SB 17	2.48	35	0.1	0.1	0.1	0.1	0.1
I-205 (I-84 to OR 99E)							
I205 NB 5	0.48	35	0.2	0.2	0.2	0.2	0.2

Segment	Miles	Min speed	2019 Obs	2030 NB	2030 FC	2045 NB	2045 FC
I205 NB 6	0.78	35	0.4	1.4	0.4	**5.4**	1.4
I205 NB 7	1.69	35	0.3	2.3	0.0	**5.3**	**4.3**
I205 NB 8	0.66	35	0.3	0.3	0.3	0.3	0.3
I205 NB 9	0.80	35	1.1	1.1	1.1	1.1	1.1
I205 NB 10	1.98	35	1.9	1.9	1.9	1.9	1.9
I205 NB 11	1.60	35	**4.8**	**7.8**	3.8	**13.8**	3.8
I205 NB 12	1.37	35	**5.3**	**9.3**	**5.3**	**16.3**	**7.3**
I205 NB 13	1.45	35	**4.8**	*4.8*	*4.8*	*6.8*	*4.8*
I205 NB 14	0.68	35	2.8	2.8	2.8	2.8	2.8
I205 SB 5	1.18	35	3.0	3.0	3.0	3.0	3.0
I205 SB 6	1.91	35	1.6	**6.6**	1.6	**11.6**	1.6
I205 SB 7	1.65	35	0.3	0.3	0.3	**5.3**	0.3
I205 SB 8	1.62	35	0.4	0.4	0.4	0.4	0.4
I205 SB 9	1.20	35	1.5	1.5	1.5	1.5	1.5
I205 SB 10	0.78	35	2.1	2.1	2.1	2.1	2.1
I205 SB 11	1.62	35	1.9	3.9	1.9	**6.9**	1.9
I205 SB 12	0.95	35	2.0	2.0	2.0	**6.0**	2.0
I205 SB 13	0.69	35	3.1	3.1	3.1	3.1	3.1
I-205 (I-84 to Glen Jackson Bridge)							
I205 NB 15	0.79	35	3.3	3.3	3.3	3.3	3.3
I205 NB 16	0.97	35	**4.5**	*4.5*	*4.5*	*6.5*	*4.5*
I205 NB 17	0.43	35	**4.7**	*4.7*	*4.7*	*4.7*	*4.7*
I205 NB 18	0.64	35	3.7	3.7	3.7	3.7	3.7
I205 NB 19	2.41	35	1.7	1.7	1.7	1.7	1.7
I205 SB 1	1.74	35	1.2	1.2	1.2	2.2	1.2
I205 SB 2	1.02	35	2.0	1.0	1.0	1.0	1.0
I205 SB 3	1.05	35	1.4	1.4	1.4	1.4	1.4
I205 SB 4	1.15	35	2.3	2.3	2.3	2.3	2.3
I-405 (Fremont Br. to Marquam Br.)							
I405 NB 1	0.10	35	2.1	2.1	2.1	2.1	2.1
I405 NB 2	0.23	35	2.6	2.6	2.6	2.6	2.6
I405 NB 3	0.32	35	3.8	3.8	3.8	3.8	3.8
I405 NB 4	0.35	35	1.2	1.2	1.2	1.2	1.2
I405 NB 5	0.55	35	2.2	*2.2*	*0.0*	*3.2*	*0.0*
I405 NB 6	0.63	35	3.5	**5.5**	1.5	**13.5**	**4.5**
I405 NB 7	0.79	35	**4.4**	*5.4*	*4.4*	*8.4*	*4.4*
I405 SB 1	0.52	35	**4.2**	**5.2**	3.2	**7.2**	3.2
I405 SB 2	0.48	35	**6.2**	*7.2*	*5.2*	*7.2*	*5.2*
I405 SB 3	0.73	35	**5.2**	*6.2*	*5.2*	*6.2*	*6.2*
I405 SB 4	0.60	35	1.7	1.7	1.7	1.7	1.7
I405 SB 5	0.51	35	2.2	2.2	2.2	2.2	2.2
I-5 (OR 217 to Boone Bridge)							
I5 NB 3	1.38	35	1.1	3.1	0.0	1.1	0.1
I5 NB 4	1.70	35	0.6	0.6	0.6	1.6	1.6
I5 NB 5	2.35	35	0.8	0.8	0.8	3.8	1.8
I5 NB 6	1.01	35	2.0	2.0	2.0	3.0	2.0

Segment	Miles	Min speed	2019 Obs	2030 NB	2030 FC	2045 NB	2045 FC
I5 NB 7	1.08	35	2.0	*7.0*	*0.0*	*8.0*	*0.0*
I5 NB 8	0.82	35	0.2	*5.2*	*1.2*	*8.2*	*2.2*
I5 NB 9	0.80	35	0.3	**6.3**	0.0	**12.3**	**4.3**
I5 SB 19	0.38	35	0.9	**6.9**	0.9	**12.9**	1.9
I5 SB 20	0.79	35	1.1	**7.1**	0.0	**11.1**	**5.1**
I5 SB 21	0.97	35	1.5	2.5	0.0	**10.5**	0.5
I5 SB 22	0.77	35	2.0	2.0	2.0	**5.0**	2.0
I5 SB 23	2.48	35	3.0	3.0	3.0	3.0	3.0
I5 SB 24	2.34	35	2.7	2.7	2.7	3.7	3.7
I5 SB 25	0.78	35	0.2	**4.2**	1.2	**9.2**	0.2
I-5 (I-405 to OR 217)							
I5 NB 10	0.40	35	0.1	0.1	0.1	0.1	0.1
I5 NB 11	0.46	35	0.1	0.1	0.1	0.1	0.1
I5 NB 12	2.14	35	1.3	2.3	1.3	**4.3**	1.3
I5 NB 13	1.02	35	3.0	**5.0**	1.0	**10.0**	**5.0**
I5 NB 14	2.67	35	**4.8**	**7.8**	1.8	**11.8**	3.8
I5 NB 15	0.38	35	**5.0**	**6.0**	2.0	**7.0**	**6.0**
I5 SB 12	2.51	35	1.5	**5.5**	0.0	**8.5**	0.0
I5 SB 13	0.65	35	0.1	*1.1*	*0.0*	*7.1*	*0.0*
I5 SB 14	0.38	35	0.1	3.1	0.0	**9.1**	2.1
I5 SB 15	1.09	35	0.0	0.0	0.0	0.0	0.0
I5 SB 16	1.17	35	0.0	2.0	0.0	**8.0**	0.0
I5 SB 17	0.75	35	0.1	0.1	0.1	0.1	0.1
I5 SB 18	0.71	35	0.3	0.3	0.3	1.3	0.3
I-5 (Fremont Br. to Marquam Br.)							
I5 NB 16	1.09	35	**6.4**	*7.4*	*7.4*	*7.4*	*7.4*
I5 NB 17	1.38	35	**5.3**	**8.3**	0.0	**8.3**	0.0
I5 NB 18	0.65	35	**5.0**	**10.0**	0.0	**12.0**	0.0
I5 SB 7	0.88	35	**8.7**	*8.7*	*6.7*	*10.7*	*6.7*
I5 SB 8	0.71	35	**8.9**	**11.9**	0.0	**11.9**	0.0
I5 SB 9	0.23	35	2.2	*4.2*	*0.2*	*4.2*	*3.2*
I5 SB 10	1.45	35	2.2	*5.2*	*4.2*	*7.2*	*7.2*
I5 SB 11	0.38	35	3.2	*3.2*	*5.2*	*5.2*	*6.2*
I-5 (Fremont Bridge to Columbia River)							
I5 NB 19	1.04	35	**4.3**	*6.3*	*4.3*	*11.3*	*4.3*
I5 NB 20	0.95	35	**4.9**	**8.9**	0.9	**10.9**	0.9
I5 NB 21	0.51	35	**5.0**	*5.0*	*5.0*	*5.0*	*5.0*
I5 NB 22	0.66	35	**5.3**	**5.3**	2.3	**5.3**	2.3
I5 NB 23	1.24	35	**6.0**	**6.0**	3.0	**6.0**	3.0
I5 NB 24	0.59	35	**6.7**	**7.7**	3.7	**12.7**	1.7
I5 NB 25	0.89	35	**5.5**	**8.5**	1.5	**11.5**	0.0
I5 SB 1	0.54	35	1.4	*5.4*	*0.0*	*8.4*	*0.0*
I5 SB 2	0.50	35	1.9	1.9	0.0	1.9	0.0
I5 SB 3	1.86	35	**4.2**	3.2	2.2	**4.2**	2.2
I5 SB 4	0.63	35	2.4	2.4	0.4	1.4	0.0
I5 SB 5	0.62	35	**5.4**	**5.4**	**4.4**	**9.4**	**4.4**

Segment	Miles	Min speed	2019 Obs	2030 NB	2030 FC	2045 NB	2045 FC
I5 SB 6	1.00	35	**5.1**	**5.1**	3.1	**11.1**	1.1
I-84 (I-5 to I-205)							
I84 EB 1	1.45	35	**5.4**	*5.4*	*6.4*	*6.4*	*6.4*
I84 EB 2	0.42	35	3.4	**5.4**	3.4	**7.4**	**7.4**
I84 EB 3	1.06	35	2.6	**4.6**	**5.6**	**9.6**	**6.6**
I84 EB 4	0.61	35	1.9	1.9	1.9	1.9	1.9
I84 EB 5	0.92	35	0.6	0.6	2.6	**4.6**	**4.6**
I84 EB 6	0.44	35	0.4	0.4	2.4	**4.4**	**4.4**
I84 WB 1	2.16	35	3.8	3.8	3.8	**8.8**	3.8
I84 WB 2	1.79	35	**6.2**	**6.2**	**6.2**	**13.2**	**6.2**
I84 WB 3	0.69	35	**7.4**	**12.4**	**7.4**	**15.4**	**7.4**
I-84 (I-205 to NE Marine Dr. in Troutdale)							
I84 EB 7	0.61	35	0.1	0.1	0.1	0.1	0.1
I84 EB 8	2.66	35	0.1	0.1	0.1	0.1	0.1
I84 EB 9	1.44	35	0.1	0.1	0.1	0.1	0.1
I84 EB 10	1.53	35	0.0	0.0	0.0	0.0	0.0
I84 EB 11	0.99	35	0.1	0.1	0.1	0.1	0.1
I84 WB 4	0.43	35	0.1	0.1	0.1	0.1	0.1
I84 WB 5	1.49	35	0.0	0.0	0.0	0.0	0.0
I84 WB 6	1.34	35	0.1	0.1	0.1	0.1	0.1
I84 WB 7	3.84	35	1.5	1.5	1.5	1.5	1.5
I-84 from SE 257th Drive (wo Sandy River) to MPA boundary							
I84 EB 12	1.16	35	0.2	0.2	0.2	0.2	0.2
I84 EB 13	4.06	35	0.0	0.0	0.0	0.0	0.0
I84 WB 8	3.73	35	0.0	0.0	0.0	0.0	0.0
I84 WB 9	0.59	35	0.1	0.1	0.1	0.1	0.1
I84 WB 10	0.92	35	0.0	0.0	0.0	0.0	0.0
US 26 (OR 217 to NW Glencoe Road)							
US 26 EB 1	3.47	35	0.0	0.0	0.0	0.0	0.0
US 26 EB 2	1.22	35	0.1	0.1	0.1	0.1	0.1
US 26 EB 3	1.87	35	0.1	0.1	0.1	0.1	0.1
US 26 EB 4	1.42	35	1.1	1.1	1.1	1.1	1.1
US 26 EB 5	1.51	35	2.4	2.4	2.4	2.4	2.4
US 26 EB 6	1.20	35	2.8	**4.8**	2.8	**8.8**	**8.8**
US 26 EB 7	0.91	35	1.0	1.0	1.0	4.0	**5.0**
US 26 WB 3	1.45	35	2.4	2.4	2.4	2.4	2.4
US 26 WB 4	1.22	35	1.6	2.6	1.6	**4.6**	2.6
US 26 WB 5	1.67	35	0.1	0.1	0.1	0.1	0.1
US 26 WB 6	1.77	35	0.0	0.0	0.0	2.0	1.0
US 26 WB 7	1.51	35	0.1	0.1	0.1	0.1	0.1
US 26 WB 8	3.75	35	0.1	0.1	0.1	0.1	0.1
US 26 (I-405 to OR 217)							
US 26 EB 8	1.12	35	**5.2**	*8.2*	*8.2*	*9.2*	*11.2*
US 26 EB 9	1.34	35	**8.3**	**12.3**	**11.3**	**16.3**	**15.3**
US 26 EB 10	0.99	35	**10.6**	**11.6**	**11.6**	**11.6**	**11.6**
US 26 EB 11	0.71	35	**12.0**	**13.0**	**13.0**	**13.0**	**13.0**

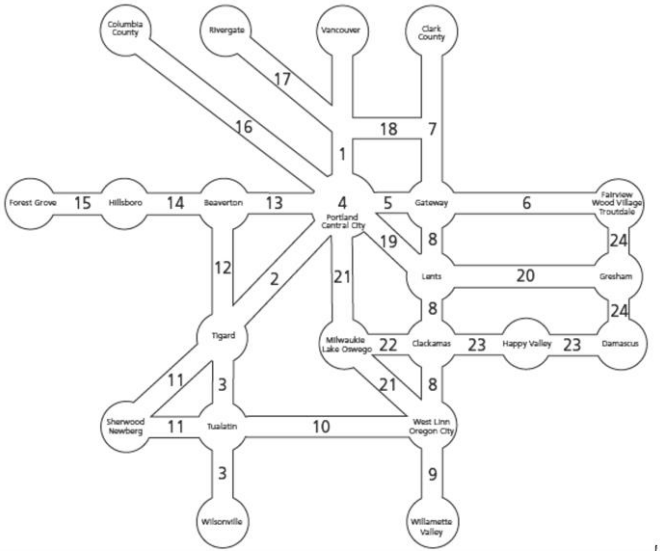
Segment	Miles	Min speed	2019 Obs	2030 NB	2030 FC	2045 NB	2045 FC
US 26 WB 1	1.28	35	1.4	*3.4*	*2.4*	*4.4*	*3.4*
US 26 WB 2	2.05	35	0.2	2.2	2.2	3.2	3.2
US 26 WB 9	0.92	35	0.4	*5.4*	*4.4*	*6.4*	*5.4*
US 26 from SE Hogan Road (SE 242nd) in Gresham to OR 212							
US 26 EB 18	0.61	20	1.6	1.6	1.6	1.6	1.6
US 26 EB 19	0.49	20	1.2	1.2	1.2	1.2	1.2
US 26 EB 20	4.52	20	0.0	0.0	0.0	0.0	0.0
US 26 WB 16	4.52	20	0.1	0.1	0.1	0.1	0.1
US 26 WB 17	0.62	20	2.2	2.2	2.2	2.2	2.2
US 26 WB 18	0.49	20	3.8	3.8	3.8	3.8	3.8
US 30/ NW Yeon Ave. - I-405 to NW Cornelius Pass Road							
US 30 EB 1	5.83	20	0.3	0.3	0.3	0.3	0.3
US 30 EB 3	3.05	20	0.3	0.3	0.3	0.3	0.3
US 30 EB 4	1.95	20	1.2	1.2	1.2	1.2	1.2
US 30 EB 5	0.40	20	0.9	0.9	0.9	0.9	0.9
US 30 EB 6	0.20	20	0.8	0.8	0.8	0.8	0.8
US 30 WB 1	0.58	20	0.4	0.4	0.4	0.4	0.4
US 30 WB 2	1.95	20	0.6	0.6	0.6	0.6	0.6
US 30 WB 3	2.01	20	0.4	0.4	0.4	0.4	0.4
US 30 WB 4	1.04	20	0.3	0.3	0.3	0.3	0.3
US 30 WB 5	5.83	20	0.2	0.2	0.2	0.2	0.2

RTP Mobility Corridors: Key Facts

Mobility Corridors Policy

Mobility corridors are the major travel routes in our region, where limited-access throughways like I-5, high-capacity transit like the MAX system and a complementary system of major surface street work together to ensure access to major destinations across the region. They are a primary focus of the ***Regional Transportation Plan (RTP)***, which maps out the long-term transportation vision for the greater Portland region.

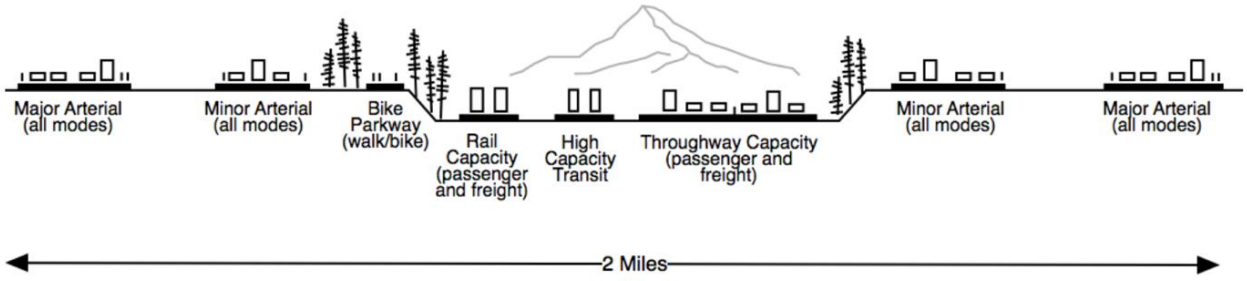
The mobility corridors are based on the Region 2040 Growth Concept vision of connecting all regional centers with throughways, light rail, well-connected arterial streets and multi-purpose paths over time. They also overlap by design – destinations like the Portland central city or regional centers like Gateway or Beaverton are the hubs of multiple mobility corridors providing access from all directions.



The mobility corridors are mapped by number (there are 24 total) in the *Mobility Corridor Atlas* and tracked for their performance over time. Tracking performance helps planners and policy makers understand how to manage them, consider their function when making land use decisions and to invest in them over time.

Guiding Regional Planning & Coordination

Most of our regional mobility corridors are incomplete, lacking some of the elements called for in the 2040 Growth Concept. This schematic shows what a complete corridor would include. It is based upon the Banfield Corridor in Portland, our oldest and most complete mobility corridor:



Each mobility corridor varies in size and width, based upon the places it is connecting, but they are typically about two miles wide, and centered upon our major throughways.

August 9, 2023

Within each mobility corridor, the RTP establishes motor vehicle sizing and function policies for throughways and arterial streets, as follows:

- **Throughway** – up to 6 lanes (3 in each direction) and two auxiliary or intermittent lanes (one in each direction, between interchanges). These facilities are designed to serve longer regional, statewide and interstate trips, typically more than 5 miles in length.
- **Major Arterial** – up to 4 lanes (2 in each direction) with a median and center turn lane. These facilities are designed as the access points to the throughway system, and they serve more local trips, typically 3-5 miles or less in length.
- **Minor Arterial** – 2 to 4 lanes (1 to 2 in each direction) with a median and center turn lane. These facilities serve local trips, typically less than 3 miles in length.

Each mobility corridor will vary from the basic concept shown in the schematic, but they must be planned to meet these general capacity needs, supporting the broader policy to provide for efficient regional travel.

The different elements of a mobility corridor – throughway, transit, arterial streets – are owned and operated by different government providers. The State of Oregon operates all throughways in the region, TriMet operates all high-capacity transit and most bus service, and arterial streets are a mix, individually owned and operated by the state, counties and cities.

The role of the mobility corridor policy in the RTP is to ensure that these governmental partners are working together to provide an overall system that is complementary, with each element doing its part to ensure continued mobility in our region. Typically, this work is coordinated through transportation corridor refinement planning led at the regional level, or through facility and interchange area management plans for our throughways, led by the State of Oregon.

Meeting State and Federal Requirements

The RTP uses the 24 mobility corridors as our main tool for achieving our long-term compliance with state and federal rules for protecting air quality, reducing greenhouse gas emissions, improving safety, addressing transportation impacts on marginalized communities, managing congestion and continually making our transportation system more multi-modal and resilient.

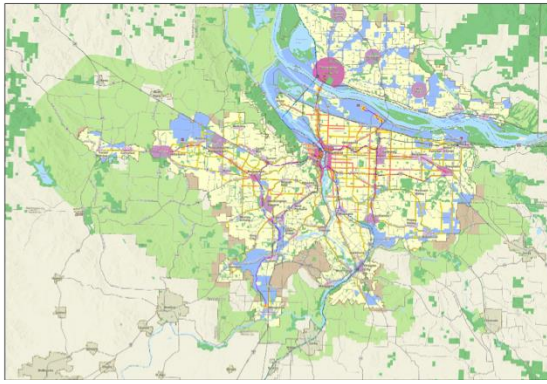
This includes federal rules that require the region to always consider solutions like expanding transit, bicycle and pedestrian projects or simply better managing existing roadways with technology, before adding new lanes to our throughways and arterial streets. The State of Oregon has recently enacted rules that expand on federal requirements to focus on climate, and these will soon be implemented at both the regional and local government level in the greater Portland region, as well.

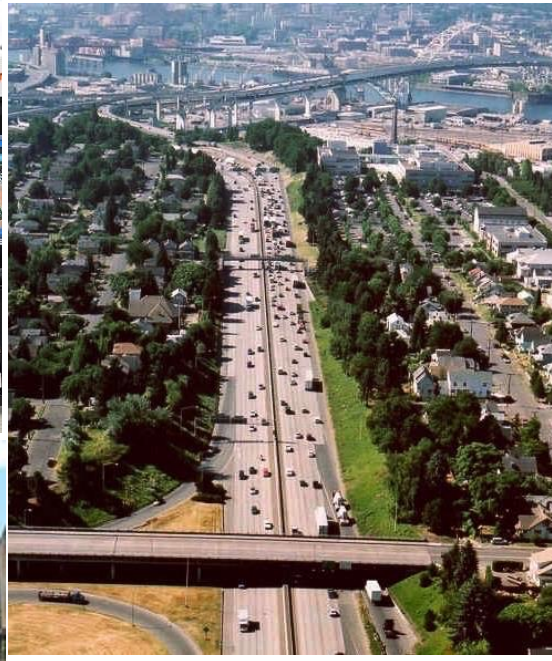
State and federal requirements for our region are embedded in the RTP and are part of how we plan future transportation investments in the region, with the mobility corridors among our primary tools for ensuring compliance and continued development of a multimodal transportation system to support adopted community plans.

See Chapter 3 of the RTP for more information about the region's mobility corridors at **oregonmetro.gov/rtp**.

Regional Throughway Policy Overview

2023 Regional Transportation Plan Update





TPAC • MTAC Workshop

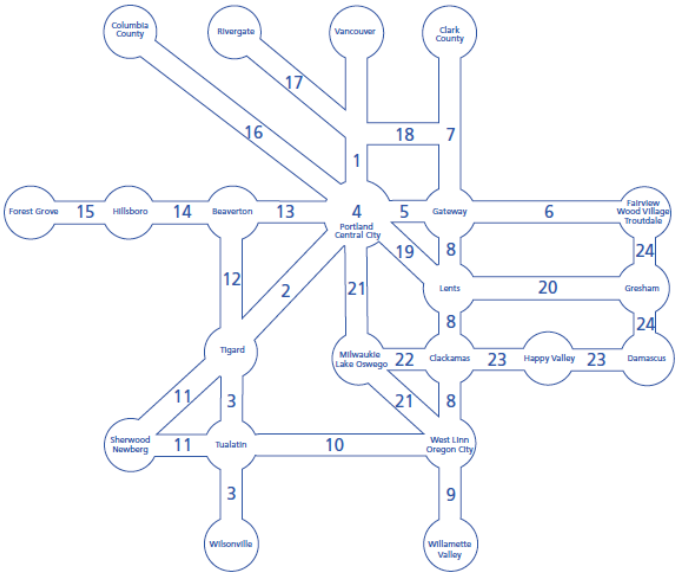
August 16, 2023

Kim Ellis, RTP Project Manager

Metro

2000 RTP: Throughway System Policy

- Adopted in 2000 RTP in response to 2040 Growth Concept provision to connect regional centers and the central city with throughways and high capacity transit
- 2000 RTP throughway system included both existing and new routes, including the proposed Sunrise Corridor, I-5/99W Connector and Mount Hood Parkway



2000 RTP: Throughway System Completeness

- 2000 RTP envisioned throughway network spacing of 6-10 miles with access from major arterials at spacing of no less than 1 mile
- Throughways considered complete at up to 3 through lanes and 1 auxiliary lane in each direction
- Two design classifications of “freeways” and ”highways”

2000 RTP: Throughway Capacity Expansion

- 2000 RTP included mobility policy to manage 2-hour AM and PM peaks, with the expectation that most throughways would be at capacity during the peak hours
- 2000 RTP throughway expansion policy required that proposals to add freeway lanes consider pricing as an alternative

2000 RTP: Auxiliary Lane Policy

- Defined as up to one additional lane in each direction to address short trips and merging safety, but does not function as a through lane
- Extent is defined to be from one interchange to the next
- Assumed in our travel model as an additional travel lane, but with one-half the capacity of a through lane

Throughway Policy Refinements *(2000-2022)*

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

Throughways in the 2023 RTP

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

Throughways in the CFEC Rules

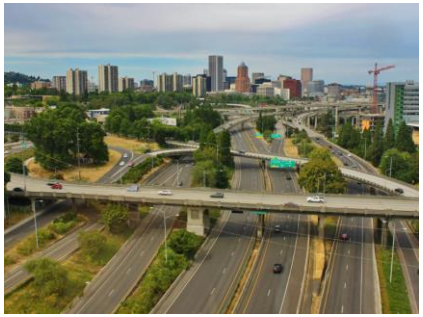
Climate Friendly and Equitable Communities (CFEC) rules require additional updates to RTP throughway policy:

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

Throughways in 2023 OTP

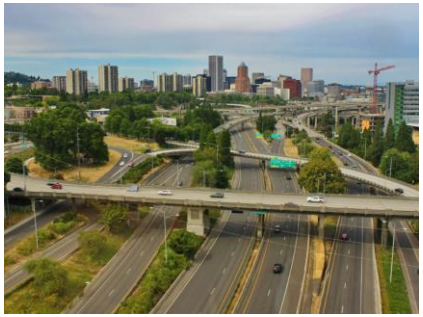
New Oregon Transportation Plan (OTP) furthers statewide CFEC rules and RTP throughway policy:

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



Throughways in the RTP

Questions?



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May 3, 2023

RE: Motor vehicle and auxiliary Lane policies in draft 2023 RTP update

Dear Chair Kloster and TPAC members,

I want to express appreciation to Metro staff for their responsiveness to ODOT's letter on the March 8 version of draft Chapter 3 of the 2023 Regional Transportation Plan (RTP) update. The edits on Motor Vehicle Network, Pricing and Mobility policy in the "4/11/23 Track Changes" version largely addressed ODOT's concerns.

The 4/11 version also contains new language on the Motor Vehicle Network, however, with no analysis of the possible effects of the proposed new policies to the system and the RTP goals of economy, mobility, safety, equity and climate. This letter responds to those unanticipated changes by reviewing the intent and application of state and regional policies on the throughway system, and requests specific edits to Metro's proposed language.

Given the substantive and unexpected nature of the Motor Vehicle proposals, please view this letter as an initial response. Additional or adjusted responses may be forthcoming. ODOT is also preparing materials on auxiliary lanes to be shared with TPAC and JPACT soon.

STATE AND REGIONAL THROUGHWAY POLICIES

The ultimate purpose of the planned regional motor vehicle network is to support the 2040 Growth Concept, which identifies the locations, types and intensities of land use in order to maintain the urban growth boundary even as the region grows its population and economy. An adequate, multi-modal transportation system is necessary to support this planned development, as reflected in Division 12 of the OARs dedicated to transportation planning and applied in TSPs. The regional throughway system must also accommodate statewide and interstate travel needs, as acknowledged in the RTP.

ODOT's throughway investments are guided by Oregon Highway Plan (OHP) Policy 1G: *"It is the policy of the State of Oregon to maintain highway performance and improve safety by improving system efficiency and management before adding capacity."* Policy 1G lists measures to maintain performance and improve safety in order of priority: (1) protect the existing system, (2) improve efficiency and capacity, (3) add capacity, and (4) add new facilities.

ODOT also adheres to and supports the longstanding RTP policies on the build out and operation of the planned regional motor vehicle network. These policies focus on a network that is efficient and effective rather than expansive. The direction in the existing RTP motor vehicle policies is to:

- Preserve and maintain…in a manner that improves safety, security and resiliency (Policy 1)
- Actively manage and optimize capacity (Policy 3)
- Strategically expand….to maintain mobility and accessibility and improve reliability (Policy 5)

- Address safety needs…[through] implementation of cost-effective crash reduction engineering measures (Policy 10)

Policy 12 then restates OHP Policy 1G's measures to protect the existing system, reinforcing that is the first approach.

These measures to protect the existing system are not always adequate to *maintain highway performance and improve safety* (OHP) or *preserve, maintain, optimize and improve safety* (RTP). The OHP directs ODOT to then apply measures to improve efficiency and capacity through "minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lane." The existing RTP reinforces this approach in Policy 5: "Strategically expand the region's throughway network up to six travel lanes plus auxiliary lanes between interchanges…" Neither the OHP nor the existing RTP define auxiliary lanes as inherently resulting in new motor vehicle capacity. Instead the existing RTP is in alignment with the OHP in its policy that auxiliary lanes are a measure to *preserve, maintain, optimize and improve* the network.

Climate Friendly and Equity Communities

In 2022, the state Land Conservation and Development Commission adopted new and amended rules known as Climate Friendly and Equity Communities (CFEC). Among other changes, the new OAR 660-012-0830 calls for enhanced review of select roadway projects, listing facility types as well as a set of exceptions. Metro has proposed RTP updates that would link the definition of capacity to those select roadway projects. Metro's January 25, 2023, letter to DLCD acknowledges that "Metro considers projects in an adopted RTP or TSP exempt from additional review as described by this section [0830]," and Metro staff confirmed that during the April 19 MTAC-TPAC workshop.

POLICY APPLICATION AND USE OF AUXILIARY LANES

ODOT's approach to *preserve, maintain, optimize and improve safety* in the Portland region has focused entirely on 1G measures 1 (protect) and 2 (improve). ODOT has no planned or anticipated projects that would expand beyond the planned system of six general purpose travel lanes on throughways. The regional population jumped by around 12% between 2010 and 2020 (266,403 new residents in the Portland-Vancouver-Hillsboro MSA) and projections show the Metro area adding substantial population growth by 2040, up to 3 million residents up from 2.5 million today. Even among that growth, ODOT has been able to maintain and improve the throughway system in part by utilizing data-driven strategic investments such as intelligent transportation systems (ITS), HOV lanes, bus on shoulder and soon congestion pricing.

Those measures are not always adequate or appropriate, however. In accordance with state and regional policy, ODOT then considers the application of auxiliary lanes in order to actively manage and optimize capacity of the existing network. An auxiliary lane is an additional lane segment designed to effectively manage and restore existing capacity currently degraded by operational performance. An auxiliary lane is expected to **restore existing system capacity** caused by poor operations and address existing and future safety issues related to unique geometric and operational factors (e.g., intersections, grades, ramp spacing, and queuing build-up). These are locations where ODOT does not expect a statistically significant increase in vehicular capacity to the adjacent roadway system.

In other words, the purpose of freeway auxiliary lanes is to optimize the existing capacity of six through lanes, by providing adequate space for merging, diverging, and weaving traffic without negatively impacting the capacity of the adjacent through lanes that are moving longer distance statewide and regional trips. A freeway auxiliary lane also greatly improves safety (documented through years of studies) by providing the space needed for these movements. Even with auxiliary lanes, the through capacity of the facility does not increase as the number of lanes entering the auxiliary lane section is the same as the number of lanes leaving (3 through lanes in each direction).

Auxiliary lanes can also provide another function, which is to accommodate local trips in constrained locations such as river crossings. This is not a desired function of throughways, but can be the most cost and resource efficient and least impactful option to maintain mobility and accessibility. For example, local traffic uses I-5 to cross the Tualatin River because there is no bridge on the local roadway network at SW 65th Avenue. These local trips created congestion on the throughway, impacting regional, statewide and interstate travel. Rather than a city or county constructing a new bridge, the more efficient option for the network was to add an auxiliary lane to I-5, thereby restoring the capacity of the throughway.

Similarly, auxiliary lanes can be used to keep regional trips on the throughway system instead of diverting them to local roadways. These system to system interchange connections currently exist on I-5 between OR-217 and I-205, and is the impetus for the uncommon application of auxiliary lanes that extend beyond one interchange. The intention is not to "add capacity" to the six through lanes, it is rather to serve trips that are traveling from one interchange to another and don't want to be on the mainline Interstate. In these locations, trips in auxiliary lanes are not seeking through trips in general travel lanes on I-5, but are either local trips trying to cross a river, or regional trips seeking to get from Highway 217 to I-205. Forcing these trips to merge into the through lanes of I-5 in the past created safety and operational impacts.

To better explain the purpose and use of auxiliary lanes, here are answers to some likely questions:

How does ODOT identify and plan auxiliary lanes?

As explained above, in line with OHP Policy 1G and RTP Motor Vehicle Policy 12, ODOT seeks to first protect the existing system, but may need to also improve the system operations to address bottlenecks and restore capacity of the existing system. The process by which ODOT pursues an auxiliary lane option is to a) apply the regional mobility policy to identify deficiencies on the throughway system and b) to undertake an analysis of system improvement options such as those in the Corridor Bottleneck Operations Study (CBOS).

What conditions degrade throughway capacity?

The proposed regional mobility policy will be an improved tool to identify locations where an undeniable need exists in the throughway system, using a speed threshold of 35 mph over 4+ hours, to flag locations where congestion has degraded operations. The main causes of these conditions are high volumes and interchange friction.

High volumes are caused by local trips using the throughway network, such as in locations where limited roadway networks are available, substandard interchange spacing, and areas around high demand land uses. Interchange friction occurs where closely spaced interchanges necessitate merging and weaving reduce that capacity, causing crashes and delays. This condition reduces the efficiency of the existing through lanes and forces local traffic to make longer trips on the local system to get where they need to go and avoid freeway congestion – in other words, diversion.

ODOT's highway design manual has interchange spacing standards—a minimum of one mile in urban areas and three miles in rural areas—to minimize this type of friction and maintain safe highway operations and mobility. These standards can be at odds with accessibility demands in dense urban areas, however. In the case of multiple closely spaced interchanges with high demand, or system to system or interstate to interstate connections with local interchanges in between, auxiliary lanes can serve as a strategic intervention to "maintain mobility and accessibility" as called for in RTP Policy 5.

What are the consequences of not maintaining throughway capacity?

The 2040 Growth Concept relies on the planned transportation network, including the throughway system as well as other modes such as transit, walking and biking. Degraded operations on throughways decreases transportation efficiency for regional, statewide, and interstate travel, and may impact the region's planned land use development. It also diverts regional travel to local roadways which support the bulk of transit, bicycle and pedestrian trips, creating challenges for the safe and effective use of those modes. In other words, when the throughway system is not operating safely and effectively as planned, all travel modes are impacted.

A roadway network that is not functioning as planned also has economic impacts, running contrary to Regional Freight Network policy 2 which says, "Manage the region's multimodal freight network to reduce delay, increase reliability and efficiency, improve safety and provide shipping choices." Delayed and inefficient freight has effects on statewide and regional economic activities that need to get goods and services to locations throughout the Metro area.

What are alternatives to auxiliary lanes?

As called for by OHP Policy 1G and RTP Policy 12, the prioritized options for protecting throughways are system and demand management strategies. Examples of these include TSMO and ITS investments and land use regulations such as an interchange area management plan (IAMP). ODOT does not operate transit yet seeks to provide transit facilities when possible—such as our Bus on Shoulder programs with C-TRAN and SMART—and participates in multi-agency planning efforts such as the Southwest Corridor Plan, Interstate Bridge Replacement light rail, and the 82nd Avenue bus rapid transit project.

When these options are not effective, ODOT will seek to improve the existing facilities. There are options beyond auxiliary lanes. One option is a collector-distributor, or CD road, that runs parallel to but separate from the general travel lanes. ODOT is currently constructing a CD road along OR-217 between Allen Boulevard and Denney Road, and another exists along I-205 between Division Street and Powell Boulevard. The CD road approach takes up more land and is more expensive than auxiliary lanes.

Another option is to close interchanges to reduce friction between close interchanges and "restore" throughway operations. In some areas, this option is feasible, for example, ODOT's most recent CBOS report identifies possible closure locations along I-405 in downtown Portland. In many areas, however, close interchanges result in longer, less efficient trips and reduced accessibility to 2040 centers.

When does an auxiliary lane become a general purpose travel lane?

OAR 660-012-0830 calls for enhanced review of new or extended auxiliary lanes with a total length of one-half mile or more, but also exempts "modifications necessary to address safety needs." ODOT supports Metro's efforts to link RTP capacity definitions to 0830. The pertinent discussion, however, appears to be determining when an auxiliary lane restores capacity and/or improves safety, and when does it add capacity beyond the planned or existing system.

As noted above, some auxiliary lanes address local trips diverted onto the throughway system (as on I-5 at the Tualatin River) or system to system interchange connections (as on I-5 between OR-217 and I-205). These auxiliary lanes do increase the effective capacity at the location of the auxiliary lane by

improving flow efficiency that in turn improves the effective capacity reductions created by congestion. However, while the traffic flow and throughput at the location of an auxiliary lane increase, the effect does not mean there is additional capacity above the maximum capacity of the existing through general purpose lanes – as if there are three lanes approaching and three leaving, there is no additional through lane capacity than what those lanes can provide.

In addition, ODOT has just updated its Analysis Procedures Manual, which has a new sketch analysis tool to evaluate all types of auxiliary lanes (more than just freeways, but it includes freeways too). This tool can help identify situations where more discussion is needed. The analysis process will help document the length that is needed to accommodate the various planned volumes just for a weaving conflict area. This means that if the proposed length of the auxiliary lane is less than required to fully and safely handle the merging, diverging, and weaving traffic then it is only meeting the operational and safety need and not adding through capacity benefit. This analysis will help determine the point where a proposed improvement may act more like a system capacity increase than for addressing point operation and safety. This new section (Appendix 10A) was published and now is available on the APM web site as of 4/6/23: https://www.oregon.gov/odot/Planning/Documents/APMv2_App10A.pdf

REQUESTED CHANGES TO METRO STAFF PROPOSALS

The 4/11 draft included substantial edits from Metro not previously discussed, and we wish Metro staff had engaged ODOT directly on this possibility. Extensive changes were proposed to the Glossary as well as the policies and text of the Motor Vehicle Network section.

ODOT's general responses to these proposals are:

- We support the RTP utilizing OAR 660-012-0830 for definitions and process.
- The RTP needs to remain factual and not become editorial in the absence of facts, data or analysis.
- Major changes to policy should be requested and discussed by TPAC and JPACT as the MPO policy boards, and not initiated staff without analysis or prior discussion.
- The regional transportation network must nimbly adjust to create improvements in operations and mobility that advance the RTP goals of equity, climate, safety, mobility and economic development. Being overly prescriptive in a way that limits operational responsiveness suggests a lack of trust in the cities, counties, and transportation agencies operating the regional system.

Glossary

Metro staff updated several definitions related to motor vehicle network. Some of the edits directly mirror OAR 660-012-0830, while other changes add value based language that may not be factual.

- **ODOT Response #1:** Linking RTP definitions to OARs is appropriate and helpful, ensuring policy consistency among the OAR, OTP and RTP when following both state regulations and the regional plan. ODOT recommends citing the OAR, in case it is revised, to ensure continued linkage.

The Auxiliary lane definition was updated to include OAR 0830 language. Metro staff also added, "By design, auxiliary lanes add additional motor vehicle capacity and even more capacity is added if auxiliary lanes extend through an interchange."

- **ODOT Response #2:** Adding language above and beyond 0830 goes against the linkage with state regulations and creates a situation out of sync with the rest of the state. In addition, the statement, "by design, auxiliary lanes add additional motor vehicle capacity" is problematic and not inherently

true, as thoroughly spelled out in this letter. This language fails to account for the type of capacity and the operational impacts to through traffic without such improvements. ODOT requests a simplified definition that cites the OAR:

> *Consistent with OAR 660-012-0830, auxiliary lane means the portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic movement.*

The Capacity definition was updated to use OAR 0830 language that defines proposed roadway projects that must undergo enhanced review, in Section (1)(a). The glossary however does not cite the exceptions to this review also included in 0830, in Section (1)(b).

- **ODOT Response #3:** ODOT supports tying the definition of capacity to OAR 0830, Section 1, which links together state policy with the regional planning and CMP process. To be fully consistent with state policy, however, the glossary must also cite the exceptions listed for safety, multi-modal and operational improvements. ODOT requests the following addition with the full list of exceptions:

  > "*…OAR 660-012-0830 includes exceptions for enhanced review for certain motor vehicle facilities, which are therefore exempt from this definition of capacity: (A) Changes expected to have a capital cost of less than $5 million; (B) Changes that reallocate or dedicate right of way to provide more space for pedestrian, bicycle, transit, or high-occupancy vehicle facilities; (C) Facilities with no more than one general purpose travel lane in each direction, with or without one turn lane; (D) Changes to intersections that do not increase the number of lanes, including implementation of a roundabout; (E) Access management, including the addition or extension of medians; (F) Modifications necessary to address safety needs; or (G) Operational changes, including changes to signals, signage, striping, surfacing, or intelligent transportation systems.*"

The Capacity Expansion definition was substantially updated.

ODOT Response #4: This is an unneeded entry in the RTP Glossary:

- The term "capacity expansion" does not appear otherwise in draft Chapter 3.
- The addition of "typically adding a general-purpose through lane or auxiliary lane" is unnecessary given more specific definition of Capacity now included.
- The added language starting with "Section 3.3.4…" belongs in the body of Chapter 3 and not a Glossary of Definitions. In fact, it repeats the text at the start of Section 3.3.4.
- A reference to the Functional Plan is not appropriate, as this policy plan directly influences that implementation ordinance, not vice versa. In other words, it creates a circular reference.

Given the above, ODOT requests deletion of this definition. Barring that, ODOT requests simplification along the lines of, "*Constructed or operational improvements to the regional motor vehicle network that increase the capacity of the system, as defined in OAR 660-012-0830. See Sections 3.3.3 and 3.3.4 for related policies and procedures.*"

Policies

Metro staff updated several Motor Vehicle Network policies and added a new one.

Policy 3 was altered to include the phrase, "to maintain mobility and accessibility and improve reliability" which was removed from Policy 5. Policy 5 was adjusted to change "strategically expand" to "complete" and clarifies that the planned throughway network is up to six lanes, and now references the 2040 Growth Concept. Metro also removed auxiliary lanes and the reference to "regional, statewide, and interstate travel" which does appear in Policy 3.

- **ODOT Response #5A:** Moving the "maintain" language to Policy 3 is supportive of TSMO strategies. The change highlights the shared desire to make the best use of the network, with strategic investments necessary for active optimization. ODOT also supports the reference to the 2040 Growth Concept in Policy 5.

- **ODOT Response #5B:** Removing "auxiliary lanes where appropriate" is a major policy shift not raised at any other point in the RTP update process over the past year. As explained earlier in this letter, "auxiliary lanes where appropriate" are key to optimizing capacity on the planned throughway system. Degraded operations due to congestion and safety problems means that there are bottlenecks where throughput effectively drops below three travel lanes, and investments are needed to restore capacity as planned and anticipated in the 2040 Growth Concept and in TSPs, and to support the RTP goals. ODOT requests that phrase be restored to Policy 5, or updated to "and auxiliary lanes to restore throughway capacity".

Metro struck proposed Policy 6 and replaced it with a rewritten Policy 12. The newly proposed Policy 6 keeps the list of "protect" measures from OHP Policy 1G, now specifically calls out auxiliary lanes over one-half mile, and replaces "adequately address throughway deficiencies and bottlenecks" with "adequately address identified needs consistent with the Congestion Management Process and Regional Mobility Policy." Metro staff have also proposed a new auxiliary lane policy, without prior discussion and not based on JPACT direction or system analysis.

- **ODOT Response #6A:** ODOT appreciates Metro restoring "the planned system" to the policy language, in both Policy 6 and 12, and linking Policy 6 to the Regional Mobility Policy, as requested.

- **ODOT Response #6B:** The proposed language in Policy 6 and the new policy specifically calls out auxiliary lanes and equates them to new capacity. As discussed earlier in this letter, in many circumstances auxiliary lanes are used to restore capacity, improve safety and maintain local accessibility. It is also unclear why Metro is singling out auxiliary lanes and not also addressing other roadway projects listed in OAR 0830 such as interchanges, nor not taking the 0830's exceptions into account. The reference to "localized safety issues" is unclear and unexplained as well. Overall these changes are puzzling, unanticipated, and inconsistent with other policy approaches within in RTP. Given these challenges, ODOT requests that Metro staff:

    - Remove the phrase, "including adding or extending an auxiliary lane of more than one-half mile" from proposed Policy 6.

    - Engage directly with ODOT on its policy intentions, so that we may work together on a clear, consistent and agreed upon approach in the RTP.

Other new language

Metro staff added two paragraphs related to auxiliary lanes to Section 3.3.3.2. Some of the content reflects agreed upon or factual language, but some is speculative and value laden.

- **ODOT Response #7A:** ODOT requests several additions to the first paragraph:
    - Add this language after the second sentence: An auxiliary lane is designed to effectively manage and restore existing capacity degraded by operational performance and to address existing and future safety issues related to unique geometric and operational factors.
    - Add to the list of the uses of auxiliary lanes, "improving the existing system", "restoring planned capacity" and "maintaining local accessibility" as uses of auxiliary lanes.
- **ODOT Response #7B:** For the second paragraph, it appears Metro did not utilize its modeling group to undertake a traffic analysis, or consult with ODOT roadway or traffic engineers on this issue. Assertions are inappropriate for a document such as the RTP. For example, the statement, "by design, auxiliary lanes add additional motor vehicle capacity" is problematic and not inherently true, as thoroughly spelled out in this letter. ODOT requests that Metro strike the second paragraph and work directly with ODOT, and potentially WSDOT, to further explain its intentions, modeling work and analysis undertaken, and ways to best align 0830 with the Congestion Management Process.

ODOT is hopeful that further discussions on policy and implementation will lead to improved and agreed upon outcomes.

Sincerely,

Chris Ford
Policy & Development Manager
ODOT Region 1

Oregon Department of Transportation

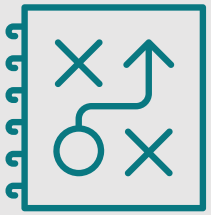
Overview of Auxiliary Lanes

August 16, 2023

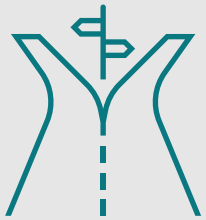
Transportation Policy Alternatives Committee

Agenda

What is an Aux Lane?



Alternatives



I-5 Example

National and state definition

FWHA and the Oregon Transportation Planning Rule (OAR 660-012-0830) use the definition established by AASHTO (American Association of State Highway and Transportation Officials):

- The portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic movement.
- Auxiliary lanes are used to balance the traffic load and maintain a more uniform level of service on the highway. They facilitate the positioning of drivers at exits and the merging of drivers at entrances.

ODOT Application

- An auxiliary lane is an additional lane segment designed to effectively manage and restore existing capacity currently degraded by operational performance.
- An auxiliary lane is expected to **restore (but not increase) effective existing system capacity** caused by poor operations and address existing and future safety issues related to unique geometric and operational factors (e.g., intersections, grades, ramp spacing, and queuing build-up). – *ODOT Analysis Procedures Manual*

Lane Types


General Purpose Lanes
Through-traffic movement
Passing
Auxiliary
- Passing
-Speed Change
- Weaving
-Climbing
-Turn
“Special Purpose” Lanes
Speed Change
- Ramp merge/diverge
- Right/left turn acceleration
Managed
- Priced
- Vehicle Eligibility (HOV, Bus, Truck)

Purpose of A Freeway Aux Lane

- Provide adequate space for merging, diverging, and weaving.
- Improve safety by providing the space needed for localized (weaving) movements.
- Restore effective capacity of the adjacent through lanes and keep traffic on the freeway.
- Maintain local accessibility and accommodate local trips in constrained locations such as river crossings.

What are circumstances when freeway auxiliary lanes may be warranted?

- High number of crashes, especially serious or fatal
- High demand land uses, or travel patterns impede mainline operations
- Substandard interchange spacing (less than one mile)
- Connecting systems that are relatively close, such as linking Hwy 217 to I-205
- Local roadway network and alternative modes are limited (bridges)

Technical Evaluation Topics

- Existing & Future Traffic Volumes (including freight percentage)
- Existing & Future Land Use (Comprehensive Plans)
- Vehicle Miles Traveled (VMT)
- Crash data (type, frequency, severity location)
- Performance & Reliability (hours of delay, speed)
- Design Standards
- Benefit/Cost of Improvements

Tools to Identify Needs

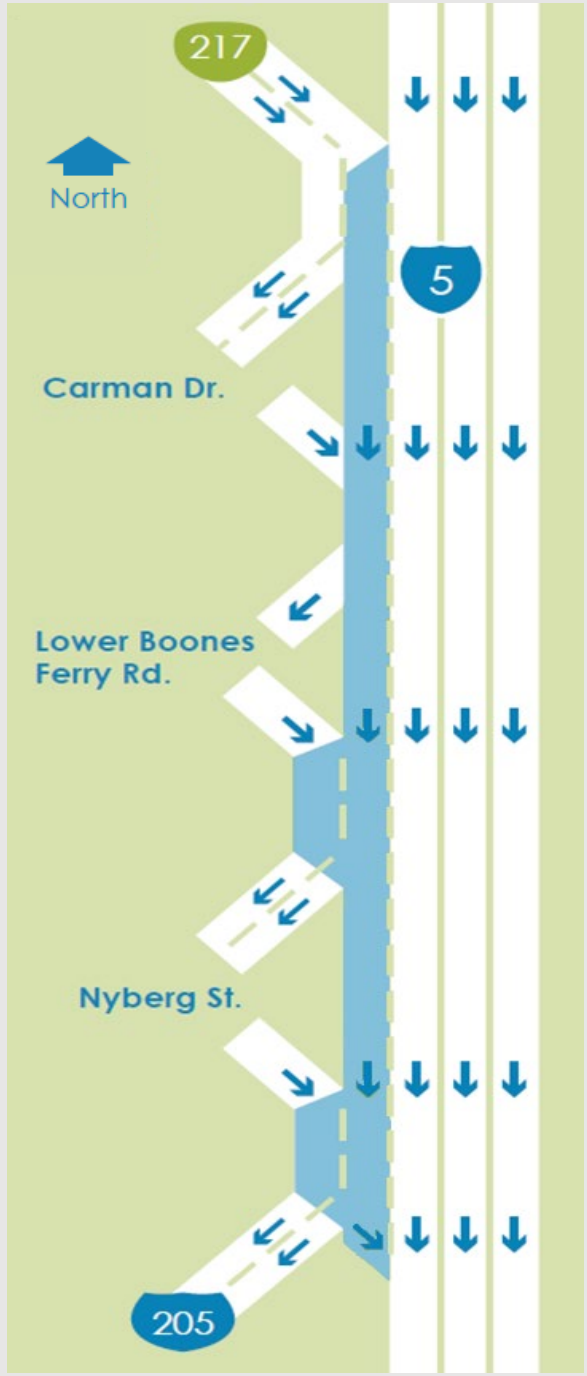
- Safety Priority Index System (SPIS)
- Traffic Performance Report
- OHP/RTP Regional Mobility Policy
- Corridor Bottleneck Operations Study (CBOS)
- Local Transportation System Plan (TSP) or Refinement Plan
- Facility Plan/Interchange Area Management Plan (IAMP)

Alternatives to Auxiliary Lanes

- System and demand management strategies
  - Transportation Systems Management & Operations (TSMO), Intelligent Transportation Systems (ITS), IAMP
  - Congestion pricing
- Separate collector-distributor (C-D) frontage roads or braided ramps
- Limit access - closing interchanges or restrict local access

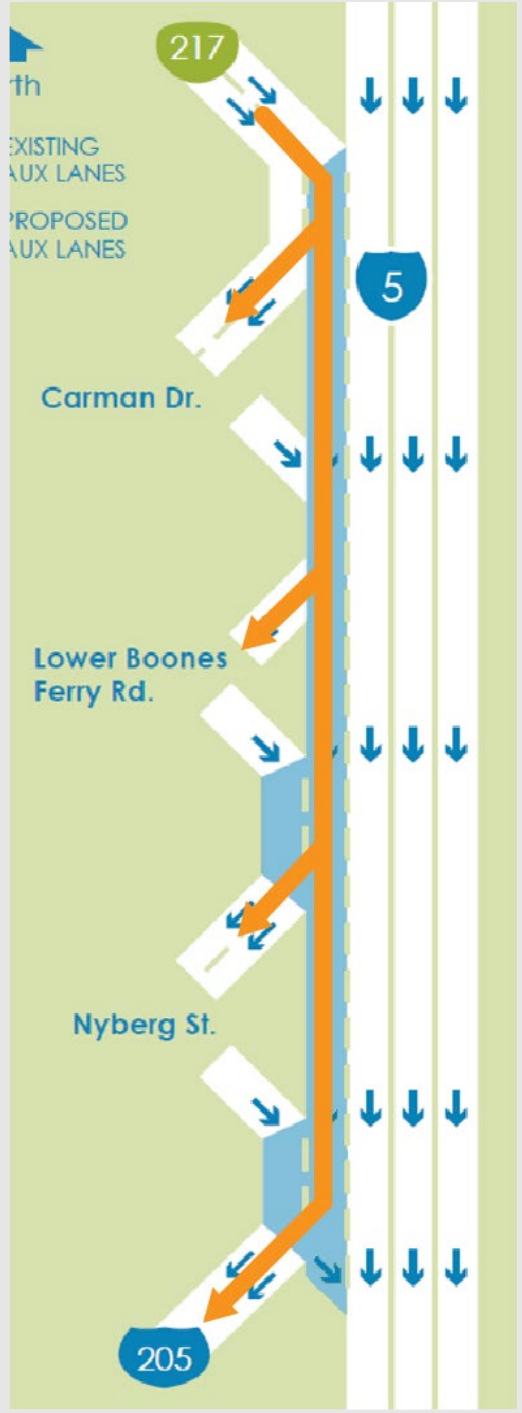
I-5 Aux Lane Example

- System-to-system connectivity between OR217 southbound and I-205 northbound
  - 29% reduction in annual crashes
  - 59% reduction in vehicle hours of delay
- Enhance local system connectivity + accessibility
- Improve safety + operations for all drivers



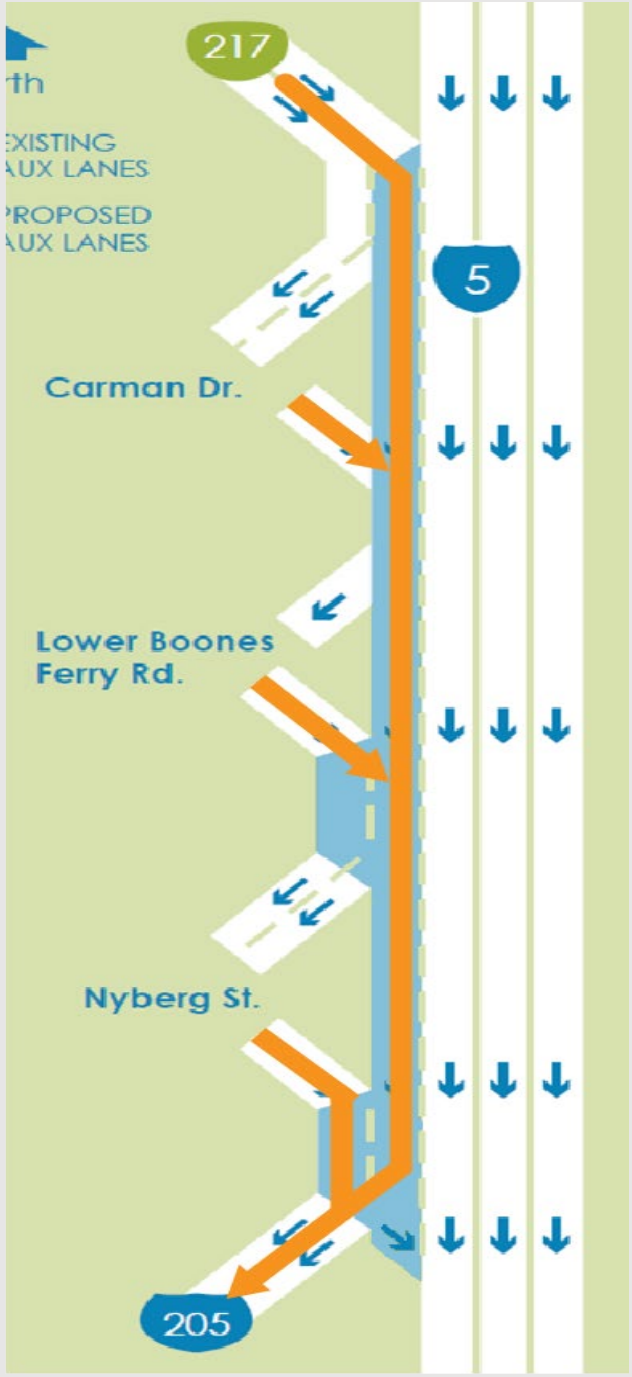
System-to-System Connectivity

- Peak Hours - 60% of traffic from OR217 use these exits
- Without aux lanes these trips would merge in/out of I-5 through lanes in short distances with high-speed traffic
- Aux lanes reduce friction between merging vehicles improving safety and improving the function of through lanes



Maintain Local Accessibility

- During peak hours, 90% of vehicles to SB I-205 come from these 4 interchanges
- Without aux lanes these trips would merge in/out of I-5 through lanes in short distances with high-speed traffic
- Four additional hours of congestion without an aux lane
- Diversion to local system without an aux lane



General Freeway Operation Goals

- Support 2040 Growth Concept as part of multimodal regional and statewide transportation network
- Provide a Safe Facility - Reduce serious injury/fatalities
- Provide a Reliable Facility
  - Efficient and resilient system
- Meet Design and Maintenance Standards

Comments/Questions

- Quick Comments
- Questions: Please share questions in the chat or email Neelam.Dorman@ODOT.Oregon.gov or Glen.Bolen@ODOT.Oregon.gov

Materials following this page were distributed at the meeting.

Construction Career Pathways

JPACT

Sebrina Owens-Wilson | Metro | Director of Diversity, Equity and Inclusion
Andre Bealer | Metro | Workforce Equity Program Manager

July 20, 2023

A Unified Policy Strategy

Nine public agencies in the greater Portland region have made policy commitments to implement Construction Career Pathways to grow and diversify the construction workforce.

Construction Career Pathways is recognized as a national model of how governments can work together to create the conditions for advancing racial equity in construction.

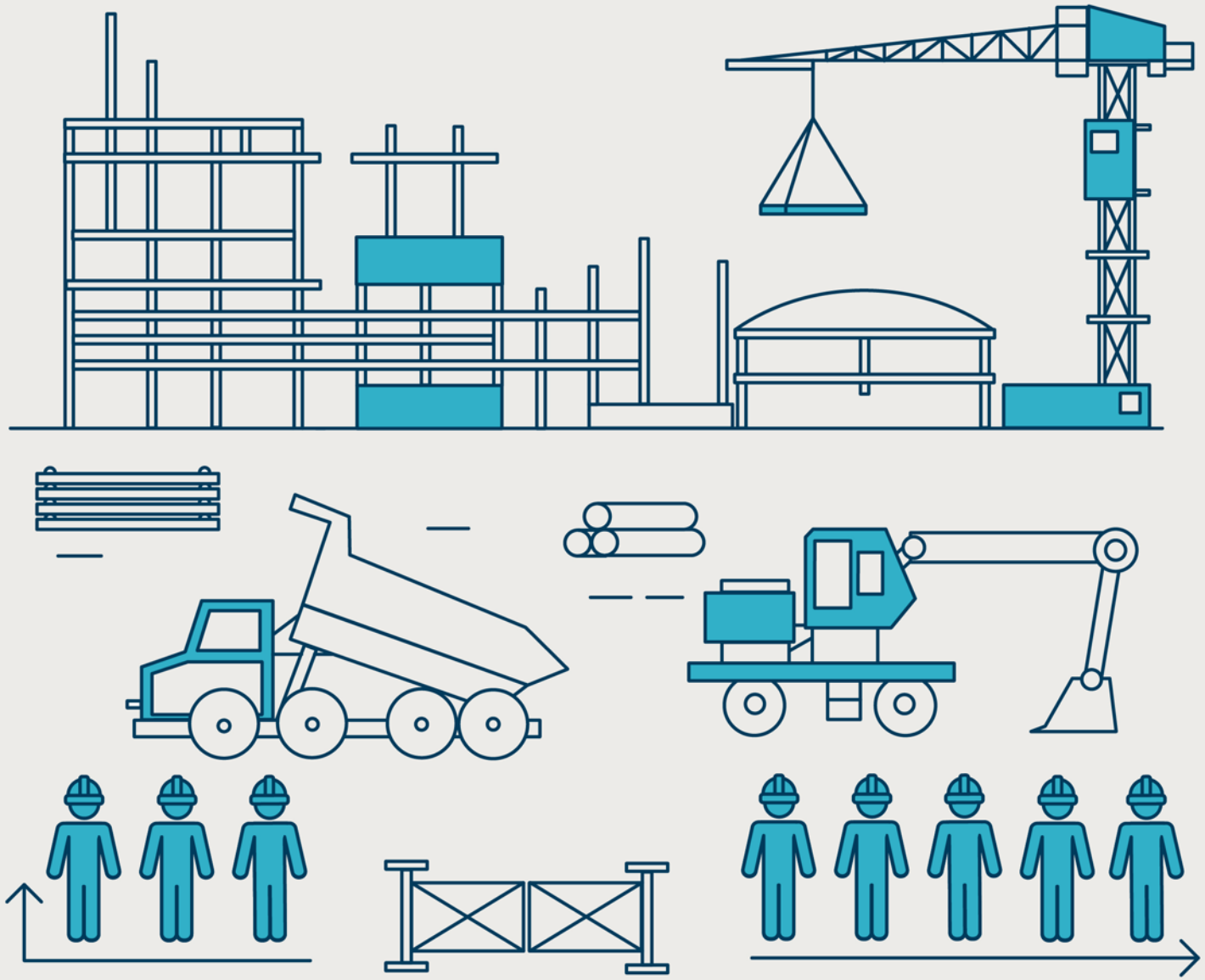
Construction Career Pathways

Outcomes

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

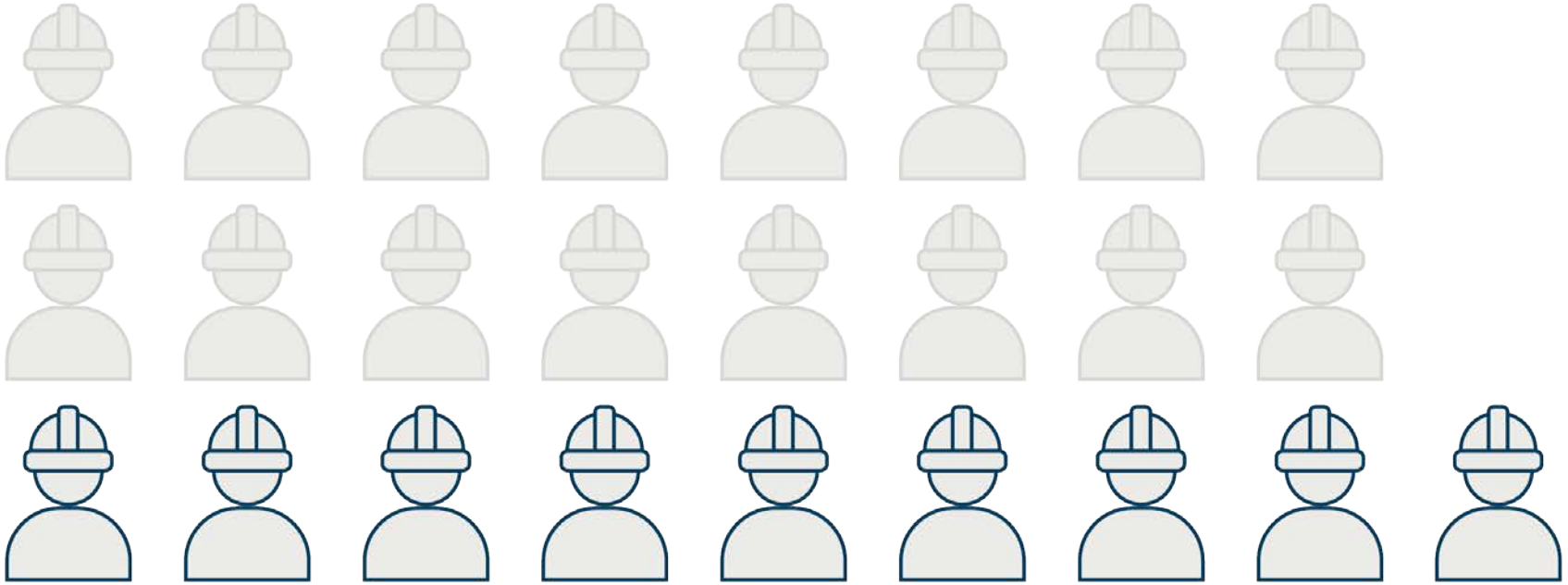
Construction Career Pathways

In 2018, public agencies across the Portland region needed 14,000 additional construction workers for 80+ capital projects. The number of projects and demand for workers has only grown.



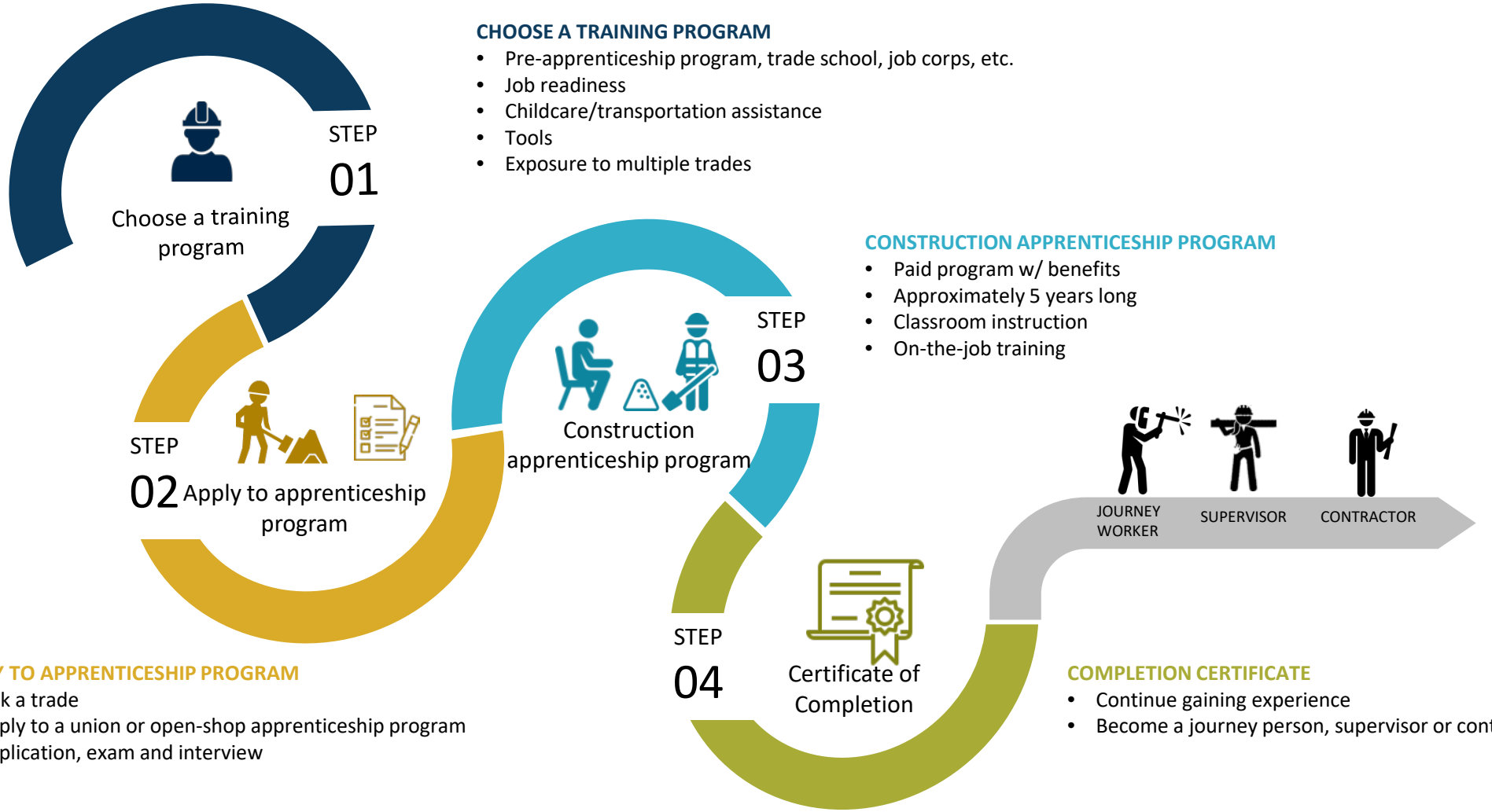
Women and people of color leave the construction workforce at higher rates

For every 25 people of color who enter the construction industry, only 9 advance to complete an apprenticeship program.



Source: Oregon Bureau of Labor and Industries

Construction Career Pathways



CHOOSE A TRAINING PROGRAM

- Pre-apprenticeship program, trade school, job corps, etc.
- Job readiness
- Childcare/transportation assistance
- Tools
- Exposure to multiple trades

CONSTRUCTION APPRENTICESHIP PROGRAM

- Paid program w/ benefits
- Approximately 5 years long
- Classroom instruction
- On-the-job training

APPLY TO APPRENTICESHIP PROGRAM

- Pick a trade
- Apply to a union or open-shop apprenticeship program
- Application, exam and interview

COMPLETION CERTIFICATE

- Continue gaining experience
- Become a journey person, supervisor or contractor

Construction Career Pathways Framework

Public agencies in the Portland Metro region are working together to grow and diversify the construction workforce by:

Setting consistent workforce diversity goals

Increasing recruitment & retention of diverse workers

Building accountability through tracking and workforce agreements

Ongoing regional collaboration

Construction Career Pathways Accomplishments

What’s next for Construction Career Pathways?

Data alignment and regional dashboard

Regional market analysis

New agency supports

Program expansion

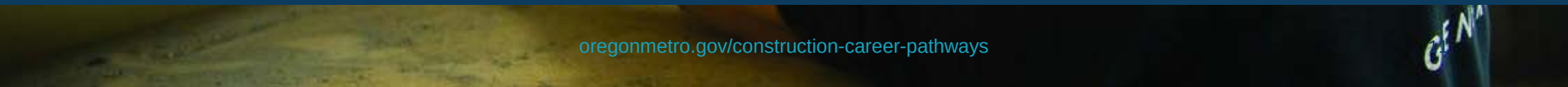
Discussion

In what ways can we partner with you to identify how Construction Career Pathways can support infrastructure investments throughout the region?

Questions?

Sebrina Owens-Wilson
Diversity, Equity and Inclusion Director
Sebrina.Owens-Wilson@oregonmetro.gov

Andre Bealer
Workforce Equity Program Manager
Andre.Bealer@oregonmetro.gov



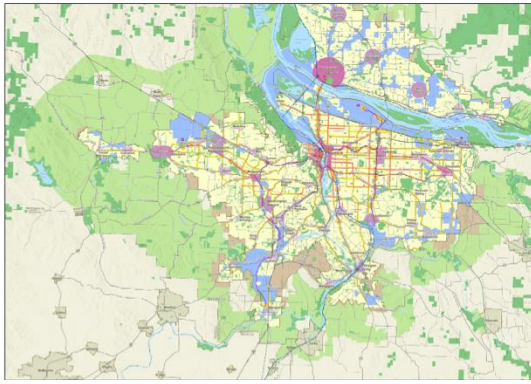
Metro

2023 Regional Transportation Plan Final Public Comment Period

TPAC • MTAC Workshop

August 16, 2023

Kim Ellis, RTP Project Manager

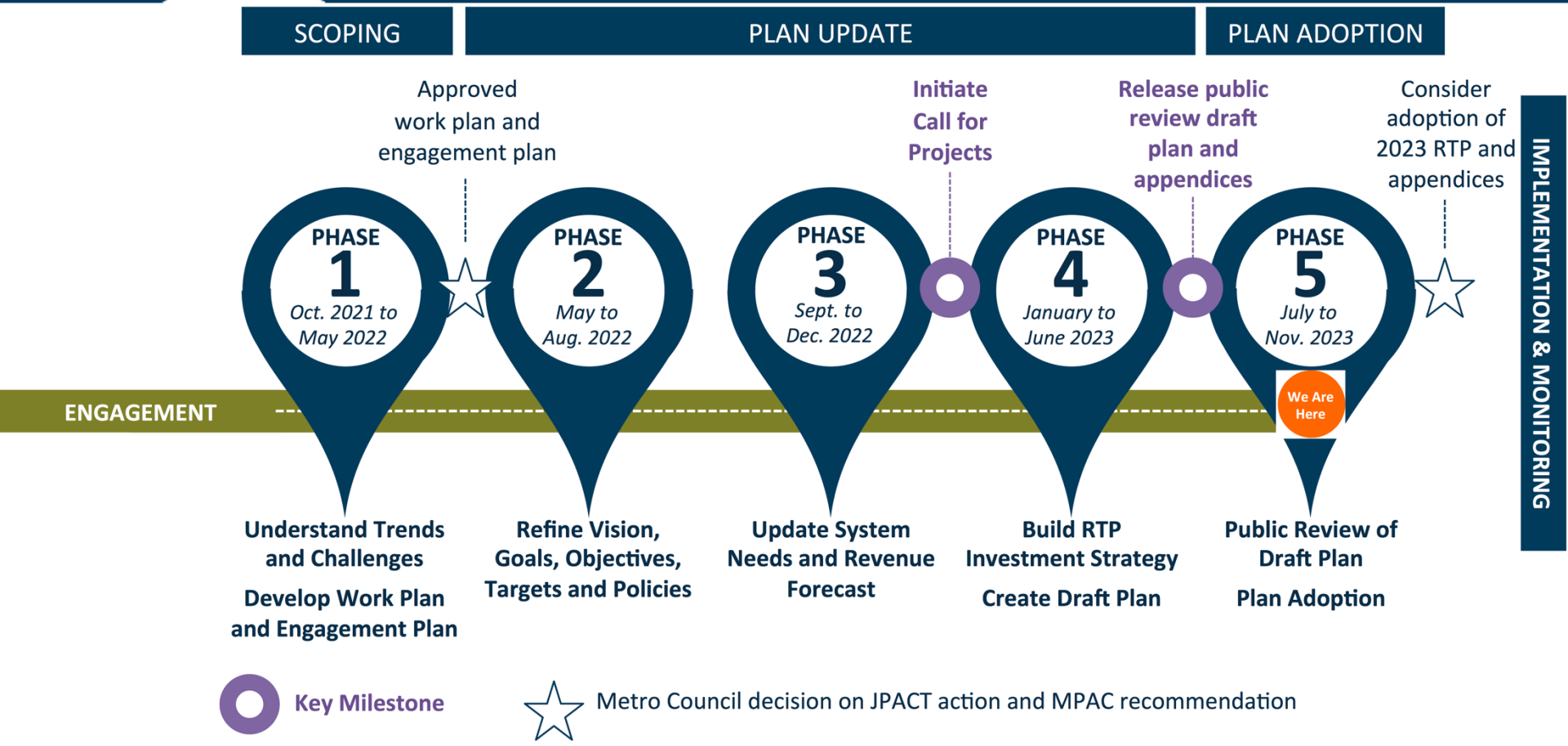


Key outcome for today

Shared understanding of:

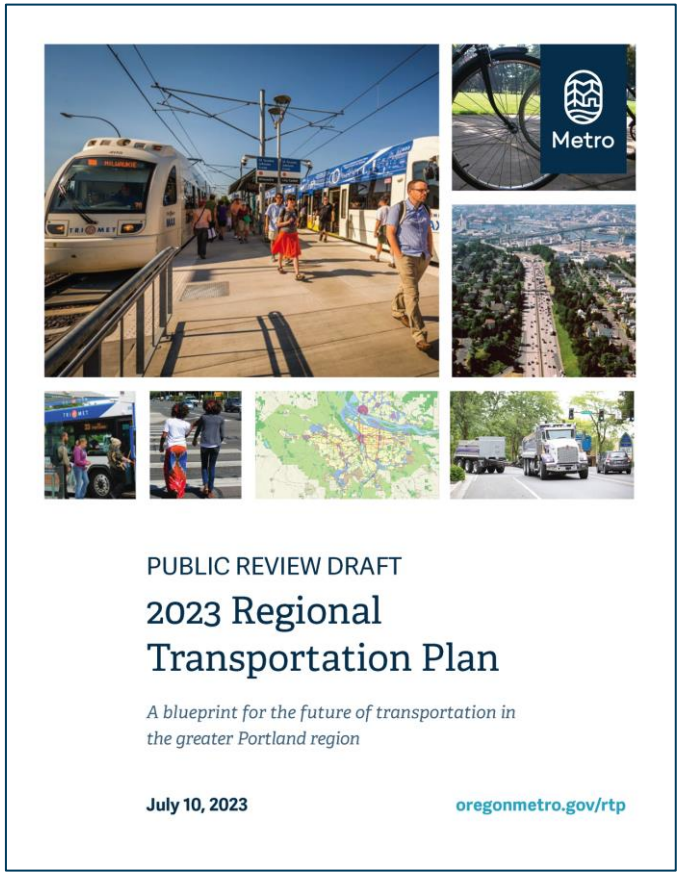
- public comments received to date
- next steps for finalizing RTP and HCT Strategy for adoption

Timeline for the 2023 RTP update



Public Review Draft documents

oregonmetro.gov/rtp



Appendices and supporting documents

JULY 10 to AUG. 25, 2023

45-day comment period builds on engagement conducted since 2021

The public comment period for the RTP is from July 10 - Aug. 25, 2023.

SUBMIT YOUR PUBLIC COMMENT HERE

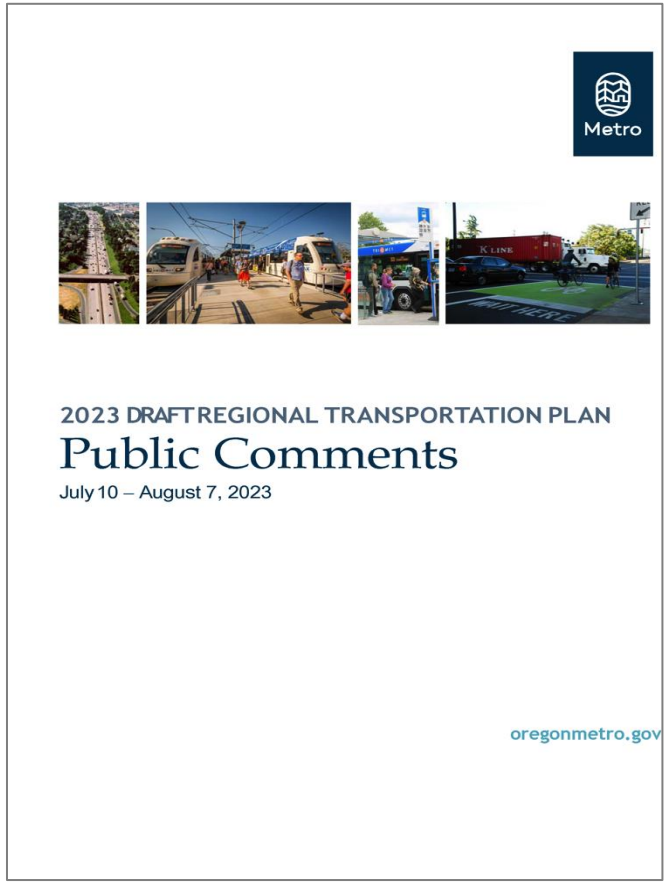
- Online survey
- Online comment form
- Email, letters and phone
- Public hearing held on 7/27/23
- Metro Council and regional advisory committee discussions
- Consultation with Tribes
- Consultation with federal, state, regional and resource agencies
- County-level coordinating committee briefings

Public comments received

July 10 to August 7, 2023

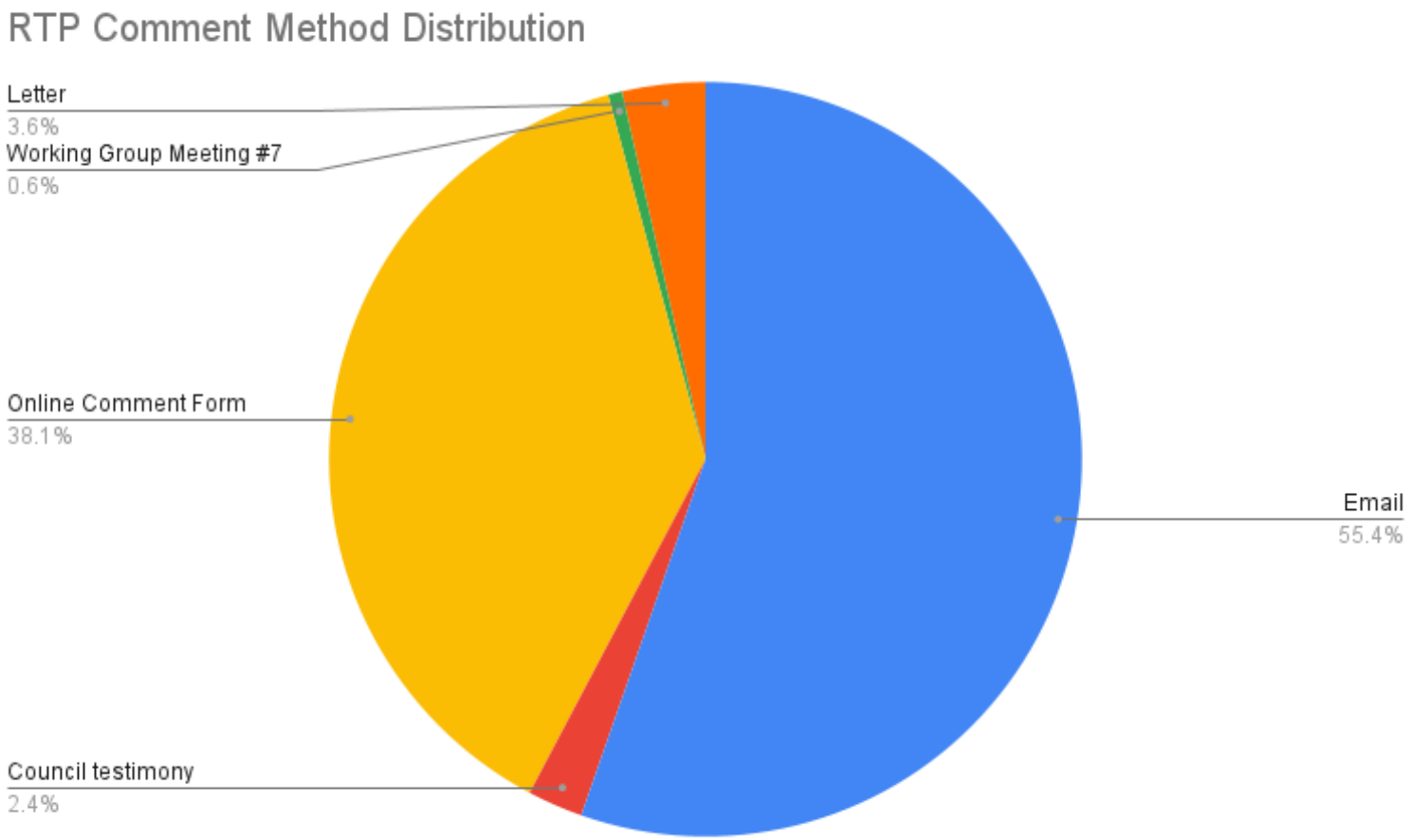
Draft compilation of comments received from July 10 to August 7, 2023

Metro staff recommendations on comments received under development



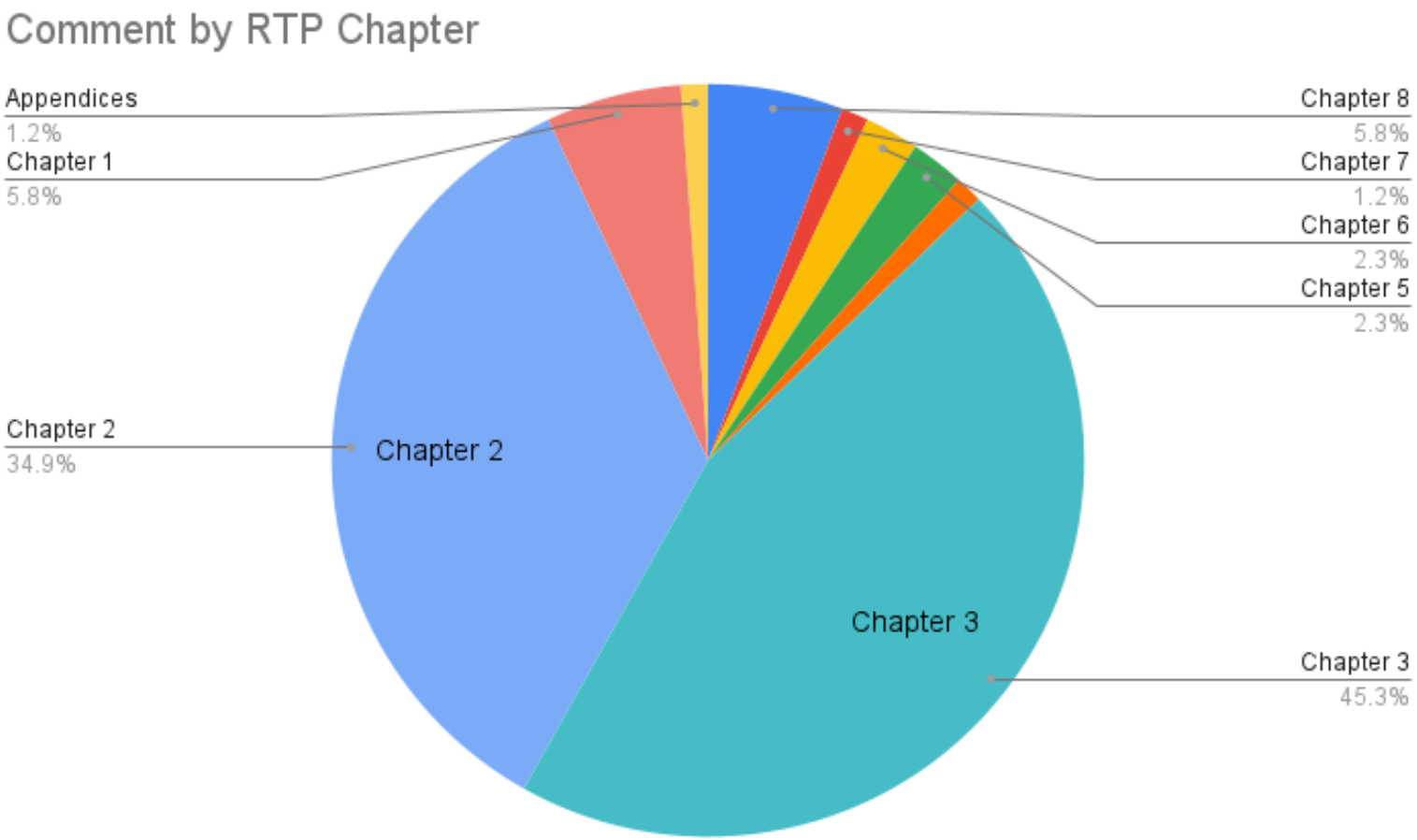
Comment methods

July 10 to August 7, 2023



RTP comments by chapter

July 10 to August 7, 2023



Zip codes and affiliations

July 10 to August 7, 2023

Comments have come from across the region:

- 26 unique zip codes
- 27 unique affiliations/organizations
- Ranging from government agencies to community organizations to individual community members

Unique RTP IDs

July 10 to August 7, 2023

Comments have been dispersed across a wide range of projects:

- 31 unique project IDs have been commented on
- Currently the most commented by RTP ID are IBR (10866) and Frog Ferry (12311)

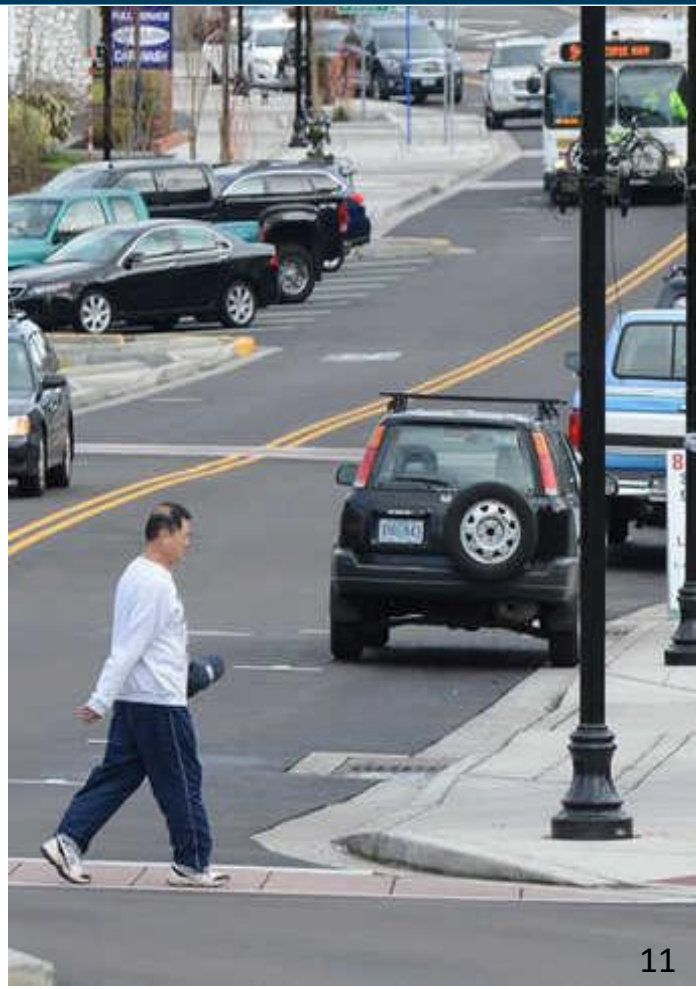
Online comment form

July 10 to August 15, 2023

170 total comments *(new batch coming soon)*

The online form provides a way to comment on:

- a specific chapter, section or appendix
- a specific project



Metro Council public hearing

July 27, 2023

Parking Reform Network

Cascade Policy Institute

Oregon Walks

Verde

Street Trust

City Observatory

Getting There Together

Oregon Environmental Council

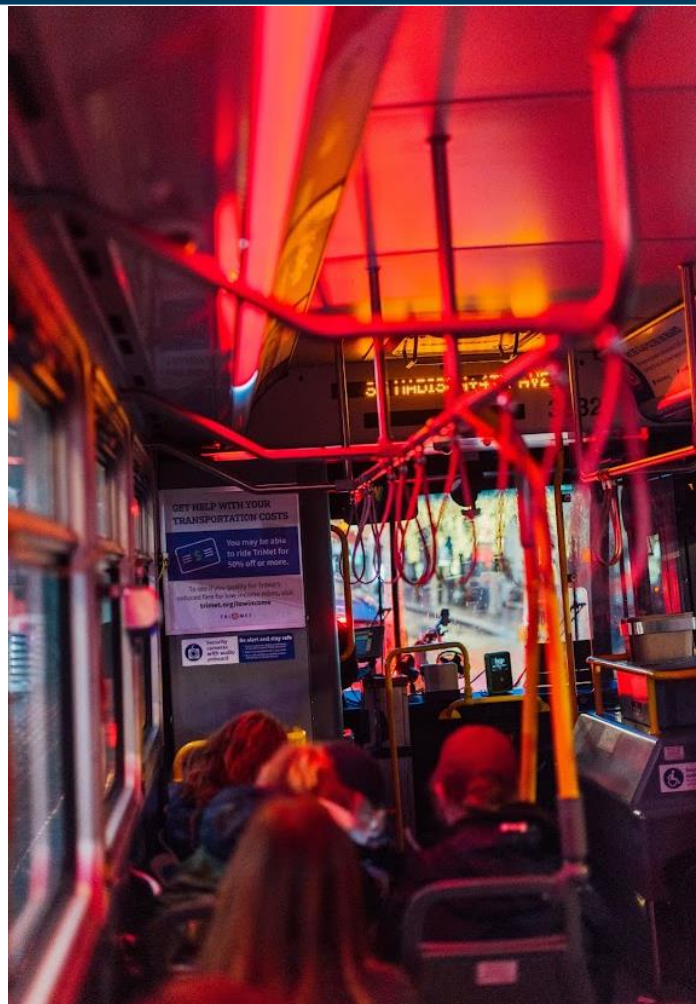
1000 Friends of Oregon

Key topic areas

July 10 to August 7, 2023

Early themes include:

- Transit service
- Distribution of funding across modes
- Chapter 3 (System policies to achieve our vision)
- Climate



Online public survey

July 10 to August 7, 2023

307 people participated so far

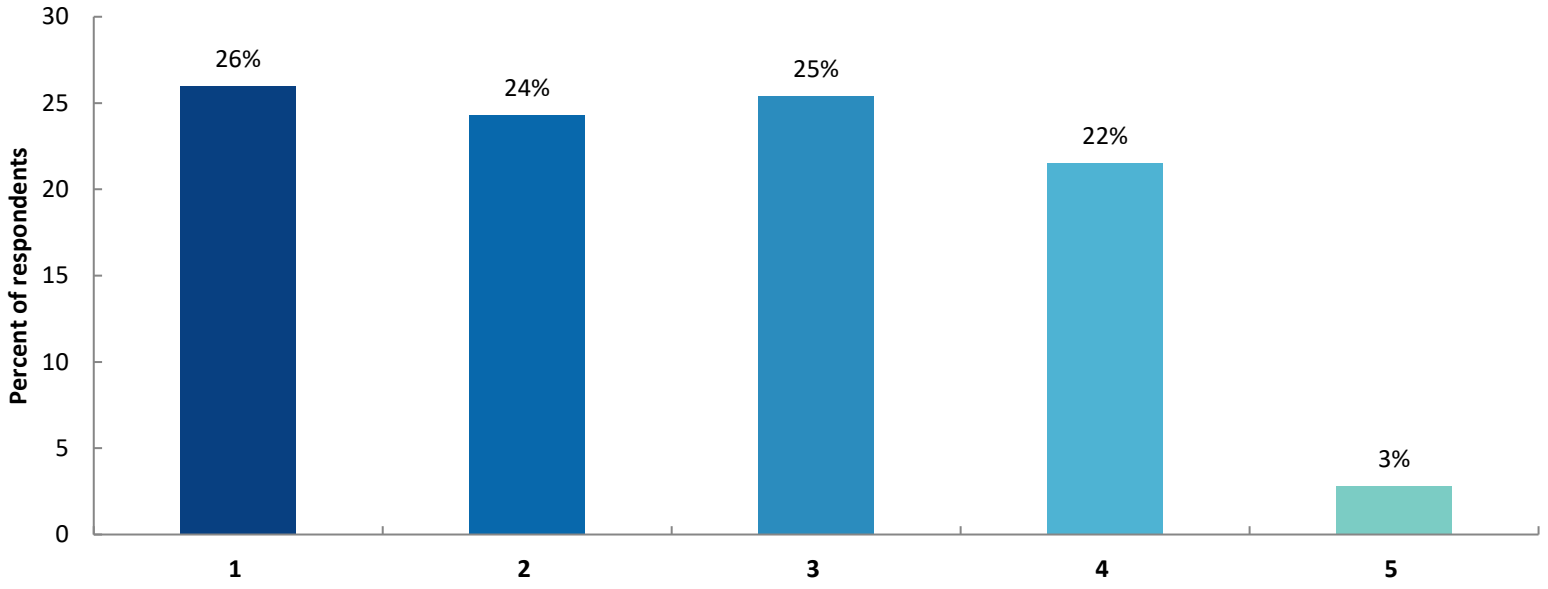
Participants asked to weigh in on:

- new and updated policies
- RTP investment priorities
- High Capacity Transit Strategy

Feedback on investment priorities

July 10 to August 7, 2023

How well does the mix of investments in the 2023 RTP project list align with your priorities?
(N=181 responses)

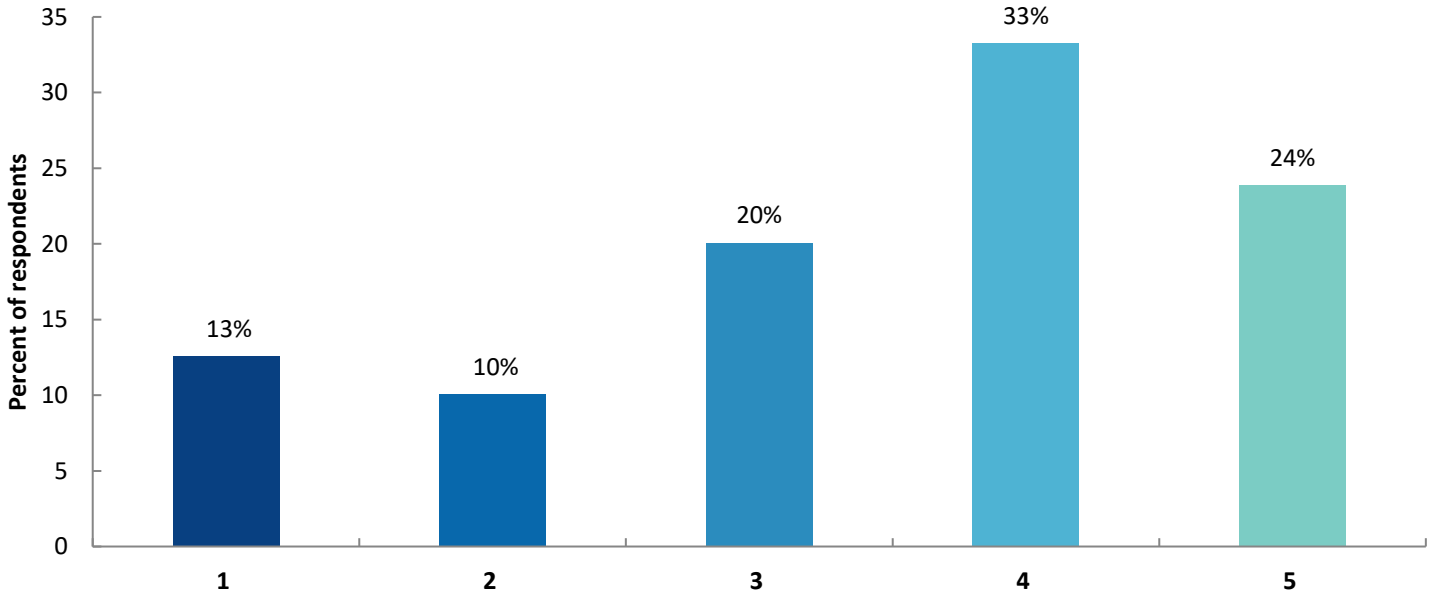


"1" indicates this mix does not align with my priorities and "5" indicates that this mix aligns with my priorities

Feedback on HCT priorities

July 10 to August 7, 2023

On a scale of 1 to 5, how well do you think the priorities for high capacity transit will improve travel in the greater Portland region? (N=159 responses)

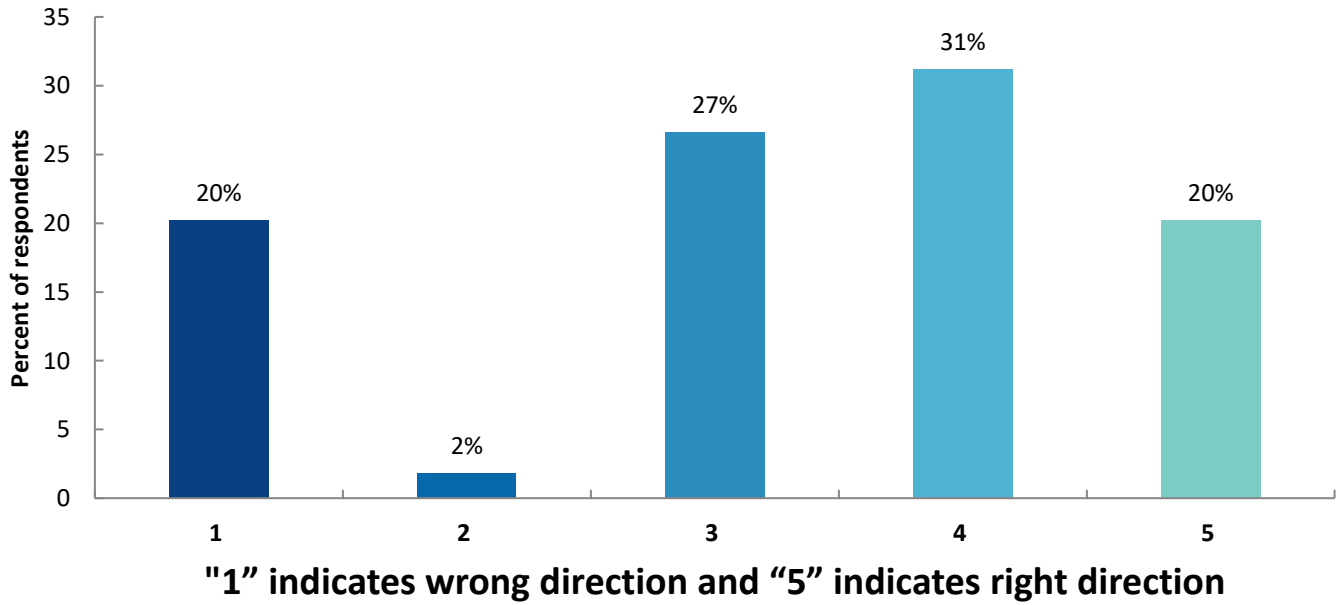


"1" indicates the priorities will make little to no improvement to travel in our region and "5" indicates the priorities will greatly improve…

Feedback on pricing policies

July 10 to August 7, 2023

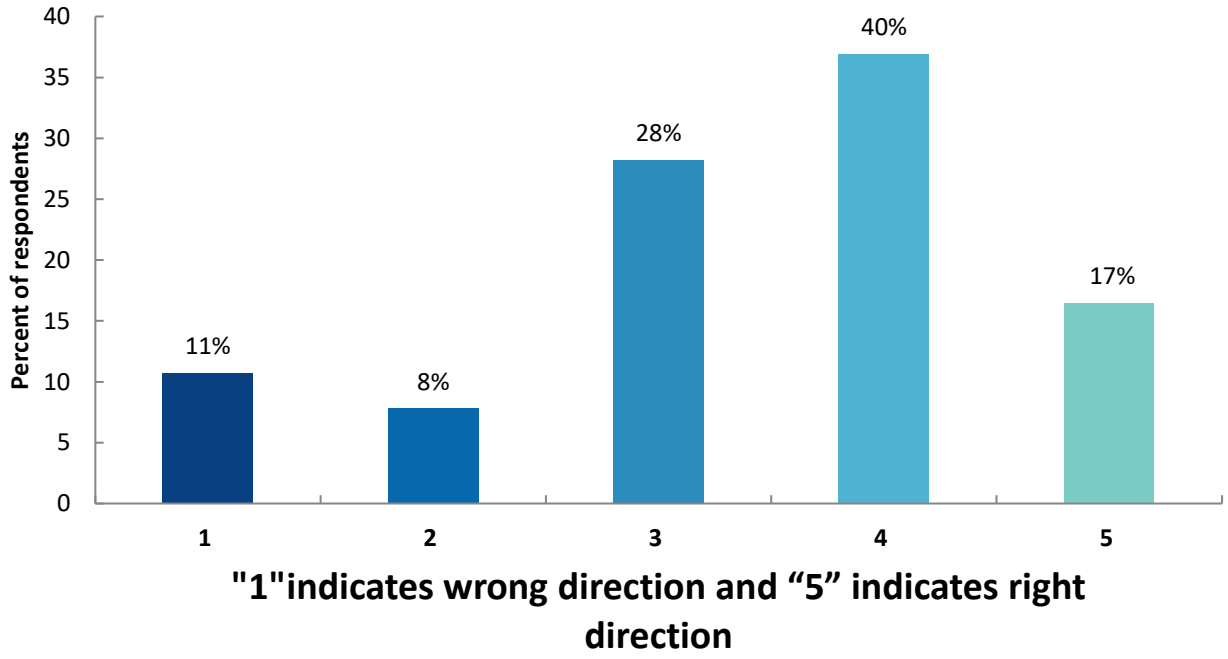
On a scale of 1 to 5, how well do you think the pricing policies guide the region's transportation system in the right direction? (N=109 responses)



Feedback on mobility policies

July 10 to August 7, 2023

On a scale of 1 to 5, how well do you think the mobility policies guide the region's transportation system in the right direction? (N=103 responses)



Next steps for finalizing the RTP and HCT strategy for adoption

- **August 17** Consultation with natural resource agencies
- **August 22** Consultation with federal, state and regional agencies
- **August 25** Public comment period ends
- **September to October** Regional advisory committees and Metro Council discuss public input and Metro staff recommendations on addressing public comments
- **September 28** Metro Council public hearing
- **October** MTAC and MPAC final action
- **November** TPAC, JPACT and Metro Council final action

Key dates for considering adoption

Questions?

Learn more about the Regional Transportation Plan at:

Metro

Kim Ellis, AICP
RTP Project Manager
kim.ellis@oregonmetro.gov

oregonmetro.gov/rtp

Draft Regional mobility policy for the 2023 RTP

TPAC • MTAC Workshop

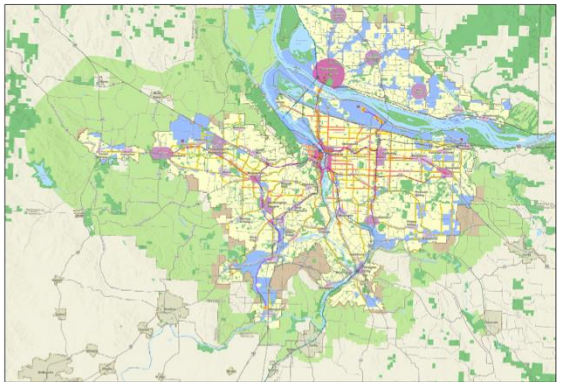
August 16, 2023

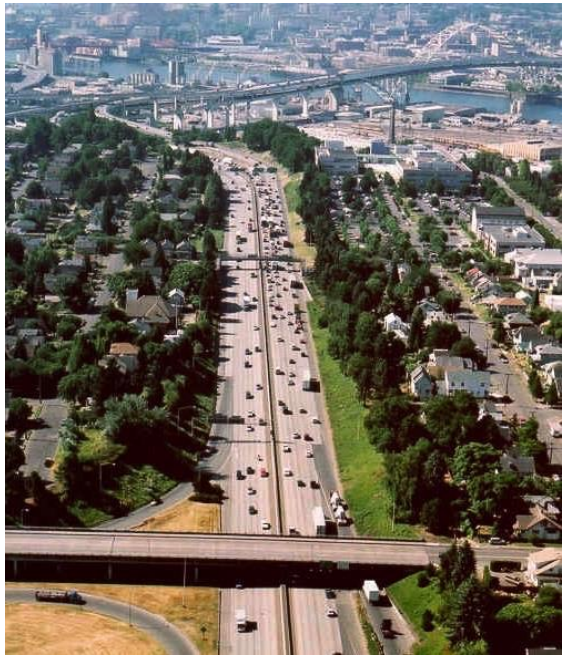
Kim Ellis, RTP Project Manager

Glen Bolen, ODOT Project Manager

Metro

Oregon Department of Transportation





A new vision and policies for mobility

- **Integrating land use and transportation** to support use of travel options and reduce the need to drive
- **Completing the region's multimodal networks** to provide a variety of travel options
- **Prioritizing equity, safety** and comfort of travelers
- Maintaining **reliability on the region's throughways**

Deep research, analysis, and extensive feedback shaped draft policy

2020

- Share research on current policy and measure
- Identify mobility policy elements
- Define universe of potential measures (more than 100)
- Seek feedback on criteria for evaluating and selecting measures

2021

- Develop vision for urban mobility
- Seek feedback on mobility policy elements and potential measures for testing in case studies (narrowed from 38 to 17 to 12 measures)

More than 600 participants 2020-22

2022

- Report case study findings
- Seek feedback on draft mobility policies, measures, targets and how/where to apply them
- Develop implementation plan
- Forward draft policy and measures to 2023 RTP update

Application of mobility policy and measures

System Planning

- Apply VMT/capita as target in planning
  - *RTP must meet target*
  - *Local TSPs cannot increase VMT/capita*
- Define the planned complete transportation system in planning
  - *RTP defines regional networks*
  - *Local TSPs define local/regional networks*
- Identify needs and potential solutions
- Set standards for plan amendments based on what the system plan is able to achieve

Plan Amendments

- Identify if there is a measurable change in performance compared to standard(s). *(Does amendment increase VMT/capita?)*
- If significant impact, **identify appropriate mitigations**. *(What projects need to be completed to reduce VMT/capita?)*

Planning for the Future

Regulating Plan Amendments

DRAFT mobility policies for the Portland region

Mobility Policy 1	Ensure that **land use decisions and investments in the transportation system enhance efficiency in how people and goods travel** to where they need to go.
Mobility Policy 2	**Provide people and businesses a variety of seamless and well-connected travel modes and services** that increase connectivity, travel choices and access to low carbon transportation options so that people and businesses can conveniently and affordably reach the goods, services, places and opportunities they need to thrive.
Mobility Policy 3	**Create a reliable transportation system** that people and businesses can count on to reach destinations in a predictable and reasonable amount of time.
Mobility Policy 4	**Prioritize the safety and comfort of travelers in all modes** when planning and implementing mobility solutions.
Mobility Policy 5	**Prioritize investments that ensure** that Black, Indigenous and people of color (BIPOC) community members, federally recognized tribes, and people with low incomes, youth, older adults, people living with disabilities and other **marginalized and underserved communities have equitable access** to safe, reliable, affordable, and convenient travel choices that connect to key destinations**.**
Mobility Policy 6	Use mobility **performance targets and thresholds** for system planning and evaluating the impacts of plan amendments including **Vehicle Miles Travelled (VMT) per capita** for home-based trips, VMT/employee for commute trips to/from work, **system completeness for all travel modes** and **travel speed reliability** on the throughways**.**

Source: Public Review Draft 2023 RTP Chapter 3 (Transportation System Policies to Achieve Our Vision)

DRAFT mobility policy performance measures and targets/thresholds

Outcome: Policy and measure establish compliance with state law (OAR 660-012, particularly Sections -0160, -0215)

- **Target:** 20% by 2035, 30% reduction by 2045, 35% reduction by 2050
- **Outcome:** Land Use and Transportation Efficiency

VMT/Capita

- **Target**: Complete the "planned" network and system
- **Outcome**: Complete multimodal networks

System Completeness

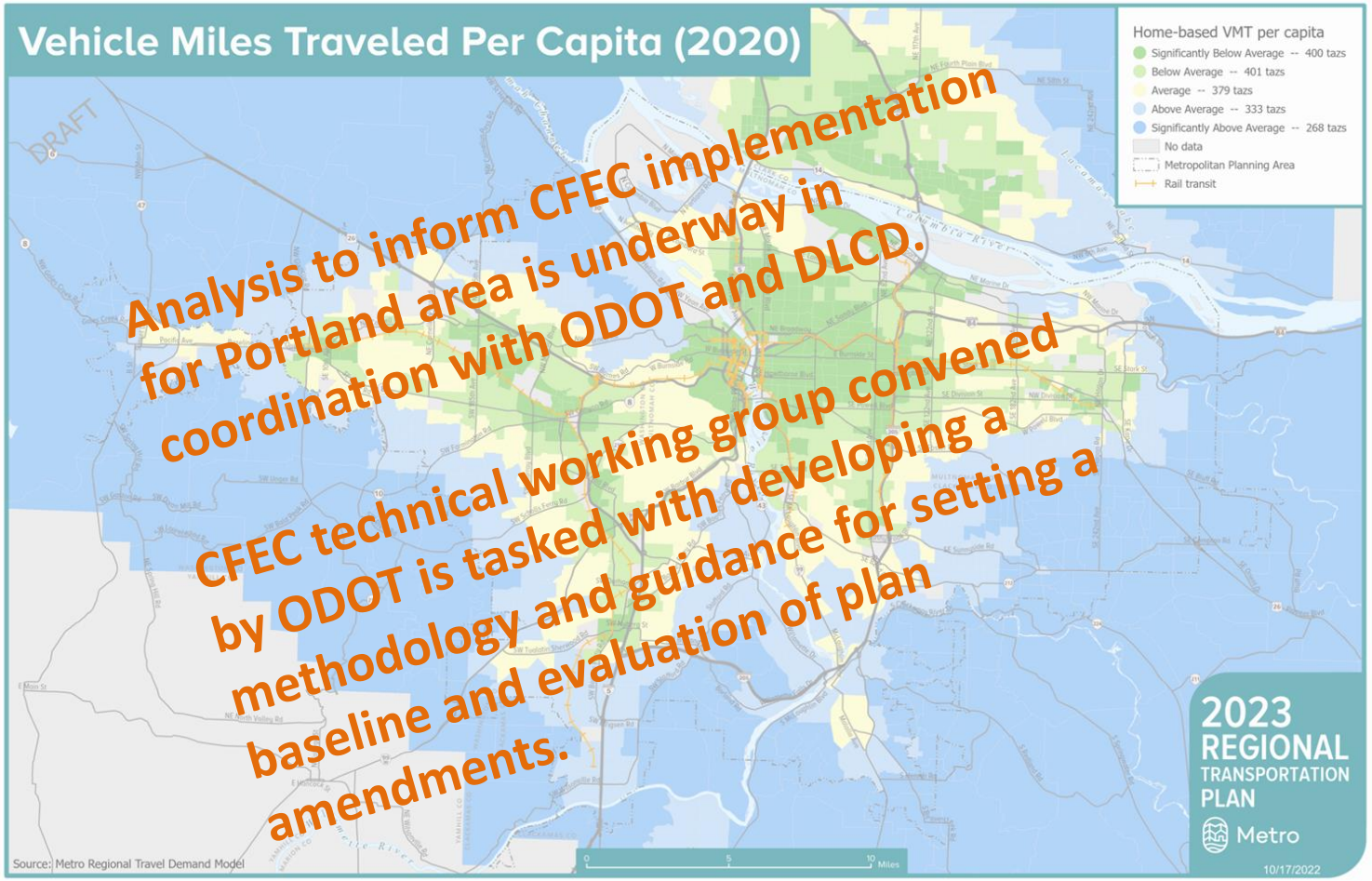
- **Threshold**: 4 or fewer hours per day that average throughway speeds drop below 35 or 20 MPH, varies by throughway
- **Outcome**: Reliable travel speeds for goods and services

Reliability of Throughways

Secondary measures used to identify needs and inform development of planned system.

Source: Public Review Draft 2023 RTP Chapter 3 (Transportation System Policies to Achieve Our Vision)

RTP must meet state VMT per capita target and will set future baseline



Source: Metro Travel Demand Model Data from 2018 RTP

RTP policies define system completion for the regional system for all modes

Metro

Regional Transportation Plan

The Regional Transportation Plan is a blueprint to guide investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The plan identifies current and future transportation needs, investments needed to meet those needs and what funds the region expects to have available to over the next 25 years.

Pedestrian
- Pedestrian Parkway
- Regional Pedestrian Corridor

Motor Vehicle
- Throughway
- Major Arterial
- Minor Arterial
- Arterial Outside UGB

Transit
- Light Rail Transit
- Commuter Rail
- Streetcar
- HCT In Progress
- Future HCT
- Intercity High Speed Rail
- Enhanced Transit Connector
- Frequent Bus
- Regional Bus
- Bus Service Outside MPA
- Major Bus Stop
- Transit Center
- Air Terminal
- Bus Station

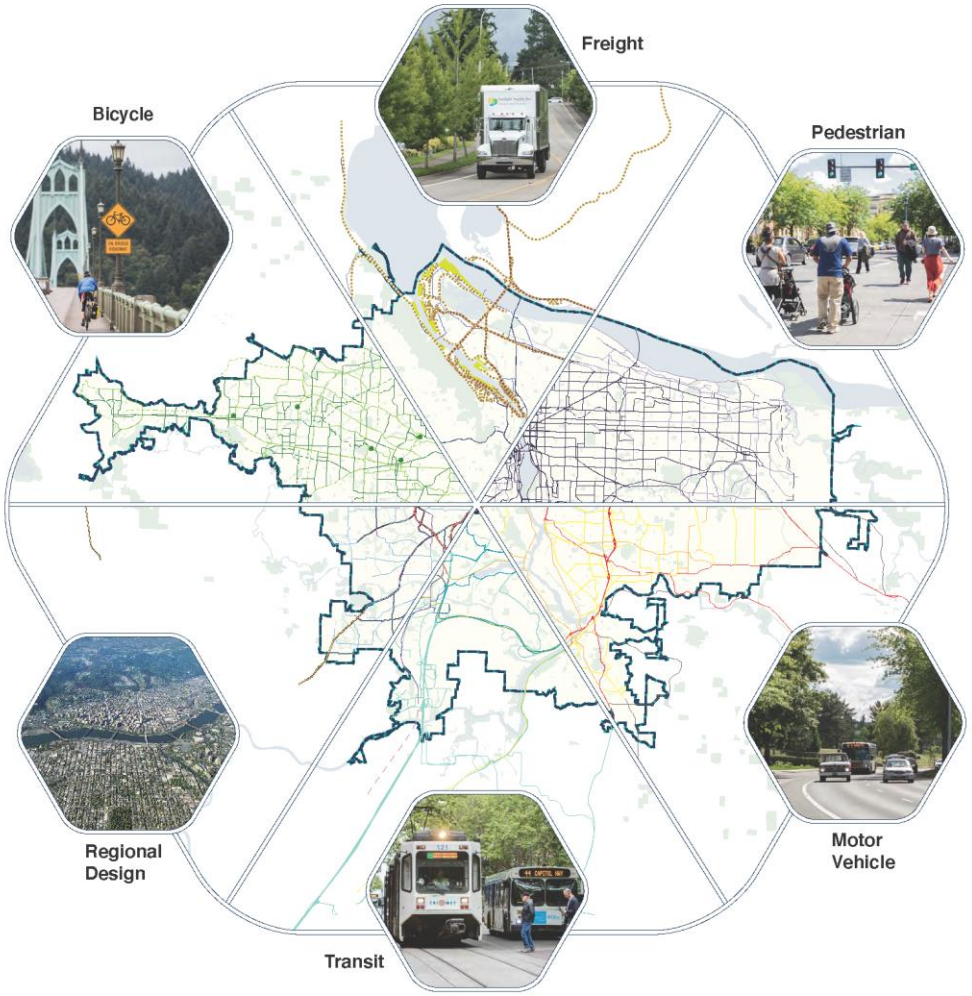
Regional Design
- Freeway
- Highway
- Regional Boulevard
- Regional Street
- Community Boulevard
- Community Street
- Industrial Street

Bicycle
- Bicycle Parkway
- Regional Bikeway
- Bike Transit Facility

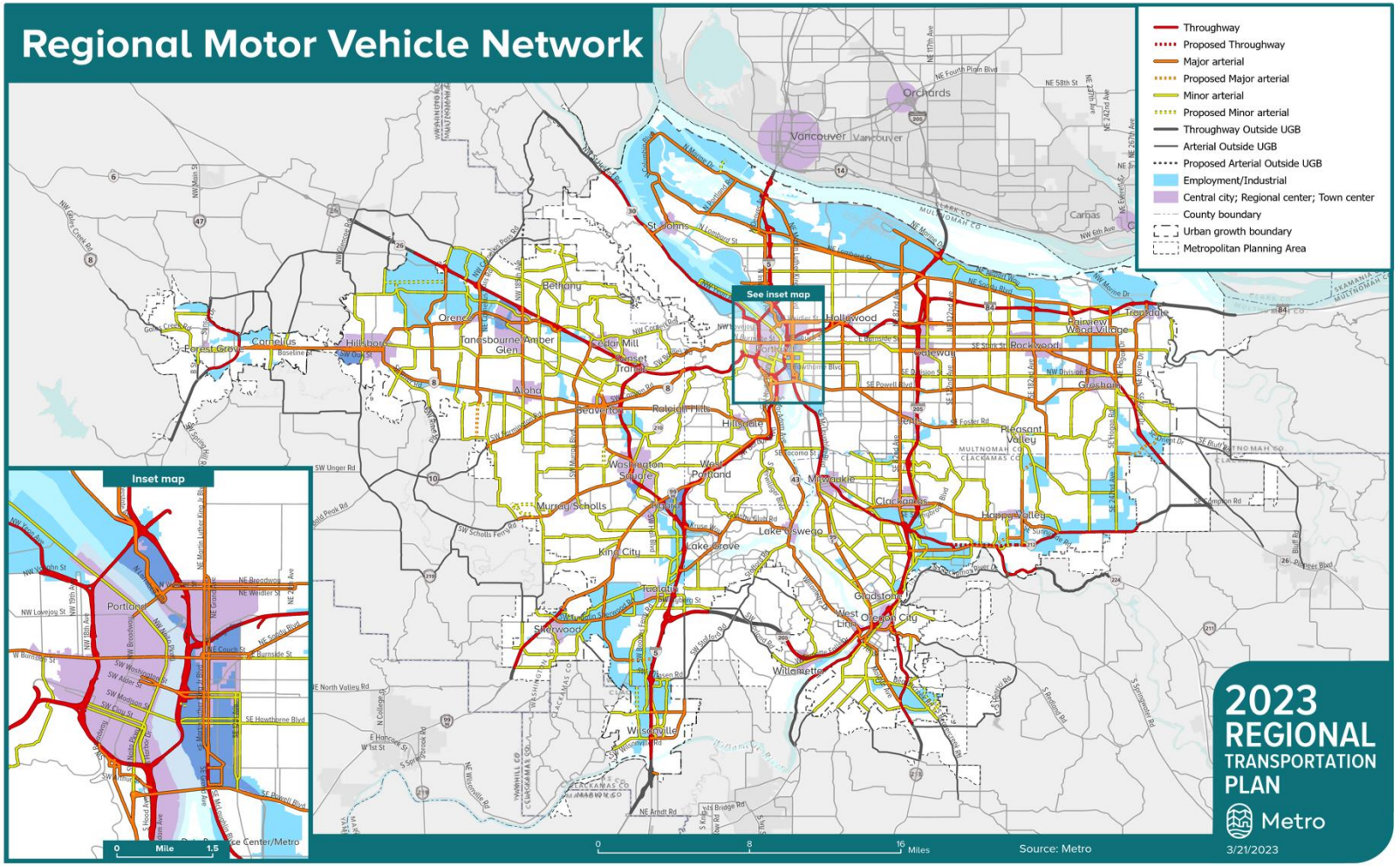
Freight
- Main Rail Lines
- Branch Rail Lines
- Main Roadway Routes
- Roadway Connectors
- Freight Routes Outside MPA Boundary
- Regional Intermodal Connectors
- Marine Facilities
- Rail Yards

- Metropolitan Planning Area

Dashed lines represent future plans and not specific alignments.
Bus route geometry is based on modeled networks and may not be geometrically accurate.



RTP policies designate throughways in the region



Source: Public Review Draft 2023 RTP Chapter 3 (Transportation System Policies to Achieve Our Vision)

DRAFT implementation action plan

Plan 2020-24

2020-22

- Develop draft regional mobility policy
- Develop draft implementation action plan

2023

- Test and refine draft policy in 2023 RTP update
- Develop TDM and TSMO guidance for system planning
- Adopt mobility policy in 2023 RTP (Fall '23)

We are here

2024

- Request OHP amendment to incorporate adopted policy [1]
- Amend regional transportation functional plan to implement policy
- Update state and regional system planning and plan amendment guidance [2]

Implement 2025 and beyond

2025 and beyond

- Develop data and tools
- Implement through local TSPs and comprehensive plans
- Update state and local standards, guidelines, procedures and best practices for system planning and plan amendments[2]

[1] The Oregon Highway Plan is undergoing an update in 2023-24.

[2] ODOT and DLCD are updating state guidelines, procedures and other tools in 2023-24 to support Climate-Friendly and Equitable Communities (CFEC) implementation.

Supports statewide policy and implementation

This policy intersects with statewide planning efforts underway.

This policy will support regional and local implementation of statewide policies.

Discussion

Questions or comments about the policy?

What additional information or future work is needed to support adoption of the mobility policy in the 2023 RTP?

What observations do you have about the updated throughway analysis in the packet?

Learn more at:

oregonmetro.gov/mobility

Metro

Oregon Department of Transportation

Thank you!

Kim Ellis, Metro

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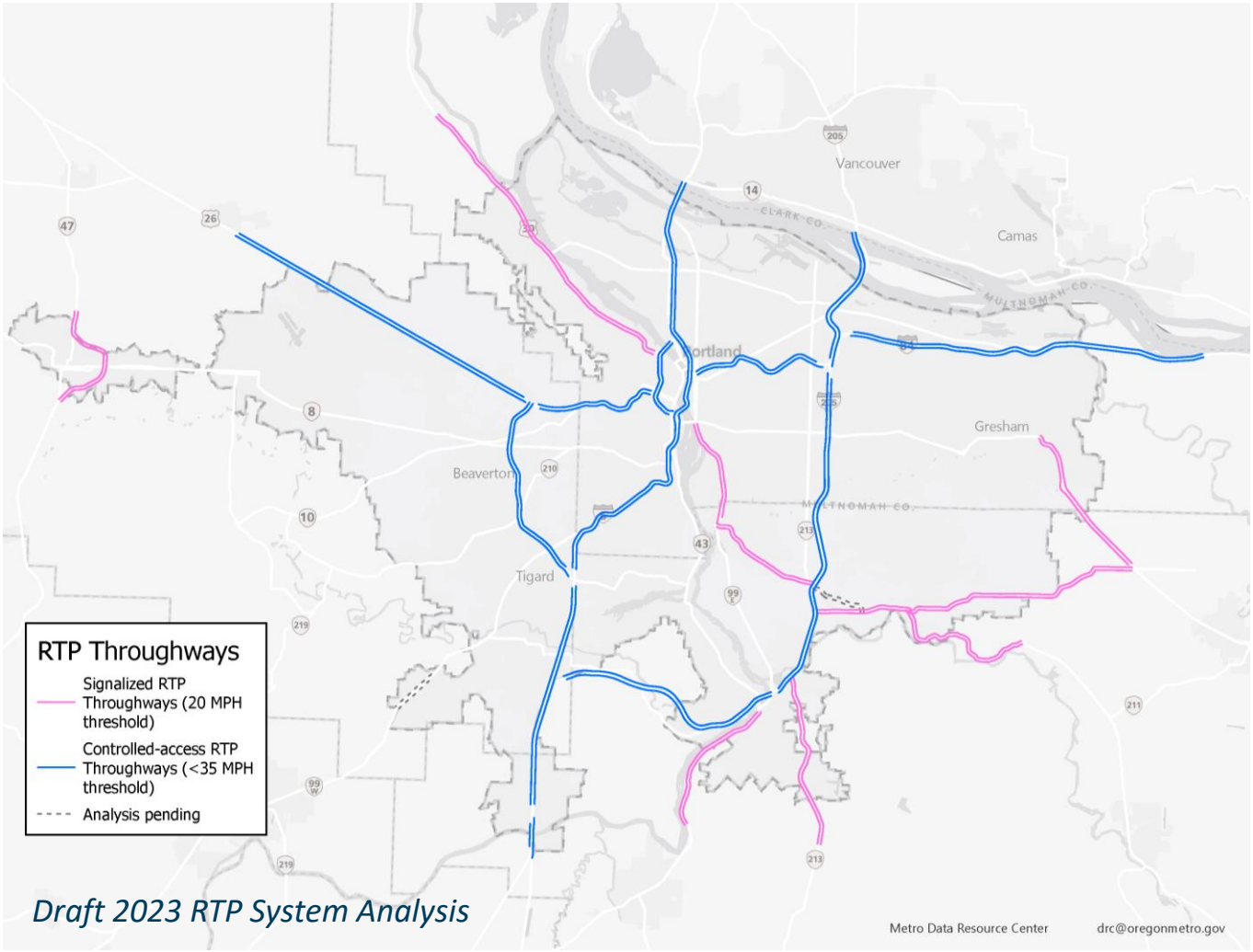
Glen Bolen, ODOT

Glen.A.BOLEN@odot.oregon.gov






Throughway segments evaluated in regional travel demand model

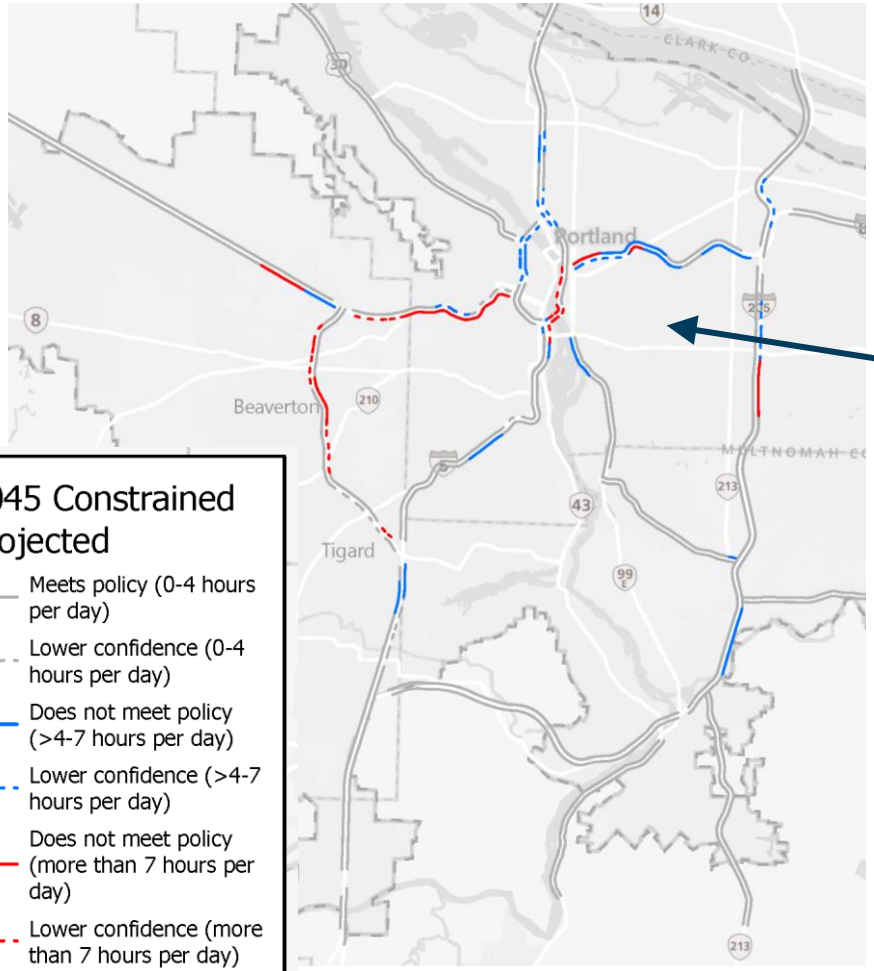


Draft 2023 RTP System Analysis

Additional work is needed on the signalized throughways (shown in pink):

- Methodology
- Revisit throughway classification for some facilities

Draft results of forecast methodology

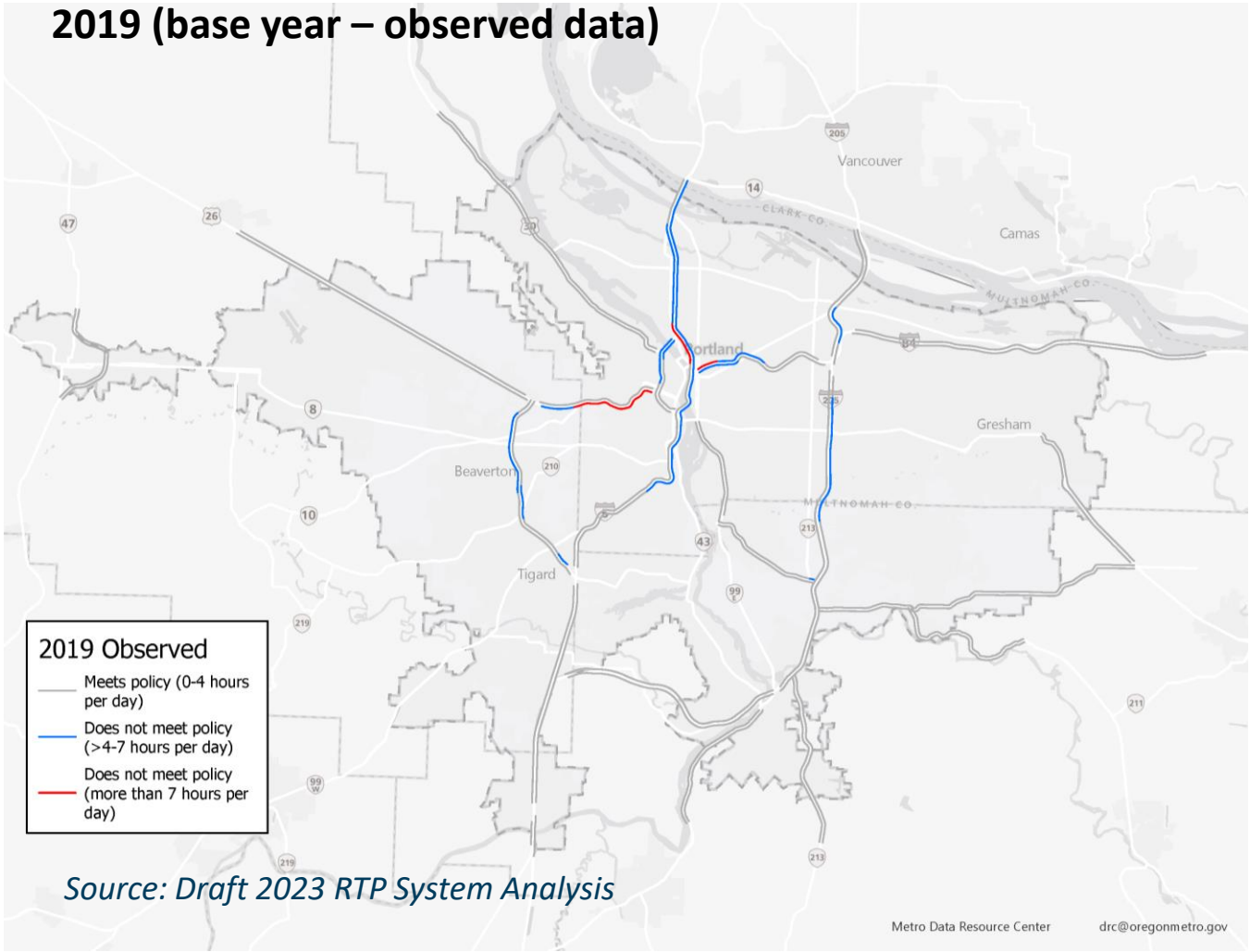


- All future year scenarios are built from adjusting Observed data with Model data

(Base Year Observed) + (Future Year Model – Base Year Model)

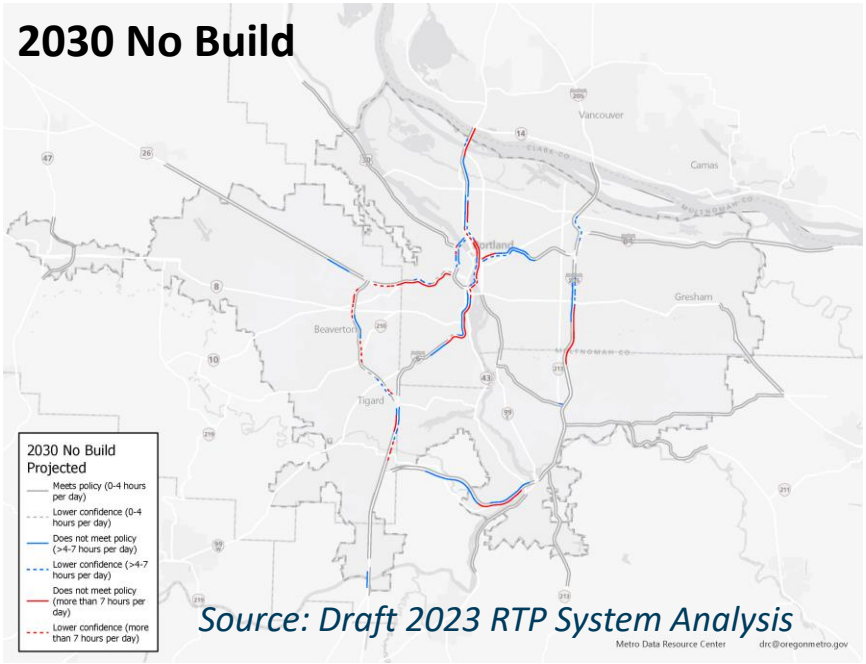
- Areas where Base Year Model deviates more than 4 hours from Observed Data is marked as *Lower Confidence*
- Shown as *Dashed Lines* on draft mobility policy maps

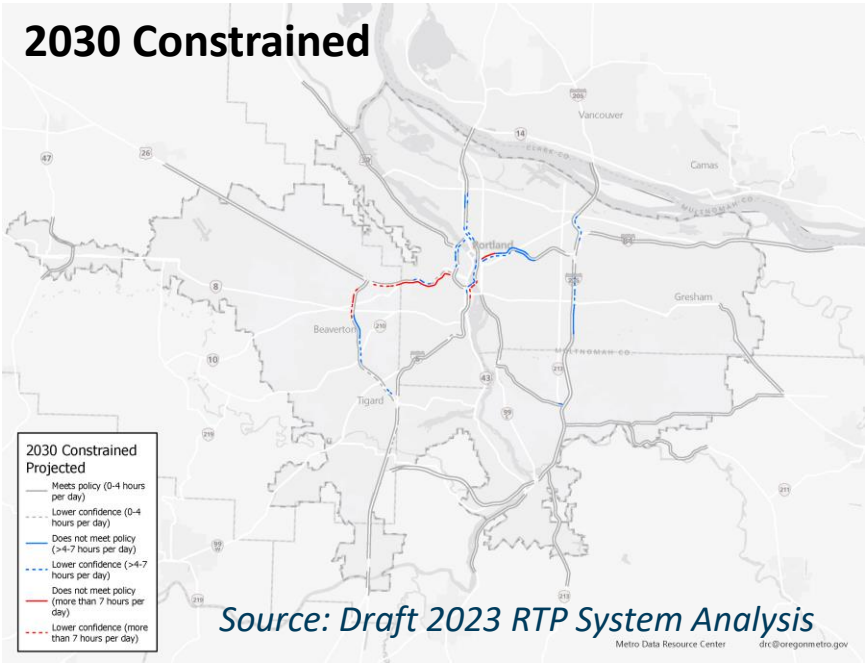
2019 (base year)



Source: Draft 2023 RTP System Analysis

2030 No Build and 2030 Constrained

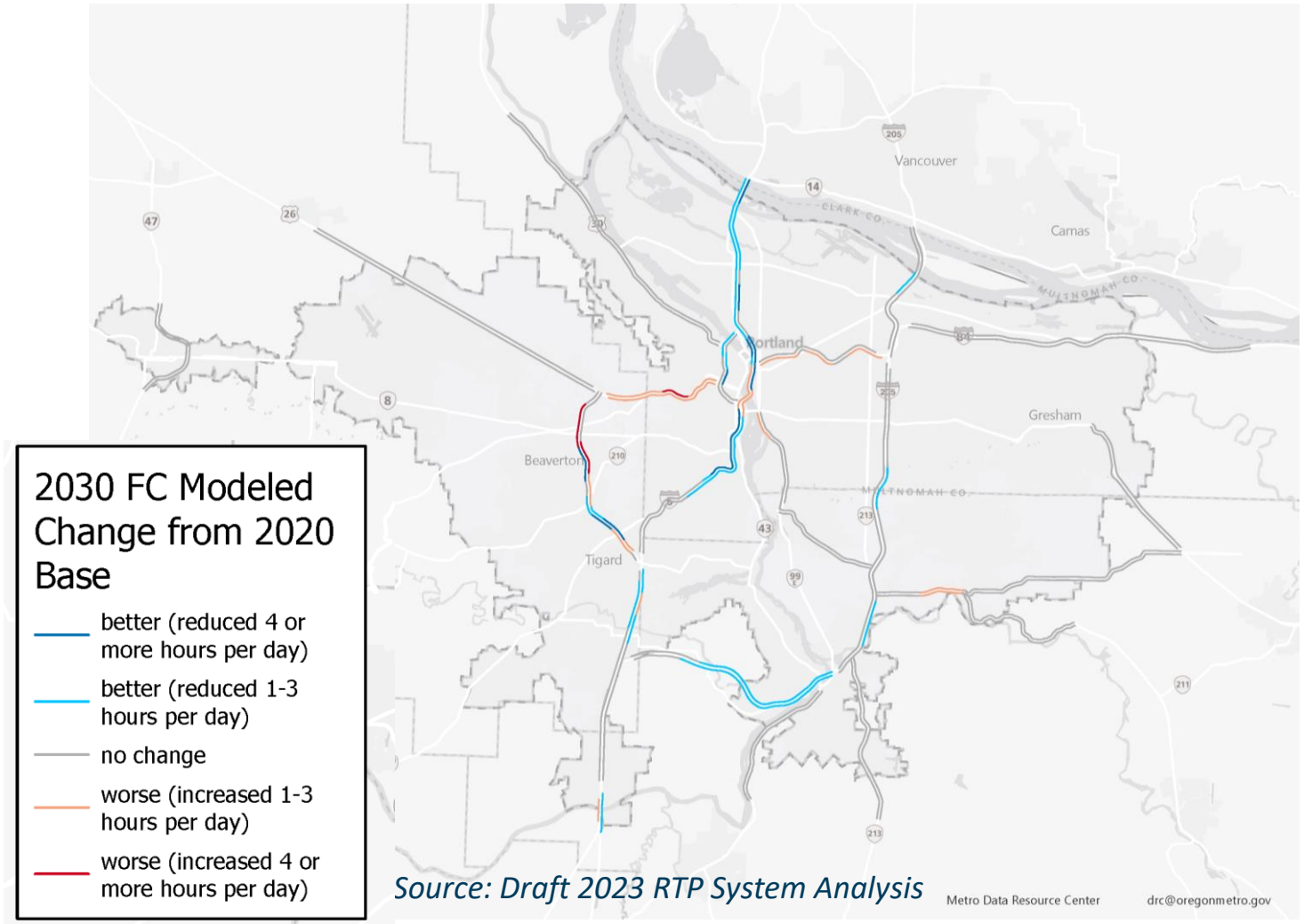




Major projects modeled in 2030 Constrained

I-5 Rose Quarter Project, pre-IBR Tolling, I-205/Abernethy, I-205 Toll Project and Widening, Regional Mobility Pricing Project, OR 224 widening, MAX Red Line Improvements, 82nd Avenue HCT and TV Highway HCT

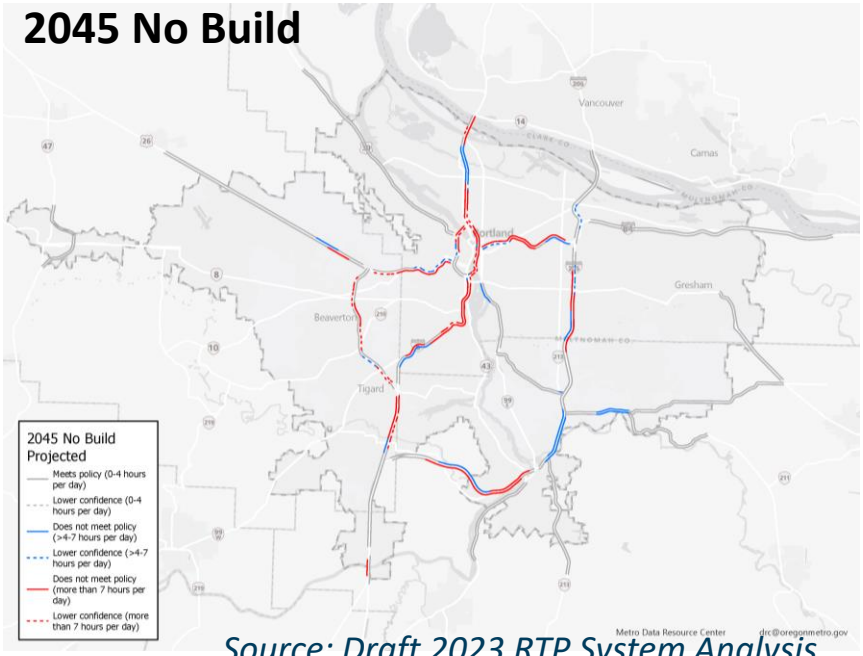
2030 Constrained (change from base year)



Source: Draft 2023 RTP System Analysis

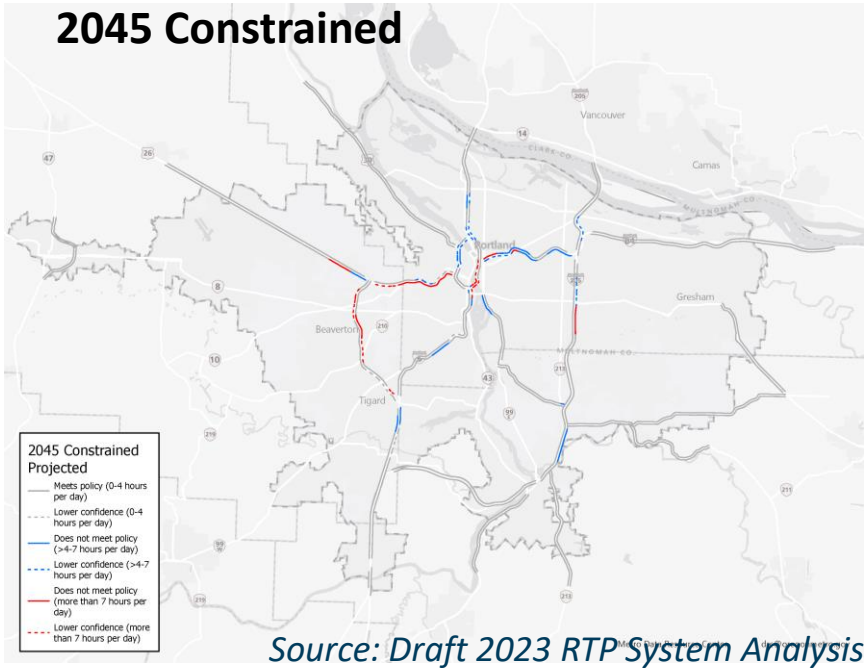
2045 No Build and 2045 Constrained

2045 No Build



Source: Draft 2023 RTP System Analysis

2045 Constrained

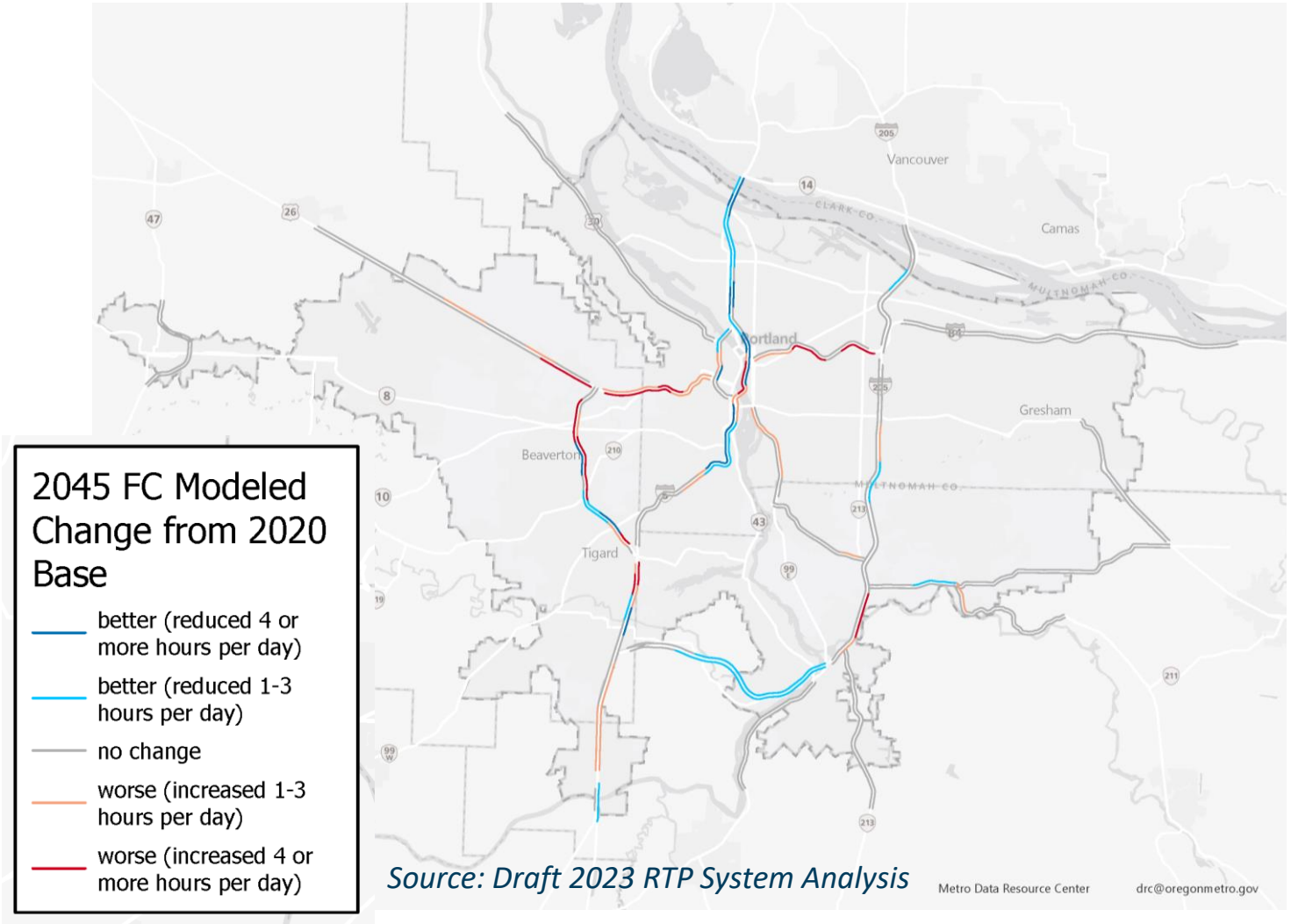


Source: Draft 2023 RTP System Analysis

Major projects modeled in 2045 Constrained

2030 Constrained, plus I-5 Interstate Bridge Replacement Program, Sunrise Project Ph. 2, I-5 NB and SB auxiliary lanes and SB truck climbing lane, I-5 NB and OR 217 braided ramps, I-5 Boone Bridge, Southwest Corridor LRT

2045 Constrained (change from base year)



Source: Draft 2023 RTP System Analysis