



HOUSE OF REPRESENTATIVES

August 25, 2023

Submitted via email to:

Lynn Peterson, President, and Metro Council
Councilor Juan Carlos Gonzalez, Chair, and JPACT
c/o Metro Planning
Ally Holmqvist, Senior Transportation Planner
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Rep.CourtneyNeron@oregonlegislature.gov
Sen.AaronWoods@oregonlegislature.gov

RE: Comment on the Draft 2023 Regional Transportation Plan and High Capacity Transit Strategy: Study of North Willamette Valley WES Extension from Portland Metro Region to Salem/Keizer Metro Area

Dear President Peterson, Chair Gonzalez, and members of the Metro Council and JPACT:

An informal group of us (Commuter Rail Team), are developing plans to establish a commuter line which extends south from Wilsonville through Woodburn and Keizer to Salem. The route would be an extension of the existing Westside Express Service line which connects Beaverton and Wilsonville. Additionally, we also envision a connecting line extending directly into Portland itself.

All the above is in the preliminary development stage. Much work still needs to be done. The beauty of this is that the West side rail system is already in place, and we already have a modern freight rail line that runs from Wilsonville to Salem, exactly where we want to put a commuter line.

This line will not compete with other commuter rail systems. This will be more of a local access line for intermediate service.

This system will reduce traffic on I5 and will include substantial siding development so we can maximize predictable schedules. We want to prioritize the needs of the underrepresented, underserved, and economically disadvantaged members of our community. Access to reliable and efficient transportation is a cornerstone of economic opportunity and social equity.

By providing a dependable and affordable transportation option, we can bridge the gap between various parts of our cities and connect residents to vital employment centers, education opportunities, and essential services.

Additionally, by promoting the use of public transportation, we can reduce individual reliance on personal vehicles, resulting in lower carbon emissions and a positive impact on our environment.

A large segment of Oregon's population would be served by this commuter rail line. Oregon needs to initiate the planning and development of this commuter rail line, but we realize we will need to see substantial federal funding to see implementation of rail line plan. Dialogue between planners will be advantageous in this stage.

The City of Wilsonville and their public-transit agency South Metro Area Regional Transit (SMART) submitted a letter on August 18, 2023, that outlined their proposed changes to the draft plan you have made available for public comment. Our Commuter Rail Team supports these recommendations.

I welcome your support for this proposal.

Sincerely,

A handwritten signature in black ink, reading "Kevin L. Harris". The signature is written in a cursive, flowing style.



City of Tualatin

www.tualatinoregon.gov

August 24, 2023

Metro Planning
600 NE Grand Ave.
Portland, OR 97232
Via Email

RE: Regional Transportation Plan Comments from the City of Tualatin

Metro Councilors and Staff,

On behalf of the Tualatin City Council and staff we respectfully submit Tualatin's comments on the Draft Regional Transportation Plan. Thank you for the opportunity to comment on this important regional plan.

We appreciate the amount of work involved in preparing a plan update of this nature and recognize the need to move quickly to adopt this Regional Transportation Plan Update before the federal deadline. We support the basic goals of the proposed Regional Transportation Plan: good, reliable options for all modes, a safe system, equitable transportation, a thriving economy, and climate action and resilience, and are eager to work with Metro, ODOT, and our partners around the region towards these goals. However, while we are thankful for all of the effort to develop this RTP, we see areas where the proposed RTP could pull our region away from these goals and are concerned with some of the policy proposals, analysis choices, and basic philosophies forming the RTP. Our concerns include:

Tolling: The RTP assumes tolling is implemented on all of I-5 and I-205 through the Oregon Metro area with the revenue primarily going to transit or other 'alternative' transportation programs. These are consequential policy decisions that must be transparently considered by the entire community. Tolling will result in increased diversion of freeway traffic onto Arterials and Collectors (including those we manage), which is in turn likely to increase incidents of fatal and serious-injury crashes, increase conflicts with pedestrians and cyclists, result in additional congestion, GHG emissions, and air-quality impacts to marginalized populations, and overall, will be a negative impact to the livability of our community. Tualatin has been actively engaged in the tolling discussions and will continue to be; given that, we are very concerned that the RTP commits the region to tolling and use of the funds without a robust dialogue with engaged partners.

Regional Mobility Policy: The RTP includes a policy that defines an average travel speed of 35 mph as adequate on freeways and 20 mph as adequate for throughways (with signals, etc.). The proposed policy says that a roadway is functioning adequately if its speeds fall below these standards for no more than an average of 4 hours per day (typically the busiest 4 hours). The result is that these critical roadways become non-functional during the four hours that we need them the most. This increases GHG emissions (stop-and-go or diverted traffic has several times the GHG

emissions of flowing freeway traffic) impacting on our roadways and quality of life as drivers wanting to use the freeway instead cut through our city. Staff estimates significant safety impact from this diversion: if half of the traffic using the freeways finds them non-functional (due to reduced capacity in a congested state) as allowed by this policy, and instead uses Arterials where they have six times the fatal/serious-injury crash rate, the result would be an average of more than one additional fatal or serious-injury crash per week. This seems to be antithetical to the stated goal of a safe system. We respectfully put forward that this part of the Regional Mobility should be revised to keep the standards in effect for the whole day.

In particular, I-5 through the cities of Tualatin and Wilsonville is severely congested for much of the day, resulting in thousands of vehicles each day using roads like Boones Ferry Road and 65th Avenue to divert around this congestion. This diverted traffic has safety and livability impacts in Tualatin and the communities around us; it was confounding to see the analysis results indicate that this is not a problem. We respectfully ask that the RTP acknowledge the recurrent traffic congestion on I-5 through Tualatin and Wilsonville and include projects such as an auxiliary lane between the Wilsonville interchanges and an auxiliary lane through the North Wilsonville interchange and improvements to facilitate southbound traffic from Boones Ferry Road entering I-5.

Equity: The symbol used to denote the equity vision (bike, bus and pedestrian but no car) seems to reflect an underlying assumption that equity populations are more focused on biking, walking, or transit. Our experience here in Tualatin reveals a much more mixed bag. Many, if not the majority drive to their jobs and essential needs, often commuting to multiple work sites or jobs each day. They are disproportionately affected by congestion and safety issues stemming from congestion on major roadways, and would be disproportionately affected by tolls. We agree with and support the equity goals; however we are concerned that a number of the proposed policies in this Draft RTP would have consequences that would work against those same goals by increasing the time and the expense to get to jobs, school, medical care and other essential services for our equity populations.

Regional Equity: Many of the policies and planning decisions made in developing this Draft RTP have the net effect of bringing more services and funding to the central part of the region at the expense of the suburban areas near the edges of the region. Examples of this include requiring suburban drivers to pay tolls funding transit service and/or walk/bike projects in the central city area. Another example is travel and transit modeling that only considers trips within the region and doesn't consider the trips into/out of the region. Modeling of that nature disproportionately affects cities like Tualatin where more of these trips go through, thereby underestimating the need for travel and transit improvements in Tualatin. Another example is the safety analysis leading to the Regional High Injury Corridors and Intersections map that considered injuries for people walking and biking but didn't consider the same level of injury for people in motor vehicles, leading to more representation (and thus analysis and funding) for areas like the central city with higher walking and biking.

Climate Action Analysis: Tualatin agrees with and supports the vision of taking action to reduce the region's effect on climate change by reducing carbon emissions and other pollution, and we support efforts to reduce greenhouse gas emissions (GHG) in the transportation realm. It is our understanding that in development of the RTP a decision was made to not use actual carbon emissions, or close proxies like fuel consumption or even vehicle-hours traveled (VHT), all of which could easily be modeled. If modeling was based on GHG emissions, fuel consumption, or VHT, it would model factors like stop-and-go traffic emitting many times more GHG per VMT than free-flowing traffic, or that traffic moving on freeways emit far less GHG per VMT than traffic on Arterials

and local streets. This results in some 'climate action' policies that will increase carbon emissions and other pollution rather than help achieve the overall goal.

In addition, the decision was made to use home-based vehicle-miles-traveled, which only considers home-based trips starting (and ending) within the region. There are several consequences of that decision: 1) it leaves out many of the trips in the region, particularly trips affecting suburban areas like Tualatin; 2) it misses the people who have moved outside the region and then commute into the region for work, shopping, or entertainment, increasing overall VMT; and 3) it misses the many companies relocating their headquarters outside the region that then need to drive more in the region for jobsites, deliveries, etc. All of that resulting in 'climate action' policies that have the unintended consequences of increasing carbon emissions and other pollution.

The climate analysis also seems to ignore the ongoing and future shift in efficiency of the vehicle fleet from its current mix to cleaner vehicles (such as electric) in the future. Many drivers have already chosen to reduce their emissions by driving electric rather than internal combustion vehicles, and many more are anticipated to do so in future years. We believe this fleet shift should be considered in modeling whether this region meets the emissions reduction goals such as in the Transportation Planning Rule. We respectfully request that the climate analysis be revised to show this shift and how it affects the climate goals.

Land Use/Transportation Connection: The Draft RTP seems to miss important aspects of the connection between land use planning and transportation planning. A person's transportation mode choice is symptomatic of their context, i.e., where they are, the trip they need to make, and their destination. With much of the region having been built in a car-centric way, it is not practical to tell a person to just not drive when they have to go several miles to work, pick up groceries, and get the kids from day care, particularly in the many parts of the region, such as Tualatin, with little to no transit service. While the Region seems to be taking the approach that if traffic gets bad enough people will shift to walking/biking/transit, that shift is not practical for many trips in much of the region. If we expect people to use modes other than driving, they need to have key destinations nearby and/or transit service that goes where they want to go frequently enough that they can depend on it.

It is our observation that much of the new development is occurring in areas, like Urban Growth Boundary expansion areas, near the urban fringe with little to no transit service. Many of these areas are a good distance away from essentials like living-wage jobs and grocery stores, causing people to travel long distances, usually by car. While these areas are being built with densities that could support transit, there is typically no transit service when the homes become occupied, so people become set in driving habits, reducing the potential ridership to justify transit service under traditional metrics. RTP policies that make it more difficult for these residents to drive seem to hurt these residents and the region. If these areas are designed with residences, living-wage jobs, and other essentials in close proximity and adequate transit service from the beginning, new residents would be more likely to develop patterns of walking, biking, and transit ridership.

Thriving Economy - Future Development: Tualatin is fully supportive of the RTP goal of a Thriving Economy. We are grateful for the many employers who have made the choice to locate their operations in the Portland region and the hundreds of thousands of living-wage jobs and economic resources they have brought to the region. As companies evolve, new companies emerge, and some older companies fade away, it is critical for our Region to be place companies want to be. Our educated and creative population, natural beauty, and proximity to key transportation corridors

draw businesses to our region, but the prospective employer needs to find suitable land and must be able to navigate the approval process. In most cases, this means the land needs to be planned for that type of development. The Regional Mobility Policy stating that plans must not increase VMT per capita would be problematic for these plans because a large employer (such as a new chip fab) would draw workers from all over the region which would increase VMT per capita. We respectfully request that the RTP policies be reviewed and revised to not keep large employers out of the region.

High Capacity Transit Strategy: The proposed High-Capacity Transit Strategy was based on modeling that does not consider trips into or out of the region, and thus underestimates the demand and need for transit in the Tualatin area and similar communities near the edges of the region. In particular, this results in a lower 'tier' for the Hwy 99W corridor and essentially missed the I-5 corridor. Several thousand employees in Tualatin commute from outside the Metro region, and we would estimate similar percentages for similar cities. If good transit service met these commuters on Hwy 99W near Sherwood or on I-5 near Wilsonville, they could enjoy riding transit to employers in Portland, Hillsboro, Tualatin, and the rest of the region while the region would significantly reduce overall VMT and resulting emissions. We are confident that if all trips are considered, the Hwy 99W and I-5 corridors would more than justify being Tier 2 corridors; we respectfully request that the RTP be revised to show them as Tier 2 corridors.

In conclusion, Tualatin supports the goals of transportation system safety, equity, greenhouse gas (GHG) emission reduction, and mobility for all, and we are eager to work with Metro, ODOT, and our partners around the region towards these goals. We are thankful for the opportunity to make comments on the draft RTP, and respectfully request that Metro consider our comments that we believe will have supportable positive results for the Region.

Sincerely,



Frank Bubenik
Mayor, City of Tualatin
On behalf of the Tualatin City Council



Date: August 15, 2023

To: Metro RTP Public Comment transportation@oregonmetro.gov

Copy: Metro Council by email
JPACT by email

From: Chris Smith, No More Freeways
Joe Cortright, No More Freeways
Aaron Brown, No More Freeways

Subject: No More Freeways' Comments on 2023 RTP Public Review Draft

"Some highway engineers have a mentality ... that would run an eight-lane freeway through the Taj Mahal. That is our problem."

– Oregon Governor Tom McCall, 1970

No More Freeways appreciates the enormous effort, technical skill and public outreach that has gone into developing the 2023 Regional Transportation Plan Public (RTP) Review draft. We also appreciate the effort to develop new directions in pricing policy and mobility policy.

Metro is Planning to Fail to meet our necessary climate and safety improvements.

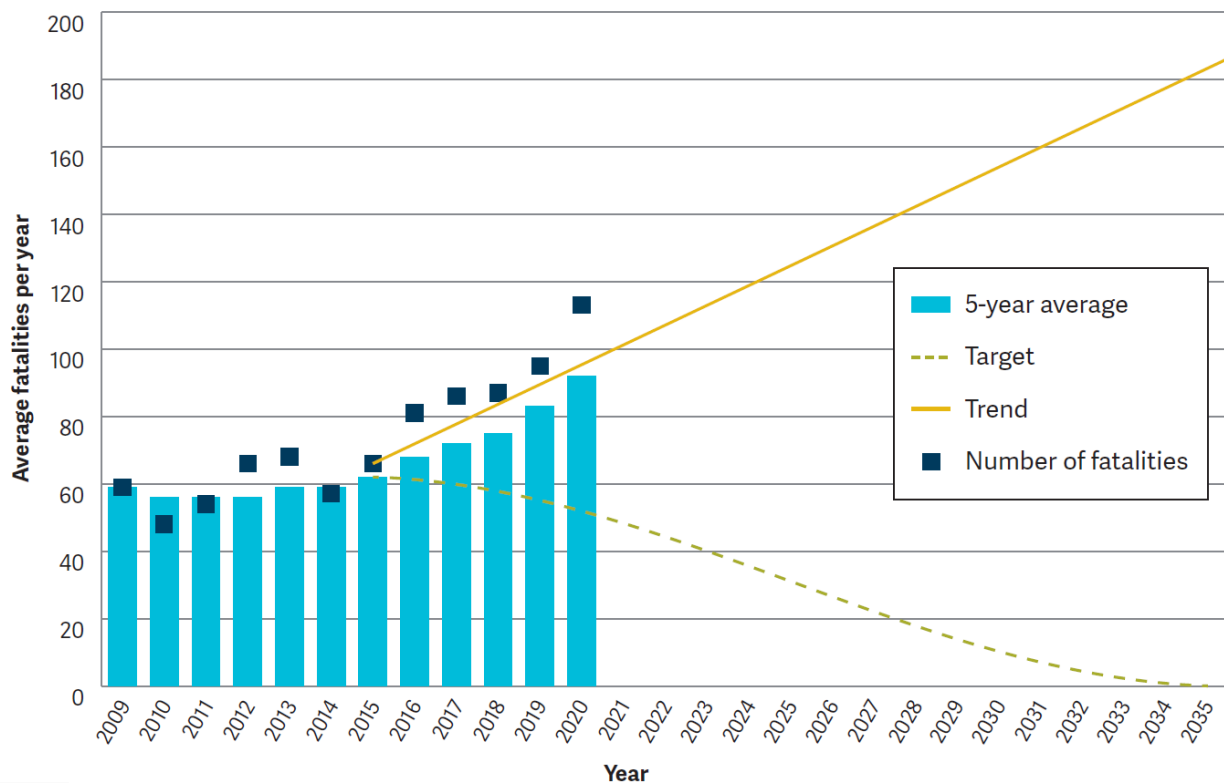
Nonetheless our review concludes that the old paradigm of prioritizing private automobiles, generally supported as much or more by State of Oregon policies than Metro policies, continues to drive our transportation system in the wrong direction. We appreciate the fact that the RTP honestly concludes that we fail to achieve regional goals in three critical areas: Safety, Climate and Mode Split. The failure on Climate is much worse than the plan indicates because it relies on a fictional model of vehicle fleet characteristics provided by the state, which is clearly belied by real world data.

In our comments we will specifically address these three failure areas and will comment on the new pricing and mobility policies as well as the issue of vehicle size, which we believe is a critical area for new policy, even though Metro currently lacks legislative authority in this area.



Safety Failure

We cannot describe this issue more starkly than Figure 4.10 does:



Chapter 4 documents how this is a critical equity issue on a number of dimensions, including race and housing status. We don't disagree that the causes are complex, but would call out specifically the alarming trends in vehicle size and weight, which we believe is an issue Metro must pursue (see policy discussion below).

But we must call out the conflicting pattern of investments. ODOT's Rose Quarter freeway expansion (\$1.9B) is billed as a "safety and operations" project, but there have been no fatalities there for over a decade. A region in which billions of dollars were applied to our high crash corridors instead of to adding freeway lanes would be a much safer region. While we appreciate the investments in jurisdictional transfer like outer Powell and 82nd Avenue the pace of efforts to address these corridors must be radically accelerated. It's our region's most vulnerable residents who suffer from this gravely significant misallocation of funds, and the Metro Council and JPACT have an opportunity to rectify this injustice by directing more revenue into safety projects by removing multibillion dollar freeway expansions from our plans.



We also acknowledge that there are “cultural” issues around the safety issue. We were very disappointed to recently hear a Portland Police Bureau leader admit publicly that the Bureau messaged to the community that they would not enforce traffic laws as a ploy to seek larger budgets.¹ We hope Metro leaders will use their bully pulpit to address cultural factors that are making our public realm less safe.

Finally on this topic, we'd like to call out a ray of hope, Multnomah County's direction to view traffic safety as a public health issue.²

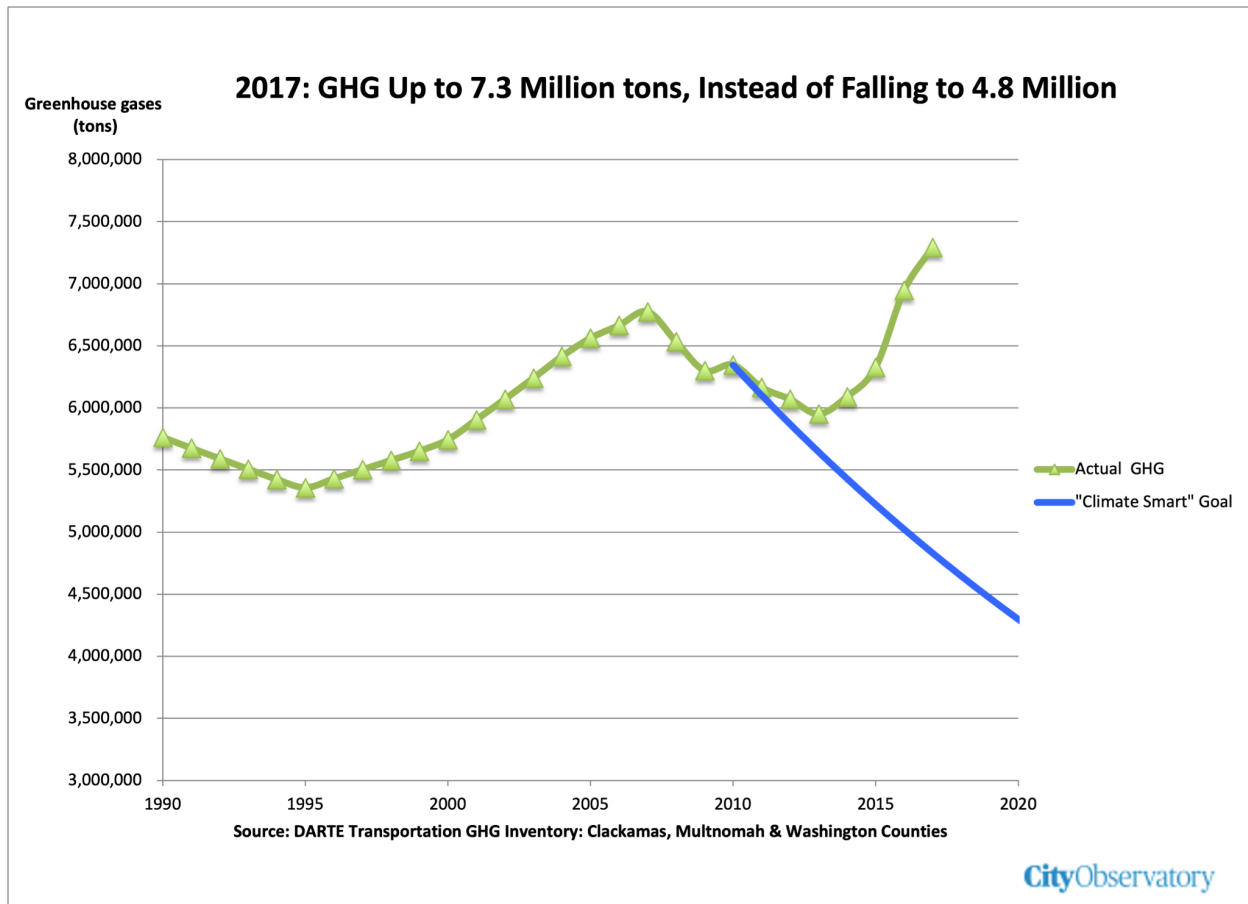
Climate Failure

The RTP and the Climate Smart Strategy that forms the basis for the RTP climate policy take ownership of a relatively narrow slice of transportation contributions to Greenhouse Gas (GHG) emissions: the amount of vehicle travel per person (VMT per capita). Even with this limited responsibility, the plan still predicts that we will fail to meet these goals (Table 3 of Appendix J) with the combination of this RTP and other adopted plans.

But by only looking at VMT per capita, the plan ignores the fact that the underlying vehicle fleet (the state's responsibility under Climate Smart) is completely unreflective of the reality of vehicle size, fuel consumption and age. Our colleagues at City Observatory have charted this based on DARTe GHG inventories:

¹ Portland Police Bureau officer admits traffic enforcement messaging was politically motivated
<https://bikeportland.org/2023/08/08/portland-police-bureau-officer-admits-no-traffic-enforcement-messaging-was-politically-motivated-377939>

² Public Health Data Report: Traffic Crash Deaths in Multnomah County
https://multco-web7-psh-files-usw2.s3-us-west-2.amazonaws.com/s3fs-public/Revised_Final_MultCo%20traffic%20deaths%202020_2021.pdf



When it adopted its Climate Smart Strategy in 2014, (and again in the 2018 RTP, and yet again in the draft 2023 RTP), Metro promised to update its modeling to reflect actual progress in reducing vehicle GHG emissions, and to adjust its policies accordingly. The GHG analysis contained in the RTP shows just the opposite: The RTP ignores the increase in Portland area transportation greenhouse gasses over the past five to ten years, and also relies on assumptions about vehicle age and fleet composition that are exactly opposite of recent trends: today's vehicle fleet (and tomorrow's) is vastly older, larger and dirtier than assumed in the RTP modeling.

Nothing in the RTP prioritizes the spending of the region's scarce and limited resources on those investments that will produce the greatest reductions in greenhouse gasses. The RTP lacks any project-based GHG emission criteria. In essence, Metro says the GHG policy only applies to the overall *plan*, not the individual *projects*. As long as Metro can (based on obviously erroneous ODOT modeling) claim that the plan is on track to meet comply with the



LCDC rule, (which by the way doesn't do enough to get to the state's 75% GHG reduction by 2050 goal), then the RTP is "good" from a climate perspective.

What the RTP does do, in contrast, is prioritize projects that improve vehicle speeds (i.e. the standard that no throughway should have speeds of less than 35 MPH for four hours per day). The RTP says that if these projects do increase GHG, that there will be mitigation. But as we know, ODOT regularly claims that its freeway widening projects don't increase VMT or GHG (in spite of science to the contrary), so no mitigation is actually required. This policy of allowing projects that increase VMT and GHGs, and then spending even more to mitigate these emissions increases adds insult to injury, because we'll spend our limited resources on projects that increase GHG emissions, and then spend even more money on "mitigating" those increased emissions, instead of reducing the current level of GHGs.

Mode Split Failure

Chapter 7 makes it clear that the region's ambitious mode split goals will not be met with the pattern of investment in this RTP. Only a major shift in investment strategy can achieve our mode split goals. Of course mode split is only a means to the goal of a safer and more sustainable transportation system. While we strongly support additional investment in transit we note that building out the region's active transportation network would be the single most cost-effective investment we could make.

Pricing Policy

There is much to like in the policies outlined in Section 3.2.5 and in the research conducted by Metro in recent years that helped formulate this policy. A few notes on the policy:

- We are curious that table 3-3 omits mention of parking pricing since it lives at the intersection of policies that effectively drive our regional priorities and which can be implemented by the local governments within the region.
- The callout box on p. 3-46 notes the potential constitutional limitations on how revenues from roadway pricing might be used but fails to note a strategy that could be used to offset this: swapping pricing revenues with Federal dollars - now often spent on uses allowed to the Highway Trust Fund - but allowed to be used much more flexibly. Such a swap could greatly advance transit and active transportation efforts.



Our major criticism of the pricing policy is that it is not being applied rigorously to project selection. The inclusion of ODOT's I-205 and RMPP tolling projects would appear to fly in the face of major components of policy 3.2.5:

- “Revenues collected through pricing programs should be reinvested in a manner that helps meet state, regional and local goals related to reductions in greenhouse gas emissions and congestion while improving mobility and safety.”
- “Revenue should not be reinvested solely for single occupancy vehicles but should be invested to improve the entire multimodal transportation system.”

RMPP and I-205 both appear to be motivated in large part to fund further freeway expansions. Starting tolling in other corridors like I-84 or Highway 26 with strong transit alternatives would be more equitable and more likely to shift travel to modes that align with regional goals.

We would also note the strong diversion concerns being expressed in relation to the I-205 tolling project and point out that a VMT fee would be a stronger program that would alleviate many diversion concerns.

Mobility Policy

We are ecstatic to see the end of LOS, but question whether we have selected the right set of replacement measures. System completion is a useful measure for our transit and active transportation systems, but throughway vehicle throughput is likely to reinforce existing unproductive investment patterns. We are disappointed to see that there is no “people throughput” measure and especially that there is not a focus on accessibility to jobs, education and other sources of opportunity rather than simply on mobility. Accessibility measures would better reflect the combination of Metro’s planning responsibility for both land use and transportation.

The Missing Policy - Vehicle Size and Weight

One common element links the failures in both safety and climate - the arms race for larger and larger vehicles driven by fear-based marketing. This arms race benefits the profits of the automobile industry but is devastating to our communities and the health of our planet.

Electrification actually makes this issue worse as batteries increase the weight of these large vehicles. The full life cycle carbon footprint of a heavy electric vehicle can actually be greater than that of an internal combustion sedan.



We understand that this is a national failure, but that does not mean we cannot begin to address it locally. A variable VMT fee or registration fee based on vehicle height and weight would be an important signal and economic inducement to consumers to consider more reasonable vehicles.

We understand that Metro and local jurisdictions currently lack legislative authority to implement this, but Metro should add this to its legislative agenda for both 2024 and critically for the major transportation package anticipated for the 2025 session.

Creatively structuring such fees as a privilege tax for operating an oversized vehicle in an urban environment could be a potential path around Highway Trust Fund limitations on revenue use. Even failing that, these revenues could contribute to addressing the issues on our high crash corridors.

Conclusion

If the elected officials who comprise the Metro Council and the Joint Policy Advisory Committee on Transportation are serious about reducing carbon emissions and traffic fatalities, we have to make a plan. The RTP as currently proposed is a plan to fail to deliver to Oregonians the safer, healthier, more equitable, and climate-smart transportation that our region deserves. The policy recommendations provided above, coupled with the direction expressed by our advocacy peers at Verde, 1000 Friends of Oregon and the Street Trust, are necessary paradigmatic changes for any local government interested in not just talking about climate action but actually delivering on it. With heat waves continuing to pose significant health threats to our community and ever growing fires, floods, droughts and storms becoming ubiquitous around the planet, it is beyond time for our regional government to demonstrate bold leadership and make a new plan that does not sentence current and future generations to planetary havoc.

This review of the Regional Transportation Plan also provides an opportunity to remind the local elected officials of the opportunities that await to raise revenue for transportation projects in the 2025 legislative session. By all accounts, legislators are gearing up to propose a substantial investment in new infrastructure - with your leadership and lobbying, we can collectively push legislators to demand prioritization of investment in traffic safety and climate that will allow the best parts of the RTP to not just stay lines on a map but in fact be implemented, executed and built. No More Freeways and our robust membership are eager to support any local elected officials eager to collaborate on efforts to ensure the state invests in the transportation system we deserve.

Climate leaders don't widen freeways. Climate leaders don't keep plans to widen them, either. We hope the Metro Council will demonstrate in action the climate and traffic safety



leadership that they use in rhetoric by adopting these aggressive and necessary changes to the Regional Transportation Plan.



BIKELOUD

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RE Active Transportation Spending Discrepancy in the RTP

Date August 25, 2023

To Council President Lynn Peterson, Councilor Ashton Simpson, Councilor Christine Lewis, Councilor Gerritt Rosenthal, Councilor Juan Carlos González, Councilor Mary Nolan, Councilor Duncan Hwang

Dear Metro President and Councilors,

BikeLoud, Portland's bicycle advocacy non-profit, deeply appreciates your "blueprint for the future", the [2023 Metro Regional Transportation Plan Public Review Draft](#) (RTP). Everyone at Metro should be proud of the cohesive and comprehensive vision it lays out.

However, during our review, we grew concerned. **The dollar amounts allocated to active transportation in the RTP don't appear to correspond to your stated priorities.**

The RTP makes it very clear that investment priority must center on active transportation. We are puzzled by the budget ([Table 5.4](#)) that inexplicably allocates 50% of total spending to motor vehicles, in the form of *Throughways, Roads and Bridges*, the *IBR*, and maintenance, and only puts 4.5% into the active transportation budget, to be split between walking and bicycling.

Walking and biking have historically been underfunded. This long-term RTP is an opportunity to redress that inequity. **Can you explain why, for every \$1 spent on sidewalks, or on fixing gaps in the bike network, \$25 will be spent on motor vehicles?**

This imbalance is concerning when the other 570 pages of the RTP so expertly articulate why we must do the opposite – prioritize investment in active transportation and connections to transit. **Why does Metro not want to align its own investment dollars with the priorities, goals, and vision in its RTP?**

To help BikeLoud better understand the spending discrepancy in the RTP, **we respectfully request a meeting** with any councilor(s) available to discuss your budget priorities.

Thank you so much,
BikeLoud Board of Directors

Dear Metro and JPACT officials,

I am writing to ask that you adopt the policy positions submitted by No More Freeways. Your current Regional Transportation Plan fails to the climate crisis as well as the rising number of traffic fatalities on Portland's streets, and that is unacceptable. We need bold action on climate change like investments in reducing driving, and abundant accessible public transportation. We need investments in traffic safety. We don't need more freeways. Please support the plan put forward by No More Freeways today and give Portland something it actually needs.

Sincerely,
Jessi Presley-Grusin

Hello Metro/JPACT members -

Long story short, we need bold action on climate from our elected leaders. We cannot maintain the status quo with small incremental changes that will do nothing to avert the impending disaster that is climate change. We need to radically reorient our regional transportation system away from driving as the default mode and shift immediately to prioritizing safe active transportation networks and reliable mass transit options. 40% of Oregon's carbon emissions come from transportation!! That is the low hanging fruit that needs to be cut, immediately.

The RTP wildly underestimates the amount of carbon pollution that will come from driving without significant, immediate changes to our transportation system. We need the Regional Transportation Plan to adopt more aggressive plans to reduce driving and invest in the most cost-effective initiatives to reduce carbon emissions – walkable communities and abundant public transit. The RTP must divert money away from ODOT's freeway expansions and towards community street initiatives. Expanding road capacity for driving knowing what we know about the massive cuts needed in GHG emissions are the definition of insanity. The RTP also needs to invest in traffic safety, please demand that ODOT prioritize investing in orphan highways instead of freeway expansions.

Please show true leadership and deliver our region and the people in it the transportation vision that we deserve - for generations to come. Our future literally depends on it.

Best regards,
Joe Vasicek
11010 SW Eschman Way
Tigard, OR 97223