



Metro



2027-30

Metropolitan Transportation Improvement Program

Adoption Draft

Appendix V: Public Comment

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region. The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. This means JPACT approves MPO decisions and submits them to the Metro Council for adoption. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

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

About Metro

Metro is the regional government in greater Portland. Metro manages public services and regional systems that protect the environment, support the local economy and ensure every community can thrive.

Metro coordinates regional planning and funds new affordable homes and supportive housing services. It manages 19,000 acres of parks and natural areas and the region's garbage and recycling system. Metro also runs the Oregon Convention Center, Portland's Centers for the Arts, the Portland Expo Center and the Oregon Zoo.

Metro is led by a nonpartisan elected council. It serves 1.7 million people in 24 cities across Clackamas, Multnomah and Washington counties.

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2027-30 Metropolitan Transportation Improvement Program (MTIP) Public Comment Report

April 2026

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INTRODUCTION

This report summarizes the comments Metro received on the 2027-2030 Metropolitan Transportation Improvement Program public review draft through an online survey during the public comment opportunity from March 9 through April 9, 2026.

2027-30 Metropolitan Transportation Improvement Program overview

The Metropolitan Transportation Improvement Program (MTIP) is a federally required four-year financial document prepared by metropolitan planning organizations (MPOs) with the purpose:

- To track and manage federal transportation funds, ensuring that investments in highways, roads, transit, bicycle and pedestrian facilities do not overspend available monies
- To demonstrate how the four-year program of planned transportation investments advances the Regional Transportation Plan (RTP) goals and comply with federal regulations including, but not limited to fiscal constraints, performance-based planning, and public involvement.

The 2027-30 MTIP addresses federal fiscal years 2027 through 2030. The MTIP can be described as a transportation-specific, capital improvement program of federally funded projects and programs.

PUBLIC COMMENT OPPORTUNITY

Metro solicited public comment on the 2027-30 Metropolitan Improvement Program public review draft from March 9 through April 9, 2026.

People were invited to learn more about the 2027-30 MTIP via an online open house with the ability to respond to survey questions and submit comments. The online open house provided a high-level overview of the 2027-30 MTIP investment profile, allowing members of the public the opportunity to learn the main takeaways of the 2027-30 MTIP without needing to read the full technical document. Survey questions focused on the public's familiarity with the MTIP and the level of importance of different investment types represented in the 2027-30 MTIP portfolio.

Partners and public were encouraged to review the draft document and comment:

- In writing to Metro Planning, 600 NE Grand Ave., Portland, OR 97232 or transportation@oregonmetro.gov
- By phone at 503-797-1750 or TDD 503-797-1804
- In-person hearing held by Joint Policy Advisory Committee on Transportation (JPACT) on Thursday, March 19, 2026, virtually on Zoom.
- Through an [online comment survey](#)

Notice of the public comment period was provided through [Metro's opportunities website](#) and distributed in the following ways:

- Metro's interested persons email lists for the Transportation Policy Alternatives Committee, the Joint Policy Advisory Committee on Transportation and the Metro Technical Advisory Committee
- Metro's Planning Development & Research Department's email list of over 75 staff at community-based organizations
- [Newsletter](#) to Metro's Land Use and Transportation interested parties lists which have over 5,000 subscribers, which resulted in 963 people opened the email and there 77 unique link clicks
- Unpaid profile posts to Metro's [Instagram](#) and [Facebook](#) profiles with over 25,000 followers, which resulted in 2,209 unique viewers and 10 unique link clicks
- In person at the launch of Metro's [Future Vision Youth Commission](#)

See Attachment B: Notices and invitations to participate.

RESULTS OF ONLINE SURVEY AND PUBLIC COMMENT

The online open house saw 385 unique visitors and the online comment survey received responses from 33 participants. Two comments were received via email.

The summary below includes the results of the survey, including a synopsis of comments. Several comment themes emerged from the comments. These themes are captured below with specific bullets below each theme. However, the themes identified should not be extrapolated to represent the sentiment of the entire region as the

number of responses received from this public comment period is not a large enough or demographically representative sample. Attachment A includes the complete set of comments.

Key takeaways

- Most respondents have some level of familiarity with the MTIP or the MTIP development process. Respondents heard about the public comment period through their professional networks, emails lists via Metro, and being a participant in a community group that works with Metro.
- Maintenance and preservation investments received the greatest number of “very important” ratings amongst respondents. The largest share of investment in 2027-30 MTIP is maintenance and preservation at 55% of the overall amount of programmed funds.
- Investment in active transportation was the most common topic in the open-ended questions. Comments ranged from support for completing the active transportation network, for investing in infrastructure to encourage active transportation and for reducing vehicle emissions through active transportation.
- Additionally, there were several comments directed to specific projects, whether currently included in the 2027-30 MTIP or not..

MTIP investment profile survey results

The survey asked respondents if they were familiar with the MTIP before the release of the 2027-30 MTIP public review draft, how familiar they were with the MTIP process, and how important the varying investment types are to them. These types include capital projects, maintenance and preservation, operations, planning, transportation demand management (TDM) and transportation systems management and operations (TSMO). The question asked respondents to rate the level of importance for each investment type. The choices were as follows: “Not important (1)”, “A little important (2)”, “Somewhat important (3)”, “Important (4)”, and finally “Very important (5)”. Respondents were also asked an open-ended question for space to share additional comments regarding types of investments.

Question 1: Have you heard of the MTIP before today?

To start, participants responded to questions about their familiarity with the MTIP. Just over three-quarters of respondents, or 79 percent, stated that they had heard of the MTIP before today and 21 percent stated that they had not heard of the MTIP.

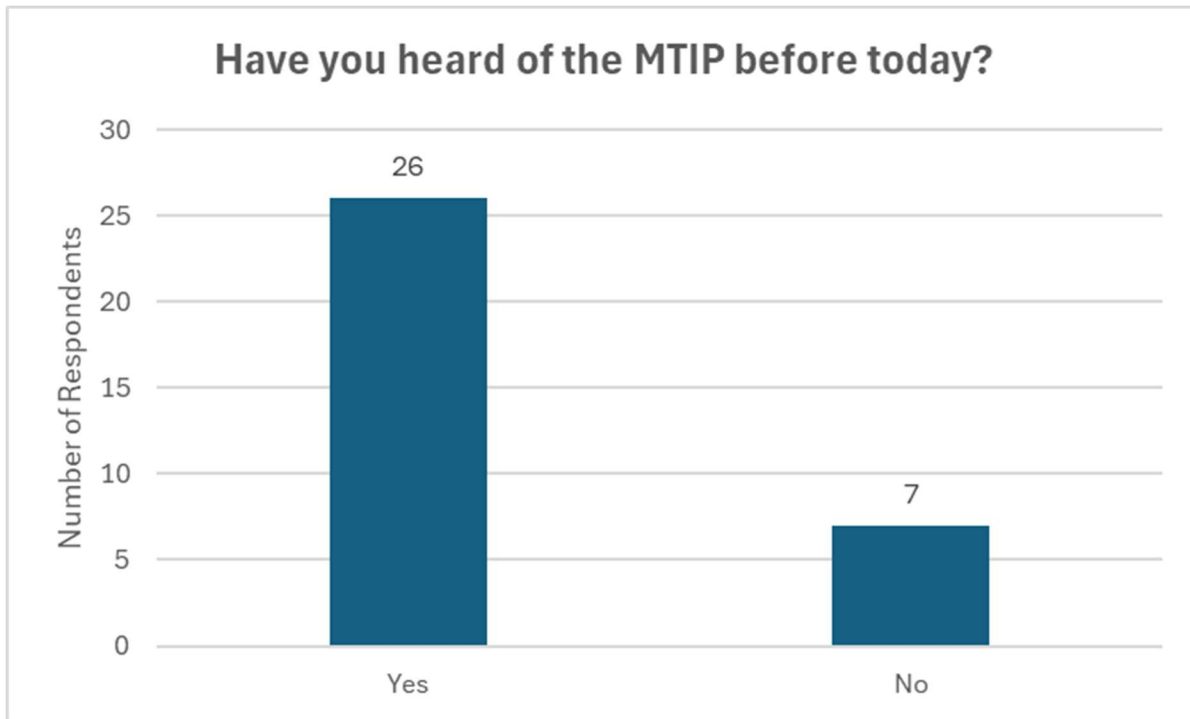


Figure 1: Responses to question 1: Have you heard of the MTIP before today?

Question 2: How familiar are you with the MTIP?

When asked to describe how familiar they are with the MTIP, 45 percent were somewhat familiar and 30% were a little familiar. Only one person stated that they were very familiar.

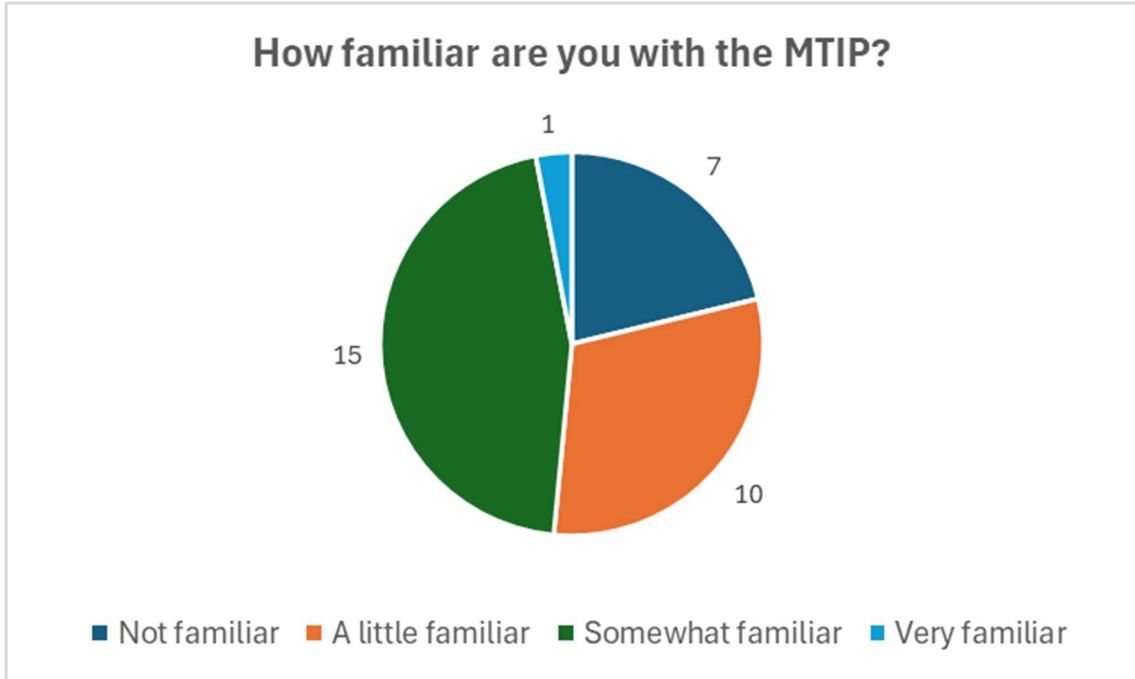


Figure 2: Responses to question 2: How familiar are you with the MTIP?

Question 3 (open-ended): Please tell us how you know about the MTIP?

Sample comments:

- *“I have heard about MTIP through attending WCCC meetings and through Washington County's CPO program.”*
- *“Our community has been learning about regional funding plans to better advocate for needed improvements.”*
- *“I'm the land use contact for my neighborhood association in the Cully neighborhood of Portland. MTIP is sometimes involved for transportation improvement project funding in our neighborhood.”*

Question 4: The significance of different types of transportation investments

This question asks respondents to rate the level of importance for each of the different types of transportation investments represented in the 2027-30 MTIP. Respondents were not limited to the level of importance for each investment type, meaning respondents could select very important for all the different transportation investment types.

Figure 3 shows how respondents ranked the importance of each transportation investment type.

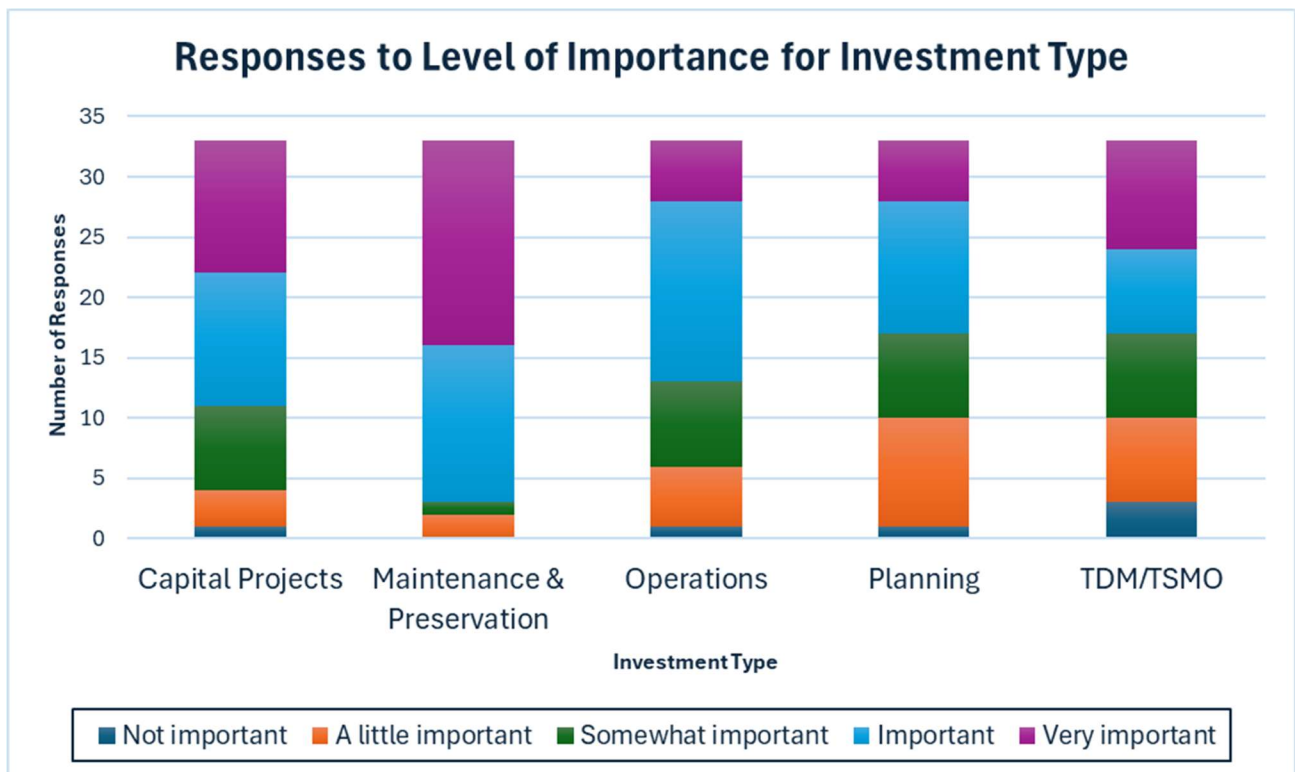


Figure 3: Transportation investment type importance

Table 1 shows a breakdown of how many times respondents chose the level of importance for each investment type.

Responses to Level of Importance for Investment Type					
	Not important	A little important	Somewhat important	Important	Very important
Capital Projects	1	3	7	11	11
Maintenance & Preservation	0	2	1	13	17
Operations	1	5	7	15	5
Planning	1	9	7	11	5
TDM/TSMO	3	7	7	7	9

Table 1: Breakdown of responses to level of importance of investment type from question 4

Question 5: Additional feedback on the 2027-30 MTIP investment profile

Participants were offered an optional opportunity to provide feedback about the 2027-30 MTIP public review draft investment profile through an open-ended question.

A total of 21 participants provided additional comments. Comment themes are described below, and all comments in full can be found in Attachment A to this document.

Theme 1: Support for active transportation: Several comments expressed support for completing active transportation networks and investing in active transportation infrastructure to make it both safe and easier to use. A couple of comments expressed support for having active transportation facilities separated from the main vehicle corridors and adjacent to those busier streets with vehicular traffic.

“Spending \$ on piecemeal projects will NOT encourage users to walk/bike/use public transportation when it's not available. Not every street needs the gold standard. Create separate corridors (north/south & east/west) for bike/ped and auto/bus.”

“We keep talking about boosting active transportation mode share but then allocate much of our limited funding to relieving congestion. How will we ever convince folks to reduce driving while we strive to make driving wonderful?”

“It is critical to build infrastructure that makes cycling and walking easier and safer to encourage these behaviors. This reduces cars on the roadways which also contributes to improved safety.”

“Prioritize sidewalk and lighting projects in areas that lack them, rather than installing expensive bike lanes (esp. 4th Ave) in downtown areas that already have reasonably good infrastructure.”

“I’m very happy to see 57th Ave/Cully Blvd ped/bike upgrades! We have a lot of demand for safer transportation at our Cully neighborhood association meetings, and I look forward to using the new infrastructure someday.”

Theme 2: Support for roadway and highway investments aimed at easing congestion and improving vehicular mobility: Several comments referred to the Metro region having a car culture and that investments should be made to improve vehicular mobility and reduce traffic congestion. Some comments suggested investing more in roadways and highways, and that smoothing traffic would make for shorter delays, reduce emissions, and decrease costs.

“Repeatedly residents prefer personal vehicles for transportation around the metro area.”

“People are not going to stop driving cars, Hopefully they will get smaller in future, more motorbikes, jitneys, micro-cars.”

“Smoothing the traffic flow to make for shorter delays decreases costs for consumers and businesses and reduces pollution as well as decreases travel time. Stop trying to turn this into Amsterdam where bikes and public transport are the norms. We were raised as an auto society; they weren’t. They accept the limitations imposed by limits on transportation because it’s been present all their lives.”

“We need are [sic] roads development to be in front of the growth not behind it.”

Theme 3: Support for transit investments: Comments around supporting investment in transit included improving frequency of transit vehicles, creating a convenient experience, and encouraging more users to take public transit. One commenter acknowledged how upsetting TriMet’s recent budget gaps have been and will impact transit ridership.

“TriMet’s recent budget fall and service cuts are upsetting, especially when Portland is upheld as such a transit friendly place. It’s important that taking public transit is a convenient experience to encourage people to take it when possible.”

“Invest more in public transit to improve the experience and increase frequency.”

“For the questions on capital projects and TDM, my response is “very important” for transit, walking, and bicycling and “not important” for vehicular travel.”

Theme 4: Support for investments in maintenance and preservation: Several comments around investing in and fixing the current transportation systems before any additional capital or capacity projects are built.

“My priorities would be strengthening and preserving existing infrastructure.”

“Fix what exists.....go slow on expensive new programs. Metro is a big tax burden as it is.”

“No more bike lanes and special bus line projects until we fix our basics.”

Theme 5: Support for efficiency in the existing transportation system and investments in Transportation System Management & Operations (TSMO): A few comments were made about ensuring the existing transportation system is managed better without having to expand highway or roadway capacity and to improve the efficiency of the current system. Some responses made additional suggestions about balancing the regional transportation investment across counties and investment types, recalibrating transportation investments by collecting more data about people’s travel behavior and reasons for their choices and being more strategic than administrative.

“Maintain and improve the efficiency of existing highways - stop road widening projects”

“By trying to achieve too much, the plan risks achieving nothing at scale...We must establish a higher numerical threshold for the quantity of people served for a project to qualify for regional funding. This ensures that taxpayer dollars are invested in high-leverage infrastructure rather than spreading the peanut butter too thin across too many jurisdictions.”

“Don't let perfect be the enemy of good. Be practical when it comes to setting new design standards. Cost of infrastructure improvements is one of the biggest barriers to new development.”

“We need to understand what's driving these changes beyond fewer commuters in our new age of remote work. Instead of throwing more money at the transit in particular, we need to have a deep understanding about why people are choosing not to take transit, walk, or ride a bike.”

Additional comment topics

Respondents shared other feedback that was different from the above themes in the investment profile open-ended responses and the final question of the online survey, which provided an optional opportunity for participants to submit any further comments. Thirteen of the online survey participants submitted responses for the final open-ended question. Two emails were submitted for public comment. The following summarizes the additional topics that emerged.

Project specific feedback: Whether the 2027-30 MTIP included the project or not, respondents provided feedback on different transportation projects throughout the region. Many focused on individual projects and their local impact and some comments pointed out how the budget of larger road, highway, and bridge projects will impact the region’s overall investment profile.

Various ODOT interstate, highway, and bridge projects received the most project-specific feedback. Comments raised concerns about insufficient funding and large budgets stretching the region’s capacity to invest in other needed transportation projects. Respondents also shared support for the Boone Bridge seismic upgrades and a walking-biking pathway. Beyond ODOT projects, other comments mention support for the Boone Bridge seismic upgrades and bike/walking pathway over the Willamette, a critique of the Sunrise Corridor project, and praise for the Trolley Trail Bridge Project and the Cascadia High Speed Rail project.

“The Trolley Trail Bridge project sounds fantastic for recreation and low-car transportation. Please plan more projects like that. I'm happy to see bike and pedestrian investments in Gresham and East Portland, since many corridors are poorly served.”

“We could start by stopping wasteful ODOT freeway expansion projects at Rose Quarter and Columbia River bridge. By signing up for these projects as proposed, they'll be sucking up billions for decades.”

“The Boone Bridge seismic upgrades and bike/walking pathway over the Willamette River would do triple duty, protecting supply routes after the impending Cascadia Mega-quake, connecting non-car transportation routes, and improving and I-5 traffic flow in the South Metro region.”

Other topics:

- The MTIP showing and distinguishing between the total investment in the region and the federal investments
- Improving safety and failure to meet Vision Zero goals
- Electric vehicle charging and revenue that comes from weight per mile on electric vehicles
- Planting trees and more investment in projects that reduce carbon emissions
- Maintenance backlogs
- Southwest Portland requiring more investment
- Support for equity and a call to refine the criteria for greater impact
- Opposition to high-speed rail investments
- Support for regional transit network to complete transit loop
- Demand management and funding through tolling
- Revision of the Regional Transportation Plan vision statement

“I’d like to see a plan for increasing EV infrastructure, especially for multi-family housing. Another subject by why not a weight-mile tax for EVs and cars and trucks like we do freight?”

“Please include street trees, both at the side of the road and in middle of divided roads in future road projects.”

“True equity is not just about where people live, but where they can go. The Proposal: We need to center our equity focus on economic mobility. The MTIP should prioritize transit access to life-changing wage jobs. Connecting underserved residents to major industrial and job centers is a

more powerful tool for equity than localized infrastructure improvements."

"Highway investments that improve safety are important to me. Highway expansions or projects that increase the volume of cars traveling on a highway are not important to me unless they somehow reduce overall vehicle miles traveled or otherwise reduce car dependency."

"I am totally opposed to the 212/224 Sunrise Corridor proposal because it spends a lot of money but will not fix the problem."

"Seismic upgrades (and adding a dedicated walking/biking path) to the Boones Bridge should be the absolute #1 priority in the South Metro region."

"So, STOP narrowing the heavy traffic streets! The most idiotic examples are the 82nd St project underway, and the most foolish of all- the 60th street re-do just North of I-84 (Banfield) where the project took months and resulted in a strange narrow/ then wide sidewalk on both sides of the street and reduced parking for residents."

"While pedestrian investments are prioritized, our SW Portland community was sorry that the portion of the Regional Red Electric Trail proposed by the City of Portland for RFFA was not approved last year. Somehow this Regional trail needs to be a higher priority as it will provide a safe walking and biking corridor."

Survey respondent demographics

As part of the 2027-2030 MTIP online comment survey, participants were asked a series of demographic questions to help Metro better understand who participates in Metro led processes and identify future areas of public engagement needs. Responses to the demographic questions were optional. Most respondents were white, male, older, and higher income.

Complete demographic responses are included in the survey results in Attachment A to this report.

ATTACHMENT A: ONLINE SURVEY AND COMMENT RESULTS

Appendix A: Survey Questions & Responses

Introduction text:

Thank you for your interest in the 2027-30 MTIP. The public review draft of the 2027-30 MTIP is open for comment and regional decision-makers would like to know your opinion. The 2027-30 MTIP tracks and manages federal transportation funds and monitors progress in advancing regional transportation goals.

The following short survey asks questions regarding transportation priorities. Additionally, you'll be able to provide any comments you have on the 27-30 MTIP. Survey results and comments will be documented in the adopted 2027-30 MTIP. Thank you for your time and perspective!

Question 1: Have you heard of the MTIP before today? [*Required*]

Response	Count of responses
No	7
Yes	26

Total responses: 33

Question 2: How familiar were you with it? [*Required, only asked if Question 1 response is 'Yes'*]

Response	Count of responses
A little familiar	10
Somewhat familiar	15
Very familiar	1

Total responses: 26

Question 3: Please tell us how you know about the MTIP. [*Required, 200 character limit, only asked if Question 1 response is 'Yes'*]

Response Number	Response Text
1	email
2	Emailed a notice to me
3	Filled out previous surveys; read the neighborhood association newsletter
4	From following Metro.
5	have participated as a citizen in planning committees
6	I have heard about MTIP through attending WCCC meetings and through Washington County's CPO program.
7	I read about it earlier on the Metro webpage.
8	I served on the transportation committee in the legislature
9	I was a transportation planner for ODOT and Metro. MURP
10	I'm the land use contact for my neighborhood association in the Cully neighborhood of Portland. MTIP is sometimes involved for transportation improvement project funding in our neighborhood.
11	It is the Portland metropolitan area transportation planning document.
12	It's a plan. It's probably unfunded.
13	I've worked in regional planning in the metro area.
14	My spouse.
15	Our community has been learning about regional funding plans to better advocate for needed improvements.
16	Previous recipient of RFFP and STIP funds.

Response Number	Response Text
17	Reading news online. Weird that you put no before yes in the survey.
18	Recommend how fed funds should be spent, set projects and anticipated costs.
19	That it exists
20	This will be my second survey.
21	Through unite oregon
22	Through work
23	Transportation - Local Government
24	Transportation funding available to the region through Metro.
25	we are just on the outside edge of the boundary. We have only heard about proposed projects on the southeast edge
26	work with a public agency that has public safety as one of its mission objectives

Total responses: 26

Question 4: How important to you are the following types of investments in the MTIP? [*Required*]

Capital projects: Funding for design and construction of highway, roadway and transit projects, as well as active transportation projects which build infrastructure for walking and biking.

Maintenance and preservation: Projects that maintain the existing transportation system, including transit asset management, pavement preservation, interstate maintenance, and bridge repair.

Operations: Funding from the Federal Transit Administration for transit services for people 65 and older and people with disabilities.

Planning: Funding for regional planning efforts including corridor planning, freight and economic development planning, and Metropolitan Planning Organization functions and required activities.

Transportation Demand Management and System Management: Funding for programs, grants, and technical assistance to increase walking, biking, ride sharing, telecommuting and public transit use, as well as projects that implement technology to relieve congestion, optimize infrastructure investments, improve safety, and reduce carbon dioxide emissions.

Response options:

- Not important
- A little important
- Somewhat important
- Important
- Very important

Investment Type	Number of Responses				
	<i>Not important</i>	<i>A little important</i>	<i>Somewhat important</i>	<i>Important</i>	<i>Very important</i>
Capital Projects	1	3	7	11	11
Maintenance & Preservation	0	2	1	13	17
Operations	1	5	7	15	5
Planning	1	9	7	11	5
Transportation Demand & System Management	3	7	7	7	9

Total responses: 33

Question 5: Is there anything else you'd like to share regarding the types of investments? [*Optional, 500 character limit*]

Response Number	Response Text
1	CIP's that do not create complete streets are not good investments. If you want to achieve increased users, the existing infrastructure needs to create complete routes to/from high concentration of users (jobs/commercial/housing). Spending \$ on piecemeal projects will NOT encourage users to walk/bike/use public transportation when it's not available. Not every street needs the gold standard. Create separate corridors (north/south & east/west) for bike/ped and auto/bus. Utilize existing streets.
2	Fix what exists.....go slow on expensive new programs. Metro is a big tax burden as it is.

Response Number	Response Text
3	Highway investments that improve safety are important to me. Highway expansions or projects that increase the volume of cars traveling on a highway are not important to me unless they somehow reduce overall vehicle miles traveled or otherwise reduce car dependency.
4	I don't feel that planning and spending for high speed transit is a wise investment. Repeatedly residents prefer personal vehicles for transportation around the metro area.
5	I would like to see more notification. I am totally opposed to the 212/224 Sunrise Corridor proposal because it spends a lot of money but will not fix the problem. I retired from 56 years of building roads and bridge projects. I drive on that section of road daily. The project completely misses the mark. It will not solve the back up of traffic. The problem is to the east of the 212/224 intersection. 4 lanes to 2 lanes. Damascus and Carver will be bottle necks.
6	I'd like to see a plan for increasing EV infrastructure especially for multi-family housing. Another subject by why not a weight-mile tax for EVs and cars and trucks like we do freight?
7	Invest in projects that reduce carbon emissions and discourage single occupancy vehicles.
8	It is critical to build infrastructure that makes cycling and walking easier and safer to encourage these behaviors. This reduces cars on the roadways which also contributes to improved safety.
9	Maintain and improve the efficiency of existing highways - stop road widening projects. Invest more in public transit to improve the experience and increase frequency. Stop trying to put bike lanes on major arteries in Portland; use the side streets. Prioritize sidewalk and lighting projects in areas that lack them, rather than installing expensive bike lanes (esp. 4th Ave) in downtown areas that already have reasonably good infrastructure.

Response Number	Response Text
10	My priorities would be strengthening and preserving existing infrastructure.
11	No more bike lanes and special bus line projects until we fix our basics.
12	<p>People are not going to stop driving cars, Hopefully they will get smaller in future, more motorbikes, jitneys, micro-cars. So, STOP narrowing the heavy traffic streets!</p> <p>The most idiotic examples are the 82nd st project underway, and the most foolish of all- The 60th street re-do just North of I-84 (Banfield) where the project took months and resulted in a strange narrow/ then wide sidewalk on both sides of the street and reduced parking for residents. An utter nightmare for drivers no</p>
13	Please include street trees, both at the side of the road and in middle of divided roads in future road projects.
14	Seismic upgrades (and adding a dedicated walking/biking path) to the Boones Bridge should be the absolute #1 priority in the South Metro region.
15	Smoothing the traffic flow to make for shorter delays decreases costs for consumers and businesses and reduces pollution as well as decreases travel time.. Stop trying to turn this into Amsterdam where bikes and public transport are the norms. We were raised as an auto society; they weren't. They accept the limitations imposed by limits on transportation because it's been present all their lives.
16	Spend the money on roads and sidewalks, which is how the vast majority of residents, tax payer and less economic fortunate get around.
17	The increased level of pedestrian investment is appropriate.
Response Number	Response Text
Response Number	Response Text

Response Number	Response Text
18	<p>The MTIP should include a summary of ALL transportation investments in the region so that it would be possible to understand the meaning of the magnitude of investment proposed in the MTIP. For example, ODOT is allocated a lot of money through the MTIP. But how does the MTIP amount compare to the overall project budget for ODOT in the region? It's impossible to tell whether the MTIP project allocations are meaningful without this important contextual data.</p>
19	<p>Trimet's recent budget fall and service cuts are upsetting, especially when Portland is upheld as such a transit friendly place. It's important that taking public transit is a convenient experience to encourage people to take it when possible.</p>
20	<p>We need are roads development to be in front of the growth not behind it.</p>
21	<p>Your questions mix modes in a way that makes two of the above questions difficult to answer. For the questions on capital projects and TDM, my response is "very important" for transit, walking, and bicycling and "not important" for vehicular travel. We keep talking about boosting active transportation mode share but then allocate much of our limited funding to relieving congestion. How will we ever convince people to reduce driving while we strive to make driving wonderful?</p>

Total responses: 21

Question 6: Please provide any additional comments regarding the 2027-30 MTIP, any specific projects or programs, and the impact of the investments on the region’s transportation system. [*Optional, 5000 character limit*]

Response Number	Response Text
1	Can we get more \$ towards Clackamas County. Washington County receives a lot of \$ due the big employers but fairness should prevail.
2	Don't let perfect be the enemy of good. Be practical when it comes to setting new design standards. Cost of infrastructure improvements is one of the biggest barriers to new development.
3	I am disappointed that ODOT has not identified a project to improve bike safety on OR43 between the Sellwood Bridge and Lake Oswego. The southbound road in particular has no shoulder so bikes share a lane with relatively high-speed vehicles. There isn't another bike-friendly public route between these communities. This segment has been identified as unsafe for bikes for years. A cyclist was killed in this road last November. ODOT knows of the problem and continues to ignore it.
4	No desire for high speed transit projects and spending.
5	Spend money on roads. People drive cars.

Response Number	Response Text
6	<p>The "equity" criterion has proven to be a bad deal for SW Portland, which has some of the most deficient walking and bicycling infrastructure in the Metro area. I note that all the proposed MTIP projects are on Portland's east side. With its greater population and number of high-crash streets, it certainly deserves to get a higher % of the funding, but does SW Portland deserve nothing year after year? I realize that it's up to PBOT staff to prepare proposals, but they will logically submit projects that have the best chance of scoring well to maximize the amount of funding it can get through this competitive funding source.</p> <p>As you know, Portland is in a huge street maintenance hole with a current backlog of around \$6.6 billion, which just last year grew by \$600 million! I don't know about other Metro jurisdictions, but I bet their maintenance backlogs are growing rapidly as well. We need to get a handle on this before we're all swallowed by it. We could start by stopping wasteful ODOT freeway expansion projects at Rose Quarter and Columbia River bridge. By signing up for these projects as proposed, they'll be sucking up billions for decades.</p> <p>Finally, we need to recalibrate our transportation investments to get results. TriMet's ridership was flat before the pandemic and has struggled to get back to (I believe) 60% of pre-Covid levels. Bicycling in Portland peaked around 2016, and like transit is not back to pre-Covid levels. We need to understand what's driving these changes beyond fewer commuters in our new age of remote work. Instead of throwing more money at the transit in particular, we need to have a deep understanding about why people are choosing not to take transit, walk, or ride a bike. Perhaps money from the Carbon Reduction Reserve or Regional Travel Options (RTO) could be used to conduct a comprehensive survey to gain valuable insight as to where future investments should be made.</p>
7	<p>The Boone Bridge seismic upgrades and bike/walking pathway over the Willamette River would do triple duty, protecting supply routes after the impending Cascadia Mega-quake, connecting non-car transportation routes, and improving and I-5 traffic flow in the South Metro region.</p>

Response Number	Response Text
8	The planning of the expansion of are highways is not ahead of the planned growth.
9	The Sunrise Corridor project is a failure even on paper. The problem is east of the 212/224 intersection.
10	The Trolley Trail Bridge project sounds fantastic for recreation and low-car transportation. Please plan more projects like that. I'm happy to see bike and pedestrian investments in Gresham and East Portland, since many corridors are poorly served. Good luck with the I-5 bridge scope. I see that you're not planning extensive repairs because of the planned bridge replacement. I'm not sure bridge replacement will ever happen since ODOT insists on designing a horrible, expensive freeway widening project instead of just a better bridge or a replacement tunnel. I'm very happy to see 57th Ave/Cully Blvd ped/bike upgrades! We have a lot of demand for safer transportation at our Cully neighborhood association meetings, and I look forward to using the new infrastructure someday.
11	Traffic is bad. We should be focusing on making traffic better. Also put sound walls on the freeways in the poor neighborhoods.
12	While pedestrian investments are prioritized, our SW Portland community was sorry that the portion of the Regional Red Electric Trail proposed by the City of Portland for RFFA was not approved last year. Somehow this Regional trail needs to be a higher priority as it will provide a safe walking and biking corridor.

Response Number	Response Text
13	<p>Why are we failing to meet our Vision Zero goals? And why, if we are failing to meet them, are we investing more in a failed program?</p> <p>Why are we investing in ODOT interstate projects for which there is insufficient funding, like the Rose Quarter and the Abernethy Bridge? Until there are viable funding plans, couldn't those funds be used for more pressing projects, like the Burnside Bridge replacement?</p> <p>Why are there no plans, apparently, to generate revenue for projects from tolling? When will this region actually have a robust demand management program, and a policy of not making investments in new or existing infrastructure to address capacity constraints unless and until tolling is applied?</p> <p>Also, the mission statement is grammatically wrong. Consider editing it to read: "Everyone in the greater Portland region will have safe, reliable, affordable, efficient and climate-friendly travel options that both allow people to choose to drive less, and contribute to building equitable, resilient, healthy and economically vibrant communities throughout the region."</p>

Total responses: 13

Question 7: What is your ZIP code? [Required]

Unique ZIP Codes	Total Responses
97003	1
97005	1
97034	2
97045	1
97062	1

Unique Zip Codes	Total Responses
97068	1
97070	2
97123	1
97124	2
97140	1
97202	1
97206	1
97211	1
97212	2
97213	1
97214	1
97215	1
97218	1
97221	2
97222	1
97223	1
97229	3
97230	1
97233	1
97239	1
97266	1

Total responses: 33

Optional demographic questions introductory text:

The following questions are optional. Responses to these questions help decision-makers at Metro know if they are hearing from a representative group of people reflecting the region’s diverse communities and broad range of experiences.

Question 8: How old are you? [Optional, select one]

Multiple Choice Options	Total Responses	Survey Percentage
13-17	0	0%
18-24	1	3%
25-34	2	6%
35-44	6	19%
45-54	2	6%
55-64	5	16%
65-74	9	28%
75+	6	19%
Prefer not to answer	1	3%

Total responses: 32

Question 9: What is your gender? [Optional, select one]

Multiple Choice Options	Total Responses	Survey Percentage
Man	20	63%
Woman	11	34%
A gender not listed here	0	0%
Prefer not to answer	1	3%

Total responses: 32

Question 10: What is your race or ethnicity? [*Optional, select multiple*]

Multiple Choice Options	Total Selections	2020 Census for Portland Metropolitan Area
American Indian or Alaska Native	1	<1%
Asian or Asian American	1	2%
Black or African American	1	3%
Hispanic or Latino/a/x	2	3%
Middle Eastern or North African	0	<1%
Native Hawaiian or Pacific Islander	0	<1%
White (Non-Hispanic)	19	89%
Race(s) or ethnicity not listed here	1	N/A
Prefer not to answer	8	N/A

Total responses: 31

Question 11: Do you have difficulty doing any of the following activities? [*Optional, select multiple*]

Multiple Choice Options	Total Selections
Seeing, even when you are wearing glasses	0
Hearing, even when you are using a hearing aid	2
Walking or climbing steps	6
Using fine motor skills to interact with smartphone screens	0
Other difficulties	1
Prefer not to answer	1

Total responses: 9

Question 12: Including yourself, how many people live in your household?

[Optional, select one]

Multiple Choice Options	Total Responses
1	1
2	21
3	6
4	1
5	1
6 or more	0
Prefer not to answer	0

Total Responses: 30

Question 13: What was your total household income before taxes in 2025?

[Optional, select one]

Multiple Choice Options	Total Responses	American Community Survey 2016-2020 for Portland Metropolitan Area
Less than \$30,000	0	10%
\$30,000 to just under \$50,000	2	12%
\$50,000 to just under \$70,000	5	12%
\$70,000 to just under \$90,000	4	13%
\$90,000 to just under \$110,000	3	14%
\$110,000 to just under \$150,000	5	15%
\$150,000 or more	7	24%
Prefer not to answer	4	N/A

Total Responses: 30

Question 14: What county do you live in? [*Optional, select one*]

Multiple Choice Options	Total Responses
Clackamas	7
Multnomah	14
Washington	11
Some other county in Oregon	0
I live outside of Oregon	0

Total Responses: 32

ATTACHMENT B: NOTICES AND DIGITAL OUTREACH

< [Opportunities](#)

View

Edit

Revisions

Scheduled transitions (0)

Usage

Clone

Translate

Submit public comment for the 2027-2030 Metropolitan Transportation Improvement Program

Share your feedback on the public comment draft of the 2027-30 Metropolitan Transportation Improvement Program, a document that tracks and manages federal transportation funds to demonstrate how investments meet regional goals.

Open from March 9 to April 9

Review the StoryMap, take the survey, submit your comments

Please review the StoryMap as it provides key information about the 27-30 Metropolitan Transportation Improvement Program (MTIP) and gives context to the survey and comments section.

The full 2027-30 MTIP public review draft is also available for review. After exploring the StoryMap, please take the short survey and provide any additional comments you may have.

[StoryMap and survey](#)

Moderation state	Change to
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Log message*	
<input type="text"/>	<input type="button" value="Apply"/>

Other ways to provide comment include:

- By mail to Metro - Planning, Development and Research, 600 NE Grand Ave, Portland, OR 97232
- By email to transportation@oregonmetro.gov
- By phone at 503-797-1750 or TDD 503-797-1804
- By written or verbal comment at the Joint Policy Advisory Committee on Transportation (JPACT) [public hearing](#), held in-person and online on Thursday, March 19, 2026, at 7:30 a.m.

Survey results and comments will be documented and shared with [JPACT](#) and the [Metro Council](#) this spring, as both take steps to approve the 2027-30 Metropolitan Transportation Improvement Program (MTIP) in July.

Want to learn more?

[Metropolitan Transportation Improvement Program](#)

Related documents

2027-30-MTIP public review draft - Programming of projects

↓ PDF | 6.23 MB | March 9, 2026

2027-30 Metropolitan Transportation Improvement Program public review draft

↓ PDF | 2.18 MB | March 9, 2026

Upcoming events

[See more events](#) →

MEETINGS

Joint Policy Advisory Committee on Transportation meeting

May 21, 2026 7:30 to 9:30 a.m.

 Online

MEETINGS

Joint Policy Advisory Committee on Transportation meeting

June 18, 2026 7:30 to 9:30 a.m.

 Online and In Person Metro Regional Center

MEETINGS

Joint Policy Advisory Committee on Transportation meeting

July 16, 2026 7:30 to 9:30 a.m.

 Online

Contact

Blake Perez

Associate Transportation Planner

Opportunities

Give your input

Jobs

Grants and funding

Contracts

Services

Ask a garbage and recycling expert

Apply for a contractor's business license

Buy a parks pass

Buy a cemetery plot

Get language assistance

Get ADA assistance

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Leadership

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Who is my councilor?

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Committees

Whether your roots in the region run generations deep or you moved to Oregon last week, you have your own reasons for loving this place — and Metro wants to keep it that way. Help shape the future of the greater Portland region and discover tools, services and places that make life better today.

Contact Metro

503-797-1700

Relay service 711

Send a message

Oregon Convention Center

Oregon Zoo

Portland Expo Center

Portland's 5 Centers for the Arts

From: [Alison Wood](#)
To: [Alison Wood](#)
Subject: Metro invites feedback on the 2027-30 MTIP – now through April 9
Date: Thursday, March 12, 2026 1:30:25 PM

Public comment for the 2027-30 Metropolitan Transportation Improvement Program (MTIP) public review draft is now open until Thursday, April 9. Please share this opportunity with your communities and networks!

What is the MTIP?

The MTIP tracks the Portland metropolitan area’s transportation investment priorities and schedule of federal expenditures. Every three years, Metro updates the MTIP to document funded transportation projects and programs for the next four years.

Ways to share feedback

[2027-30 MTIP StoryMap and survey](#)

This brief StoryMap provides key information about Metro’s role, the purpose and contents of the MTIP, and high-level takeaways about the 2027-30 MTIP regional investment profile. After reviewing the StoryMap, take the short survey and provide additional comments. The full 2027-30 MTIP public review draft is also available for review on [Metro’s website](#).

Other ways to provide feedback include:

- Other ways to provide comments include:
- **By mail** to Metro – Planning, Development and Research, 600 NE Grand Ave, Portland, OR 97232
- **By email** to transportation@oregonmetro.gov
- **By phone** at 503-797-1750 or TDD 503-797-1804
- **By written or verbal comment** at the Joint Policy Advisory Committee on Transportation [public hearing](#), held in-person and online on Thursday, March 19, 2026, at 7:30 a.m.

Survey results and comments will be documented and shared with [JPACT](#) and the [Metro Council](#) this spring, as both take steps to approve the 2027-30 Metropolitan Transportation Improvement Program (MTIP) in July.

Alison Wood

Program Assistant
Planning and Development
[Gender Pronouns: she/her](#)

Office Hours: 7:00 a.m. to 3:30 p.m. M-F
Metro | oregonmetro.gov

From: [Lakeeyscia Griffin](#)
Cc: [Blake Perez](#)
Bcc:

Subject: Metro invites feedback on federal transportation investments until April 9
Date: Tuesday, March 17, 2026 5:10:00 PM

Hello,
I'd like to share a public comment opportunity to share with your communities and networks for the 2027-30 [Metropolitan Transportation Improvement Program](#) (MTIP) public review draft. Metro is accepting comments **until Thursday, April 9**.

What is the MTIP?

The MTIP tracks and manages federal transportation funds to demonstrate how the investments meet regional goals. Every three years, Metro updates the MTIP to document funded transportation projects and programs for the next four years.

Ways to share feedback

[2027-30 MTIP StoryMap and survey](#)

This brief StoryMap provides key information about Metro's role, the purpose and contents of the MTIP, and high-level takeaways about the 2027-30 MTIP regional investment profile. After reviewing the StoryMap, take the short survey and provide additional comments. The full 2027-30 MTIP public review draft is available for review on [Metro's website](#).

Other ways to provide feedback include:

- **By mail** to Metro - Planning, Development and Research, 600 NE Grand Ave, Portland, OR 97232
- **By email** to transportation@oregonmetro.gov
- **By phone** at 503-797-1750 or TDD 503-797-1804
- **By written or verbal comment** at the Joint Policy Advisory Committee on Transportation [public hearing](#), held in-person and online on Thursday, March 19, 2026, at 7:30 a.m.

Survey results and comments will be documented and shared with Metro's [Joint Policy Advisory Committee on Transportation](#) and the [Metro Council](#) this spring, as both take steps to approve the 2027-30 Metropolitan Transportation Improvement Program (MTIP) in July. **If you have questions, please reach out to Blake Perez at Blake.Perez@oregonmetro.gov.**

Best,

Lakeeyscia

(pronounced lah-KEY-see-ah)

Lakeeyscia Griffin | Metro | Senior public affairs specialist

My gender pronouns: she, her | oregonmetro.gov



Metro

Weigh in on the 2027-30 Metropolitan Transportation Improvement Program

Comment by Thursday, April 9




-  51
-  2
- 
- 

Views 1,872

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From Home 1,481

From Other 241

From Profile 150

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Interactions ⓘ

Interactions 76

Followers 88.3%

Link clicks 4

Navigation 185

Forward 121

Exited 46

Next story 15

Back 3

Profile ⓘ

Profile activity 1


Profile visits 1

External link taps 0

Business address taps 0

Follows 0

Share your feedback on federal transportation investments!

 COMMENT NOW



Public comment closes Thursday, April 9

[View this email in your browser](#)



Transportation and land use news

Welcome to Metro's transportation and land use newsletter. Every quarter, you'll receive regular updates about the latest efforts across the region to build safer streets and stronger communities. Metro is working with partners across the region to ensure everyone has affordable and convenient places to live, safe and reliable transportation options, thriving businesses and access to nature.

and transportation news.

Highlights:

- [The launch of Metro's Future 50 project + take the survey for a chance to win event tickets](#)
- [Share your feedback on federal transportation investments](#)
- [Think Out Loud: How Portland and other Oregon cities could eliminate traffic deaths](#)
- [March Transit Minute: Monthly transit report](#)
- And more!

Get involved



Metro launches Future 50 project

Survey open now through May 15

Metro is bringing people together across greater Portland to create the [Future Vision](#) — a 50-year visionary outlook for the region. To kick off this effort, the community is invited to take an online survey to share what they value and what kind of future they want to see.

Take the Future 50 survey for a chance to win tickets to a Thorns game, the Oregon Symphony, the Oregon Zoo or an annual Metro Regional Parks pass!

The survey is available in English, Spanish, Vietnamese, Russian and Chinese.



Weigh in on the 2027-30 Metropolitan Transportation Improvement Program

Comment now through April 9

You're invited to share feedback on the 2027-30 Metropolitan Transportation Improvement Program public review draft, a document that tracks and manages federal transportation funds to demonstrate how investments meet regional goals.

[Learn more and comment](#)

News



cities could eliminate traffic deaths

Metro's [Safe Streets for All](#) manager and principle transportation planner, Lake McTighe, sat down with Dave Miller on OPB's Think Out Loud to talk about the best practices that lead to safe transportation systems and the greater Portland region's progress toward Vision Zero.

[Read or listen to the interview](#)

March 2026 Transit Minute

Check out the most recent Transit Minute report for updates on regional transit ridership and transit news.



[Watch the Transit Minute](#)

Regional flexible funds projects break ground



Photo courtesy of PBOT

Two projects that received funding from the [Regional Flexible Funding Allocation](#) have begun construction. The goal of these projects is to improve safety and infrastructure for those walking, biking and rolling.

- [Canyon Road Pedestrian Safety Project](#)
- [North Willamette Boulevard Active Transportation Corridor Project](#)

awarded placemaking grants



focused efforts to bring people together through art, storytelling, performance, food and more.

The tenth cycle of the program supports 32 arts and cultural projects across greater Portland in 2026 — the most in the program’s history. Each project was awarded grants ranging from \$5,000 to \$15,000. Metro received over 115 proposals.

[Read more](#)

Metro Council endorses Comprehensive Climate Action Plan



In November, Metro Council endorsed the [Comprehensive Climate Action Plan](#) for the seven-county Portland-Vancouver metropolitan statistical area, which includes Columbia, Skamania, Clark, Washington, Multnomah, Yamhill and Clackamas counties.

The plan describes how state, regional and local governments can collaborate to dramatically reduce greenhouse gas emissions while saving people money and creating healthier communities.

[Read more](#)

ATTACHMENT C: COMPLETE EMAIL RESPONSES

Blake Perez

From: Trans System Accounts
Sent: Tuesday, March 24, 2026 3:59 PM
To: Blake Perez
Subject: FW: 2027-2030 MTIP Review Draft

Hi Blake,
Please see the MTIP comment below. I did respond to Keith and thanked him for his comments.

Thanks,

Summer Blackhorse, *(she/they)*
Program Assistant III

Support for Jean Senechal-Biggs, Manager, Resource Development

- ❖ *Metropolitan Transportation Improvement Program*
- ❖ *TransPort, Transportation System Management & Operations*
- ❖ *Regional Travel Options*
- ❖ *Get There, Portland Metro Regional Network Administrator*

Hours: 7:30 a.m. to 5 p.m. Monday through Thursday, Friday 7:30 to 11:30 a.m.
503-797-1757 to leave a message sent to my email
971-978-8789 cell phone

From: Keith liden <keith.liden@gmail.com>
Sent: Tuesday, March 24, 2026 3:53 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]2027-2030 MTIP Review Draft

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

Regarding the draft MTIP for 2027-2030 I have the following comments for your consideration:

RTP Equitable Transportation Goal

I completely agree with the idea of directing funding to help underserved communities. OAR 660-12-0005 (15) defines “equitable outcomes” as “outcomes that burden underserved populations less than, and benefits underserved populations as much or more as, the city or county population as a whole.” The definition goes on to offer several examples that includes “more accessible, safe, affordable, and equitable transportation options” and “increased safety.”

The interpretation of transportation equity has proven to be a bad deal for SW Portland, which has some of the most deficient walking and bicycling infrastructure in the Metro area, because it appears that equitable transportation is interpreted to only consider socio-economic factors and not active transportation inequities. I note that all the proposed MTIP projects are on Portland's east side. With its greater population and number of

high-crash streets, it certainly deserves to get a higher % of the funding, but does SW Portland deserve nothing year after year just because our census tract data shows an average population that's not as economically challenged?

While the socio-economic indicators may suggest SW doesn't deserve special consideration, it is clearly an "underserved" population when it comes to active transportation infrastructure. I realize that it's up to PBOT staff to prepare proposals, but they will logically submit projects that have the best chance of scoring well to maximize the amount of funding it can get through this competitive funding source. Until the interpretation of the RTP's equitable transportation goal is modified to consider active transportation regardless of socio-economic concerns, as apparently allowed by the OAR, SW Portland will be forever penalized.

Dealing with Our Maintenance Backlog

As you know, Portland is in a huge street maintenance hole with a current backlog of around \$6.6 billion, which just last year grew by \$600 million! I don't know about other Metro jurisdictions, but I bet their maintenance backlogs are growing rapidly as well. We need to get a handle on this before we're all swallowed by it. We could start by stopping wasteful ODOT freeway expansion at Rose Quarter (cover is a great idea) and the bloated Columbia River bridge project. As proposed, these projects will be sucking up billions for decades.

Getting the Most from Active Transportation Investment

We need to recalibrate our active transportation investments to get results. TriMet's ridership was flat before the pandemic and has struggled to get back to (I believe) 60% of pre-Covid levels. Bicycling in Portland peaked around 2016, and like transit is not back to pre-Covid levels. We need to understand what's driving these changes beyond fewer commuters in our new age of remote work. Instead of throwing more money at transit in particular, we need to have a deeper understanding about why people are choosing not to take transit, walk, or ride a bike. Perhaps money from the Carbon Reduction Reserve or Regional Travel Options (RTO) could be used to conduct a comprehensive survey to gain valuable insight as to where future investments should be made. Finally, we must stop allocating substantial sums to make driving wonderful while simultaneously talking about our goals to raise active transportation mode share and reducing GHG. Why change a habit if you have no incentive to do so?

Keith Liden
4021 SW 36th Place
Portland, OR 97221

From: Gareth Prior <garet.prior@gmail.com>
Sent: Thursday, March 26, 2026 7:23 AM
To: Trans System Accounts; Legislative Coordinator; Gerritt Rosenthal
Subject: [External sender]Reforming the 2027-30 MTIP for Strategic Impact

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

Dear good people of Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT),

I am writing to submit formal testimony regarding the 2027-30 Metropolitan Transportation Improvement Program (MTIP) Public Review Draft.

After reviewing the proposed plan, I am concerned that it reflects a business-as-usual approach that spreads regional resources too thin. Below, I have outlined how the current draft compares to a more strategic, results-oriented framework that our region desperately needs.

1. Strategy vs. Plan

The current MTIP draft aims to serve a broad array of goals—safety, equity, climate, and mobility—resulting in a list of 139 projects that dilute our regional impact. By trying to achieve everything, the plan risks achieving nothing at scale.

A true strategy must be "scrappy" and focused. If a strategy has more than three goals, it is no longer a strategy—it is just a plan. I urge the Council to refine the MTIP to focus on three singular strategic priorities that drive regional prosperity.

2. Regional "Catalyst" Projects vs. Local Responsibilities

The proposed draft allocates 53% of its \$1.1 billion budget to maintenance and preservation, with significant funding for local-scale projects such as sidewalk gaps and traffic signal upgrades.

While these are worthy community goals, they should be the primary responsibility of cities and counties. Regional and federal dollars should be reserved for **fewer, more significant catalyst projects**.

The Proposal: We must establish a higher numerical threshold for the quantity of people served for a project to qualify for regional funding. This ensures that taxpayer dollars are invested in high-leverage infrastructure rather than spreading the peanut butter too thin across too many jurisdictions.

3. Improving Equity

The MTIP currently relies on static, geographically aligned equity metrics (Equity Focus Areas). This geographic focus is too narrow. True equity is not just about where people live, but where they can go.

The Proposal: We need to center our equity focus on **economic mobility**. The MTIP should prioritize competitive and reliable transit access to life-changing wage jobs. Connecting underserved residents to major industrial and job centers is a more powerful tool for equity than localized infrastructure improvements.

4. Proposed Strategic Priorities

In contrast to the current list of disparate projects, I propose that the 2027-30 MTIP be anchored by three clear strategic priorities:

1. **Industrial and Living Wage Job Center Access:** Prioritizing the movement of workers and goods to our region’s most vital economic engines.
2. **Completing the Transit Loop:** Developing a light rail system that connects Hillsboro-Beaverton with Tigard-Tualatin-Wilsonville, Oregon City, and Gresham (with spokes to the city center), creating a truly integrated regional network.
3. **Cascadia High-Speed Rail:** Begin laying the groundwork for the planning and physical footprint needed to connect Portland to Seattle and Vancouver, BC via high-speed rail.

Our current economic climate and growing mobility needs require us to be more strategic and less administrative. I ask the Metro Council and JPACT to reconsider the current draft and move toward a model that prioritizes significant regional catalysts over local maintenance.

Thank you for your time and for your service to the region.

Sincerely,

--

Garet Prior

[A Garet in Wilsonville](#)

About Metro

Metro is the regional government in greater Portland. Metro manages public services and regional systems that protect the environment, support the local economy and ensure every community can thrive.

Metro coordinates regional planning and funds new affordable homes and supportive housing services. It manages 19,000 acres of parks and natural areas and the region's garbage and recycling system. Metro also runs the Oregon Convention Center, Portland's Centers for the Arts, the Portland Expo Center and the Oregon Zoo.

Metro is led by a nonpartisan elected council. It serves 1.7 million people in 24 cities across Clackamas, Multnomah and Washington counties..

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Interim Metro Council President

Duncan Hwang, District 6

Metro Councilors

Ashton Simpson, District 1

Christine Lewis, District 2

Gerritt Rosenthal, District 3

Juan Carlos González, District 4

Mary Nolan, District 5

Auditor

Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

Appendix V
Public Comment

Consultation



CONSULTATION

Please refer to Appendix I for the complete consultation report and materials.

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

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories, and things to do.

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Mary Nolan, District 5

Duncan Hwang, Acting Council President, District 6

Auditor

Brian Evans

600 NE Grand Ave.

Portland, OR 97232-2736

503-797-1700