

Written Testimony

Transportation Funding Task Force
Meeting 13

October, 30th 2019



GETTING THERE TOGETHER

Info@GettingThereTogether.org | GettingThereTogether.org

October 30, 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.

The Coalition's Assessment of Projects on Corridors

Our initial assessment of the Staff Recommendation is that many of these investments are a good start, and will represent important improvements to the people living and moving along corridors with long-known safety and transit access needs. However, the Staff Recommendations do not *go far enough* to build the existing transportation needs that would fulfill the needs of the community when it comes to the Task Force and Metro Council's values of equity, safety, transit access, affordability, and climate and that prioritizes moving people, not cars. If the Task Force and Metro Council really wants to see transformational impacts through this measure (to be clear: we do), the Coalition recommends turning T2020 into a transformative first step in addressing our region's transportation needs by doubling down on the corridors where the needs are greatest, and removing from consideration projects where the needs and impact do not match the values above. In other words, we should be *fully funding* all of the safety, equity, and transit projects on certain corridors, in order to transform them through T2020.

Getting There Together used a series of questions based on our values of equity, safety, climate, and affordability to sift through Metro Staff Recommendation proposed project list. These questions were included in our 10/16 comments to the Task Force, and key questions are highlighted below:

On Equity:

- Does this investment/corridor prioritize community priorities as reflected by public input and testimony?
- Is this a project/need identified by communities of color, low-income communities, older adults, people with disabilities, and other historically marginalized groups?

On Safety:

- Is this project along/near a high-crash corridor?
- Does this project address pedestrian/bicyclist safety? Which one?

On Affordability:

- Is this investment/corridor located within ¼ mile (5-minute walk/roll) of current existing, planned, or public affordable housing?

On Climate/Transit:

- Does this project expand (or plan to expand in the future) roadway capacity in any way besides adding transit capacity, bicycle facilities, or sidewalk connectivity?
- Would this investment help shift mode share, reduce VMT (Vehicle Miles Traveled), or reduce climate emissions?
- Would/could this investment result in increased transit ridership?
- Would/could this investment result in faster, more reliable transit?

The Coalition continues to evaluate the proposed projects on corridors, including the Staff Recommendation, based on our values of equity, safety, providing options, climate, and an overall people-driven approach. This has included our Coalition individually matching the provided vague project descriptions to Metro's Regional Transportation Plan (RTP) and Climate Smart Strategy, talking with experts in transportation infrastructure, consulting with Metro staff, and further research to better understand and weigh in on the potential impact of these projects.

The Coalition's Recommendation

We propose the Task Force and Metro Council “doubles down” to fully fund identified needs on certain corridors, ensuring every corridor receives transit improvements, and by allocating more funding to these corridors in your T2020 recommendations. By doing so, you are taking the right step to ensure T2020 will create truly transformative transportation outcomes, take steps toward achieving our regional goals, and meeting the needs of people who live and move in our communities.

You have heard repeatedly from the community that they want more and better transit, and you know this is also the key to our climate goals. You've heard from Metro & TriMet staff that adding transit operations will not be part of the T2020 measure, so within that constraint, the best way to achieve community and regional goals is through capital improvements to make transit fast, frequent, and more reliable. Better Bus should be a part of every single corridor. Every corridor receiving investment through T2020 must have a tick-mark in the box for “Recommends transit project?”

Now is your chance to make it so.

Below are the corridors and projects that the Coalition finds must be included in a T2020 measure that prioritizes safety, equity, affordability, transit options, and climate. Those corridors that should have project elements retained, and/or receive additional investment beyond what is included in staff's recommendations are indicated with a 💰 emoji below.

1. TV Hwy 💰

TV Highway is a High Crash Corridor, with 29 fatalities and 175 life-altering injuries from 2007-2017. It has the highest need in Washington County for safe bike/ped infrastructure, access to transit, supports some of the highest ridership bus lines in Washington County, and serves many low income and communities of color. TV Highway has also come up in every public engagement process, from the RTP to the LITs this summer, as well from multiple Coalition members, as a community priority. A T2020 measure aimed at truly changing the way people get around would ensure it is safe and easy to use and cross TV Hwy on foot, by bicycle, with a mobility device, and on transit. The dollar amount allocated to TV Highway should reflect the high needs and potential of this corridor.

- This corridor should receive full funding from the original project list
- The Task Force should consider additional investments on TV Hwy to make a complete, safe, and transit-friendly community roadway
- Retain the Council Creek Trail
- Retain Canyon/West Slope walking, bicycling facilities and crossing improvements

2. McLoughlin 💰

SE McLoughlin Is a High Crash Corridor, with 20 fatalities and 113 life-altering injuries from 2007-2017. It has the highest need for safety, transit, and climate-forward investments in Clackamas County. With the proposal as it currently stands, there will still be stretches of McLoughlin as long as half a mile without a safe crossing for pedestrians. A T2020 measure aimed at truly changing the way people get around would ensure those gaps be closed along a high priority corridor. In addition to what is proposed in the Staff Recommendation, a T2020 measure should transform McLoughlin into a safe street with easily accessible crossings throughout, and extend the bus-only lane to cover the entirety of McLoughlin. The dollar amount allocated to McLoughlin should similarly reflect the high needs and potential of this corridor.

- This corridor should receive full funding from the original project list
- The Task Force should consider additional investments on McLoughlin to make a complete, safe, and transit-friendly community roadway - this measure should close remaining gaps on the corridor for both pedestrians crossing the street and for ETC improvements.
- The Coalition generally supports all original project elements, including Reedway Bike Overcrossing, Kellogg Creek Dam, and Portland Ave Streetscape, and pushes the Task Force to consider and prioritize additional investments on this corridor that help complete a safe and transit-friendly roadway on McLoughlin.

3. 82nd Ave 💰

82nd Ave is a High Crash Corridor, with 19 fatalities and 177 life-altering injuries from 2007-2017. It has the highest need in Multnomah County for safe bike/ped infrastructure, access to transit, supports the highest ridership bus lines in the region, and serves many low income and communities of color in Multnomah and Clackamas Counties. 82nd Ave has also come up in every public engagement process, from the RTP to the LITs this summer, as well from multiple Coalition members, as a high community

priority. A T2020 measure aimed at truly changing the way people get around would ensure it is safe and easy to use and cross 82nd Ave on foot, by bicycle, with a mobility device, and on transit; the dollar amount allocated to 82nd Ave should reflect the high needs and potential of this corridor. The Coalition supports the Staff Recommendation to move all the projects forward, with the exception of Airport Way, which as proposed does not meet our values -- this project as proposed shows low likelihood of mode shift and high likelihood of increasing climate emissions. If anything, funding from this measure should be dedicated to increasing options and incentives for more transit and shuttle options around the Airport, such as connections to the Red Line, connecting Line 87 directly to PDX, and better management of pick up and drop off but not what is currently proposed.

- The Task Force should consider additional investments on 82nd Ave to make a complete, safe, and transit-friendly community roadway
- Retain all project elements, except the Airport Way project as currently proposed. Not enough information about this project has been presented to community members.

4. **Central City** 💰

LIT members clearly articulated the need to provide multi-modal options for getting around the densest area in the region.

- This corridor should receive full funding from the Staff Recommendation project list
- The Coalition would like to see more communication and strategizing done on the MAX Tunnel Planning Project, and how the tunnel could be a part of a long term vision for the region and transportation system. As with some other projects, large dollar amount projects must be contextualized alongside smaller investments with large immediate impact for our communities and how they get around.

5. **162nd** 💰

Safety and better transit are key priorities on this corridor and is one that urgently needs to address such concerns. There were 34 serious injuries and fatalities on this corridor between 2007-2017, and this is a high priority corridor in that it largely serves low income and communities of color. This corridor has a high need of more frequent pedestrian crossings through additional crosswalks and improved intersections.

- The Task Force should retain the “Enhanced Transit” project on 162nd
- The Task Force should consider additional investments on 162nd to make a complete, safe, and transit-friendly community roadway

6. **Albina Vision** 💰

This suite of projects is a vision for what a transformative corridor investment looks like. A transportation measure that leads with racial equity and is aimed at truly changing the way people get around must include this exciting initiative that transformatively rethinks an entire district. Transformation goes beyond just capital improvements, and we stand with the the Albina Vision Community as they are working to create institutional change using a racial equity lens redefining the process of how we engage communities of color, redefining narratives, and rethinking institutional power.

- This corridor should receive full funding
- The Task Force should consider additional investments in this corridor that align with the Albina Vision

7. **Powell** 💰

Powell Blvd is a High Crash Corridor, with 22 fatalities and 137 life-altering injuries from 2007-2017.

- The Task Force should retain all project elements on Powell
- Powell is a high priority corridor based on our values and the series of questions above. As such, the Task Force should consider folding in additional investments (including some in the RTP that call for signage for the bike network, safety improvements for pedestrians in outer Powell, and Gresham, transit amenities such as better bus shelters, crosswalks and more lighting among others, and revisiting short term bus enhancements that would address current needs of riders).

8. **C2C/181st** 💰

C2C/181st is a major north/south connector for Clackamas and Multnomah Counties; in particular, SE 181st has a very high injury rate per mile. However, the C2C connector portion of this corridor will not add just a few *hundred* cars to the corridor, it will add a few *thousand* cars along an already High Crash Corridor. We recommend the removal of the C2C connector at this time, until an equitable strategy on anti-displacement and equitable Transportation Oriented Developments is in place. With significant safety and air quality impacts to the nearby community, investments in sidewalks, crossings, lighting, and other pedestrian safety elements are critical.

- The Task Force should consider additional investments to make 181st a complete, safe, and transit-friendly community roadway
- The Task Force should retain the “Enhanced Transit” project on 181st from Sandy to Powell
- The Task Force should remove the C2C “Connector Road” project

9. **SW 185th**

In Washington County, this corridor, alongside TV Hwy, has the highest potential to address outcomes related to equity and safety.

- The Coalition has carefully examined the projects on this corridor, and we have concerns regarding the “Complete Street” project from Kinnaman to Farmington that would widen this road to three lanes. The staff report mentions pedestrian and bicycle improvements that would be completed in this project, but it is unclear from the brief project description how these improvements would help link these transportation options to other networks, and what the issues will continue to exist with the current 0.7 mile section. We suggest the Task Force requests more information about what this project will look like, and how the estimated \$24m to \$32m would be allocated between automobile, pedestrian, and active transportation improvements.

10. **Burnside**

Burnside is a High Crash Corridor, with 16 fatalities and 125 life-altering injuries from 2007-2017. This is also a critical corridor that connects communities from Washington County to Clackamas County, particularly with healthcare services. Furthermore, the Coalition is excited to see enhanced transit investments coming to the whole length of this corridor. The Task Force should make sure that these investments are robust enough in order to ensure effective improvements in transit speed and efficiency, and ensure the distribution of improvements most directly benefits low income and communities of color that have been pushed continually eastward.

- The Coalition remains supportive of the proposed safety improvements that extend across Portland and into Gresham.
- The Coalition understands the need for a seismically resilient Burnside Bridge, and with this and every other larger-dollar investments for individual projects proposed, the Task Force should carefully examine the breakdown of dollars spent on that corridor and in that county. This measure should be proposed with the intention of seriously changing the way people get

around, and as such, projects like the Earthquake Ready Burnside Bridge (EQRB) project, while important, should not dominate the dollar allocations in this measure.

11. 122nd

- The Task Force should retain all project elements on 122nd

12. SW Corridor

- The projected amount of funding from the measure is \$3 billion; this corridor receives nearly \$1 billion, or approximately one-third of the measure, which raises serious concerns about the high amount of funding invested in a single project.

Tier 2 Corridors

In addition to this direct feedback on the corridors currently being considered, the Coalition is still exploring possible “Tier 2” corridors that meet the Coalition’s and Metro’s values, and therefore worthy of including in the measure. We welcome Task Force members, local jurisdictions, and Metro Council and staff to work with the Coalition in order to identify and potentially advance these Tier 2 corridors.

Lingering Questions

The Coalition finds there is much to like in the Staff Recommendation project list, we believe the measure will only be successful with voters if it demonstrates a transformational vision for a corridor and the region as a whole, that allows community members to become supportive voters because they see opportunity for themselves and their families even if they are unable to cast a formal vote. This can only be achieved by greater investment in transit and safety projects that make a difference in our communities in key corridors as outlined above, within a larger vision of what kind of roadway we are creating.

Additionally, we are left with some lingering questions to answer before the Task Force makes project list recommendation:

- Does this proposal of investments meet our communities’ priorities and needs around safety, climate and air quality improvements, and need for more transit & transportation options?
- Does this proposal demonstrate the equity, safety, and transit/climate transformation on these corridors that the community has been demanding through this process?
- How does this proposal demonstrate the equity, safety, and transit/climate transformation on these corridors that the community has been demanding through this process?
- How far does this proposal get us to our equity, safety, climate/transit ridership goals?
 - How is this recommendation projected to change mode share?
 - The Climate Smart Strategy calls for (and the RTP confirms) a near doubling of daily transit service hours, from baseline 4900 to 9400 by 2035. What does this proposal do to get us there?
 - The Climate Smart Strategy calls for increases of share of households, low-income households, and employment within ¼ mile of frequent transit. What does this proposal do to get us there?
 - The Climate Smart Strategy calls for a per capita GHG emissions reduction from cars and small trucks by 25% by 2035. What does this proposal do to get us there?
- Can we do better than this, especially for the community members that continue to show up here asking for meaningful investments?
- Is the measure properly protecting the region’s most vulnerable community members through robust anti-displacement plans, equitable transit oriented design, and other policy tools?

Lastly, thank you!

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 with safe, convenient, and affordable transportation options.

As a coalition we are grateful to be a part of a process to consider serious and transformational investments in our region to help people get to where they need to go, especially as Metro staff and the Task Force discuss program elements and how they will coordinate with projects on corridors. The conversation itself is an important one and as we continue to craft a measure that voters will be excited to turn out for.

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.

Sincerely,

Walter Robinson II

Lead Organizer

Getting There Together Coalition

September 25th, 2019



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

Dear Co-Chairs Pederson & Treece and Taskforce Members,

The Clackamas County Economic Development Commission (EDC) supports funding for Clackamas County's T2020 Corridors including Sunrise Gateway/212, C2C, McLoughlin and 82nd as well as OGLO (Oak Grove to Lake Oswego Bridge) and Highway 43. Investment in these corridors is critical to ensure a robust regional transportation system that will support the economic viability of Clackamas County, the Metro region and the State of Oregon.

The Sunrise Gateway/212 Corridor is critical to the economic growth of Clackamas County and our region as a whole. 14,000 jobs are projected in the Rock Creek Industrial Area (designated Regionally Significant Industrial Area) in the next 20 years. Investment in this corridor will provide the foundational infrastructure to support this economic opportunity. The proposed concept will allow through trips to utilize the new limited access 2-lane section and will transition existing 212 to an urban arterial. By separating trips to the appropriate facilities, congestion and greenhouse gas emissions will be reduced. This concept also includes design options to accommodate frequent transit including right of way purchase for a possible future dedicated lane and park and ride locations. Implementation of this concept will provide safer, more efficient transportation mode options for local businesses and residents.

The McLoughlin Blvd corridor has been the EDC's primary focus area this year. Investment in the McLoughlin Blvd corridor will stimulate the local and regional economy by providing opportunity for redevelopment of currently underutilized commercial, industrial and residential lands. Implementation of the proposed concept will provide safer crossings, more efficient transit service and more floors on the existing parking garage to support increased ridership on the max.

EDC is a 25 member advisory board made up of business representatives throughout Clackamas County. Congestion relief, mode options and freight mobility are critical to the continued growth and success of our businesses. The EDC firmly believes that investment in these corridors will provide significant improvements to our businesses' operational costs, employee quality of life, and business growth potential. We respectfully request that you include Clackamas County's corridors, especially Sunrise Corridor, McLoughlin Blvd, and C2C in the T2020 funding package.

Sincerely,

A handwritten signature in blue ink that reads "Charles Gallia".

Charles Gallia PHD, Chair
Economic Development Commission



COMMERCIAL REAL ESTATE
DEVELOPMENT ASSOCIATION

OREGON CHAPTER

October 29, 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 we would like to support the comments that you have received from the Clackamas County Business Alliance (7/24/19 letter), Greater Portland Inc (10/15/19 letter), and the Clackamas County Economic Development Commission (9/25/19 letter).

We agree strongly with these three entities that it's crucially important for all four of Clackamas County's Corridors—C2C, Sunrise, Mcloughlin and 82nd—be included in the T2020 funding package.

Officers

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Executive Director

Kelly Ross

The Sunrise Corridor 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.


The McLoughlin Blvd corridor presents a major opportunity to redevelop underutilized commercial and industrial lands.

In addition to spurring significant industrial and commercial development in the region, the cumulative impacts of new infrastructure investment in all four corridors will stimulate much needed additional residential development on under-utilized lands in Clackamas County and beyond

We fear that a failure to include these four crucially important corridors in the regional funding measure could seriously impede future growth of the eastside economy and believe strongly that the addition of them 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,



Kelly Ross, Executive Director



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 all four of Clackamas's Corridors including C2C, Sunrise, McLoughlin and 82nd. 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 122nd 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/>

Cornelius

Oregon's Family Town

October 22, 2019

T2020 Task Force
c/o Metro
600 NE Grand Avenue
Portland, OR 97232

Dear T2020 Task Force Members:

Thank you for your service to the region to help develop a bold and transformative transportation measure! As a longtime City leader and board member of the Community Housing Fund of Washington County, I believe we are at a pivotal time in our region's history with this measure.

Our transportation improvements will help inform and drive how our region develops and what the quality of life will be for current and future residents. Development and transportation will need to be planned together to optimize our housing opportunities and employment areas. Your final decisions will dictate our regional future for decades to come. This measure will improve safety, prioritize investments that support communities of color and enhance equity, support clean air, promote economic growth, increase access to opportunity for low-income households, and leverage regional and local investments.

According to HUD, typical households in auto-dependent neighborhoods spent about 25% of their income on transportation costs, whereas in neighborhoods with a variety of mobility options this number drops to a meaningful 9%. The low and moderate income households who need these savings the most, are also the most likely to use transit. This results in higher ridership for transit systems, reduced congestion, and reductions in greenhouse gases. Our development patterns will influence homelessness and displacement, which makes it more vital than ever to carefully increase the development of new and the preservation of existing affordable housing.

The region should lead with transit-oriented development guidelines, investment in regional corridors and programs, prioritize equity in development, and focus on meaningful affordable housing throughout the region focused on corridors. It is critical to our future for an equitable and caring society. We support the selected Tier 1 corridors, which includes Tualatin Valley Highway, SW Corridor, 185th Corridor and Burnside Corridor in order to leverage proposed transportation improvements.

Thank you for your consideration.

Sincerely,



Rob Drake
City Manager

October 29, 2019

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



Dear Co-Chairs Pederson & Treece and Taskforce Members,

The Clackamas Workforce Partnership supports funding for Clackamas County's T2020 Corridors including Sunrise Gateway/212, C2C, McLoughlin and 82nd. Investment in these corridors is critical to ensure a robust regional transportation system that will support the economic viability and of Clackamas County and the Metro region and the State of Oregon.

The Sunrise Gateway/212 Corridor is critical to the economic growth of Clackamas County and our region as a whole. 14,000 jobs are projected in the Rock Creek Industrial Area (designated Regionally Significant Industrial Area) in the next 20 years. Investment in this corridor will provide the foundational infrastructure to support this economic opportunity. The proposed concept will allow through trips to utilize the new limited access 2-lane section and will transition existing 212 to an urban arterial. By separating trips to the appropriate facilities, congestion and greenhouse gas emissions will be reduced. This concept also includes design options to accommodate frequent transit including right of way purchase for a possible future dedicated lane and park and ride locations. Implementation of this concept will provide safer, more efficient transportation mode options for local businesses and residents.

Investment in the McLoughlin Blvd corridor will stimulate the local and regional economy by providing opportunity for redevelopment of currently underutilized commercial, industrial and residential lands. Implementation of the proposed concept will provide safer crossings, more efficient transit service and more floors on the existing parking garage to support increased ridership on the max.

Clackamas Workforce Partnership's Board of Directors is a 24-member board made up of business, educational, non-profit and labor representatives from throughout Clackamas County. Congestion relief, mode options and freight mobility are critical to the continued growth and success of our businesses. CWP firmly believes that investment in these corridors will provide significant improvements to our business's operational costs, employee quality of life, and business growth potential. We respectfully request that you include Clackamas County's corridors, especially Sunrise Corridor and McLoughlin Blvd, in the T2020 funding package.

Sincerely,

A handwritten signature in blue ink, appearing to read "David Green", is written over a horizontal line. Below the signature, the text "David Green, Board Chair" and "Clackamas Workforce Partnership" is printed in a black, sans-serif font.

David Green, Board Chair
Clackamas Workforce Partnership

Metro Councilors,

After reading the proposed 2020 Transportation Funding Measure- Preliminary Staff Recommendation for Corridor Investments and Regionwide Programs, I am concerned. I am a resident of Washington County residing in Tigard, off Greenburg Road. I take drive, bike, and take public transportation all over the Portland metro area in my work as a freelance American Sign Language/English Interpreter.

We are currently in the midst of a climate crisis, to address this we need bold creative action and cannot afford to uphold the status-quo. The 2020 measure is a once-in-a-generation opportunity to invest in a green multi-city transportation system that encourages increased public transportation riders and decrease reliance on cars. The plan outlined has failed to live up to such a vision. We must immediately cease any infrastructure development that supports a car-centric city. We desperately need a new vision for providing people a healthier, faster, and less expensive way to travel through the region, otherwise our emissions will continue to climb.

We must stop subsidizing climate change through car-focused investment of limited tax funds. Instead, we must invest in a rapid and resilient transportation network that generates ridership, improves safety, and provides equitable access to all of the social and economic benefits this region has to offer. The transit system should:

1. Build integrated regional networks of bus and rail transit, in dedicated lanes, linking neighborhood centers, commercial centers, and job centers.
2. Build integrated regional networks of protected bikeways connecting to centers and neighborhoods
3. Build safe, connected pedestrians access to stations, beginning with the most transit dependent areas of the region.

Your proposed list also reduces the proposed funding package from the anticipated \$20 billion to \$3 billion in funding for projects in the Multnomah, Washington, and Clackamas regions. This is concerning to me as a resident of Washington county.

We need a green new deal for transportation, not billions of dollars for fossil fuel car infrastructure.

Sincerely,
Jenna Curtis
Tigard, Oregon 97223

Subject: Lake Oswego Oak Grove proposed bridge

I write this letter in opposition to the proposed Oak Grove/Lake Oswego Bridge project. My wife and I have lived on Schroeder, a block off Courtney since 2013. We love our neighborhood. I am a supporter of mass transit and alternate means of transportation. And I've often thought about how cool it would be to have a bridge across the river. Nonetheless, I oppose this project for several reasons.

First, the proposal I read estimates 1,500 users daily, increasing to 2,100 within 20 years. I cannot see how this is anywhere near accurate. I use the Trolley Trail almost daily and there are nowhere near that many users. If it is accurate, then we will have 100-200 users an hour walking through our residential neighborhood. SE Courtney Ave is not equipped for this type of traffic. I did not see any mention of upgrading SE Courtney Ave as part of this project. This necessary add on to the project will increase cost and neighborhood disruption.

Second, The \$30,000,000 + price tag is too much. Our roads are in terrible condition. Our infrastructure needs seismic retrofitting. Traffic congestion is high priority. None of these pressing issues will be alleviated by spending this much money on this project.

Third, I'm concerned about both short term and long term negative impacts to Rivervilla Park. This popular local park and is the only one with public river access in Oak Grove. There does not seem to be anyway to build this bridge with our seriously degrading the park. A related issue is negative impact on wildlife, flora and fauna, in our green riparian neighborhood.

Last, construction on this project will disrupt our residential neighborhood for at least a year or two. Furthermore, for the residents at the corner of Fair Oaks and SE Courtney, the bridge will virtually destroy their properties livability and value. I am not against infrastructure improvement, and if the proposal was for a light rail line down to Oregon City with a spur across Oak Grove to Lake Oswego, I might support it, even though the disruption would be horrible. But for a pedestrian bridge that benefits so few, I just cannot see the value.

I urge you to consider saying no to this boondoggle and find a more useful and egalitarian way to spend that money. Or perhaps look for an out of the box solution like a floating bridge with a gate or a draw bridge or even a water taxi as a way to gauge interest and use before jumping into a project of this scale.

Sincerely yours,

Jeff Heiman

[206.428.8959](tel:206.428.8959)

14020 SE Schroeder Ave.

Oak Grove Or 97267--

Fascism is cured by reading.

Racism is cured by traveling.

~ Miguel de Unamuno

Subject: Metro Plans for Transportation Improvements in the Portland Metro area

I think the projects proposed for the bond measure are very good, but – we need to address the more serious traffic flow problems into and out of the City of Portland that are happening 5 days a week (M-

F) and also are now causing major slowdowns on the weekends as well. Most of my friends and I are appalled that no significant road expansion has happened in the last 30 years! Our local economy depends on commuters and trucks going into and out of the City everyday and right now, there are major delays just getting into parts of Portland every morning and every afternoon. This is hurting our economy here and driving people away from wanting to work, live, shop and dine in Portland.

Here is how I would prioritize road expansion projects:

Hwy 217 should be widened to 4 lanes on both sides from Hwy 26 to the Interstate 5 interchange. (I've been here 29 years and it should have been done years ago – 2 lanes! That's ridiculous!)

I84 is in serious need of expansion from 3 lanes on each side to at least 5 lanes on each side from I205 all the way to I5. A new interchange with multiple levels (see Cal Trans for ideas) should be built so that the flow of traffic going North or South does not come to a grinding halt.

The **Tualatin Sherwood** road must be widened to at least 2 lanes both sides all the way from I5 to Hwy 99 in Sherwood – this is a no-brainer as its bumper-to-bumper every day and that area is growing residentially and commercially.

Hwy 26 should be slated for additional widening on both sides to at least 4 lanes all the way to North Plains.

I can tell you that all of these projects are going to cost a bundle, but they are all doable projects. I travel in the SF Bay Area and have been for about 40 years. I've watched how Cal Trans continuously expands the roadways throughout the Bay Area. Is it perfect – no, but they are making progress and eliminating the congested traffic problems one at a time. We need to get real here in Portland and stop pretending that we can get by with 2 or 3 lane roads forever. It's just not realistic any longer. And the good news, cars will continue to become more fuel efficient and eventually smaller as people realize they don't have to drive huge SUV's everywhere they go. With fuel efficient vehicles and a highly efficient roadway system into and out of Portland, our community will prosper and the quality of life here will continue to be exceptional.

Steve

Steve Hocker

Business Consultant / Recruiter

Portland, Oregon

Ph: **503-473-5908**

Email: steve.hocker@comcast.net

Subject: Blooming Fern Hill Road & Hwy 47

There are two blind spots associated with Blooming Fern Hill Road, south of Cornelius. I tend to think both can be fixed with large mirrors.

The first is the intersection with Winters Road. When exiting Winters Road onto Blooming Fern Hill, it is very difficult to see to the right (east). Cars come up the hill and around the curve quickly, and I often find I've pulled out of Winters only to have a car, that I didn't see, on my tail. A mirror that reflects traffic coming from the east on Blooming Fern Hill would help considerably to extend the field of vision of drivers stopped on Winters waiting to turn.

The second is at the bottom of the Blooming Fern Hill Road hill, where it intersects with Fern Hill Road. Because of the Frontier equipment on the left, it is difficult to see traffic coming from that direction on Fern Hill Road. If you are stopped on Blooming Fern Hill Road waiting to turn, you almost have to pull out into the Fern Hill traffic lane to see if the lane is clear. A mirror there would also help to alleviate that.

The only other input I'd like to submit is about the intersection of Hwy 47 with Maple St./Fern Hill Road. With the school bus barn and increased commercial traffic at the intersection, the wait time to get onto or across Hwy 47 has gotten pretty long. I have heard that the state is looking at upgrading that intersection in the next plan. My preferred solution would be a round-about, which have been very successful in other areas of the county. I understand there are space limitations due to the railroad right-of-way, but I hope those can be resolved.

I don't think a traffic light in the middle of Hwy 47 is the right answer. I do, however, think that in the interim, extending the 45 mph south to Elm Street would help traffic flow and make that a safer intersection.

Thank you.

--Laurie Weiss

Subject: BAT Lanes on OR 99E

BAT Lanes can be a good tool to address transit delays in congested corridors. OR 99E is not a congested corridor between Milwaukie south city limits(SCL) and Oregon City north city limits(NCL). I was surprised to see a BAT Lane recommended for southbound OR 99E between Jennings Avenue and the River Road/Arlington Intersection and an Enhanced Transit Corridor Milwaukie to Oregon City. My experience living in the neighborhood is the most southbound congestion is approaching the Oak Grove Blvd. intersection. The answer to the congestion caused by the Oak Grove Blvd. intersection is to add right turn lanes on Oak Grove Blvd. approaching OR99E allowing a longer bandwidth for OR 99E traffic.

The amount of southbound traffic is controlled by the signal on OR 99E at the 17th Street and Harrison intersection and cannot increase much.

I drove the corridor at 4 pm, 5 pm and 6 pm Monday, October 22 southbound and confirm a smooth flowing system Milwaukie SCL and Oregon City NCL. I am a retired ODOT Traffic Engineer who worked for ODOT for 31 years the last dozen in the Traffic Section. Please forward these comments to interested parties.

Fred Sawyer

fredasawyer@comcast.net

Subject: Transportation Funding

Hello,

Reliance on the private automobile, and the accompanying infrastructure that practically mandates the use of the private automobile has led us, in part, to the situation we find

ourselves in today. We find ourselves in a city choked with private automobiles where people who choose to walk or ride bikes are placed in danger and even killed. We find ourselves in a city where the poor and people of color are targeted on Tri-Met transit for "fare evasion." We find ourselves on a planet that is rapidly heating by the choices we make. Basically we find ourselves in a situation where unless you choose to drive a private automobile, you are potentially in danger and treated as a second-class citizen.

This is intolerable.

No transportation plan in a modern city should allocate any money for private automobile infrastructure "improvements." None. Period.

Matthew T. Meskill

Subject: 2020 transportation investment measure

Friday, October 25, 2019

Dear Metro,

Suggestion for Poster Boards at public meeting for 2020 transportation investment measure public outreach. The information seems to be presented at a sixth grade level. I believe the majority of the public can understand large projects with complete information along with the proposal. This would help have better conversations of what we are working toward. Eventually a diagram of money resources Federal, State, Local, and taxes. Gives us a sense of our commitment in these projects.

THE ASK: Please include on the posters drawings of routes and improvements – today's cost to build and projected cost at desired construction year.

Thank you,

Bernie Stout

Subject: Stop Light Needed at NE 66th and Halsey

My name is Cynthia Cascante. I live in NE Portland and work at the Multnomah Crisis Assessment and Treatment Center. I use public transportation almost exclusively.

We need a stop light at Stop ID: 2442 on the # 77 Bus Line at the intersection of NE 66th and Halsey so bus riders can walk across the street to their homes without getting hit by a car and without fear of getting hit by a car.

Several weeks ago, at this stop, I saw a 10 year old boy flying through the air to land in a crumpled heap and lie motionless while several bus riders called 911 to report a boy hit by a car. There is a double solid yellow line at this stop yet the common practice for the majority of cars, is to pass the bus.

I know of another person who was hit at this same intersection. How many injured or dead will it take for the city to take action?

At dusk during rush hour I get off at the light at 60th and walk up to my home at 66th so I can cross the street safely. When I have back pain from a long hard day or it is inclement weather or I have heavy groceries or all three at once it is particularly difficult. I should be able to get off at the stop closest to my home without fear of being hit by a car.

The fact that most of our citizenry cannot refrain from passing the bus to prevent themselves from accidentally injuring or killing another person means we need a stop light here.

Subject: Testimony Metro 2020 Taskforce Meeting 10/30

Metro Councilor,

After reading the proposed 2020 Transportation Funding Measure- Preliminary Staff Recommendation for Corridor Investments and Regionwide Programs, I am concerned. I am a resident of Washington County residing in Tigard, off Greenburg Road. I drive, bike, and take public transportation all over the Portland metro area in my work as a freelance American Sign Language/English Interpreter.

We are currently in the midst of a climate crisis, to address this we need bold creative action and cannot afford to uphold the status-quo. The 2020 measure is a once-in-a-generation opportunity to invest in a green multi-city transportation system that encourages increased public transportation riders and decrease reliance on cars. The plan outlined has failed to live up to such a vision. **We must immediately cease any infrastructure development that supports a car-centric city. We desperately need a new vision for providing people a healthier, faster, and less expensive way to travel through the region, otherwise our emissions will continue to climb.**

We must stop subsidizing climate change through car-focused investment of limited tax funds. Instead, we must invest in a rapid and resilient transportation network that generates ridership, improves safety, and provides equitable access to all of the social and economic benefits this region has to offer. The transit system should:

1. Build integrated regional networks of bus and rail transit, in dedicated lanes, linking neighborhood centers, commercial centers, and job centers.

2. Build integrated regional networks of protected bikeways connecting to centers and neighborhoods
3. Build safe, connected pedestrians access to stations, beginning with the most transit dependent areas of the region.

Your proposed list also reduces the proposed funding package from the anticipated \$20 billion to \$3 billion in funding for projects in the Multnomah, Washington, and Clackamas regions. This is concerning to me as a resident of Washington county, I see the need for increasing public transportation options from my area to other areas of the city.

We need a green new deal for transportation, not billions of dollars for fossil fuel car infrastructure.

Sincerely,
Jenna Curtis
Tigard, Oregon 97223

Subject: Metro's transportation plan and our climate crisis

Dear Metro Councilors and staff,

Regarding the transportation package currently proposed: Please reframe the package and projects in terms of stepping up to our climate crisis - any package or set of projects that is proposed should set out how it reaches decarbonization goals. Not whether but how. By all means, lay out a set of options for policy makers to choose from - but the options on the table should all get us to where we need to go (in terms of climate). Climate is not one of several goals to reach, it's the overarching goal.

I'm not an expert but it seems that the projects laid out currently make incremental change - seek a "balance" between transit, bike, ped and auto options. Yet there is nothing balanced about our current trajectory - a transportation package can't be balanced either, it needs to be a bold set of corrective measures commensurate with the climate emergency we are living.

Our climate crisis is a crisis of imagination. We seem to have a hard time accepting how far reaching and catastrophic our future will be by continuing to rely on fossil fuel to power our lives. And we seem to be too timid to take anything but incremental action, and then congratulate ourselves for "doing something." That's got to stop. Metro's whole history is built on boldness and imagination - SB 100. Our future needs to be as well.

Thank you for your commitment to our future.
Best, Diane Dulken, Portland, 97214. (Bike commuter)

P.s. I'm also concerned about Metro's polling, as reported in Willamette Week. It seemed more like a push poll rather than a genuine research project to gauge public opinion. I sincerely hope Metro is not using it to justify the current package.

Subject: T2020 Project List testimony

When I was a little girl, and learned about climate change I never doubted that we could step up to the plate, and make the world better for it.

This year, I turned 30.

I didnt expect the permafrost to be melting by now.

I didnt expect to be so scared to have children of my own.

I didnt expect that as the crisis has accelerated, our leaders would sit on their hands as if everything was normal. As if we have decades left.

This metro bond is feasibly the last big funding measure to fully implement road changes before our 2035 TSP goals are realized. The Metro region set a target of 20% reduction in GHG emissions from 2005 levels. Does this plan achieve that? Without estimates for these major projects it is impossible to know. Since some projects have \$0 allocated towards climate I can only assume these will add to VMT, possibly negating all the work of better projects. I have heard from staff that they do not expect this list of projects will get us to our goals. That this bond measure is an interim step.

I do not feel hopeless about climate change, but I do feel hopeless about a leadership who is selecting projects from politics, before any analysis is complete to see how these projects support our goals, or how we can get the biggest return on our investments.

If Metro council is not courageous enough to bring a list of projects that can achieve our stated climate goals to voters, then at least leak one to the activists so we can do your job in educating the public what needs to be done.

It is no wonder that Portlanders think that traffic can be solved through wider roads with leaders that refuse to tell the truth: we are in a very bad situation, and we can not react to new science & economic trends fast enough to make a dent. Why would anyone believe this is an emergency when you are not acting like one? I am not sure if council is just unable, or unwilling, to realize a plan to reach our climate goals. Isn't that worth fighting for?

Catie Gould

Portland Resident, 97232

Subject: Metro Transportation Taskforce Testimony

Metro Councilors:

Our regional transportation system is both failing to move people effectively and it is responsible for dangerous GHG (greenhouse gas) emissions. Metro's solution needs to get people where they need to be **WITHOUT** harming our climate and ourselves.

Metro's recent proposal does not accomplish either of these needs. Metro no longer has the luxury of taking the direction of the past in small increments; that direction is not responsible. Creativity in effectively finding a new, climate-responsible (and budget-constrained, congestion-controlling) direction is now needed.

Here are some suggestions on how both goals – being where you need to be and being in a safe and healthy world -- can be simultaneously accomplished within budget:

1. Make a real effort – multi-pronged, involving everyone – to **reduce the need for transportation**, that is, get people near where they need to be and get the jobs, services near to the people's homes. Spend a lot of thought on this with people, employers, businesses to see how it can be pleasant, desired. Lead by example by figuring out how to trade employees with Washington and Clackamas Counties and the cities of origin of your employees and determining the cost savings with a traffic consultant. Time and frustration savings are one incentive to reducing moving about needlessly. But there could be others
Stop subsidizing transportation that actually could and should be avoided.

One useful incentive would be a fully-refunded *carbon tax*^[1] to Individual Climate Accounts (ICAs) to be creatively spent to reduce climate impacts (including by transportation) audited by volunteers in the neighborhood. The size of the tax should be adequate to incentivize the desired changes; it could be supplemented by public monies saved on road projects.

Consider creative incentives like a specifically-assessed (based on employee distance from work) *business transportation tax*^[2] so there is an incentive to hire nearby employees or to fund their move or to willingly bear the financial consequence; this tax should be fully refundable to allow businesses funds to reduce transportation associated with their business

2. **Don't plan for growth** such as expanding the urban growth boundary or expanding the housing stock **unless the region is able to simultaneously decrease traffic GHG emissions (and prevent new traffic)**. (Builders would have plenty of work on weatherization and energy efficiency if the regional housing stock was responsibly updated to reduce GHG emissions. This could be incentivized by a carbon tax and by other incentives, you devise).

It is past time to get familiar with the natural law of *carrying capacity*, because our region and mankind have reached the earth's natural limits to sustain us and nature.

The *atmosphere* is now being degraded by each additional measure of carbon dioxide we release creating a danger to life on earth as determined by the International Panel on Climate Change in 2018 that sees a closing 12-year window to make major changes to protect earth.

The *water* is being degraded too – our rivers are losing their flow as glaciers and snow melt in warmer conditions depriving thirsty cities and warming water which hurts and kills native fish, harming the fishing and tourist industries and aesthetics. Ocean waters are becoming acidic endangering shellfish and harming sea life and diminishing the fishing industry and the availability of seafood which has become expensive.

The *land* is being degraded as the heat and drought increasingly kill crops and perennial trees and shrubs harming farmers and increasing the potential for food shortages; they force changes in crops (as traditional crops become ill-suited) and outpace relocation of natural flora and fauna to suitable new locations; they set conditions for wildfires and smoke harm; they bring invasive pests (such as beetles and West Nile Virus, etc.) not natural in our region that threaten humans, animals and plants; etc.

The Statewide Planning Goals have instructed you to balance growth and carrying capacity. For decades the carrying capacity requirement has been ignored though the Land Conservation and Development Commission itself argued that the law must be followed a while back. You no longer can responsibly ignore that we have exceeded the region's carrying capacity for more carbon dioxide and GHG emissions.

Specifically, Oregon's Statewide Planning Goal 12: TRANSPORTATION (OAR 660-015-0000(12))

states:

A "6. Plans providing for a transportation system should consider as a major determinant the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources."

Your transportation plans cannot lawfully ignore "as a major determinant the carrying capacity of the air, land and water resources of the planning area" nor can it exceed the carrying capacity of those resources.

3. Decrease GHG emissions in the transportation system

- a. By *getting people out of single-occupancy, fossil-fuel-powered cars*. The fully-refunded-to-ICA *carbon tax* would be a big incentive for people to find alternatives and would make the alternatives more appealing and would give people a financial means to make a change.
- b. By accommodating remaining transportation need by *improved walking and biking conditions* and a *high-frequency, small grid system of buses and light rail that is known^[3] to be of the quality^[4] to entice a major ridership together with the carbon-tax disincentive to gas-car driving*.
- c. By figuring out how more *electric charging stations* can be built. Although electric cars require a public road subsidy they likely help make a smoother transition to a no-fossil-fuel future. Electric buses and trucks likely will remain a part of the needed transportation.
- d. *By no longer building projects that predictably primarily support the use of fossil fuel vehicles.*

Thank you for your consideration of these comments.

Sincerely,

Elizabeth Graser-Lindsey

Subject: Recommended Corridor Investments and Regionwide Programs

Dear Metro Councilors:

I am writing to share my thoughts on the importance of a bold transit-focused vision for the future of the Portland region. The Preliminary Staff Recommendation for Corridor Investments and Regionwide Programs is woefully inadequate when viewed in light of the urgent crisis caused by ongoing climate change.

The damaging effects of climate change have been evident in Oregon's mountains, forests and coast for years. It's not going to get better. The fires burning today in California will be burning annually in Oregon in the not distant future. There is no time to lose—we must respond immediately to this crisis. Failure to act now will only increase future disruption and suffering due to changing climate. While Metro's actions alone won't stop climate change, Metro's actions can impact both the political environment in Oregon, the U.S. and the world, and make some contribution to addressing this crisis.

Over 40% (and rising) of the region's climate emissions come from the transportation sector. The projects and programs put forward by Metro Council must be a visionary rejection of climate change, of transportation inequality, and the mortal dangers posed by drivers to every user of the region's roadways. This is a once-in-a-lifetime opportunity must effect a significant region-wide mode shift to transit. There simply is no time to lose. The Preliminary Staff Recommendations should be rejected and replaced with a bold transit-focused vision.

This measure should be shaping a transportation system that meets the challenges of climate change with a comprehensive and systemic solution. With modeling of an 'aspirational' transit system, and analysis of the benefits, we take the crucial first step toward a resilient transportation network that generates ridership, improves safety, and provides equitable access to all of the social and economic benefits this region has to offer. The transit system should:

- Build integrated regional networks of bus and rail transit, in dedicated lanes, linking neighborhood centers, commercial centers, and job centers.
- Build integrated regional networks of protected bikeways connecting to centers and neighborhoods
- Build safe, connected pedestrian access to stations, beginning with the most transit dependent areas of the region.

Delay in recognizing and responding to the ongoing climate crisis will only increase future disruption and suffering. The time to act is now. Our children and their children will be grateful. I respectfully urge each of you to support a transit system that responds effectively to this crisis.

David A. Snyder
Law Offices of David A. Snyder, LLC
P.O. Box 11314
Portland, OR 97211

From: Mende Smith-Regan <tiquanyin@gmail.com>

Subject: No transit on a dead planet

Dear Metro Team,

This measure should be shaping a transportation system that meets the challenges of climate change with a comprehensive and systemic solution. Have you been watching the news around the world and seen the climate chaos? The floods and the fires? You are tasked with modeling of an 'aspirational' transit system, and analysis of the benefits. Not rocket science really. Today we are here to tell you it is time to reason with the consequences of fossil fuel infrastructure and have the guts to take the crucial first step toward a resilient public transportation network that has its focus on the air quality and climate justice movement.

Please listen to me very carefully: you can be the voice of reason. You can make certain we can have a public transit system that generates ridership, improves safety, and provides equitable access to all of the social and economic benefits this region has to offer if you get to work today on the appropriate models.

I know you are going to do the right thing. There are no fares on a dead planet.

Sincerely,

Portland

Subject: Metro Transportation Plan

Dear Councilors,

*We need a reliable and affordable transit system, supported and protected bikeways, and a complete and safe walking network. Metro's package includes projects that widen roadway capacity for autos, which **always** leads to increase levels of driving.*

*To truly make a dent in our climate emissions, we must spend the billions of dollars being ask for by this bond measure **ONLY** on a big bold vision for the region, a vision that will significantly improve non-auto access for all of the region's residents. A resilient transportation network that generates ridership, improves safety, and provides equitable access to all of the social and economic benefits this region has to offer. The transit system should:*

- Build integrated regional networks of bus and rail transit, in dedicated lanes, linking neighborhood centers, commercial centers, and job centers.*
- Build integrated regional networks of protected bikeways connecting to centers and neighborhoods*
- Build safe, connected pedestrians access to stations, beginning with the most transit dependent areas of the region.*

Essentially, we are asking that Metro stop its progress toward approving the recommendations that have been issued and generate a proposal that it can prove will substantially reduce transportation-related carbon emissions within five years of bond passage.

Our time to address climate change is running short. Please be part of the solution.

Best,
Morgan Miller

--

Morgan Miller
Freelance User Experience Architect
<http://MorganMillerUX.com>

Subject: T2020 comment

Metro President and Councilors,

My name is Jesse Lopez, I work as a scientist by day and volunteer with the 350PDX Transportation Justice team among many other civic focused groups. My testimony is very straight-forward because the issue is clear-cut: the proposed plan is woefully inadequate to improve mobility in the region or to reduce transportation emissions.

So, here's the current situation:

- GHG emissions are increasing in the region and the state purely due to increased emissions from driving. We don't have a plan to address this.
- Generally, there is a severe time penalty associated with using transit in Portland compared to driving. This most adversely affects transit dependent folks, but also discourages new users and pushes people with means to drive. Recent ridership numbers reflect this.
- There is a lack of protected bikeways and safe complete walkways that prevent extensive use and puts current users at risk. Despite Vision Zero campaigns, vulnerable road users are being killed and maimed at an increasing rate.

Although the staff recommendations include some positive aspects such as the potential development of BRT along key corridors, a slightly improved active transit network, and planning for the MAX tunnel, it also includes too many investments in climate change infrastructure such as highways and expensive flyover ramps. It also funds expensive projects that could be transformational, but are ultimately neutered of their potential like the SW Corridor.

Instead of pushing this inoffensive and ultimately ineffective measure through the next election, I urge you to be bold and devise a broad regional plan focused on an extensive rapid bus network supported by a protected bike lane network and complete, safe pedestrian paths that would materially improve the region in the most important metrics: improving mobility for all residents and reducing emissions.

Finally, I'll note that many of you have substantial credentials in environmental, conservation, and equity work. You understand the grave importance of these issues. We need you to lead, demand a bold vision, and use your position to ensure that the final plan aligns with the values and aspirations of those fields and our community -- our future depends on it.

Respectfully,
-Jesse Lopez

Subject: 2020 Metro Transportation Plan

Dear Metro Council,

To be a truly effective public schoolteacher, my position required adding extra hours daily and on weekends to my professional workload. When I retired, ten years ago, I maintained the same level of time and commitment---this time for working with others in addressing climate disruption. I continue the pace--with increasing urgency. I urge Metro to join me in fully acknowledging our climate situation by *acting for the region...for our future on this special planet*.

I ask the Metro Council to fully accept the realities of our climate emergency and revise the 2020 Transportation Preliminary Project Package. Metro must design plans that will drive immediate, revolutionary change. Future environmental and economic well-being demands that we stop catering to individual vehicle use and focus on implementing functional mass, bicycle and pedestrian traffic.

Thank you for your service to our community.

Sincerely,

Bonnie McKinlay

7112 SW 53rd Avenue

Portland 97219

Subject: T2020 comment

Metro President, Councilors, and members of the T2020 Task Force,

My name is Jessie Maran, Principal with Crandall Arambula, volunteer with 350PDX Transportation Justice Team, among other organizations, and parent of a teen struggling daily to come to terms with a desperate future.

You will hear from your community about the devastation of climate change, the urgent need for substantive action toward our climate goals, about the imperative for fareless transit, free from harassment, and for protection from death by car as we walk and roll our neighborhoods.

You will hear, and have heard, about the catastrophic weather events that climate change is giving us. You will see, the waves of climate refugees from the fires in California and from all the hurricanes past and yet to come. You can imagine the rise in numbers of people unable to find affordable housing, unable to afford to get to work or school, simply unable... and all of that sounds like a huge task for **someone** to take care of.

Every member of this Task Force and of the Metro Council is personally responsible for the future of this region.

Will you craft a future that looks much like the present--applying expensive and ineffective, incremental and racist attempts to use old thinking to solve the future's problems?

Are you personally confident that you are crafting a legacy of bold leadership in immediate and sustained reduction in climate emissions?

Can you confidently say that the region's people of color, low-income people, and transit-dependant people will see a personal and substantial increase in opportunity, wealth, and health?

The Preliminary Staff Recommendation for Corridor Investments and Regionwide Programs are woefully inadequate when viewed in light of the urgent crisis caused by ongoing climate change.

- GHG emissions are increasing in the region and the state purely due to increased emissions from driving. We don't have a plan to address this.
- There is a severe time penalty associated with using transit in Portland compared to driving. This most adversely affects transit dependent folks, but also discourages new users and pushes people with means to drive. Recent ridership numbers reflect this.
- We lack a regional network of protected bikeways and safe complete walkways, preventing extensive use and putting current users at risk. Despite Vision Zero campaigns, vulnerable road users are being killed and maimed at an increasing rate. Why would anyone choose not to drive?

Although the staff recommendations include some positive aspects, it also includes significant investments in fossil fuel infrastructure such as highways and flyover ramps. It funds expensive projects that could be transformational, but are ultimately neutered of their potential.

Instead of pushing this inoffensive and ultimately ineffective measure through the next election, I urge you to be bold and devise a broad regional plan. PortlandForward has offered a framework aspirational transit plan, should you need ideas from which to begin.

The projects and programs put forward by Metro Council must be a visionary rejection of climate change, of transportation inequality, and the mortal dangers posed by drivers to every user of the region's roadways. This is a once-in-a-lifetime opportunity must effect a significant region-wide mode shift to transit. There simply is no time to lose. The Preliminary Staff Recommendations should be rejected and replaced with a bold transit-focused vision.

Thank you for all the work that you do and for your willingness to engage with the community.
Respectfully,
Jessie Maran

Subject: METRO's plan FAILS

Dear Metro Staff,

What happened? You missed something... we need a green new deal for transportation, not billions of dollars for fossil fuel vehicular infrastructure !!!!!

Yesterday you released Metro's transportation project list.

This is a sorry excuse for real and meaningful change!

Wow, after 6 months of what should have been critical, timely climatic work by our regional governmental body - WORKING towards IMPORTANT and NECESSARY transportation improvements to SUBSTANTIALLY REDUCE REGIONAL GREENHOUSE EMISSIONS - you have been designing what?

As a professional with a City and Regional Planning & Design and Landscape Architecture background I understand the immediate action necessary to adequately address the total greenhouse gas emissions and airborne particulates that are rapidly increasing in the Metro region and state, entirely due to increased emissions from transportation. **Any serious climate action plan requires that we reduce the number and distance of trips taken by car.** To make this a reality, we MUST create an extensive rapid transit network, supported by an equally extensive network of safe, protected bikeways and pedestrian paths. Metro's proposed package increases roadway capacity for cars, while providing inadequate funding for transit projects and very limited funding for bike and pedestrian projects. **THIS IS FEEBLE and INEXCUSABLE!** As a property tax payer and progressive democrat I find this **IDIOTIC and WASTEFUL!**

To make a **legitimate attempt** at reducing our emissions, we must spend the **ENTIRETY** of the bond measure on a **progressive, forward thinking, climate accord aligning** vision for the region, that fundamentally improves non-car mobility for all of the region's residents. We must stop subsidizing climate change through car-focused investment of limited tax funds. Instead, we must invest in a rapid and resilient transportation network that generates ridership, improves safety, and provides equitable access to all of the social and economic benefits this region has to offer.

OUR transit system should:

- Build integrated regional networks of bus and rail transit, in dedicated lanes, linking neighborhood centers, commercial centers, and job centers.
- Build integrated regional networks of protected bikeways connecting to centers and neighborhoods
- Build safe, connected pedestrian access to stations, beginning with the most transit dependent areas of the region.
- Create an integrated GREEN network of vegetated spaces to absorb our carbon emissions and provide essential open space and diverse habitat to counter increasing urbanization & population density.

Essentially, I ask that Metro **IMMEDIATELY CEASE** its progress toward approving the recommendations that have been issued and **INSTEAD generate a proposal that substantially improves mobility, significantly reduces transportation-related carbon emissions, and facilitates environmental restoration within FIVE years of bond passage.**

Otherwise, your legacy will have been to blow the imperative opportunity Portland *had* to do something about our planet.

Under your 'efforts' shall Portland's motto be 'Too Little, too Late' - as all species *suffer* demise?

and PLANETRAY CONSIDERATION!

There is no time – never will be again – to sit on your hands and advance a hodge-podge, piecemeal, band-aid of a package to address CRITICAL MASS ISSUES! This is your responsibility!

Sincerely,
Kelly Brignell

Kelly Brignell – Landscape Consultant
kb4peace@outlook.com

Subject: Nov 30 T2020 hearing

My name is Roger Cascante, and I am a longtime Resident of the Ellington Apartments on NE 66th Ave. I will be testifying with the Getting There Together Coalition.

I have elected to remain carless for the last 5 years and use trimet for almost all my needs,.I ride the MAX from 60th Ave & Hollywood T.C., and use the 77 Bus line almost every day. I also ride the 12 Bus, the 75 Bus, the 20, 19 & 48 frequently, the 66, 71, 72, 8 & 4 occasionally. I also ride the Portland Streetcar NS line.

I have recently become concerned for my safety and that of others consequent upon 2 pedestrian involved accidents at the 2442 stop. Last month, while exiting the 77 bus Eastbound, I witnessed a 10 year old (+/-) child exiting same bus hit by a driver who was passing the 77 bus across a double yellow line. It occurred in full daylight. He was thrown and lay motionless for a short time, and many people dialled 911. This is the second episode that I am aware of involving a pedestrian being hit at this intersection. The Ellington has roughly 200 apartments, many of whom are occupied by low income people and many of whom have children in their households, and amy of whom use Trimet exclusively for transportation.

The other episode occurred several years and involved an adult in their late 20's.

Traffic is extremely heavy on Halsey Street, especially around commute times. There is no marked crosswalk at this intersection, nor is there a traffic signal, and some drivers accelerate like a bat out of Hell. There is a hill to the East which limits visibility for both drivers And pedestrians.

I have discussed this problem with many drivers on other lines that I ride, and basically receive the impression that it is a system wide problem, and not confined to the 77 bus line. Contempt for pedestrian right of way seems universal, even among the police, whom I have observed passing the 77 bus in the same way. I feel it would be appropriate to **try to determine which intersections most dangerous** and bring pressure to bear on the city to install traffic signals, streetlights and marked crosswalks.

I understand that this session is for improvement ideas involving how to utilize newly available funds. Perhaps these comments are inappropriate on those ground. Your call.

Now to things I KNOW are within the scope of this meeting.

1) I think your efforts to switch to electric busses should be hastened if possible. We are all running out of time to avoid catastrophic & irreversible climate heating. How is the experiment with the 60 Bus working out ?

2) On the 77 bus line in particular, I feel that breakdowns are much too frequent, although I applaud the recent improvement in frequency of service. Can nothing be done to improve this. This is especially troublesome at night.

3) I would like to see service expanded to areas further out, e.g McMinnville, Salem, Eugene ? Probably involve cooperative efforts with commercial bus lines, & other municipal bus lines, rail, etc, to become truly regional. Like the expansion that has made the Gorge & Mt Hood reachable.

Running out of time now, but thank you. I will be at the hearing tonight.

- Sincerely,
Roger Cascante

Subject: In the face of the climate crisis, the proposed packages are not enough

Hello, I am a north Portland resident writing out of frustration and disappointment regarding the proposed projects for the T2020 transportation bill. We are facing a climate crisis of catastrophic, existential proportions, with an extremely short timeline. We need to make swift, dramatic changes and we need them as quickly as possible. Transportation accounts for 40% of greenhouse gas emissions in the Portland area, so Metro has an amazing and rare opportunity to have a large, critical impact on the climate crisis and the future of transportation in this region. The plan needs a regional scope and a bold, aspirational vision.

What if car travel was the exception rather than the default? What would that look like? What would that take?

A lot of the projects I see will make things safer and more reliable for folks who are already walking, biking, or taking transit, and perhaps that will encourage some people to try traveling by these modes. But taken together it feels like picking away at the margins and not actively facilitating the sort of sea change that we need to get the bulk of people out of their cars and into other modes of travel. We need cars to be the mode of last resort. What if transit was so fast, frequent, and reliable that it made more sense than driving? What if we had a large network of bike-only routes (not just lanes, whole roads!), separate from car routes? What if cars became such a rarity on the road that it was easy to walk anywhere and not feel like you're taking your life into your hands?

I don't know how to manifest this, but I believe that it is possible. I think about my child's future and worry that Metro is going to fritter away billions of dollars on spot treatments. The only way to maintain a habitable planet is to go big and do it quickly. Please give us a package that has a sense of urgency that matches the scope of the crisis we're facing.

Thank you,
Kelly O'Hara