

PUBLIC COMMENT

Transportation Funding Task Force Meeting

Wednesday, September 18th



GETTING THERE TOGETHER

September 18, 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. The Coalition is comprised of more than 50 member- and mission-based organizations in the Metro region that work in and 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.

Thank you for your continued service as we work to create a vision for the region's transportation network. The Coalition represents many of the people in the community that T2020 transportation improvements would impact and benefit. As you all continue to discuss and make recommendations for potential investment through the T2020 measure, we urge you to use a racial equity lens and a community- and people-driven approach in your decision-making.

T2020 Investments

Over the summer, the Coalition has been following the Local Investment Team (LIT) corridor and project process closely. Similar to LIT members and Task Force members, the Coalition understands there are still many important questions to be determined by the Metro Council that are necessary to inform final decisions, including the mechanism for funding; the amount of funding that will be invested in our communities; and questions around how programs and other transportation projects, including TriMet service enhancements, will overlap with T2020 corridors and projects. Taking these uncertainties into consideration, the coalition did want to provide our initial feedback on the direction and intent of the measure based on our coalition's guiding principles:

- Making our streets safe and accessible for people of all ages, abilities, and backgrounds;
- Investing in new bus & MAX lines to help people get where they need to go;

- Ensuring that transportation investments are transparent and accountable to the community;
- Preventing mass displacement and restoring housing affordability; and
- Guaranteeing funding for programs and operations that increases access to transportation options.

The Coalition will continue to advocate for a multimodal transportation system that makes our streets safe and accessible for people of all ages, abilities, and backgrounds, and **we will only support projects that do not add additional roadways or widen existing roadways for increased vehicle capacity.** We reflect the community's desire and strong support for transit, and urge you to **prioritize projects that ensure every corridor will include Better Bus or be transit ready as a result of T2020 investments.**

Additionally, it is essential that this measure includes **coordination with regional programs and external investments:** significant investments in anti-displacement and multi-family housing protection strategies; coordinated with service expansions in existing public transit; and including programs like fare affordability for all youth under 18, safe routes to school, and safe connections to destinations. The measure must continue to be rooted in the Metro Council and Task Force values, prioritizing equity, safety, and clean transportation options, meaning it must benefit and not further harm low income communities and communities of color, provide safe and reliable transportation options to people in the region who need it most, and bring forward clean transportation outcomes that ensure a reduction in Vehicle Miles Traveled in the region.

The Coalition recognizes that the Task Force has not had the opportunity to adequately compare the costs of projects within corridors; however, based on our observation of the LIT process, we have concerns about certain types of projects on corridors:

- In certain corridors, one large project would constitute the majority of funds used in corridor; in order for projects to be correctly assessed, they must be contextualized with the cost of the corridor and the entire measure.
- In other corridors, some projects do not meet Metro Council or the Task Force's values or have not been fully vetted by the community; large investments in roadway capacity will not result in the transformative transportation investments being sought by the Task Force and the region.

We applaud Metro Council's commitment to leading with equity in their values and the region's recently adopted Regional Transportation Plan. The LIT Final Report clearly articulates the desire to invest in communities that have traditionally been excluded in transportation options. Our observations of the LIT meetings gave us the impression that members did all they could to set forth recommendations that would fully inform the task force, yet they had very limited information. **We urge the Task Force to continue to hold true to their commitments to combat displacement, invest in affordable and safe transportation options that priorities low income communities and communities of color, bring about increased transit service, and improve access and inclusion for all communities as the transportation package begins to formalize.**

Thank You

The Portland Metro region is growing quickly, and Metro's [2016 Metropolitan Area Population Forecast](#) projects that we will see a population increase of more than 533,000 new residents to the Metro area over the next 20 years - likely the lifespan of the T2020 measure should it pass at the ballot. While we face challenges in affordable housing, equitable access to transit and other transportation options across the region, and increasing gentrification and displacement to the edges of Metro's Urban Growth Boundary and beyond, **through T2020 we have the opportunity to be bold in our vision for the future of transportation in our region.** As you continue to develop the T2020 measure, the Getting There Together Coalition urges the Task Force to continue to listen to community testimony around transportation needs and stand strong in your beliefs of prioritizing key investment measure outcomes that should improve safety, prioritize investments that support communities of color, make it easier to get around, support resiliency, support clean air, clean water, and healthy ecosystems, support economic growth, and leverage regional and local investments. These stated values align heavily with our Coalition's guiding principles and with what we continuously hear from our coalition members, allies, and the broader community who strongly support transportation programs and projects that increase affordability, safety, and transit service needs. Our Coalition seeks to address the need in the T2020 measure to center racial equity and inclusion in transportation; remove barriers to accessing modes of transportation and increase transportation options; and have the potential to build a more comprehensive transportation system that works for people of all ages and abilities.

The future depends on what we do today, and we must continue to center serving the people in our community in getting where they need to go. Thank you, Local Investment Teams, Transportation Funding Task Force, Metro staff, and the many others invested in this process for your continued dedication and commitment to a transportation system that works for those who need it most.

Yours sincerely,
Getting There Together Coalition

September 16, 2019

Metro Transportation Funding Task Force (TF2)
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232

Re: Hwy. 212/Sunrise Gateway Corridor

Dear Task Force Members,

Thank you for your tireless work on developing a draft framework for a regional transportation funding package. We appreciate the energy that you've devoted toward advancing the package's Key Outcomes, particularly those of safety, equity, economic growth, and environmental stewardship.

As your recommendation to the Metro Council takes shape, we wish to bring Hwy. 212 (Sunrise Gateway Corridor) to your attention. Phase I of the Sunrise Corridor opened in 2016, relieving congestion along Hwy. 212 from I-205 to 122nd Ave. These improvements allowed businesses in the Clackamas Industrial Area to divert freight traffic away from what used to be one of the most congested two-mile stretches in the region.

Looking ahead, we wish to continue the momentum of this transportation success by turning our attention to the eastern segments of Hwy. 212. The next phase of planned improvements will improve safety, create multi-use connections, increase access to affordable housing and employment lands, and help the region achieve future growth plans. Specifically, this roadway extension will include a limited-access two-lane road (Sunrise Phase II) and provide a separated shared-use path throughout the project. Accompanying bike/ped improvements will support the regional Mt. Scott/Scout Mountain Trail Loop Master Plan vision to link the Springwater commuter corridor to the Clackamas River and Industrial Area.

We are excited about this community investment, not only because of its economic value to the Metro region, but because these planned improvements will remove mobility barriers for chronically underserved populations. Over 13,000 of our neighbors call the Hwy. 212 corridor their home. These neighbors include low-income and low-English proficiency communities of color with no mobility options except driving. If we don't act quickly, mobility barriers will become exacerbated, as we anticipate 43,000 more residents to move into the corridor over the next twenty years.

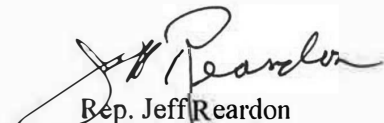
With your partnership, we hope to see Hwy. 212 transformed from a dangerous state highway into a walkable and transit-accessible community, offering new connections to four public schools and two living-wage employment areas, as well as affordable housing opportunities. These improvements make this area more accessible to low-income and mobility-constrained people.

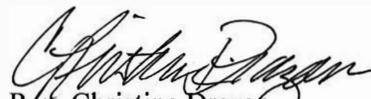
Thank you for your consideration.

Sincerely,


Rep. Janelle Bynum


Senator Chuck Thomsen


Rep. Jeff Reardon


Rep. Christine Drazan



COMMERCIAL REAL ESTATE
DEVELOPMENT ASSOCIATION

OREGON CHAPTER

September 17, 2019

The Hon. Jessica Vega Pederson, Co-Chair
The Hon. Pam Treece, Co-Chair
Metro Transportation Funding Task Force
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97201

RE: Transportation 2020 Corridors

Dear Co-Chairs Treece and Vega Pederson:

NAIOP, the Commercial Real Estate Development Association, is one of the leading organizations for developers, investors, owners & operators, brokers, and related professionals in office, industrial and mixed-use real estate throughout the United States, Canada, and Mexico. The Oregon Chapter's members represent a broad and diverse range of companies involved with commercial real estate activities in the Portland metropolitan area, including developers, owners, brokers, and managers, along with other professionals providing legal, finance, title, engineering, architectural, construction, and other services.

We support your efforts to develop a funding strategy to provide much needed investment in the region's transportation system. Such investment is crucial for the continued support for economic development, workforce transportation needs, and implementation of the land use and housing goals the region has set for future development.

NAIOP appreciates the enormous amount of time spent thus far not only by Task Force members and staff, but also the three separate Local Investment Teams from each county. In general, we believe the conclusions reached on the list of Tier 1 corridors are reasonable and accurate but would like to support the comments that you have received from the Westside Economic Alliance regarding the need to also add the Highway 217 and 99W Corridors.

In conversations with our members, these two highways are repeatedly mentioned as choke points for the transport of goods to and from commercial and industrial tenants in Washington County. As you are well aware, such congestion is also problematic for employees in reaching their jobs and returning to their homes.

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Executive Director

Kelly Ross

We fear that a failure to include these two crucially important corridors in the regional funding measure could seriously impede future growth of the westside economy and agree with WEA that the addition of these two corridors will provide additional support for the Transportation 2020 program whenever it appears on the ballot.

Thank you for the opportunity to comment and we would be very interested in continuing to be engaged as this matter receives additional attention in the future.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kelly Ross", with a long horizontal flourish extending to the right.

Kelly Ross, Executive Director

Co-Chairs Commissioners Vega Pederson and Treece,

I'm sorry that I will be unable to attend the meeting this Wednesday evening in Beaverton, so I decided to write down a few comments in a letter to you.

As a member of the Washington County LIT, we were able to see the all of the great projects that you have on your proposed slate for recommendations to the Metro Council on a November 2020 transportation funding measure. I was surprised when we were given the projects in Washington County to talk about, the discussion on the Southwest Corridor was absent. I did bring it up at two of our meetings, but the committee as a whole did not receive a presentation on it, and or, have the knowledge that they felt was sufficient to make any recommendations from our LIT. Here is a section of the summary that will be presented to you by two of our members:

"The LIT group unanimously ranked TV Highway as the top priority for Washington County, followed by SW 185th Ave. They felt that Burnside/Barnes Road was not a priority for their part of the region (although some felt that minimal investment to ensure that the corridor can function after a major earthquake would be beneficial). **Instead, they encouraged** the inclusion of additional north-south connector routes (including Cornelius Pass, Brookwood, 235th, Century, and Highway 217), or **adding more funding into other corridors (including SW Corridor).**"

As a former member of the Southwest Corridor Steering Committee for six years, and living in the corridor for almost 60 years, I feel that the dollar figure of \$850M that is being used as a placeholder for funding from the region is too low. Since there are already budget constraints and the project destination will possibly be cut short, more funds should be added to make sure we get the complete project without effecting road capacity in the corridor or region.

Thank you for your time and consideration on this matter.

John Cook

John L Cook
Mayor, City of Tigard 2013-2018
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September 18, 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, Oregon 97201

RE: Westside Economic Alliance Comments on Transportation 2020
Corridors

Westside Economic Alliance (WEA) appreciates the opportunity to provide the Metro Transportation Funding Task Force with our comments on the corridor project recommendations under consideration. WEA agrees that there is a need to provide significant investments to the region's transportation system. We support the principle of developing a regional funding program for regional transportation improvements. We believe that this approach will support economic development, workforce transportation needs and implement the land use and housing goals the region has set for future development.

WEA has participated in various studies of the sufficiency of the westside's transportation system. Those studies – e.g., the Washington County Transportation Futures Study and the Washington County Freight Study - identified deficiencies such as the lack of north-south transportation access, congestion in the few existing north-south corridors, and constrained transportation access between employment areas in Washington County and housing in Multnomah and Clackamas Counties. Within this context, the WEA Board and Transportation Committee reviewed the Washington County corridor project package to develop the following comments.

A regional transportation program should include regionally significant projects. That is, projects that can demonstrate how regional transportation needs and other regional objectives can be addressed. We've reviewed the Washington County corridor project package and support the three Tier 1 corridors that have been identified and evaluated to-date:

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City of Tualatin City of Hillsboro

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City of Beaverton City of Tigard

- Tualatin Valley Highway (Canyon Road to Forest Grove)
- 185th Avenue (Rock Creek PCC to Farmington Road)
- Barnes/Burnside Road (Sunset Transit Center to the Multnomah County Line).

Each corridor is associated with regional travel and mobility, connect housing to employment areas and offer multimodal choices for travel.

We also support the inclusion of the SW Corridor Project in a Transportation 2020 program presented to voters. WEA strongly supported development of the regional MAX projects (*viz.*, the Orange and Green Lines) in order to build a complete transportation system throughout the region. We have also long supported the SW Corridor Project and recognize it as truly regional in scope, directly supporting transit access in the Cities of Portland, Tigard, and Tualatin.

All of that said, the WEA Board and Transportation Committee believe that limiting the list to these three corridors omits two longstanding and significant westside transportation facility deficiencies, each of which constitutes a significant regional need. Specifically, WEA urges the Transportation Funding Task Force to include the following two corridors as Tier 1 corridors for purposes of the Transportation 2020 program.

Highway 217 Corridor

WEA has consistently identified the critical need to address the problem of an inadequate north-south transportation system on the westside of the region as our priority transportation need. Our belief and strong recommendation to the Transportation Funding Task Force is to include improvements in the Highway 217 Corridor as a Tier 1 corridor. ODOT is currently moving forward with Phase 1 improvements to Highway 217. While these improvements are greatly appreciated, they will address only a portion of what is an all-day transportation problem on Highway 217. This corridor is critical to the performance and operation of the transportation system of the entire westside of the region. We believe that including the future phases of improvements to Highway 217 in the Transportation 2020 program will be strongly supported by businesses and residents on the westside and will address the regionally recognized need for improved north-south mobility on the westside.

Highway 99W Corridor

WEA supports including funding in the Transportation 2020 program for a comprehensive study that will look at the Highway 99W corridor and determine the appropriate course of action to address the severe congestion between the cities of Tigard and Sherwood. The study should consider balancing highway, transit, bicycle, and pedestrian corridor enhancements through the corridor, as well as how Highway 99W can best serve the diverse populations adjacent to the corridor and provide access for workforce trips to the regionally significant industrial areas between Tualatin and Sherwood. We

recognize that it is premature to identify specific projects in this complex corridor. Therefore, we believe that a comprehensive study developed with substantial community and business participation is the right first step.

We appreciate the Transportation Funding Task Force holding a meeting in Washington County on September 18th to hear the views of residents and businesses on the westside of the region. WEA has followed the progress of the Transportation Funding Task Force and Local Investment Teams. We recognize that funding for a program such as this will be provided by voters and businesses throughout the region. Because of this, regional equity and distribution of projects will be critical. We also recognize that the opportunity for a regional transportation investment program has its limits in terms of funding. We strongly believe that the addition of the two corridors we've noted above will provide additional support for the Transportation 2020 program whenever it appears on the ballot.

Thank you for your consideration of WEA's comments, and we wish you success in developing your recommendations to the Metro Council.

Sincerely,



Brantley Dettmer
President, Westside Economic Alliance

cc: Metro Council President Lynn Peterson
Metro Councilors



September 11, 2019

Dear members of the Transportation Funding Task Force,

For the record, my name is Patrick Sheehan and I live at 12674 SE Meadehill Ave., Happy Valley, OR 97086. I am a Realtor, and served as a State Representative in the 76th Legislative Assembly.

I am writing in support of prioritizing the Sunrise Corridor expansion to 172nd as the region's most critical infrastructure need.

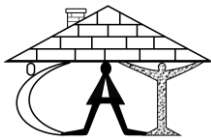
Happy Valley has exploded in residential growth, but has been sluggish in attracting large scale commercial and industrial operations because of the crippling congestion. In particular, Providence Health has long had plans to build a hospital inside the Sunrise Corridor project footprint - with land they already own. These would be high-paying, local jobs near housing, whose residents would otherwise be commuting elsewhere.

The citizens of Clackamas County are notoriously engaged in opposing projects that are Portland-centric, so gaining Clackamas County support will be difficult. It is my opinion that any proposal from Metro needs to earmark the necessary funds to go to the Sunrise Corridor expansion to have a chance of passing. And if not, it would likely bring organized opposition to defeat the proposal by a wide margin.

I hope you'll prioritize the Sunrise Corridor expansion as the most important project in Clackamas County, and include it in your proposal.

Thank you for your consideration.

Patrick Sheehan, (503) 734-0337



Wednesday, August 21, 2019

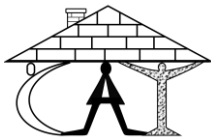
Dear Members of the Metro Transportation Funding Taskforce,
The Community Alliance of Tenants (CAT) works to educate and empower tenants around their rights, and organizes them to assert those rights to demand safe, stable and affordable homes throughout Oregon. Since 1996, CAT has addressed the impacts of Oregon's decreasing supply of safe, affordable housing, and the absence of meaningful protections by organizing and activating tenants to collectively advocate for common sense tenant protections and Fair Housing practices and policies that are proven to help people and their families stay housed. We also operate the Renters Rights Hotline, a low-barrier resource for tenants seeking information and advice for how to navigate their housing problems. CAT provides basic navigation services, letter writing clinic, Renters Rights Workshops, and legal consultation referrals when possible.

On May 29th, CAT offered testimony which called upon the Task Force to adopt a different approach to prioritizing transportation bond investments. We ask again that you advance a "Development-Without-Displacement" approach, which recognizes historic racial and economic inequities in land use, housing, and transportation planning and actions across the region, and converts these lessons learned to 1) deliver stability for every community in our region, and 2) provide diverse options and access for people to maintain or lay down roots in any town or neighborhood of our region.

Housing infrastructure creates community stability – Housing must be treated as a right for all residents in our region, not just those who are able to pay top dollar for the best locations and amenities. Stable housing that is accessible and functional, allows a person to pass on the benefits they've gained from such infrastructure to their children, grandchildren, and for generations to come. This can look like rainy-day savings, high-quality childcare, higher education, training in a trade, invaluable time with family and loved ones, vital prescriptions, lifesaving medical procedures, energy efficient home heating/cooling, or starting a local business. The wealth of physical and mental health, time, and enrichment gained by such opportunities over time can translate into a sense of permanence for families and between neighbors. This kind of stability has historically been afforded to single-family homeowners, and must be equitably extended regardless of housing tenure. Stable housing is the cornerstone of stable communities, and is what distinguishes housing as a priority the region can provide as a public good.

We urge the Task Force, as we did in our letter on May 29th, to adopt the following specific principles, incorporating them into any and all program concepts where applicable, in order to advance equitable outcomes:

- **Require local jurisdictions to enact tenant protections.** Prior to any local development, require participating local jurisdictions to provide additional protections such as eliminating the use of no-cause evictions, providing relocation assistance, and the right for tenants to organize with their neighbors to stay stably and safely housed, as homeowners often do, without fear of retaliation.
- **Identify new resources for anti-displacement services and programs.** Legal aid, emergency rental and utility assistance, tenant opportunity to purchase, and tenant rights education for residents of any major transportation investments that continue to attract speculative activity in rental housing. While 1.5% of a the regionwide bond is a good start, it will be imperative to dig deeper and challenge our region to "grow the pie" to meet the ever widening gap of the displaced, unstable, and unhoused.
- **Seed an affordable housing acquisition fund.** The Portland State University study of unregulated affordable housing identified over 11,000 unprotected lower cost rental apartments that will assuredly become out-of-reach to many low-income tenants by the time SW light rail service begins



in 2027. We must work to preserve the affordability of buildings such as these throughout the region, in centers and along corridors, not just those most affordable opportunities at the far reaches of our region. This will increase diverse housing types as options for all types of households. Another top preservation strategy is to support local tenant leaders to cooperatively own their homes.

- ***Resource community based organizations.*** Effective implementation of Development-Without-Displacement will require deepening relationships with grassroots groups that work to strengthen the voices of low-income residents, or those of us on the “frontline” of housing instability. Resources are needed for us and our other non-profit partners to continue vital community development and asset building throughout the region. Tenants must be included as active co-creators of the communities we live in, as a part of creating community stability across the region. By resourcing such groups, local and regional jurisdictions and agencies are taking up stream action that will have lasting equitable impacts.
- ***Ensure that frontline communities do not bear disproportionate transportation cost with any new service or infrastructure.*** As new transportation investments are completed, it is imperative that frontline communities, who already bear a greater rent or housing-cost burden and are most likely to be transit-dependent, do not continue to pay a higher proportion of their income and time-costs on transit and transportation to the far reaches of our region. Low-income fare is another great start. The region should explore progressive revenue policies and mechanisms that can reduce the disproportionate burden on transportation that low-income tenants bear.

We appreciate the care and intention the Task Force has taken to represent the needs of residents of our region. Thank you for your service, and as residents who rent our homes we look forward to playing an active role in the project and investments that will shape our communities.

Sincerely,

Pamela N. Phan
Policy and Organizing Director
Community Alliance of Tenants



August 21, 2019

CASA of Oregon
20508 SW Roy Rogers Rd Suite 155
Sherwood, OR 97140

RE: Comments for Metro Transportation Funding Task Force
August 21, 2019 Meeting

CASA of Oregon has been creating housing and wealth building opportunities throughout the Metro area for more than 30 years. Our original focus was Washington County and the farmworker population. We have since expanded our focus to include all underserved populations, with a particular focus on immigrant and communities of color.

One of our key lines of business is helping residents acquire their mobile home parks as resident-owned. We use a co-op model which ensures a democratically-elected and controlled form of ownership. To date, we have assisted in the creation of 15 resident-owned communities.

This essential affordable housing option is at risk. In many of the corridors where these transportation projects are likely to take place, the possible dislocation of very low income families is real. A primary goal of the proposed bond should be to ensure those least able to afford housing are not at risk.

This proposed bond is an opportunity to positively impact how we provide more affordable housing in the region. We all know about the dislocation that happens when light rail and other transportation projects get built. We know what happens when rezoning occurs in areas that are ripe for gentrification. The unintended impacts of urban renewal have contributed to the racial wealth gap in alarming ways. We also know that good transportation policy goes hand in glove with good land use policy.

We urge you to preserve existing regulated and unregulated affordable housing (ie mobile home parks) so the existing community members are not displaced. There also need to be clarity that publicly-held land is used in a manner to ensure the creation of equitable transit-oriented housing.

Thanks for the opportunity to comment.

Sincerely,

A handwritten signature in blue ink, appearing to read "Peter Hainley", is written over a light blue rectangular background.

Peter Hainley
Executive Director

September 18, 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, Oregon 97201

RE: Comments on the Transportation 2020 Corridors

I appreciate the opportunity to offer comments to the Metro Transportation Funding Task Force regarding corridor recommendations to Metro Council. My comments represent my own thoughts and research and in no way represent an official position of Portland State University or the PSU Center for Real Estate.

The origin of the Task Force's mandate comes from the campaign pledge of Metro Council President Lynn Peterson that Metro raise \$20 billion for 20 corridors in the region. I understand the proposed total dollar amount has been reduced in more recent discussion.

I will frame my comments within the concept of equity, which seems to be an overriding concern among the Metro Council in recent years. The concept of equity has many aspects and interpretations, from equity among income groups, across racial groups, and across geographic areas, among others. I'm sure you've received many appeals to equity in the public comments you've heard so far.

Housing Development is Equity

The biggest issue related to equity within our region has come from the rapid increase in home prices and rents in our region in the last 30 years. Housing expenditures as a percentage of household income vary from as much as 50% for households in the lowest 10% of household income to as little as 10% of income for the highest income decile. As a result, any increase in housing costs has a disproportionate impact on poor households. No other household budget item has such a large and disproportionate impact on poverty and inequality as housing.

The challenge is that our region suffers from many policies that are distinctly anti-housing. Our region continues to attract population and yet we are producing 10% fewer housing units as a region since the Great Recession as we did during 1990-2017, when rents and prices were much lower. The reasons for this increase include numerous barriers to housing development, whether represented by Metro's inflexible urban growth boundary for the last 40 years, the City of Portland's draconian inclusionary zoning obligations on new apartment construction implemented in 2017, or the state legislature's imposition of rent controls in 2019.

For its part, Metro reversed its policy of a rigid urban growth boundary by adding urban reserves in Hillsboro, Beaverton, King City, and Wilsonville, as requested by

those jurisdictions. Collectively, those reserves represent about one year of housing production for the 4-county region. If we embarked upon a process of similar annual increases in land inside the UGB, this would have a significant impact on prices and rents.

For their part, these four cities have stepped forward to create a regional benefit. It won't be the case that these four cities will experience a reduction in home prices or rents and other cities will not. Housing markets are regional in nature, so they will be taking one for the team. Moreover, it's unlikely that system development charges and increases in property taxes will make this jurisdictions whole, given the inexorable increases in water, sewer, transportation, and education expenses that these new homes represent. Not assisting these communities will delay the development of these new communities, increasing housing costs for everyone in the region. As it were, the Californians are moving to Portland, and we can accommodate them in new communities or they will gentrify existing ones.

Given this, my recommendation for promoting equity in housing costs (and encouraging other cities to follow their lead) would be to invest in transportation corridors that match these newly-incorporated urban reserves. This would include investments in already identified corridors such as the **Tualatin Valley Highway**, as well as new corridors such as a new road connecting **Hillsboro to King City** or a road connecting **Wilsonville to Stafford**, to relieve pressure off Interstate-5. Investing in these kind of segments would signal to other jurisdictions that Metro is a partner in the development of master planned communities and that local residents will benefit if their community annexes new land and allows development to occur.

The Benefits Principle

A second perspective on equity offers guidance on how transportation projects are funded. According to this principle, the users of transportation services should pay for the infrastructure they use, since they benefit from its development. This equity principle underlies the support for the gasoline tax and other excise taxes that have traditionally funded transportation in the United States. Tolls and farebox revenue can also be justified under this principle, so that the development and operations of the transportation system doesn't become a burden on taxpayers generally, crowding out investments in education and other public services.

This principle would tend to support road investments, many of which are included in the corridor list that the Task Force is considering. Since the state constitution requires gasoline taxes to be applied to road development and maintenance, this would narrow the scope of consideration to road projects, although many of those road projects also benefit bicycle and transit users.

In recent years, the gasoline tax has become a less effective and less equitable revenue source, as automobiles vary enormously in their fuel mileage and to a lesser extent their fuel source. As a result, transportation agencies have talked about vehicle miles traveled (VMT) fees, as well as road tolls, to insure that high mileage and exotic fuel vehicles contribute to the cost of the infrastructure that they use.

In addition, road users have large variation in costs that they impose upon the transportation system according to the time of day. Most roads are free flowing at night, but congested during day. This phenomenon leads to support for congestion pricing, which I will assume you understand. Congestion pricing was endorsed by Metro's Traffic Relief Options Task Force in the early 2000's, incorporated into Metro's regional plan, accepted more recently by the State legislature, and ratified by the Portland City Council. The goal is to charge user fees that vary according to the time of day, to encourage drivers to consider alternative times, alternative modes, and alternative routes. In practice, this should reduce the need for new road infrastructure as travel demand is smoothed over the time of day. If the Task Force is going to spend billions on new transportation infrastructure, they should respect the Regional Plan and incorporate congestion pricing in their corridor recommendations.

Given this, the Task Force should give more weight to corridors on the list that lend themselves to tolling and congestion pricing. Such projects include the **Columbia to Clackamas "C2C" corridor and the Highway 212 corridor**, provided that the proponents of these projects incorporate congestion tolling in their proposals. Just as the Task Force should conform to the Regional Plan, so should local municipalities.

It's also possible to imagine the **Tualatin Valley Highway, the N/NE Columbia, and the McLoughlin Boulevard corridors** implementing congestion pricing, possibly as a cordon system, with tolls imposed at "choke points" in each corridor. And of course, new bridge infrastructure, such as the **Burnside Bridge**, should be funded with peak hour tolls paid by the users. Using congestion pricing with new infrastructure projects is highly equitable because in most cases, the need for additional capacity is greatest during rush hour. Tolls will insure that peak users pay a disproportionately higher share of the costs.

A different approach to using the benefits principle would be to capture the increase in value that comes from real estate sites becoming more accessible due to the transportation investment. For example, a corridor like **SW 185th Street or NE Halsey Street** may be very difficult to apply cordon tolls because of the lack of "choke points". Drivers on those routes could easily divert through neighborhoods to avoid the toll. Instead, the Task Force could recommend creating a Local Improvement District for properties within a buffer to the corridor to help provide funding.

The Local Improvement District could also be used to fund improvements in the pedestrian facilities and upgrades of gravel roads to paved roads, resolving a significant inequity in our transportation system. As the street is upgraded and real estate is made more accessible, property owners should be required to contribute to the project, since that project led to an increase in property value. As a general principle, the Task Force should be favoring corridors where local partners (business or municipal) have stepped forward to contribute funds.

One project on the corridor list fails this benefit principle. While the environmental impact statement has yet to be written, the **Southwest Corridor light rail line** will be a very expensive project where the costs will almost certainly exceed the benefits received. Previous work that I've done has found costs per additional transit trip for new light rail lines to be \$11 (North Interstate), \$16 (Green Line) and a whopping \$25

(Airport MAX). The reason for these high costs are the capital expense of the construction, the relatively small levels of ridership, and that most of the passengers are really people who would otherwise be taking Tri-Met buses. Regional taxpayers have noticed the limited benefits of these light rail projects, and Tri-Met has carefully avoided public votes on light rail since the failed South-North referendum in 1998.

The current discussion is that the proposed Southwest Corridor will require \$800 million in Metro funds out of a total price tag of \$3 billion. By comparison, a similar bus rapid transit project on Division Street, covering essentially the same distance, will cost only \$150 million total. The Task Force should reduce the proposed regional contribution to the Southwest Corridor project to a much smaller amount, so that more cost effective methods can be chosen. For a much lower price, riders in this corridor could be receive very effective express bus service with some grade separation.

Geographic Equity is King

Ultimately, the Task Force is participating in a political process where voters will be given a binary choice of adopting a package or not. This involves finding projects in a wide variety of corridors in the region so that most voters see some benefit from the overall package. Because most of the discussion about this package starts with a white elephant light rail project costing \$800 million in regional funds on a single corridor, the Task Force is being forced into a total project list that is some multiple of that dollar amount so that voters in other corridors and cities (Washington County, Northwest Portland, North Portland, East Multnomah County, Gresham, Clackamas County, etc.) see some benefit from the package, too.

In this sense, the overall transportation package has become a fig leaf for light rail. And in turn, communities and districts in the southwest sector of the metropolitan area (ie, Sherwood, Tigard, Tualatin, Lake Oswego, and Wilsonville) have been stripped of any Tier One projects because they are already receiving their share of the pork barrel through the single light rail line.

The responsible thing for the Task Force to do is to break out of the box that Metro officials have created for them. We need investment in roads to support the new urban reserves in Hillsboro, Beaverton, King City, and Wilsonville. And we need roads to support the growing industrial areas between Sherwood, Tualatin, and Wilsonville. Put differently, the officials in the Southwest area should be given a choice of whether they want their \$800 million to be spent exclusively on one transit line, or whether they would support a variety of corridors to meet their transportation needs.

We have spent an enormous fraction of the discretionary capital dollars in our region on fixed rail transit, and yet transit mode share remains stuck at about 6% in term of journeys to work. By comparison, 85% of Portland residents get to work by automobile (representing single passenger cars or carpools). In more recent years, Tri-Met has lost passengers to ride-sharing programs like Car2Go, Zipcar, Uber and Lyft in part because of Tri-Met's inflexibility, high costs, and inability to serve the last mile of their journey. By comparison, road investments can serve a variety of customers, including mass transit customers, provided we offer bus service using those roads.

As always, I'm happy to respond to comments on this letter.

Sincerely,

A handwritten signature in blue ink, reading "Gerard Mildner". The signature is fluid and cursive, with a small dot above the 'i' in "Mildner".

Gerard C.S. Mildner, PhD
Director, Center for Real Estate
Portland State University
631 SW Harrison, Room 330-B
PO Box 751
Portland, Oregon 97207-0751
503-725-5175 tel
<http://www.pdx.edu/realestate>

Hi,

I saw a live-tweet of the M2020 Bond WashCo LIT meeting that took place on Monday, August 26 that has me concerned. Apparently, someone suggested building another road "parallel to 185th because of traffic"? And worse—REMOVING buses? Was that actually posed as a viable suggestion? I'm shocked & incredulous because in an era when our communities are still struggling to house people, why on earth would we continue to even suggest creating more housing for cars & eliminating a strong solution (buses)? How many acres of land do new roads and widened roads take, and at what regressive cost is that government land acquisition (& future road maintenance) to taxpayers?

I'd much rather we have a county health plan we all pay into to receive free health care, than a county car-capacity adding system & "free" parking that we all pay the costs of.

In particular:

- * At what high cost is it to taxpayers who do not even own cars, but instead rely on buses & bicycles, without receiving any added bus service, protection or safety for all those expensively car-widened and costly-to-maintain roads?
- * What is the Mode Equity Study that the idea to add car capacity is based on?
- * Why do we have socialism to add paved streets for the wealthiest to drive cars even easier, but lack free health insurance & frequent bus service for all citizens to get to the doctor or to work?
- * Who pays the greatest percentage of tax to fill ruts & potholes caused by people driving high-end SUVs with studded tires on all winter, even though we get maybe two ice-storms a year, possibly fewer, possibly more with climate change?

Greta Thunberg, a Swedish citizen born in 2003 has said, "You only talk about moving forward with the same bad ideas that got us into this mess. Even when the only sensible thing to do is pull the emergency brake. You are not mature enough to tell it like it is. Even that burden you leave to your children."

She is talking about climate change in that powerful quote—incidentally, transportation causes nearly 50% of Oregon's climate changing GHG—but she could be talking about "car congestion." Because of the science of induced demand, more roads will *never* get us out of car congestion. Only mode shift, including bond money & funding shifts, to buses and bicycles can do that. Many more people in Washington County should be encouraged to think about using the bus and bicycles to help fight climate change and traffic congestion and the housing problem. And I believe many additional people *would* shift, are just waiting to shift, immediately, out of cars, if Metro & the county would just stop widening roads & instead add bus service. We should create our own WashCo bus & BRT service if Trimet won't step up. We need to add dedicated bus and bicycle lanes that whole families can use.

Believe it or not, it feels and is preferable most days to ride a bus or a bicycle than sit still in a boring car, which must be climate controlled, the heat produced from which is then pumped outside the car & overwhelms people nearby using the heat-island crosswalks. The main distasteful thing about walking to the bus, or biking? Not hard to guess: it's the cars, & the priority our tax money keeps buying for them.

Please—stop asking people who've already gone car-free in this county to pay the way for others to drive cars everywhere via MSTIP or other tax commitments. It's not fair, it discourages positive mode shift, and it reinforces the divide between those with homes, and with homes free of the noise & pollution of freeways.

Ms Fast
Beaverton

September 16, 2019

Metro Council and Transportation Funding Task Force
600 NE Grand Ave
Portland, OR 97232

Subject: Support for Sunrise Gateway Corridor

Dear Metro Council and Transportation Funding Task Force:

The Clackamas County Pedestrian and Bikeway Advisory Committee (PBAC) is a 12-member citizen advisory committee that assists in the development of bicycle and pedestrian plans and advises the county on matters relating to bicycle and pedestrian planning. The purpose of this letter is to express support for bicycle and pedestrian infrastructure improvements within the Sunrise Gateway Corridor.

At our September meeting, the PBAC reviewed the Sunrise Gateway Corridor concepts and potential projects within the corridor. The bicycle and pedestrian infrastructure on Highway 212 and the planned Sunrise roadway would serve different types of users. Due to the number of intersections, the planned Highway 212 improvements consisting of two 8-foot buffered bike lanes, two 6-foot planting strips and two 10-foot sidewalks would primarily serve short-distance trips. The Sunrise roadway, on the other hand, would serve long-distance or regional bicycle and pedestrian trips due to the roadway being planned as limited-access. This road is planned to have a 12-foot trail protected from motor vehicle traffic by a 12-foot planting strip, 2-foot barrier, 6-foot textured shoulder, and 4-foot shoulder. PBAC is excited about how the trail would expand the regional trail network by connecting to 262 miles of existing and proposed trails.

A current example of parallel routes serving different types of users is the I-205 Corridor, which includes the I-205 multi-use path and bike lanes on 82nd Avenue. Since there are more intersections and destinations along 82nd Avenue than the I-205 multi-use path, 82nd Avenue is used mostly for local trips. The I-205 multi-use path, on the other hand, mostly serves regional trips because there are fewer intersections and destinations.

PBAC supports constructing bicycle and pedestrian infrastructure on Highway 212 and the new Sunrise Gateway Corridor. Since Highway 212 would primarily serve local trips and the planned Sunrise Corridor would primarily serve regional trips, we urge Metro's Transportation Funding Task Force to proceed with bicycle and pedestrian infrastructure on both roadways within the Sunrise Gateway Corridor. Finally, in order to improve safety, PBAC recommends protected bike lanes and intersections physically separated from the vehicle travel lane instead of buffered bike lanes.

Sincerely,

Bruce Parker

Bruce Parker, Chair
Clackamas County Pedestrian and Bikeway Advisory Committee

September 18, 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, Oregon 97201

RE: Clackamas County Business Alliance Comments on Transportation 2020

The Clackamas County Business Alliance (CCBA) is a non-profit association of business and community members that are committed to the economic strength of Clackamas County.

CCBA supports all 4 of Clackamas's Corridors (C2C, Sunrise, McLoughlin & 82nd). That said, the alliance is very supportive of Metro funding the sunrise gateway corridor, where its 13,300 residents are *underserved and need safe connections and multi-modal options*.

This area is inside the UGB already and is prime for investment.

Investment in this corridor is critical for helping citizens of all ages, abilities and income levels to move around in our region

The Sunrise Corridor will open Access to New Jobs and Housing: By 2040, this corridor is projected to have over 14,000 new jobs (i.e. Rock Creek Employment Center at 17nd Ave) and 14,000 additional housing units (approximately an additional 43,000 people).

Investment will Provide a parkway as this project will create new connections and transform Hwy 212 from a dangerous state highway into a safer corridor that connects people to jobs and accommodates additional housing. The improvements will create a complete transportation network with new multi-modal connections, safety and access improvements.

Finally, Current residents will have alternative modal options to access their public schools, regional parks, public transit, employment, etc. without driving

Thank you for the opportunity to provide testimony in support of including the Sunrise Corridor in the Metro Transportation Bond package.

Sincerely,

Nina Carlson, President
Clackamas County Business Alliance

Subject: T2020 Input

As you know, there has been recent expansions to the UGB west and south of Beaverton, and the new developments underway on South Cooper Mountain and west Bull Mountain will be adding thousands of cars to roads already operating at capacity through much of the day. Here's what I believe should be top priorities in the T2020 plan:

1. Increase capacity of Scholls Ferry - add lanes near 217, widen several intersections to speed turning/crossing traffic. Seriously look at rerouting Cascade avenue or bridging Scholls Ferry over both Cascade and the RR tracks.
2. Take similar steps for Murray Blvd
3. Add express bus lines from South Cooper Mtn area
4. Improve intelligence of traffic signaling to allow traffic to flow better at peak times. I'm always seeing long lines of cars waiting through multiple lights, just so 1 or 2 cars can cross/turn after a short wait.
5. Open the grid so there are more paths areas. Beaverton has numerous blocked areas - cul de sacs, natural barriers, etc. that force all traffic onto a few roads.
6. Improve Bike/pedestrian access to public transit.

Thank you,

Dave Hardman, Beaverton

Mayor
Honorable Tom Ellis



City Manager
Jason A. Tuck, ICMA-CM

September 18, 2019

Dear Co-Chairs Pederson, Treece and members of the Task Force:

On behalf of the Happy Valley City Council, *thank you again* for investing your unique skill sets into the development of a regional transportation funding measure. As the Task Force proceeds to identify project packages for polling, we urge the Task Force to advance both the Hwy. 212 and C2C Corridors for public feedback. Metro has outlined a vibrant vision for these areas in the Metro 2040 Growth Concept, but to implement our shared vision, we need your partnership to remove mobility barriers.

As a newer community, Happy Valley lacks the regional transportation infrastructure that was invested in more established parts of the Metro Area decades ago. With few larger capacity transportation facilities and limited transit options, our residents must travel on already congested roads and local streets. Happy Valley has one of the lowest permanent tax rates in the Metro region (\$0.67 per \$1,000 of assessed value), which limits our ability to fund transportation connections or transition rural roads to urban multi-modal standards. However, to signify the City Council's desire to invest in transportation infrastructure, the City has put together a new Urban Renewal Plan to provide any matching dollars for portions of the C2C Corridor.

The C2C Corridor is the only major north-south travel route east of I-205, providing access to I-84 in Multnomah County and Hwy. 212 in Clackamas County. Anticipated to service 126,000 jobs, the corridor has several infrastructure gaps where drainage ditches function as sidewalks, vehicles navigate blind corners and traffic is diverted onto other arterials. Corridor improvements, with continuous sidewalks and bike facilities, will promote safer movement for all modes, including planned transit through the Metro area's most diverse (Rockwood) and rapidly growing (Happy Valley) communities.

Like the C2C, Hwy. 212 is an opportunity area for the region. Home to 13,000 of my neighbors, this corridor represents communities of color, low-income and low-English proficiency groups, as well as naturally occurring affordable housing. As we prepare for 43,000 additional corridor residents in the next twenty years, Hwy. 212 must be retrofitted with multi-modal elements and a new limited-access road to address recurring safety and mobility hazards, opportunities for affordable housing and employment. Through these transformative investments, we are excited to fulfill Metro's 2040 Growth Concept and support TriMet's service enhancement plan for the area.

Thank you for considering both of these vital local corridors. We look forward to partnering with your vision and making Happy Valley a more accessible home for our equity communities.

Sincerely,

Hon. Tom Ellis
MAYOR

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

September 18, 2019

Commissioner Jessica Vega Pederson, Co-Chair
Commissioner Pam Treece, Co-Chair
Metro's Transportation 2020 Funding Task Force
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97201

RE: Comments on Transportation 2020 Corridors

Dear Metro's Transportation 2020 Funding Task Force,

I appreciated Metro President Peterson's review of the 2020 Transportation Investment Measure at the September 16, 2019 Washington County Coordinating Committee meeting. During her review she spoke of the need for a bold plan to invest in a transportation system that works for everyone in the region. I support this, but upon review of the selected Tier One Corridors and the possibility of the Southwest Corridor light rail terminus not being at Bridgeport, I question how the system improvements will benefit residents in southeast Washington County.

The three Tier II corridors in Washington County (Tualatin-Sherwood Road, Highway 99W, and Highway 217) serve not only southeast Washington County residents, but also Yamhill County and Marion County residents heading to work in the Metro region. Highway 99W acts as a main arterial for local traffic and regional traffic comprised of both commuters and recreation travelers to the vibrant vinicultural regions and Oregon coast. Congestion on all three corridors is one of the top issues for southeast Washington County residents, and it needs to be fixed.

In 2018, Tualatin's voters approved a \$20 million transportation bond package to decrease congestion on local streets caused by state and county facilities with capacity insufficient to handle current traffic volumes. The voters' approval of this bond is indicative of two principles that are clearly accepted on a local basis and I believe are true on a regional basis: (i) citizens are tired of congestion on arterials, and (ii) they are willing to pay to fix it.

I am reiterating my request from last month that **funding for Highway 99W, identified as a Tier II corridor, be included through region wide programs.** The following projects have a direct connection with the need to improve safety, travel technology, and off-street/active transportation options for travel, on this regionally significant corridor:

1. A comprehensive Highway 99W corridor plan. Similar in scope and level of effort for Tualatin-Valley Highway, we need a plan to coordinate and identify catalytic and shovel-ready projects to transition this prototypical 20th century commercial corridor to one that is safer, appropriately designed for its level and type of use, and conducive to climate-smart travel options (e.g. transit).
2. Implementation of key off-street trail and safety connections identified in the Regional Transportation Plan (larger amount) or safety improvements identified in the Statewide Transportation Improvement Program (smaller amount).

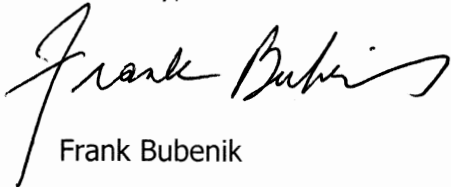
I also ask that the Transportation Funding Task Force include **future improvements in the Highway 217 Corridor as a Tier I corridor**. This corridor is critical for north-south mobility to serve southeast Washington County residents.

Tualatin-Sherwood Road should be elevated to a Tier I corridor for project development because it is a critical route connecting Interstate 5 and Highway 99W. Also, it is designated as a through-truck route and a regional urban bikeway corridor along with being the primary connection between the cities of Sherwood and Tualatin. It serves residents of Yamhill County and beyond in their commute to Portland. Traffic on Tualatin-Sherwood Road is the number one complaint of Tualatin residents and its congestion is renown in the region. We are doing our part by spending bond funds to fix key safety and congestion concerns.

I, along with the Tualatin City Council, agree with Washington County Commissioners on the necessity of a terminus at Bridgeport. Tualatin has been working on the Southwest Corridor transportation project for many years and is committed to a terminus at Bridgeport. By making it to Tualatin, TriMet will capture the most riders, which will be needed to make it financially viable and federally competitive. It will serve the region by getting much needed reduction in congestion on I-5. Commuters on I-5 from southeast Washington, Yamhill and Marion counties are much more likely to utilize a Bridgeport park-and-ride, with its elevated parking structures, than a small station in downtown Tigard with limited parking. We need to act through this project to serve the best long-term needs, rather than short-term cost cutting decisions that end up leaving future residents and businesses in need because we failed to make tough choices and stick to the vision.

Thank you for your consideration of my comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Frank Bubenik". The signature is fluid and cursive, with a long horizontal stroke at the end.

Frank Bubenik

Mayor, City of Tualatin

cc. Metro Council President Lynn Peterson
Metro Councilors
Washington County Chair Kathryn Harrington
Washington County Commissioner Roy Rodgers

Subject: Transportation Planning

Task force

After reading through the available information on oregonmetro.gov, I am more than dismayed to find this conversation regarding transportation corridors coming at least ten years after it could have been useful. The fact is that communities surrounding Portland have plunged ahead with high density residential developments which have very poor transportation communication with regions of employment. South Cooper Mountain is busily building 3,400 homes, adding to the 2,000 planned for River Terrace, with the obvious north/south connections being on narrow, rural roads. Washington County transportation officials have painted their options as very limited, with current traffic not even accommodated by the 'Kitchen Sink'

plan. <https://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/cmts.cfm>

So now Metro will come in a fix it? As I live in a neighborhood recently overrun with commute traffic, noise and exhaust fumes from 7-9 a.m., and then again from 3:30-6 p.m., I would greatly appreciate it if solutions could be found which don't trample existing neighborhoods. I cannot think exactly what that solution would be, as local residential development has made irreparable changes to the area that cannot be undone in my children's nor grandchildren's lifetimes. But I do know that it is heartily sickening to see our legislators consistently put the desires of local mega-corporations (which would include the massive and rapid influx of employees for these corporations) ahead of maintaining a growth plan that doesn't include clear-cutting acres of trees and paving over the natural resources which keep our air and water relatively clean.

Please make good choices.

Lisa Beaty

Subject: Changes on NE Glisan

Hello I live off NE Glisan where you recently restricted the lanes to one in each direction and its having a very negative effect on our neighborhood. Many drivers not willing to wait through multiple signals to get through the intersection are now cutting through our neighborhood to get to NE Halsey, and they are usually in a big hurry to do it, which is dangerous to our children playing. I urge you to reconsider your decision to choke a main road and freeway access to one lane, its negative results far outweigh any benefit that might be gained. Thank you, Trevor Russell, concerned homeowner.

Good evening, thank you for listening to me today. My name is Violeta Mata, I'm with yeja, the Youth Environmental Justice Alliance, and OPAL. I'm an incoming senior at franklin high school. I'm here to talk about the T2020 measure and youthpass. Most of my freshman year, my family - a single father and three kids - were homeless. Because we had youthpass my sister and I were able to get to and from school without having to worry about having money for bus fair. It also made it easier to get to appointments on our own and help out with other responsibilities so our father didn't have to get to work late. If we didn't have youthpass, our family would have struggled longer. I've had friends in other districts tell stories about having to miss school because they missed the yellow school bus and didnt have bus fair. A lot of families in these other districts were in similar situations to my own, but without youthpass they've missed school, or had to sit in cramped school buses because of how many students there were. As one of our wins with yeja, we got youthpass expanded to parkrose and david douglas. While homeless, i saw a lot of other kids in the shelters I stayed at. Some went to franklin with me and others at douglas. Youthpass helped us out a lot, and a lot of youth do use and need youthpass. And that's why I ask you all to use T2020 to expand YouthPass to every youth in the Metro area. Not just some youth, not just youth in school, but every youth in the region deserves fareless transit.

Invest in the future of transit. Invest in YouthPass. Up with riders.