

Written Testimony  
Transportation Funding Task Force  
Meeting 15  
December, 11th 2019

Sent: Wed 11/20/2019  
From: Jackson Calhoun <calhounpitcairn@gmail.com>  
Subject: Testimony for T2020 task force meeting

## T2020 Task Force Testimony

Jackson Calhoun  
Wednesday, November 20, 2019

My name is Jackson Calhoun. I am 15 years old, and I am a sophomore at Rex Putnam High School.

I Ride to school every day. My ride is a battle between the bike lane and my bike. A battle to avoid trash cans, gravel, blackberry vines hanging down into the bike lane, roots, bumps and giant leaf piles that could cause me to crash if I were to run into them. A few weeks ago I ran into the king of the evil blackberry vines. It scratched up my rain jacket and shocked me greatly. And a few days ago I almost ran into a trash can! Luckily I didn't crash.

My bike ride to tonight's meeting was not very safe - while the new Trolley Trail is nice, most of Clackamas County is very difficult for bike riders. It took me an extra 20 minutes to get to the MAX station because of the lack of service in Clackamas county. Yet, I braved the long journey, darkness, miserable traffic, transit fare, the treacherous roads lacking bike lanes and sidewalks today because my future is on the line, and I'm tired of my elected officials pretending that they are speaking for me and my classmates when they are really more interested in money, attention and photo ops.

How convenient it is, then, that the adults in this room sitting around this table have the opportunity to demand that Clackamas County gets the transit, biking and walking investments it deserves. Investments that not only make it easier for my classmates and neighbors who can't drive to get around, but also to do something about the rising oceans, endless droughts, worsening fires, and predicted food shortages and poverty that threaten my health, my safety, and my future. We can pay for this future by reallocating funding away from needless road projects and towards meaningful, world-class transit corridors connecting our communities. For my future and the future of the entire human race you must not spend a single cent of this transportation package on roads, freeways or anything that encourages increased greenhouse gas emissions.

Despite what certain representatives and elected officials are saying at this task force and at other meetings in recent months, the freeway expansions and road widening projects do not serve my needs. Clackamas County is changing - there's a very large number of people in Oregon City, Milwaukie, West Linn and Oak Grove who want to vote for a transportation package that eases congestion, improves air pollution, encourages children to bike and walking to school, and prepares our region for climate change. With our changing demographics, we need to prepare for large numbers of my neighbors who are unable to drive as they get older - we also to prepare for large numbers of my classmates who are interested in finding housing near transit to support the environment. I volunteer with Sunrise PDX and I, too, am gravely worried about climate change. At the age 15, I will be 26 when my climate fate is sealed. Is anyone on this panel younger than 26 now?

The current proposal - the one in which Clackamas County Commissioners are insisting must include hundreds of millions of dollars for freeways to parts of the region that very few people

live in is ridiculous. I even read a newspaper report in which a lake Oswego city councilor said that widening roads to decrease traffic would reduce carbon emissions! What kind of cognitive dissonance does it require to think that making bigger roads will result in decreased carbon emissions. That's a joke! like saying that getting a bigger plate will cause you to be less fat because you will eat food slower. All it will really do is cause you to get more food in the first place.

I'm sorry if it seems like I'm angry tonight, but that's because I am. The idea of putting money into something that will end up destroying my future is unbelievable. I'd like to invite you all to love the future generations and invest every cent of this transportation package in renewable transportation.

I hope in ten years, at age 26, when I go to visit my home high school Rex Putnam that every student there is sure of their future and is easily able to travel anywhere in the area without the use of a pollusive car.

I hope that the adults in the room stop tip-toeing around the urgent climate crisis we face, and collectively agree we must no longer delude ourselves that including the Clackamas County freeway projects is a necessary evil but instead a red herring that prevents me and my generation from living on a planet not ruined by climate chaos. I hope that my voice helps remind us that there is no monolithic voter in Clackamas.

I hope in ten years, my bike ride and my max ride won't be so miserable. I hope in ten years, we look back on these meetings as the moment we got serious about the climate impacts of these freeway expansions in my backyard.

I hope in ten years, you won't regret that you ignored the youth climate leaders testifying today.

I hope in ten years, you'll be able to look me in the face and tell me you did everything you could.

I hope to see you there. Time's ticking, we'll be watching.

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Thank you,  
Jackson Calhoun  
Age 15  
[calhounpitcairn@gmail.com](mailto:calhounpitcairn@gmail.com)  
(503) 732-5960

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Sent: Fri 11/22/2019

From: Michael Goff <michael.k.goff@gmail.com>

Subject: Coupling transportation funding and land use

Hi,

I testified at the November 20 meeting of the task force, and I would like to submit the following comments as follow-up.

I am generally supportive of a comprehensive funding package that will support the growth that our region is expected and should strive for.

That includes funding across the full range of modes: road capacity, rail, buses, and bicycle and pedestrian infrastructure.

However, I wish to see Metro adopt as a principle in this funding package and going forward that transportation funding is coupled with the requirement that cities increase zoning capacity around the upgraded corridors. This is necessary to insure that the funded projects are used to their full capacity, thus respecting the taxpayers. Furthermore, as our region is suffering from a severe housing affordability challenge, we should take advantage of the opportunity provided by this investment manager to address it by allowing our housing stock to increase.

Thank you for your work on this critical project. I recognize the challenge in crafting a funding package that respects the full range of stakeholder expectations and appreciate your effort.

Sincerely,  
Michael Goff  
967 NE Orenco Station Loop, Apt. 423  
Hillsboro, OR 97124  
206-554-1989

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Sent: Tue 11/26/2019  
From: Gary Brown <gary@brownz.com>  
Subject: Getmoving2020

I attended the Metro transportation task force meeting last Wednesday and was pleased to see the theme GetMoving2020. Lets Get Moving, again.

I have lived in westside Aloha for over 30 years and all I have felt with transportation is it getting slower, slower to get about anywhere, no matter what your mode of transportation is. For most of the last 150 years we have been reducing the time, and increasing the efficiency, to travel. But we have been going backwards, by these metrics, in the Portland region.

I am all for mass transit, but we need to support efficient cross town and through town transportation as well. Mass transit here doesnt achieve that and we cant ignore other means of transportation in the meanwhile.

I am a retired engineer and now volunteer school teacher for a STEM program, and need to get to schools all over. It can take me 1 hour and 45 min to go 18 miles from my house to schools in Northeast Portland. Using mass transit would take >2.5 hrs each way! This is ridiculous, and it discourages me from this charity work. My wife had to plan 1 hour of travel each way 12 miles to get from Aloha to downtown for a doc appointment the other day. This is wasteful, on so many levels!

So please create a plan that Gets us Moving again!

Sincerely,  
Gary Brown  
Retired Engineer, Full-time Volunteer, and Concerned Resident of Oregon

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Sent: Sat 11/30/2019

From: Laurie Sonnenfeld <lauriesonnenfeld@gmail.com>

Subject: McLoughlin Area transportation improvements public comment

Hello and thank you for selecting the Mcloughlin corridor for consideration for \$200 million in improvements. The area needs these projects and will benefit from them.

I am specifically writing to urge you to fund adding two more tiers to the Park Ave. Parking Garage. I live near the Park Ave station in Island Station and I also work actively as a realtor in the area. The limited parking for MAX there impacts both Oak Grove and Milwaukie residents who live within a few blocks of the station since the overflow parking ends up in our neighborhoods. I expect it also deters some riders who would rather take the train but can't park and don't want to walk several blocks to the train. Additional parking would be helpful and make a positive impact.

Having our streets full of cars from outside the neighborhood impacts our livability and our use of our neighborhood streets for walking and other activities. Especially on SE 26th north of Park, since there are no sidewalks, when we walk down that street, which many residents do, having extra cars parked there means we have to walk in the middle of the road and if someone turns quickly onto 26th from Park it does not feel as safe as other streets where we can walk near the edge of the road.

Also the property values are unfairly reduced where the extra parking occurs because it is not attractive to buyers.

My neighbors and I hope you will go forward with this project.

Thank you,

Laurie Sonnenfeld

*Celebrating 30 years in our community, with people and planet at heart.  
I expect amazing things to happen for my clients. And they do!*

Homes with Character  
(and small plexes and woodsy retreats) close-in.

Five-Star Professional Award, 2013 - 2019  
in Portland Monthly Magazine best realtors list.  
Less than 7% of Portland area realtors receive this award.

**Laurie Sonnenfeld**, Oregon Principal Broker

Laurie Sonnenfeld Realty  
503-750-1630  
[www.cascadiahomes.com](http://www.cascadiahomes.com)

Sent: Sat 11/30/2019

Sent: Mon 12/2/2019

From: Fredrick Sawyer <fredasawyer@comcast.net>

Subject: Support the \$200 million funding for McLoughlin Corridor

To Jim Bernard, Mark Gamba, and the T2020 Task Force

Please support the McLoughlin Area Plan Implementation Team (MAP.-IT)'s McLoughlin Corridor Equity Sidewalk Plan connecting mobile home parks, apartments, retirement centers, bus stops, schools, and the Trolley Trail. The plan includes sidewalks on main streets between and along all TriMet bus lines between Milwaukie, Gladstone, the Willamette River, and I-205. Enhanced transit on lines 29-34 in the McLoughlin Area, including, Oak Grove, Jennings Lodge, and Clackamas. The plan includes Safe Routes to Schools for Oak Grove, View Acres, Riverside, Bilquist, Jenning Lodge and Candy Lane Elementary Schools; Alder Creek Middle School; Putnam, New Urban, and Sabin-Schellenberg High Schools.

Please support adding two floors to the Park Ave Park Ride parking structure, the I-205 - OR 99E two-lane on-ramp project to decongest the interchange, deleting the study to extending the Orange line down the middle of McLoughlin and use the \$5m study funds for the construction of the Trolley Trail Bridge across the Clackamas River between Gladstone and Oregon City.

Thank you

Fred Sawyer

Oak Grove

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Sent: Tue 12/3/2019

From: Nate Ember <designlovegiveadamn@gmail.com>

Subject: T2020 bond measure proposal - Mcloughlin Blvd

Thank you for supporting significant funding for improvements to Mcloughlin Blvd as part of tier 1 funding under the proposed T2020 bond measure. \$200 million would be a wonderful and significant investment, and I would encourage even more if at all possible be allocated to support the immense future potential of this essential corridor.

I, along with many other members of my community, support the proposed areas of investment with one exception: road improvements at the I-205 on ramp. While I know this is currently congested, I do not believe that expansion of automobile infrastructure should be part of this investment, and the funds currently allocated there would be much better spent to implement soon-to-be-proposed public infrastructure investments that will emerge from the currently underway planning process for the Park Avenue area, a project funded by Metro. These potentials will likely include planning for future light rail / BRT extension, at least two new pedestrian crossings of the boulevard, and median/road/intersection improvements to ensure safe walkability. It may also involve some funds to purchase properties needed to make new connections, and to fund stormwater / open space facilities associated with these new bike-ped connections.

We know that if transformational economic growth is to begin on McLoughlin (where there is much potential to accommodate much needed housing and jobs growth), it will require public investment through this exact means, sooner rather than later. Successful redevelopment at Park Ave will ensure that the rest of the investments further down the corridor will be that much more meaningful and effective.

Thank you,  
Nate Ember

*member:* Living Future Institute, 350CC, Oak Lodge Legacy  
*DesignLoveDolt@Twitter*  
Registered Architect: [inkbuiltdesign.com](http://inkbuiltdesign.com)

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Sent: Mon 12/9/2019  
From: Terri Gilreath <terrigilreath@gmail.com>  
Subject: Support McLoughlin Corridor

T2020

Date: December 10, 2019, at 10:00 AM  
Subject: Support the \$200 million funding for McLoughlin Corridor  
To: BCCC and T2020 Task Force and Related Parties

Please SUPPORT the McLoughlin Corridor Equity Sidewalk Plan endorsed by the McLoughlin Area Plan Implementation Team (MAP-IT). The proposed Sidewalk Plan (designed by Fred Sawyer) improves connectivity between mobile home parks, apartments, retirement centers, bus stops, schools, and the Trolley Trail. The plan includes sidewalks on main streets between and along all TriMet bus lines between Milwaukie, Gladstone, the Willamette River, and I-205. Enhanced transit on lines 29-34 in the McLoughlin Area, including, Oak Grove, Jennings Lodge, and Clackamas. The plan includes Safe Routes to Schools for Oak Grove, View Acres, Riverside, Bilquist, Jennings Lodge and Candy Lane Elementary Schools; Alder Creek Middle School; Putnam, New Urban, and Sabin-Schellenberg High Schools.

Please 100% fund the Sidewalk Plan as this is something that greatly impacts the entire community in a positive way and is not at all divisive as is the study to extend the Orange Line and possibly adding floors to the Ride parking structure.

Thank you for your support!

Terri Gilreath  
Co-owner, East Side Athletic Club  
Co-Chair, MAP-IT  
MABA Member

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Sent: 12/9/2019  
From: Kirsten Marsh <kirstenmarsh@gmail.com>  
Subject: Park Ave Park & Ride Expansion

As a residents living above the MAX station at Park and McLoughlin, our neighborhood is in great need of the Park & Ride Expansion. Please direct grant moneys to add parking levels to the parking garage.

We have people parking on our street everyday, blocking mailboxes (preventing delivery) and bottlenecking our street rendering it at points as a single lane road. This needs to be address ASAP.

Sincerely,  
Kirsten Marsh  
12585 SE 26th Avenue  
Milwaukie, OR 97222

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Subject: Milwaukie parking garage  
From: Rich Nepon <richnepon@gmail.com>

I have a job that supplies me a hop card. But I can never find a parking spot. It would take me an hour to take a bus from near my house to the station then an hour to work, four hours travel for a four hour day. That effectively cuts my pay in half. So I drive.

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Subject: Metro Transportation bond  
From: Jeanne Magmer <JeanneMagmer@comcast.net>

I plan to support the proposed Metro transportation bond T-2020 on the November ballot, providing it includes \$200 million currently slated for the McLoughlin Corridor Project for the following projects:

- Sidewalks for walking to and along bus routes 29-34 & for Safe Routes to Schools
- Adding two floors to the Park Ave. station Park-and-Ride parking structure.
- Construction of the Trolley Trail Bridge across the Clackamas River between Gladstone and Oregon City.
- The I-205 - OR 99E two-lane on-ramp project to decongest the interchange.

Addressing transportation issues in the Tri-County area is critical and the bond is a small price to pay to make major transportation progress. Thank you for pursuing this solution.

Jeanne Magmer  
12701 SE River Rd #411NP  
Portland OR 97222  
503-312-8871

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Subject: Support the \$200 million funding for McLoughlin Corridor  
From: Mitra Anoushiravani <mitraavanipdx@gmail.com>

To Jim Bernard, Mark Gamba, and the T2020 Task Force

As a parent, raising the 4th generation of family in Oak Grove and Jennings Lodge, I'm asking you to support the \$200 million of funding for the McLoughlin Corridor. The infrastructure support offered would historically improve the landscape of this area and support the area's residents in all walks of life. In addition, the population in this area is projected to increase by thousands in the coming years, and this funding will help support the logistics of that growth.

We need connective sidewalks, increased walkability, and additional parking at the Park Ave Park & Ride station. This money will fund those endeavors.

Thanks so much for your consideration!  
Mitra Anoushiravani  
Jennings Lodge

Subject: Support the \$200 million McLoughlin Corridor Project  
From: Pam Ahern [pitterpatcat22@gmail.com](mailto:pitterpatcat22@gmail.com)

To Jim Bernard, Mark Gamba, and the T2020 Task Force

Please support the McLoughlin Area Plan Implementation Team (MAP.-IT)'s McLoughlin Corridor Equity Sidewalk Plan connecting mobile home parks, apartments, retirement centers, bus stops, schools, and the Trolley Trail. The plan includes sidewalks on main streets between and along all TriMet bus lines between Milwaukie, Gladstone, the Willamette River, and I-205. Enhanced transit on lines 29-34 in the McLoughlin Area, including, Oak Grove, Jennings Lodge, and Clackamas. The plan includes Safe Routes to Schools for Oak Grove, View Acres, Riverside, Bilquist, Jenning Lodge and Candy Lane Elementary Schools; Alder Creek Middle School; Putnam, New Urban, and Sabin-Schellenberg High Schools.

Please support adding two floors to the Park Ave Park Ride parking structure, the I-205 - OR 99E two-lane on-ramp project to decongest the interchange.

Please delete the study to extending the Orange line down the middle of McLoughlin. A MAX line down the middle of McLoughlin would destroy too many businesses. It is not the time for the study. The study if needed needs to first determine the best route for MAX to go to Oregon City and where it needs to go in Oregon City; Clackamas Community College, Downtown for example. Use the \$5m study funds for the construction of the Trolley Trail Bridge across the Clackamas River between Gladstone and Oregon City.

Thank you  
Pamela Ahern  
Oak Grove

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Subject: McLoughlin Blvd Corridor Investments  
From: Theron Brayman <[theron@mailbox.org](mailto:theron@mailbox.org)>

To the Metro Transportation Funding Taskforce and Clackamas County Board of Commissioners:

I understand that additional investments are being considered for the improvement of transportation options and services in the McLoughlin Blvd. corridor. I wish to register my support for three of the suggested projects:

1. Park Avenue Park & Ride Expansion - I live on SE 26th Avenue, just off Park, and our street is heavily parked up by commuters who cannot find spaces in the existing structure. The effects of this are to nearly eliminate on-street parking from local residents and, at times, to reduce the width of the travel lane to the point where I'm concerned that fire and ambulance emergency vehicles may not be able to pass. Even with the addition of parking at the Elks Lodge, there is not enough space for all the commuters. I've very glad that the MAX Orange Line is seeing a high level of acceptance and use but it has had a negative impact on our neighborhood.

2. Trolley Trail Planning - I am a regular, avid user of the Trolley Trail and would be very supportive of extending it to Oregon City. I use the Trolley Trail to walk for health and for transportation to shopping. Oregon City is only about seven miles away from my house so it's an easy bike ride but currently that ride requires using McLoughlin Blvd through Gladstone to Oregon City. McLoughlin is very busy and noisy and the bike lanes have no physical separation from traffic so I do not feel safe riding on it. Extending the Trolley Trail as a protected, multi-use path would be a great improvement.
3. I support looking into extending the MAX Orange Line to Oregon City but I understand this will necessarily be a longer term project, fraught with obstacles. A feasibility study would be useful before making any firmer commitments.

Public transportation is important to my wife and me; we purchased our home on SE 26th five years ago in part because of the transportation options available here and because of Metro's progressive attitudes. Please consider these expansions as they will help to complete these two positive transportation features in our area. Thank you for your consideration.

Sincerely,

Theron Brayman  
12639 SE 26th Avenue  
Oak Grove, OR 97222  
989-750-6749

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Subject: Radinovich, Greg <GregRad@clackamas.us>  
From: Toilets

Why doesn't end of the orange max line have toilets at the Park Ave station? I am sick and tired of watching guys pee because METRO didn't plan

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Subject: Naomi Fast <naomifast@gmail.com>  
From: Testimony for Dec 11th meeting regarding TV Highway

Just to let the task force know, someone using an adult tricycle was killed trying to cross TV Highway last weekend, at the section known as 10th that goes through downtown Hillsboro.

Here's some of the news coverage: <https://katu.com/news/local/driver-strikes-kills-man-on-adult-sized-tricycle-in-hillsboro>

Thanks for your urgent attention to completing ODOT's (too often deadly) urban highways for Washington County's active transportation & transit users.

Thanks,  
Ms. Fast

Sent: Wed 11/27/2019  
From: MAP-IT <mapit.chair@gmail.com>  
Subject: Metro T2020 Proposals for the McLoughlin Corridor

TO: [getmoving@oregonmetro.gov](mailto:getmoving@oregonmetro.gov)  
CC: Clackamas County Board of County Commissioners, Milwaukie Mayor Mark Gamba  
RE: Metro T2020 Proposals for the McLoughlin Corridor

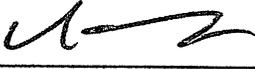
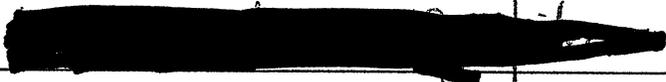
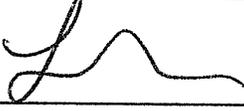
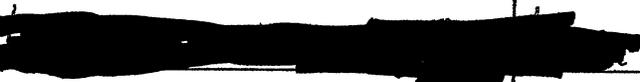
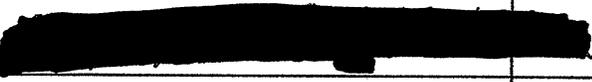
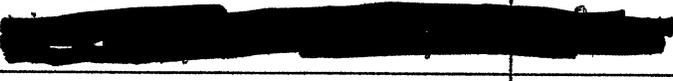
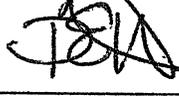
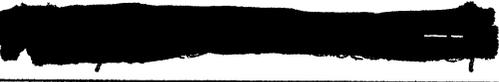
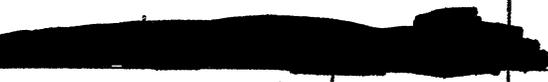
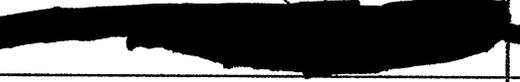
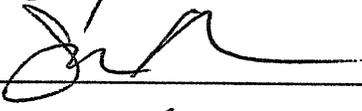
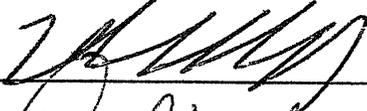
The McLoughlin Area Plan (MAP) Implementation Team is the partnership of the three active community planning and business organizations that together serve and provide a community voice specifically for those in the unincorporated area of Clackamas County from the Willamette River to I-205, between the cities of Milwaukie and Gladstone. The MAP Implementation Team thanks Metro for naming the McLoughlin Blvd. corridor as part of Tier 1 transportation planning, recognizing the importance of transportation-related safety improvements needed in the McLoughlin Blvd. area, and including \$200 million in investments for needed improvements in the proposal discussions for the T2020 bond measure. The current lack of safe routes and crossings for pedestrians and bicyclists in the McLoughlin corridor is a critical issue that needs to be addressed in the area - pedestrians have been hit and killed by vehicular traffic along the Blvd., and hazard of injury or worse is also high in the nearby side streets without sidewalks, bike lanes or safe crossings.

The MAP Implementation Team urges that \$200 million continue as at least the minimum investment level for the McLoughlin corridor component of the T2020 bond measure proposal to help address transportation safety and other area needs. We also urge that if any project costs in the overall McLoughlin corridor proposal are reduced, additional work on sidewalks in the area be added to reach at least a \$200 million investment level.

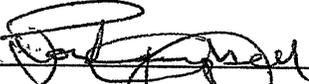
As consideration for sidewalk work, we understand Fred Sawyer has presented his McLoughlin Corridor Equity Sidewalk Plan to the Metro Transportation Funding Task Force, a Sidewalk Plan which would help in dealing with transportation safety issues and pedestrian/bicyclist connectivity in the area. That Sidewalk Plan proposes to connect mobile home parks, apartments, retirement centers, bus stops, ten schools, and the Trolley Trail with sidewalks, and includes sidewalks on main streets between and along TriMet bus lines 29-34 & 74 between Milwaukie, Gladstone, the Willamette River, and I-205. At its November 19 meeting, the MAP Implementation Team voted unanimously to endorse the McLoughlin Corridor Equity Sidewalk Plan presented by Fred Sawyer, as it supports the values, principles and projects of the McLoughlin Area Plan created through a community process involving hundreds of people in 2010 and 2011.

Thank you for your consideration.  
Respectfully,  
Karen Bjorklund, Chair  
MAP Implementation Team

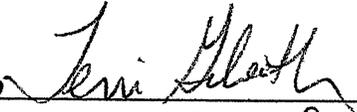
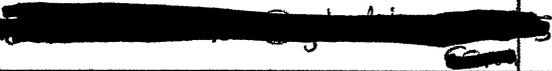
**I Support the  
McLoughlin Corridor  
Equity  
Sidewalk Plan**

<b>Your Name (Please print)</b>	<b>E-mail Address</b>	<b>Signature</b>
Ian Moore		R Ian Moore
Lindsey Schuette		
Karen Smith	none	
Laura Stevens		
Leah Robbins		Leah Robbins
C Janger		
Molly Williams		Molly S
DENIS HICKEY		
Debbie Hayes		Debbie Hayes
Linda Martin		Linda Martin
Selena Haney		
Blaine Haney		
Dany Melene Noble		

**I Support the  
McLoughlin Corridor  
Equity  
Sidewalk Plan**

<b>Your Name (Please print)</b>	<b>E-mail Address</b>	<b>Signature</b>
Ron Campbell		
Kathy Humphries		

**I Support the  
McLoughlin Corridor  
Equity  
Sidewalk Plan**

<b>Your Name (Please print)</b>	<b>E-mail Address</b>	<b>Signature</b>
Terei Gilreath		
Tanya ten Broeke		



# GETTING THERE TOGETHER

[Info@GettingThereTogether.org](mailto:Info@GettingThereTogether.org) | [GettingThereTogether.org](http://GettingThereTogether.org)

December 11, 2019

## Getting There Together Coalition | Who We Are

The Getting There Together Coalition (the Coalition) formed in 2017 in response to growing concerns that the Portland metropolitan region wasn't adequately planning to build the comprehensive infrastructure and transportation system in a way that effectively responds to the needs of people who live, work, learn, practice spiritually, and play in the Metro region. The Coalition is comprised of more than 50 member and mission-based organizations in the region that work with stakeholders, businesses, and community members, including communities of color, transit riders, youth, older adults, and the most vulnerable users of the roadway and transportation system.

The Coalition represents many of the people in the community that T2020 transportation improvements would impact and benefit, and we appreciate the opportunity to provide that perspective as you consider which projects to recommend for inclusion in a possible T2020 measure.

## Our Approach to Revenue

In this next phase of discussions on what must be included in a 2020 regional measure, GTT continues to center equity as the determining factor of decisions around what funding mechanism we choose to utilize to fund improvements that the communities we represent have been asking for. When we talk about building livable communities, we must mean "livable" for all -- inclusive of age, abilities, race, income, and background.

To this end, we urge the task force to identify and use only progressive revenue measures to fund this initiative.<sup>1</sup>

As defined by the IRS, "a progressive tax takes a larger percentage of income from high-income groups than from low-income groups and is based on the concept of ability to pay."<sup>2</sup> This is what the GTT is advocating for above all else in the decisions around revenue and funding this measure: the burden ought to be placed on those with the highest ability to pay. We know that those who utilize public transportation are often those least able to afford it-- in some instances choosing between meals and bus fare to their jobs. We also know that these are the communities that have been denied improvements in the history of transportation investments in our region, and this measure must aim to correct that.

<sup>1</sup> <https://www.ocpp.org/2009/11/02/case-progressive-taxation/>

<sup>2</sup> [https://apps.irs.gov/app/understandingTaxes/student/whys\\_thm03\\_les03.jsp](https://apps.irs.gov/app/understandingTaxes/student/whys_thm03_les03.jsp)

This is why GTT cannot support a measure that is not progressive in its design: it is flatly unfair to 220,000+ individuals currently living below the poverty line in the Metro Region.<sup>3</sup> It is the Council's and Task Force's responsibility to ensure that this measure can be both transformational, while not unfairly hurting those already with the least.

We understand that the available mechanisms are particularly limited with the preemption of a corporate gross receipts tax passed in the 2019 Oregon Legislature, and are committed to thinking creatively with you all to find the most equitable mix of funding options.

All of this being said, we look forward to learning more about these options at tonight's meeting to gain more insight to this balance. For today, we urge task force members to frame their thinking around these several questions:

- Who is most affected by this revenue option, and do they have the ability to pay for it?
- Can the revenue mechanism itself help achieve some of the Task Force's equity and climate objectives?
- As car-based travel has traditionally received an outsized share of transportation funding, does a particular revenue tool more equitably distribute the costs between all transportation modes?
- What is the balance between increasing revenues to fund more investments in the measure vs. who is impacted by that additional revenue generation?
- Does a revenue option allow for quicker generation of funds, and therefore allow investments to be made faster in the highest need communities?

These questions are only a starting point in the complex questions that are coming before the Council and the Task Force. Again, we think these questions help address the Task Force's values of racial equity, safety, and action on climate change. As always, thank you for your service on this critical work and to the region.

Sincerely,  
The Getting There Together Coalition

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<sup>3</sup> Data from <https://datausa.io/>

**Mayor**  
Honorable Tom Ellis



**City Manager**  
Jason A. Tuck, ICMA-CM

December 11, 2019

Metro T2020 Taskforce  
600 NE Grand  
Portland, Oregon 97232  
getmoving@oregonmetro.gov

Dear Co-Chairs Pederson & Treece and Taskforce Members:

The City of Happy Valley supports funding for Clackamas County's Tier 1 T2020 Corridors including Sunrise Gateway/212, Clackamas-to-Columbia (C2C), McLoughlin Blvd., and 82nd Ave. 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.

As a city of 21,700 neighbors within Metro's boundary, one of our 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 develop, we are committed to seeing our transportation system improved with an equity-forward approach toward transit-integration and transportation alternatives.

For these reasons, we believe the following corridors will best serve both the residents and visitors of our city:

### **Sunrise Gateway Corridor**

The Sunrise Gateway/212 Corridor is critical to the viability of Clackamas County and our region as a whole. Many people work and reside in this corridor today and have no safe transportation options beyond driving. Due to limited East/West connectivity in this area, many are dependent on Highway 212 for local, regional and freight trips. The current proposal from Clackamas County would create a new East/West connection and would convert existing 212 to an urban arterial with protected bicycle and pedestrian amenities. The new connection is designed to be transit ready with bus on shoulder and future bus only/HOV lanes as well as potential park and ride locations. These investments are critical now for the current residents and for the future as Metro projects that this corridor will be home to 14,000 new jobs and 43,000 new residents within the next 20 years.

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

*Preserving and enhancing the safety, livability and character of our community*

## **Clackamas to Columbia (C2C) Corridor**

Investments in C2C will create more North/South connectivity in the area and will provide an alternative route to reach I-84 in case of emergency or natural disaster.

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 Tier 1 corridors within the T2020 funding package.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tom Ellis', with a stylized flourish at the end.

Tom Ellis  
MAYOR



**BIKE LOUD PDX**

BIKELOUDPDX@GMAIL.COM

@BIKELOUDPDX

FACEBOOK.COM/BIKELOUD

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December 11, 2019

Dear Metro Transportation Funding Task Force Members:

It is important for the taskforce to recognize that funding measures do not just have the potential for us to act on climate (by building better corridors for transit) but that small economic changes can themselves be climate actions. Transportation is our biggest source of emissions in the state and continues to grow. As the taskforce evaluates potential funding measures for this ballot, we would like to propose a specific one that was recently included in a United Nations report on the Emissions Gap for your consideration.

*From the report: "Reducing the share of SUVs and light trucks in the United States of America from the current 53 per cent to 32 per cent by 2050 would reduce emissions from the production and operation of cars by 10 per cent. Registration fees tied to CO2 emissions in some European countries have successfully reduced the CO2 emissions rating of the average new vehicle, in part through shifting demand to smaller vehicles." [1]*

Large vehicles cost us in more ways than one. Heavy SUVs and trucks not only pollute more, but also create more wear and tear on our roads, produce more microplastic pollution, and are more likely to kill than injure anyone unfortunate enough to be in their path.

All 32 European countries implemented at least one type of tax or incentive aiming to encourage the uptake of passenger cars with lower CO2 emissions, and the most successful ones have multiple incentives for lower emissions vehicles. Oregon has gone the opposite way by raising registration fees for fully electric and highly efficient vehicles starting in 2020. Metro has a chance to correct these incentives by making the heaviest, most polluting vehicles pay their fair share with a tiered vehicle registration instead of increasing costs to everyone.

There are multiple ways to increase vehicle fees that will work to shift consumer preferences when tied to vehicle weight, miles per gallon fuel efficiency, or vehicle value as many expensive vehicles sold today are often SUVs and trucks. Explore these options in the pursuit of equitable funding mechanisms for the regional transportation network.

We encourage the task force to do serious and thoughtful analysis of how we raise funds for the transportation bond, with an equity focus on understanding how these fees impact different demographic groups and income ranges.

Sincerely,  
RJ Sheperd, Catie Gould  
Co-Chairs, BikeLoudPDX

Citations:

1. United Nations Environment Programme. "Emissions Gap Report 2019." Page 60, §7.3.1. November 2019. <https://perma.cc/VEX6-AJVJ>
2. European Environment Agency. "Appropriate taxes and incentives do affect purchases of new cars." April 2018. <https://perma.cc/62PP-WH5G>



October 30, 2019

To whom it may concern,

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

CCBA urges you to support the full funding of the \$180 million needed in Clackamas County. Support is building for the green project, which includes safety and local connections at \$130 million and \$50 million for planning. Clackamas County needs funding for all four corridors including C2C, Sunrise, Mcloughlin and 82<sup>nd</sup>. Investment in these corridors is critical for helping citizens of all ages, abilities and income levels to move around in our region.

The Sunrise Corridor is not a freeway, it is a multimodal connection that will provide access to employment (14,000 new Jobs/14,000 new Households projected to be located in this area by 2040) and will provide local connections to help residents safely access schools, parks and other amenities by using a variety of modes.

In combination with C2C, Sunrise Gateway will provide an alternative route to I-84 and will also connect residents in Gresham/East Portland to future jobs in the Rock Creek Employment Area.

Without investment in Sunrise, Happy Valley will not be able to implement their plans to accommodate all of these new employers and households. The city of Happy Valley is essentially unable to issue a permit allowing this development to occur today due to intersection failure at 122<sup>nd</sup> and 212. This area is inside the UGB already and is prime for investment.

Thank you for your consideration.

Sincerely,

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



Commissioners Pam Treece and Jessica Vega Pederson  
Co-Chairs, Transportation Funding Task Force  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232

December 4, 2019

**RE: T2020 Measure Support for Public Transit Alternative Fuels**

Dear Co-Chairs Treece and Vega Pederson and members of the task force:

The City of Wilsonville, operator of the Portland area's second largest urban-area transit provider South Metro Area Regional Transit (SMART), requests that the T2020 Transportation Funding Task Force specifically endorse the use of T2020 measure funds *for all forms of non-diesel alternative-energy sources* for public-transit bus acquisition. That is, the measure should *not* advance just one technology such as electric vehicle (EV) buses; rather, the measure should be 'technologically agnostic' and support all forms of alternative-fuels technology.

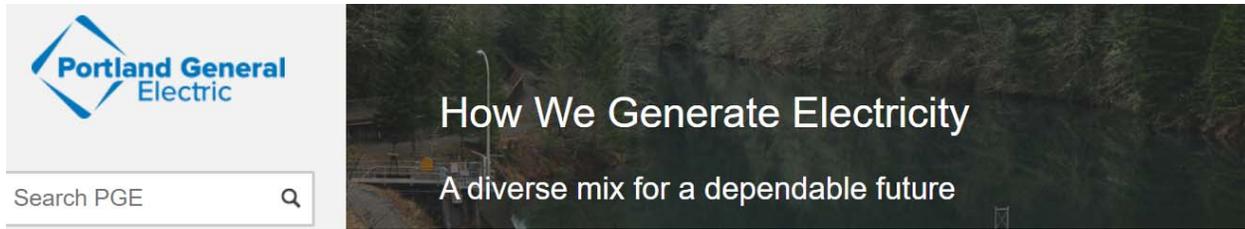
While Wilsonville/SMART seeks to advance EV bus acquisition and use—having been the first transit agency in Oregon to successfully place into active service EV buses—the reality is that a range of alternative fuels will act for some time as a bridge to an all-EV future. SMART, like other transit agencies in Oregon, is moving the bus fleet away from diesel fuel to alternative-energy sources like EV and compressed natural gas (CNG), and is considering use of renewable natural gas (RNG). Additionally, hydrogen fuel-cell technology appears very promising and needs additional time for development and potential production.

Finally, the reality is that a considerable amount—PGE indicates at least 33%—of the Portland metro-area's electricity is produced by natural gas-powered generators. Converting natural gas to electricity for use by buses is less energy efficient than just placing the natural gas straight into the bus for operation; please see page 2 for PGE data.

I encourage the task force to not adopt a provision that may make people feel good but has little real positive effect and, by depriving of funding support, could greatly slow the regional bus-fleet transition to alternative fuels. Wilsonville/SMART encourages the task force to recommend use of T2020 measure funds for all forms of alternative energy for public-transit bus acquisition and operation. Thank you for your time and consideration.

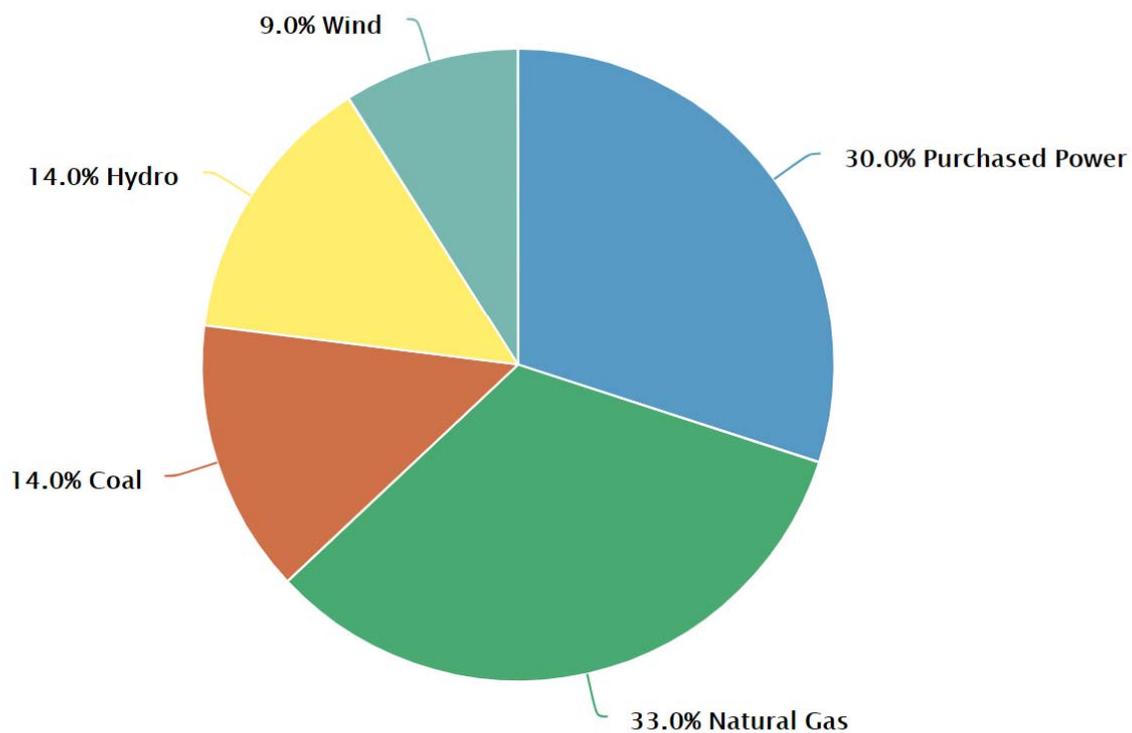
Sincerely,

Tim Knapp, Mayor  
City of Wilsonville



<https://www.portlandgeneral.com/our-company/energy-strategy/how-we-generate-electricity#>

## Where Your Electricity Comes From



Power sources are shown as a percent of total system load. Our wind, solar and hydro segments include long-term contracts as well as PGE-owned resources. This chart does not reflect our use, generation or administration of renewable energy certificates, which we used to help ensure we met the State of Oregon's Renewable Portfolio Standard in 2018.

PGE generates electricity from plants we own, and purchases power on the wholesale market to assure we serve customers with the lowest-cost resources available at any given time. We operate wholly and jointly owned hydroelectric, natural gas, coal, wind and solar generating plants.

We also own **transmission lines**, which as part of the regional power grid allow us to move the lowest-cost electricity in real time from where it's generated to where it's needed.



**Westside  
Transportation  
Alliance**

December 6, 2019

Commissioner Jessica Vega Pederson, Co-Chair  
Commissioner Pam Treece, Co-Chair  
Metro Transportation Funding Task Force  
Metro Regional Center  
600 NE Grand Avenue  
Portland, OR 97201

RE: Westside Transportation Alliance Comments on 2020 Regional Transportation Investment Measure

Westside Transportation Alliance (WTA) supports Metro's efforts to identify investment opportunities in the region's transportation system that will help improve safety, make it easier to get around, support a healthy ecosystem, prioritize investments that support communities of color, and support economic growth. We believe these investments can help create a multi-modal transportation network that supports opportunities to travel between destinations in multiple ways.

WTA appreciates the opportunity to provide the Metro Transportation Funding Task Force with our comments on corridors under consideration. WTA primarily works with employers and employees in Washington County with the goal of reducing the number of employees making single occupancy vehicle commute trips, and as such we have limited our input to the Washington County corridors. **WTA supports Tualatin Valley Highway, SW 185<sup>th</sup> Avenue, and Southwest Corridor Project as Tier 1 corridors.** These corridors support regional mobility, provide connections to important employment areas, and offer the potential for multi-modal choices for travelers.

**In addition, WTA requests that Highway 217 and Highway 99W (Tigard to Sherwood) also be included as Tier 1 corridors for planning funding.** WTA's members have consistently identified the lack of north-south mobility options on the westside as a significant issue with the region's transportation network. As the region and Washington County continue to grow, the need for north-south corridors that support multiple modes of travel and the movement of diverse populations of employees, residents, and visitors will become even more important.

Thank you for the opportunity to submit these comments. We appreciate your consideration.

Sincerely,

Jeff Pazdalski  
Executive Director