June 30, 2020

Council President Peterson & Councilors,

The Clackamas County Business Alliance (CCBA) is a non-profit advocacy group supporting issues of importance to Clackamas County Businesses.

CCBA would like to continue to express our appreciation for the Get Moving 2020 process and efforts toward engagement. We acknowledge that we are dealing with uncharted territory and uncertain times and we know that this is challenging work. Thank you for all the effort that has gone into this process over these past 20 months.

We are here tonight to request that you include funding for the Clackamas County corridors as proposed by the Taskforce in December of 2019 as well as the funding currently recommended for the Highway 43 Corridor. CCBA was especially pleased to see the unanimous support for $180 million in investment on the Sunrise Corridor. Although we advocated for full funding for the corridor at $477 million, we appreciate that this measure could provide at least a portion of the funding.

We appreciate that the measure proposal currently includes over 780 Million dollars of investment in Clackamas County corridors that will help us to begin to create a safer, more equitable transportation system for all.

Thank you for your consideration and for the opportunity to provide testimony.

Sincerely,

Nellie deVries
Executive Director
Clackamas County Business Alliance
PO Box 2156
Lake Oswego, OR 97035
https://ccba.biz/

Mayor
Honorable Tom Ellis

City Manager
Jason A. Tuck, ICMA-CM

HAPPY VALLEY, OR
EST. 1965

June 30, 2020

Metro Council
600 NE Grand Ave
Portland, Oregon 97232
getmoving@oregonmetro.gov

Dear President Peterson & Metro Councilors:

On behalf of the Happy Valley City Council, thank you again for undertaking the complex task of crafting a regional transportation measure. We appreciate the opportunity to provide input for the Get Moving 2020 process.

As a city of 21,700 neighbors within Metro's boundary, one of Happy Valley's top priorities is to provide a safe, convenient, and economical transportation system to meet the needs of our maturing community. As our community continues to evolve, we are committed to seeing our transportation system improved with an equity-forward approach toward transit-integration and transportation alternatives.

For these reasons, the City of Happy Valley is appreciative Metro has included proposed investments in Clackamas County, especially the Clackamas-to-Columbia (C2C) and Hwy-212/Sunrise Gateway corridors. Investment in these corridors is critical to ensure a robust regional transportation system that will support the economic viability of Clackamas County and the Metro region, particularly as we emerge from the present pandemic.

In preparation for future growth, the City of Happy Valley continues to perform land and transportation planning for approximately 2,700 acres adjacent to the Sunrise Gateway and C2C. The City has also formed an Urban Renewal District to meet growth demands, setting aside seven percent of funding for affordable housing investments along the C2C corridor. Metro's co-investment in the C2C and Sunrise Gateway is a pivotal component to achieve the regional goals for housing and employment in the area.

Thank you for your efforts to create a complete and resilient transportation system for our region. We encourage you to continue to support inclusion of Clackamas County's corridors within the final package of investments advanced this November.

16000 SE Misty Drive, Happy Valley, Oregon 97086-4288
Telephone: (503) 783-3800 Fax: (503) 658-5174
happyvalleyor.gov

Sincerely,

Tom Ellis
MAYOR

WASHINGTON COUNTY
OREGON

June 30, 2020

President Lynn Peterson
Metro
600 NE Grand Ave,
Portland, OR 97232

Re: Support and Requests for Get Moving 2020 Measure

Dear President Peterson and Metro Councilors:

I am pleased to express the support of Washington County's Board of Commissioners for Metro Council's referral of the Regional Transportation Funding Measure to the voters in November 2020. The measure will complement local and state funding and leverage additional federal funding to support the development of the fully functional and more equitable transportation system we need to support the continued growth and strong economy for our region. The investments proposed in your draft funding recommendations for the measure will address key gaps in the transportation system in Washington County.

The most significant of these is the extension of MAX to Bridgeport in the Southwest Corridor. Fast and reliable transit service will provide access for residents across the region to the many jobs in this corridor and will provide a much-needed option to congested travel on I-5 and Highway 99W for residents in the corridor and those coming into the corridor from the broader area. The project will bring both short-term construction jobs and long-term opportunities to leverage affordable housing investments that are more important than ever in our current economic conditions.

We support the full investment proposed for the Southwest Corridor and ask for your continued support in the future to secure federal funding for design and construction of this light rail extension to Bridgeport.

We are pleased to see the investments proposed to improve safety, transit access and reliability for the 16-mile Tualatin Valley Highway corridor between Beaverton and Forest Grove. As a farm to market road, the highway played a key role in the historic development of the county. Over the last several decades, the community has become increasingly urbanized, with greater demands for access to jobs, schools and other services. Within the corridor, 48 percent of residents identify as people of color. Communities along the corridor also experience persistent poverty with above-average concentrations of low-income and youth populations, and limited English language proficiency among residents. This corridor illustrates the need for additional investments in our region provided by this measure.

Board of County Commissioners
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

The communities along TV Highway have experienced increased fatalities and serious injuries as an increasing number of pedestrians and transit users, many of whom are older adults and persons with disabilities, cross the highway and navigate the lack of sidewalks. The frequent bus service in the corridor is one of the highest ridership routes in the TriMet system, but it has delay and reliability problems. The analysis we have completed to date, in partnership with Metro, ODOT, TriMet and the cities confirms that the needs in this corridor are much greater than the available resources, even with this funding measure.

We ask that you support investments in the TV Highway corridor at the $524 million (2019$) baseline level staff identified to provide additional safety improvements and address paving deficiencies, and continue to work with us and other partners to identify additional funding to complete the much-needed operational and maintenance improvements and stormwater management needs for the highway.

Investments proposed for the 185th Avenue corridor between West Union and Farmington roads will improve safety, transit speed and reliability, access and mobility on this heavily travelled arterial. This north-south corridor links two Portland Community College facilities, Aloha and Westview high schools and other schools, Aloha Town Center, Tanasborne/AmberGlen Town Center, medical services, small businesses and a wide variety of housing, with growing communities in new urban areas to the north and south. The proposed grade separation of MAX at 185th Avenue will improve safety and reduce delays for pedestrians, bicyclists, buses and vehicles, while providing long-term MAX travel time reliability. The combination of enhanced pedestrian crossings, the complete street improvement between Kinnaman and Farmington roads, new and improved transit stops and amenities along with bus reliability improvements will better serve the needs of the communities in this corridor.

We support the full package of proposed investments for 185th Avenue.

Highway 217 remains a high regional freight and vehicular mobility priority. This corridor links regional and town centers and intersects the Southwest Corridor. It is also a major job center, and the adjacent communities are diverse and thriving. Funding for planning and design in this corridor will help us secure future investments.

Highway 99W is a critical corridor in southeastern Washington County. Like TV Highway, the community along Highway 99W has become increasingly urban and diverse, and the need for improved mobility, safety and access to transit has grown dramatically in recent decades.

We support the proposed funding for the Highway 217 and 99W corridors to help us plan for the changing needs in these corridors.

Despite the success of previous demand management strategies and transit investments in the US 26 Corridor, the highway remains a bottleneck at the Vista Ridge tunnel/I-405 interchange, impeding the county's connection to the regional interstate system.

In the US 26 Corridor, we support including funding to identify tools to reduce traffic congestion and support freight mobility.

Washington County is the most diverse county in the state, and we take our role in providing for the needs of historically marginalized communities seriously. Though these investments help us adjust to the changing conditions in the county, we know we must help minimize the risk of displacement and rising business and residential rents in the identified corridors.

We strongly support proposed investments in this measure to support community stability and the engagement of our community-based organizations in identifying equitable development strategies.

We recognize that the strength of Washington County is tied to the strength of the region and state. Our investments in the county will be stronger when coupled with the regional investments proposed in this funding measure. We sincerely appreciate the significant effort that you and your staff, other agency partners and many dedicated members of our community have put into advancing the measure to this point.

We encourage you to take the next step by referring this measure to the voters in November.

Sincerely,

Washington County Board of Commissioners

Kathryn Harrington
Washington County Chair

Dick Schouten
Washington County Commissioner (District 1)

Roy Rogers
Washington County Commissioner (District 3)

Pam Treece
Washington County Commissioner (District 2)

Jerry Willey
Washington County Commissioner (District 4)

Subject: Transportation Taxes

Comment or question:

July 7, 2020
To: METRO Council Members
From: Beaverton Area Chamber of Commerce
RE: Get Moving 2020

Dear Metro Council –

The Beaverton Area Chamber of Commerce has long recognized and championed for transportation solutions to support congestion reduction and freight mobility in the metropolitan area. We have proudly supported MSTIP for years as well as efforts at the State level including the I-5 Columbia River Crossing. We recognize a viable multi-modal transportation system is essential to a vibrant business community and until now, we have been a solid proponent of addressing transportation upgrades that address the commute burdens on Highway 26, 217, 99, etc.

Our world has changed though. The needs of our members and the needs of our community have changed dramatically due to the COVID-19 pandemic.

Despite our past support for a multitude of transportation needs in the past, we find ourselves in a contrary position at this time and find it exceedingly difficult to understand how Metro could contemplate putting a near 100% tax burden through payroll taxes to fund the $7 billion Get Moving 2020 initiative. During this unprecedented, and frankly economically devastated period of COVID-19 pandemic, it is perilous to even consider placing another tax burden on our businesses and their employees this fall. We are not even able to move to Phase II of re-opening as cases are surging and we remain in the "first wave" of this pandemic. We are being threatened by these rising numbers which may result in another long-term shutdown. We have businesses that have closed forever and employment still woefully below pre-COVID levels. The COVID pandemic has dramatically changed who works, how they work, how they may work in the future, how people travel or if they travel. It has forever impacted the current and future needs of our community. As employees, employers and your tax base, we have been forced to pause and we respectfully request that Metro take this opportunity to pause as well.

The investments in the Metro Get Moving 2020 plan appear to still be focused on the pre-COVID plan: More bike lanes, traffic signals, sidewalks, mass transit and "studying future needs." We believe strongly that the plan needs to be reassessed and re-prioritized for our post-pandemic reality, which is yet to be known in full. Metro so far has elected to not take a pause in proposing new taxes but the sources of those tax dollars have been forced to pause, adapt or quite frankly disappear. It would be a welcome sign of a thoughtful Metro Council to pause long enough to assess the Get Moving 2020 Plan in light of the new realities we all face and consider the urgent needs for true short and long term economic recovery in our community for our community to be able to afford these transportation investments.

Here are a few direct thoughts from local business owners whose employees are just getting back to work to support their families and recover from losses due to COVID-19:

"Surviving 2020 and the foreseeable future will be an incredible challenge for my family business and increasing payroll taxes will only make it harder. I can't think of a worse time to increase payroll taxes because it punishes local employers for keeping people employed during a global pandemic." Owner, Mark Speigelberg, THE BARBERS

“Due to the constraints caused by the COVID-19 Pandemic and additional expenses to reopen, any increase in payroll taxes at this time will cause unbearable additional financial burdens.” Owner, Keith Wright, Century 21 Wright and Associates

“Small business is wounded – many on life support and many fatally. Adding additional tax burdens at this time is adding another dagger to body of small business. You will only cause more unemployment. Your actions do not match your words when you say “small business is the life of our community”.” Owner, Amy Saberiyan, Ava Roasteria

We urge you to please reconsider the plan, its’ costs, its’ priorities, and the timing of adding yet another tax burden to the diminishing working population of our community.

We wish you all good health and thank you for your thoughtful consideration.

Sincerely,

Lorraine Clarno, President/CEO
Steve Smelley, Chair BAC
Keith Wright, Board Chair, BACC Founder: Goldfinch Consulting Owner: Century 21 Wright & Assoc.

Board of Directors:
Keith Wright, Chair – Century 21 Wright & Assoc.,
Mark Speigelberg, Chair-Elect - The Barbers,
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Troy Gagliano – PGE,
David Harrison – Leavitt Group,
Travis Jones – Nike,
Ali Kavianian – Churchill Management Group,
Toy Kim – Bethany Development Corporation,
Christine Moore – Pamplin Media,
Tara Pedersen – Columbia Bank,
Rhonda Reister – RLC Connections,
Martin Rasmussen – Great Bones,
Kelsey Scotch – Madden Industrial Craftsmen, Inc.,

Lisa Wise – Wells Fargo Ex-Officios:
Alfredo Moreno – Portland Community College,
Don Grotting – Beaverton School District,
Denny Doyle – Mayor of Beaverton,
Allen Kennedy – Tualatin Valley Fire & Rescue,
Ada Boje – Health Touch Massage,
Angela Sandino – OSU Extension Service Education Center,
Lorraine Clarno - President

GETTING THERE TOGETHER

July 7, 2020

Dear President Peterson and Members of the Metro Council,

Thank you for your continual work to serve our region in these uncertain, yet imperative times. After over two years of work, countless stakeholder meetings, careful analysis by Metro Staff, and thousands of hours community input and engagement across the three counties, the Getting There Together Coalition writes to you today to support the referral of Metro's 2020 Let's Get Moving Transportation Measure, and we stand as community organizations ready to engage and communicate with our communities why this package offers a a once-in-a-decade opportunity to reshape this region's transportation system by investing in safe, accessible, clean, and affordable transportation options for people of all ages and abilities, and in communities across the region that have long asked for these investments.

In the past four months since the COVID-19 health and subsequent economic crisis emerged, both Metro and the Getting There Together Coalition have been hard at work to engage community members and stakeholders to better understand how this emergency has impacted their life, and how transportation needs may have changed. Even before COVID-19, we knew that many of our communities throughout the region were struggling; our Coalition was founded in 2017 in part because of tremendous disparities in wealth, health, education, jobs, and access to services. Essential workers who either don't have a car, or can't afford one must be able to walk or use transit, even in a pandemic. People who live, work, and travel along TV Highway in Washington County, 82nd Avenue in Multnomah County, McLoughlin Boulevard in Clackamas County, and other roads awaiting investment and improvement across the region continue to feel unsafe as vehicle traffic increases and something as simple as crossing the street becomes a dangerous task again. These are all places that need and will receive investments through this measure.

These recent crises have only magnified issues that people from Black, Indigenous, and other communities of color have known and spoke of for decades: economic and social injustices are also built into our transportation system. These voices have largely gone unheard or ignored in past transportation processes, but we recognize the opportunity we have right now to come together around a community-built plan, to begin to take meaningful action that builds a more equitable transportation system that works for all.

While the way many people use our transportation system has been radically altered in the past few months, the fundamental issues in our transportation system have not gone away. Our transportation system is still unaffordable and inconvenient to many who are transit dependent. People of color, youth, older adults and people with disabilities are still affected by preventable traffic violence at disproportionate rates. We are still in a climate crisis, and transportation emissions still account for the largest contributions. Emissions and air quality impacts from automotive congestion are on the rise again, and they still affect vulnerable communities at higher rates.

As a broad and diverse coalition of community-based organizations, the Getting There Together Coalition works with and represents thousands of community members across the region who struggle to remain in their homes as housing costs increase, cannot reach their jobs by transit, and are unable to live the quality of life promised to them by their elected officials, because our roads are unsafe and they cannot access essential destinations in their community. Our Coalition brought forward needs and perspectives from BIPOC-led organizations, youth, older adults, people with disabilities, working class, and transit dependent folks -- people who traditionally have not been asked nor listened to when it comes to transportation investments. We fought for and won the inclusion of more safe, accessible, clean, and affordable transportation options that improved the package overall. We emphasized and prioritized safety, transit, and accessibility projects in parts of the region where the rate of people of color, people with limited English proficiency, and people living on lower incomes is greater than the regional average.

Transportation projects take years to come to fruition, but the impact of making investments in our communities will be felt immediately through support for community and business, not to mention job creation. This measure is overwhelmingly made up of safety and transit investments in communities that need investment most, and that is exactly what we as a region need, without delay.

Some of the elements of the measure that the Coalition strongly supports:

- More than two-thirds of this measure is focused on transit and safety investments, and 60% of projects will be built in equity focus areas.
- Expansion of Portland Public School's wildly successful YouthPass program into an ongoing Regional Youth Transit Access Pass for all 14-18 year olds in the region, with continued expansion targets toward free passes for all youth 18 and under.
- The inclusion of corridors spread across the region: 122nd, 162nd, the Albina Neighborhood, TV Highway, 185th, Powell, McLoughlin Blvd, and 82nd Ave.
- "Better Bus" improvements not only on some corridors in some regions, but on all investment corridors on their entire length. These investments prioritize transit on our roadways through bus lanes, signal prioritization, and other tools that keep riders moving even in congested vehicle traffic.
- Support for residential and business community stability through anti-displacement strategies, affordable housing along corridors, and consideration for Participatory Budgeting with communities.
- Annual funding for Safe Routes to School, safety hot spots, transit reliability,

transit electrification, and accessibility via walking, biking, and trail connections.

- Many other project and program investments that will bring $7 billion in infrastructure spending, ongoing program investments, and much-needed jobs to our region.

We applaud the decision to hold off on collecting revenue until 2022, to allow the business community to restabilize after COVID-19. The Coalition continues to hold concerns about non-progressive financing such as Vehicle Registration Fees. While we recognize Metro is working with very limited options in regards to financing and revenue generation, the Vehicle Registration Fee (VRF) is highly regressive, and would have a disproportionate impact on Black, Indigenous, communities of color, and people living on low or fixed incomes, including older adults and people with disabilities.

There were also two projects that the Coalition opposed throughout the process that remain in the measure: largely roadway expansion projects, such as many parts of the 212 Corridor, and the 82nd Airport Way expansion. These both represent investments in non-equity areas that appear to continue investment that will directly contribute to the climate crisis.

As a Coalition, we have been steadfast in raising our concerns: that in addition to the values put forth by Metro Council and the Task Force, this measure needs strong commitments and actions to achieve justice for our Black, Indigenous, and communities of color. While this measure will not solve all the region's transportation issues, it represents a community-informed first step that will bring real and meaningful change to all corners of the region, either through transformational corridor investments, or region wide programs such as the long called for Metro-wide regional YouthPass. Transformational is always relative: for the multi-generational family near 82nd, feeling safe while crossing the street is transformational. For a family dependent on public transit, saving hundreds of dollars in fares for their middle school and high school students is transformational.

Thank you for your work with the whole community. We stand ready to be a partner in these transformational investments, and we also know that this is just a first step in achieving greater transportation justice for the region.

Yours sincerely,
The Getting There Together Coalition
www.gettingtheretogether.org
info@gettingtheretogether.org

The University Park Neighborhood Association's Transportation and Land Use Committee is concerned about the proposed Albina Vision portion of this proposed bond. While we support the proposed Albina Vision projects, we are asking the following question:

-- Which if any of these Albina Vision projects can be done independently of the ODOT I-5 corridor project?

Also we encourage Metro to fund additional bicycle and pedestrian projects in North Portland.

Thomas Karwaki
Transportation and Land Use Committee Chair
University Park Neighborhood Association
253.318.2075 cell/text