

November 2, 2009

Tom Brian, Chair
Metro Policy Advisory Committee

Carlotta Collette, Chair
Joint Policy Advisory Committee on Transportation

(transmitted via email)

Dear Chair Brian and Chair Collette:

Thank you for the opportunity to submit amendments to the Regional Transportation Plan (RTP). The substance of these amendments has been discussed at many of the advisory committee meetings and I offer these amendments with various options, in draft form, open to further modification.

1. Amendment: Link transportation investments to increased diversity of housing

Option 1

Revise Objective 1.4 to Goal 1: Foster Vibrant Communities and Efficient Urban Form (chapter 2, p. 8):

“Support the preservation and production of affordable housing in the region by giving higher priority to transportation investments for the benefit of those local governments taking measures to increase housing choice for income groups with very limited choices of housing within the jurisdiction.”

Option 2

Add Objective 1.4 to Goal 1: Foster Vibrant Communities and Efficient Urban Form (chapter 2, p. 8):

“Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.”

Option 3

Add Objective 8.3 to Goal 8: Ensure Equity (p. 11):

“Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.”

2. Sunset the Columbia River Crossing (CRC) Project by September 1, 2011

Option 1

Add 5.4.2.7: Portland Central City to Vancouver (Mobility Corridor #1) (chapter 5, following p. 15)

To a description of the CRC project in the corridor (to be drafted), add the following:

“If commitments to fund the Locally Preferred Alternative (LPA) for the Columbia River Crossing project from the federal, state, regional and local governments have not been made, evidenced by an adopted intergovernmental agreement, by September 1, 2011, the LPA shall be withdrawn and funds identified for further study of the project shall be reserved for study of potential alternative investments in the corridor.”

Option 2

Add the following language to section 5.7.1 (chapter 5, p. 20):

“If commitments to fund the Locally Preferred Alternative (LPA) for the Columbia River Crossing project from the federal, state, regional and local governments have not been made, evidenced by an adopted intergovernmental agreement, by September 1, 2011, the LPA shall be withdrawn and funds identified for further study of the project shall be reserved for study of potential alternative investments in the corridor.”

Option 3: Add the following footnote to the list of projects in Appendix 1 on the page that lists the CRC project:

“If commitments to fund the Locally Preferred Alternative (LPA) for the Columbia River Crossing project from the federal, state, regional and local governments have not been made, evidenced by an adopted intergovernmental agreement, by September 1, 2011, the LPA shall be withdrawn and funds identified for further study of the project shall be reserved for study of potential alternative investments in the corridor.”

3. Housing Affordability Performance Measure

In addition to these two areas, I also support an additional amendment that revises the RTP performance target for housing/transportation cost burden per household. The revised performance measure would call for a reduction of the share of households in the region that spend more than 50% of income on housing and transportation combined. I understand that this specific issue was raised in MTAC and MPAC and an amendment has already been developed that is consistent with this policy.

Again, thank you for the opportunity to submit these amendments to the RTP.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Liberty", written in a cursive style.

Robert Liberty

cc: Kim Ellis, Robin McArthur, Kelsey Newell, Metro Council, Mara Gross