

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Funding Task Force (TF2) Meeting 8
Date: Wednesday, June 19, 2019
Time: 5:30 to 7:30 p.m. (Dinner served from 5 p.m.)
Place: Metro Council Chambers | 600 NE Grand Avenue Portland, OR 97232
Purpose: Lay foundation for the Task Force to explore regionwide programs.
Outcomes: Provide update from Council and begin exploring regionwide programs.

5:30 p.m.	Welcome and Introduction
5:40 p.m.	Council Updates (Councilors Lewis and Gonzalez) <i>Objective: Provide an update from the Metro Council on decisions taken thus far.</i>
6:05 p.m.	Public Comment
6:25 p.m.	What's Next? <i>Objective: Ensure the Task Force understands the next phase of work to get to a funding package.</i>
6:50 p.m.	Regionwide Programs <i>Objective: Provide context for regionwide programs conversation.</i>
7:20 p.m.	Wrap Up and Next Steps (Chairs)
7:30 p.m.	Adjourn

METRO TRANSPORTATION FUNDING TASK FORCE (TF2)

MEETING 7 SUMMARY

May 29, 2019 – 5:30-8:00 PM

Metro Council Chambers

600 NE Grand Ave.

Portland, OR 97232

ATTENDEES

Michael Alexander, *PSU | Albina Vision*

Jim Bernard, *Clackamas County Board of Commissioners Chair*

Emerald Bogue, *Port of Portland*

Cooper Brown, *Oregon Transportation Commission*

Leslie Carlson, *Street Trust Board*

Meredith Connolly, *Climate Solutions*

Mayor Denny Doyle, *City of Beaverton*

Councilor Karylenn Echols, *City of Gresham*

Senator Lew Frederick, *State of Oregon*

Mayor Mark Gamba, *City of Milwaukie*

Mary Ellen Glynn, *Columbia Sportswear*

Stephen Gomez, *Project PDX | BBPDX*

Sheila Greenlaw-Fink, *Community Housing Fund*

Kayse Jama, *Unite Oregon*

Mayor Tim Knapp, *City of Wilsonville*

Nolan Lienhart, *ZGF Architects*

Nate McCoy, *NAMC-Oregon*

Marcus Mundy, *Coalition of Communities of Color*

Chi Nguyen, *APANO*

Dave Nielsen, *Home Builders Association*

Vivian Satterfield, *VerdeNW*

Nate Stokes, *Union of Operation Engineers*

Co-Chair Commissioner Pam Treece, *Washington County*

Co-Chair Commissioner Jessica Vega Pederson, *Multnomah County*

Dave Robertson, *PGE | Portland Business Association Board*

NOT IN ATTENDANCE

Mayor Steve Callaway, *City of Hillsboro*

Marie Dodds, *AAA*

Debra Dunn, *Synergy Resources Group*

Commissioner Chloe Eudaly, *City of Portland*
Elaine Friesen-Strang, *AARP*
Amanda Manjarrez, *Latino Network*
Representative Susan McLain, *State of Oregon*
Councilor Eddy Morales, *City of Gresham*
Linda Simmons, *TriMet Board*
Kathryn Williams, *NW Natural*

STAFF

Craig Beebe, *Metro*
Matt Binh, *Metro*
Margi Bradway, *Metro*
Karynn Fish, *Metro*
Tyler Frisbee, *Metro*
Andy Shaw, *Metro*
Allison Brown, *JLA Public Involvement*
Hannah Mills, *JLA Public Involvement*

Note: At the first meeting, Task Force chairs suggested referring to the members by their first names due to the nature of this as a working group. The Task Force members agreed and therefore members will be identified by first names for the purposes of this summary document.

WELCOME AND AGENDA

Co-chairs Commissioner Pam Treece, Washington County, and Commissioner Jessica Vega Pederson, Multnomah County, welcomed and thanked the group for their work thus far and explained that the goal of the meeting would be to make a recommendation for tiering the corridors to Metro Council. The co-chairs encouraged the Task Force to not get lost in the magnitude of the issue and Jessica reminded them of the values they've identified. Additionally, it was noted that Commissioner Chloe Eudaly could not make the meeting, but that her feedback on the corridors is included in a letter in their meeting packet. Highlights noted from the letter include:

- The prioritization of climate benefits through use of transit and evaluation factors
- The City of Portland's willingness to examine 162nd Ave and 122nd Ave as corridor priorities based on safety concerns
- The prioritization of non-freeway investments in the Rose Quarter

The Task Force was introduced to Inna Levin, hired by Metro as a technical assistant to the non-jurisdictional Task Force members. Inna briefly explained her background and familiarity with the measure, and expressed her enthusiasm and support for this work.

Allison Brown, facilitator with JLA Public Involvement, reviewed the agenda for the meeting. The agenda was as follows:

1. Public Comment
2. “Walk Down Memory Lane” Presentation
3. “What’s Next?” Presentation
4. Meeting Goals
5. Corridor Tiering Discussion
6. Next Steps and Close

PUBLIC COMMENT

A total of 13 people provided verbal testimony.

Jim Sjulín, 40 Mile Loop Land Trust, provided the following summarized comment.

I am here as an advocate for multimodal trails as a component of the transportation system. An Oregonian article from 1978 stated that the bike network would be financed with tax dollars under federal guidelines. There should be no debate about climate change or the justification of spending transportation funds on zero-emission modes of transportation. I would like to see the funds used to provide safe bike and pedestrian facilities or surrogate alignments, and to mitigate the issues bikes and pedestrians face when trying to cross corridors. Additionally, Metro should send a message to ODOT to address past mistakes.

Laura Edmonds, North Clackamas Chamber of Commerce, provided the following summarized comment.

The Task Force should prioritize the Hwy 212 and 181st Ave corridors because they can connect to underserved communities in the region, increase quality of life, allow people to live closer to their places of work, provide opportunities for business expansion, reduce commute length, and offer transit where service doesn’t currently exist.

John Charles, Cascade Policy Institute, provided the following summarized comment which was also provided in written form to the Task Force which included a table illustrating the 2035 anticipated daily vehicle miles travelled (VMT) and energy consumption.

At the last meeting there was discussion about structuring the bond to reduce greenhouse gas emissions caused by transportation. However, it’s important to consider the greenhouse gas emissions caused by construction, specifically in regards to the construction of the SW Corridor light rail. It would take 61.09 years to overcome the emissions caused by SW Corridor construction. I oppose funding for light rail and support funding for bike and pedestrian infrastructure.

Les Poole, resident of Clackamas County, provided the following summarized comment.

Clackamas County is growing and it’s creating a jobs imbalance. People who do not work in Clackamas County are experiencing too much traffic. There needs to be access to industrial lands and Hwy 212 is a choke point. We need to keep the jobs in Clackamas County. No one like diesel,

but it's needed to provide fresh food. The Sunrise Project should be funded. We have a distribution-based economy, and it's hard to argue that adding a wing to I-205 wouldn't help.

Bradley Bondy, resident of Clackamas County, provided the following summarized comment.

At the last meeting there was support of prioritizing the Hwy 212 corridor. I appreciate the reasoning, but believe that would be the wrong strategy. It would be more effective to focus on 82nd Ave and McLoughlin Blvd in order to reduce driving and deliver more affordable housing to the region.

Grace Campbell, Sunrise PDX, provided the following summarized comment which was also provided in written form to the Task Force.

The climate crisis is unfolding faster than expected. We are in the middle of a major extinction event. By the time this measure is on the ballot we will have ten years to solve the crisis. Do not distance yourself from this deadline. Investing in any fossil fuel infrastructure in 2019 is climate denial. It will be a failure if the Task Force chooses to invest in anything less than a Green New Deal for Oregon. We need to make walking, biking, and taking public transit effortless and attractive.

Orlando Lopez Bautista, OPAL, provided the following summarized comment.

I want to emphasize the need for investing in buses through the transportation plan. Do not expand single occupancy vehicle infrastructure. We need these investments in transit. We used to have one of the most efficient transit systems, but have fallen behind in investments. The rise in congestion has impacted buses and decreased ridership. Faster buses will make taking transit more appealing. Prioritize dedicated bus lanes. Division St needs these buses investments. As more people of color and low income people are pushed out, they are being denied work because of the lack of access to reliable transit.

Melina Yuen, a 7th grader at Harriet Tubman Middle School, provided the following summarized comment.

Harriet Tubman Middle Schoolers are impacted by the pollution from I-5 more so than adults. Kids are being diagnosed with Asthma due to this pollution. Kids should not have to testify in front of a committee, they should be enjoying their childhood. I will be only 24 years old by the time my climate fate is sealed. Ensure the funding package does not fund freeway expansion.

Adah Crandall, a student at Harriet Tubman Middle School, provided the following summarized comment.

Do not fund expansion of I-5. The issues Harriet Tubman Middle School experiences from I-5 will only worsen with construction. Additional lanes will not help congestion and only increase pollution. There have been three incidents of kids being hit by cars outside of Harriet Tubman Middle School since 2018. Our generation is dealing with all the issues of climate change, and we

don't want the task of cleaning up after your mistakes. We will live to watch the climate crisis. Harriet Tubman Middle School has a lot of ideas about how to become more sustainable.

Kem Marks, Rosewood Initiative, provided the following summarized comment.

The 181st Ave corridor will cost \$39 million while 162nd will only cost \$19 million. Why is 181st on the list? It wouldn't be if the decision was based on equity, safety, mobility, and climate. Why isn't 162nd Ave on the list? It is the polar opposite of 181st Ave. The southern section of 181st is high wealth with high property values and investment in it would not support the idea of equity and would promote urban sprawl.

Aaron Brown, No More Freeways Coalition, provided the following summarized comment which was accompanied by a document from the No More Freeways Coalition that was submitted to the Task Force.

Construction of I-5 resulted in the destruction of 335 homes. These homes represent wealth that people of color deserved, but were never awarded. Our problems can't be solved using the same solutions. We need to build dense, walkable communities with affordable housing and freeway expansion does not promote this. The Albina Vision should be used as a guide. Commissioner Vega Pederson has said that the bringing kids makes things happen, and that's what we're seeing today. Commit to building dense communities and ensuring a future for the next generations.

Jamie Stansy, Clackamas County Business Alliance, provided the following summarized comment.

Understanding that jobs, freight, transit, and multimodal infrastructure are a priority, we believe that the Hwy 212 and 181st Ave will help the region. They are located on the urban edge and have opportunities for mixed use, high density infrastructure with affordable housing. The area needs access to jobs to ensure growth. Keep Hwy 212 and 181st Ave on the list.

Sam Diaz, 1,000 Friends of Oregon and Community Alliance of Tenants, provided the following summarized comment accompanied by written testimony from Pamela Phan, Policy and Organizing Director for the Community Alliance of Tenants, that was submitted to the Task Force.

No matter what is chosen, protect housing and tenants and require local jurisdictions to do the same.

“WALK DOWN MEMORY LANE” PRESENTATION

Andy Shaw, Metro, gave a presentation reviewing what the Task Force has discussed thus far. The presentation included recaps on:

- The phases of work
- Past discussions of:
 - Council direction and Task Force Values

- Advancing racial equity
- Meeting climate goals
- Building a successful measure
- Evaluating corridors
- Readiness and opportunity
- Potential prioritization
- Metro Council direction on outcomes
- Task Force outcomes
- Key takeaways regarding racial equity, how to build a successful measure, and readiness and opportunity
- The Regional Transportation Plan investment priorities

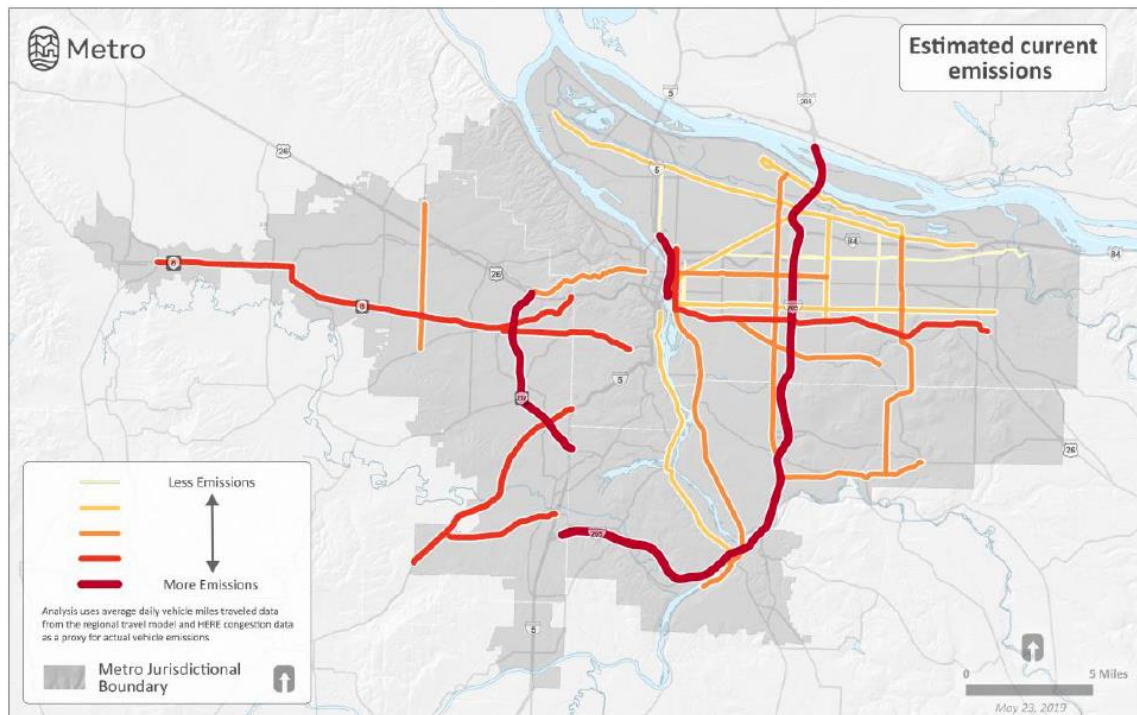
Margi Bradway, Metro, expressed her appreciation for the public testimony related to climate and gave a presentation on Metro's work to provide more detail on how the corridors could address climate concerns. Below is a summary of Margi's presentation.

Metro Council's direction on protecting clean air included overall:

- *Decrease in VMT*
- *Decrease in greenhouse gas emissions that meets the regional Climate Smart Strategy targets to the extent achievable by the scale of the overall investment*
- *Increase in transit reliability and speed*
- *Reduction in diesel particulate matter in the air*

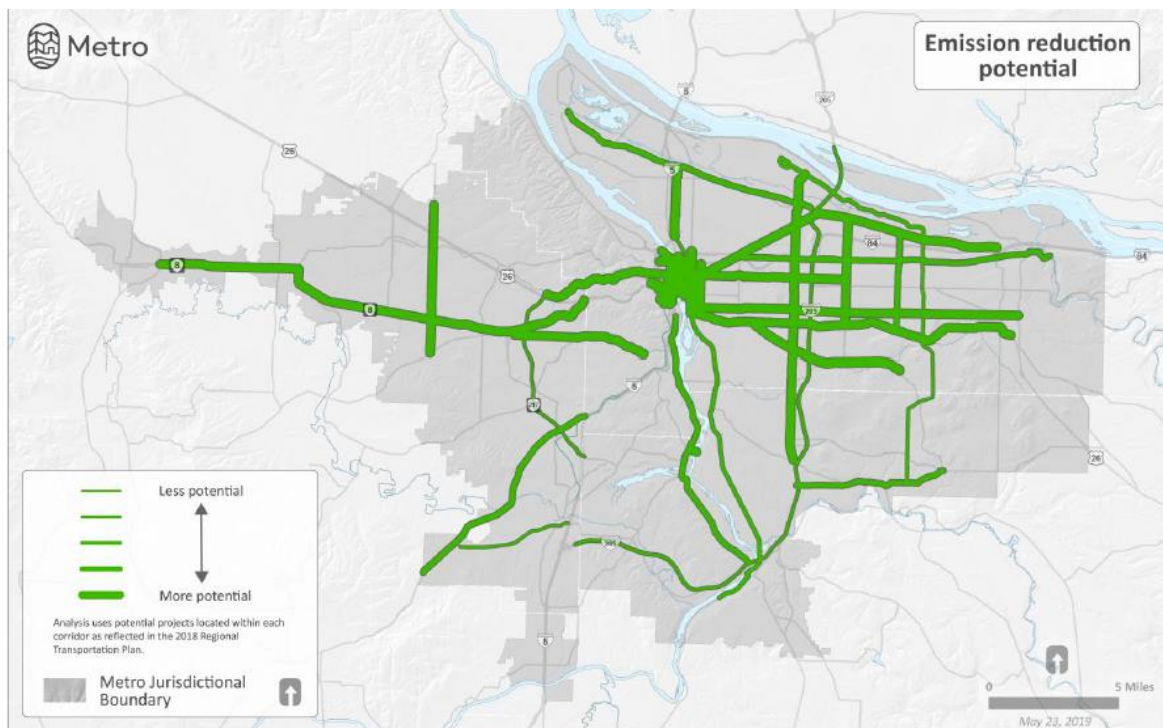
The first step to gathering climate data entailed examining the five investments that have the most impact: vehicles and fuels, pricing, land use and community design, travel information and incentives, and transit. The only investment that changes from corridor to corridor is transit. Because of this, transit was the only strategy included in Metro's analysis because the rest are best evaluated at a regional scale, and they have already been evaluated and accounted for in the Climate Smart Strategy analysis and modeling.

Metro estimated the current carbon and air pollution conditions on each corridor considering the average miles traveled per mile and the duration of congestion per day. This is illustrated on the map.



Metro then looked at the potential to reduce emissions. Transit had the highest potential to reduce emissions followed by bike and pedestrian network completion, and system management and operations. Road capacity had the lowest potential to reduce emissions.

The group was shown a map illustrating the potential for corridors to reduce emissions.



Margi explained that some of the corridors that had the highest potential for emissions reduction include 82nd Ave, Tualatin Valley Hwy, Burnside, and 185th, while corridors with the lowest potential include I-205 and Hwy 217.

Tyler Frisbee, Metro, continued the presentation on the Task Force's progress so far, noting:

- The initial 60 corridors selected by Metro Council
- The addition of 15 more corridors by the Task Force
- Metro's corridor evaluation
- Task Force corridor evaluation, prioritization activity, and key takeaways, including:
 - Corridors should improve the regional system
 - Invest in underserved areas
 - Action on climate change
 - Equitable, community-focused options
 - Projects should support better transit
- The potential Tier 1 corridors based on staff assessment which included:

○ 82 nd Ave	○ Burnside
○ Tualatin Valley Hwy	○ Downtown Portland
○ 181 st Ave	○ I-5 Downtown
○ McLoughlin Blvd	○ SW Corridor
○ Hwy 212	○ SW 185 th Ave

The Task Force was given the opportunity to ask questions, summarized below.

- In terms of project readiness, what is the state of the projects on those corridors? Is there flexibility to ensure the projects achieve the outcomes for the corridors?
 - Metro staff responded: *Most of the corridors have projects that are able to be shifted, or there are enough projects that could shift to achieve the outcomes.*
- What are the underlying assumptions that provide the emission reduction potential?
 - Metro staff responded: *We used PLUS – opportunity for enhanced transit corridors, allocating space for transit, carrying large volumes of people, creating dedicated space for transit. The model shows how to get the most from investment.*

“WHAT’S NEXT” PRESENTATION

Tyler gave a brief presentation on the process following the meeting noting:

- Following this meeting's potential corridor tiering recommendation, Metro Council will then direct Metro staff on how to proceed with the Local Investment Teams (LIT)
- The LITs will work with the Task Force values and the jurisdictions to evaluate potential projects in each corridor and provide a community perspective that will go back to the Task Force in the fall

- Over the summer, the Task Force will focus on region-wide programs and make a recommendation to Metro Council in early fall
- In late 2019, Metro Council will provide final direction on the investment package
- In winter/spring of 2019/2020 the focus will be on revenue mechanisms, accountability, oversight, and other implementation factors before the measure is recommended to the ballot

Questions and Discussion:

- With the LITs, there is concern that other jurisdictions in Multnomah County are being lumped in with Portland and won't have the same representation. Metro agreed to talk with partners about how to address this concern.

MEETING GOALS

The co-chairs reviewed the objective of the meeting. Below is a summary of their comments.

There are two options for this meeting. One is to present Metro Council with a recommendation of 9 to 11 top tier corridors, approximately 20 second tier corridors, and the rest of the corridors falling in the third tier. The second option is to provide the LITs with the recommendation about which values should be prioritized when evaluating corridors. If the Task Force chooses the second option, it will be helpful to identify corridors that we support including in Tier 1.

CORRIDOR TIERING DISCUSSION

Andy explained that the Task Force would be reviewing groups of the potential Tier 1 corridors and responding with their support or opposition. Any presented 10 initial proposed Tier 1 corridors including:

- | | |
|----------------------------|-------------------------|
| • 82 nd Ave | • Burnside |
| • Tualatin Valley Hwy | • Downtown Portland |
| • McLoughlin Blvd | • 181 st Ave |
| • SW Corridor | • Hwy 212 |
| • SW 185 th Ave | • I-5 Downtown |

The Task Force reviewed the groups of corridors, but ultimately decided not to vote based on each group, instead focusing on all the potential Tier 1 corridors during discussion.

Below is a summary of the discussion.

- Would bond funding for SW Corridor include funding for viaducts as well as transit?
 - Margi responded: *The funding would be for transit. There is a need for viaduct and Ross Island Bridge funding, but those are not included in the bond.*
- There is a need for champions to argue in favor of things like protection of farmlands.

- Displacement is a key concern for areas like 82nd Ave and with the addition of light rail on the SW Corridor. This needs to be at the forefront of the conversation, especially considering the historical and relevant context of displacement.
- What is the Downtown Portland corridor?
 - Margi responded: *The Downtown Portland Corridor was evaluated from a readiness perspective considering the Central City Plan, Multimodal Plan, Steele Bridge Study, and the potential for a subway under downtown. We can't afford the subway, but there is a need for funding to move that study forward.*
- It's difficult to look at the corridors without having the additional information and discussion about programs and cost. It would be helpful to know if there are other corridors that have the same commitment from jurisdictions.
- The Task Force has pushed back because of the lack of climate data. Climate needs to be a top priority. It doesn't seem like there are enough data points to compare the corridors based on climate.
- This is an exercise in scarcity and the proposed Tier 1 corridors reflect that.
- Understanding that Tier 2 only gets funded if jurisdictions put in the resources, ideally we would be able to put more time into identifying the corridors for Tier 1 and Tier 2 before making a recommendation.
 - Andy responded: *At the last meeting the Task Force was able to review an assessment of the corridors and how they met the values. Metro suggested that these ten corridors be moved to the top. There is only so much time and resources for work with the jurisdictional partners and LITs.*
- NE MLK, SW Division St, and NE 11th and 12th Aves did not make the list, but were scored highly. Were voices that would be impacted by those corridor investments not heard from?
- It's important to remember that climate has been a part of the Task Force discussion since the beginning of the process. Everything affects climate and housing and the goal is to get people to their homes and places of work.
- Without being able to consider the projects it's difficult to tier the corridors. It would be helpful to have the opportunity to review some of the projects and then provide instructions to the LITs for considering the projects on the different corridors.
- Could the LITs look at both Tier 1 and 2?
 - Pam responded: *It would be too much to ask the LITs to look at more than 12 or 13 corridors.*
- Tier 1 includes corridors with projects that involve freeways and expansions, which the Task Force has expressed opposition to. Hwy 212 could involve anything from adding lanes to improving transit or pedestrian crossings.
- It's important to recognize the importance of balancing regional distribution of corridors and projects.
- Pushing to include the highest number of corridors as possible in Tier 1 means the LITs will analyze more of the projects associated and provide that information back to the Task Force.

Then the Task Force will be able to review the information from the LITs and remove corridors that don't meet the values at a later date.

Task Force Votes & Amendments

- The group informally approved advancing 82nd Ave, Tualatin Valley Highway, and the SW Corridor to Tier 1.
- A member motioned to recommend that the Tier 1 corridors include 82nd Ave, Tualatin Valley Highway, McLoughlin Blvd, SW Corridor, SW 185th Ave, Burnside St, Downtown Portland, 181st Ave, Hwy 212, and the Albina Vision stretch of I-5.
- The motion was amended with unanimous approval to include 122nd Ave, 162nd Ave, and Powell Blvd. as Tier 1 corridors, bringing the total to 13.
- The motion to include all 13 corridors in Tier 1 received a majority vote, but did not reach the Task Force threshold of 75% support required for a formal recommendation to the Metro Council. Voting results were as follows:
 - 12 member in favor
 - 4 members expressed reservation
 - 6 members opposed
- A member motioned to put Hwy 212 and 181st Ave in Tier 2, and keep the remainder of the corridors in Tier 1. The motion failed (one in support and 15 opposed) after discussion wherein Task Force members showed interest in giving all 13 corridors an opportunity to demonstrate that they meet the Task Force values through projects.

The Task Force did not come to consensus or reach a formal recommendation of Tier 1 corridors, instead choosing to submit the list of 13 possible Tier 1 corridors with the issues discussed at this meeting. Issues that were highlighted include climate concerns, equity and displacement, whether projects meet the values, and jurisdictional commitment.

Jessica noted that while the Task Force didn't come to consensus or reach a formal recommendation, their work and the discussion will be used to help Metro Council make a decision.

NEXT STEPS AND CLOSE

The co-chairs thanked the group for the work they've done and explained that they would be working with Metro staff on a memo that captures what was discussed at the meeting. Metro Council will review the memo and provide a direction at a work session on June 4, 2019. Jessica explained that going forward the Task Force would be meeting once a month, the next meeting taking place on June 19, at which the Task Force will begin discussing region-wide projects. The meeting was adjourned.

Dear Metro Council,

As your Transportation Funding Task Force co-chairs, we are honored to lead the Task Force members in our charge to support and advise Metro Council as it considers a possible 2020 transportation investment measure. We want to begin by commending and thanking our fellow Task Force members for consistently bringing a sense of optimism and diligence, a willingness to dig through challenging and technical material, and a commitment to represent their constituency and work with their fellow Task Force members. We would also like to commend the Metro Council for assembling a group of people from across the region with diverse backgrounds, interests, experiences, and connections. It is unusual to have a regional table that represents so many different parts of the region, and in the best of ways it makes our work that much more meaningful and occasionally that much more complicated.

One thing that is very clear from our conversations is that our region desperately needs transportation investment. In every part of the region and in every part of our discussion, we all agree that we need investment in order for the values that are important to us come to fruition, particularly as our region manages increasing growth and works to protect and improve quality of life in the face of that growth.

The Task Force values that are included as part of the attached staff memo represent the set of needs that our members are trying to balance. The Task Force identified thirty outcomes that are important to them overall, and discussion at the last several meetings focused on reducing greenhouse gasses, increasing transit, reducing vehicle miles travelled, improving outcomes for people of color, improving system connectivity, and ensuring a regional balance of investment. Each one of the thirty Task Force values is important, and we trust that any possible final package will do its best to represent real progress on each of them.

While we understand and support the intention behind the corridor process, the Task Force did struggle with the idea of advancing corridors without knowing what projects were on them at this time. We believe that the Task Force members have been very clear about the values they would like to see advanced in a potential measure, and that they are struggling to reconcile those values with the unknowns at this stage in the process. It will be important for Task Force members to have ample time and tools to review proposed projects on corridors and ensure that any projects they recommend moving forward to Metro Council align with Task Force and Metro Council values.

Attached is a staff recommendation based on the conversations the Task Force has had over the past four months; we ask you to consider this recommendation at your work session on Tuesday, June 4th. We believe this memo captures the key takeaways from the Task Force process so far.

We appreciate that Metro Council is willing to consider shouldering the policy and political challenge of developing a regional transportation investment measure, and look forward to supporting you and partnering with you to develop that possible measure.

Let's Get Moving—

Jessica Vega Pederson, Commissioner
Multnomah County

Pam Treece, Commissioner
Washington County

MEMO

To: Metro Council

From: Andy Shaw, Director of Government Affairs and Tyler Frisbee, Transportation Policy Manager

Re: Transportation Funding Task Force Corridor Tiering Update

Date: June 4, 2019

Background

In February of 2019 the Metro Council appointed a Transportation Funding Task Force to provide advice on the content and process of developing a possible transportation investment measure. The Task Force was intended to act on the “big-tent” concept Metro Council had learned about from other successful ballot initiatives around the country, bringing together 35 public agency officials, business leaders, transportation leaders, environmental advocates, labor representatives, and culturally specific community groups to consider the various components that may make up a possible transportation investment measure.

The Task Force spent their first few meetings discussing the values and outcomes that Metro Council prioritized, and adding additional outcomes that were important to them. There is strong alignment between the outcomes and values of the Metro Council and the Task Force; they demonstrate an interest in a bold investment measure that is rooted in racial equity and social justice values, supports economic development throughout the region, provides options and tools to everyone in the region (regardless of race, age, income, ability, housing or employment location) as the region grows, and makes major investments in a transportation system that will reduce greenhouse gas emissions.

As the Task Force has continued its work, public interest in the process has increased significantly. At the most recent Task Force meetings public testimony focused largely on the importance of reducing greenhouse gas emissions through a possible transportation measure. That message has resonated with many Task Force members.

The Corridor Process

On January 31, 2019, Metro Council directed staff to work with the Task Force to develop a measure structure that began by asking, “what places most need investment?” rather than the traditional conversation around what projects were in the planning pipeline. Council believed that this structure helped center the needs of community voices in the process, because rather than starting with what government wanted, the conversation began with what people and places needed. Council asked the Task Force identify and recommend the universe of potential corridors to consider for investment.

Council also recognized that the universe of corridors that need investment would be greater than voters’ capacity to meet that investment. The Council's direction has been to develop a funding proposal that meets the values and outcomes of stakeholders and also is likely to win support from the public and, ultimately, the voters. Our region has found creative ways to piece together transportation resources over many decades, a possible 2020 transportation funding measure represents one of the ways to seek investments, in addition to existing local, state, and federal funding sources.

In order to identify which corridors an investment measure should focus on, the Task Force was asked to recommend to Metro Council a three-tier corridor prioritization:

- Tier 1: Corridors that Task Force members actively believe should be part of a measure, and have significant potential to advance Task Force and Council values. These corridors will receive Metro resources and staff time to develop projects and engage community along the corridors.
- Tier 2: Corridors that might be able to advance Task Force and Council values, but there's less clear interest in moving them forward. For corridors in this tier, Council will encourage local jurisdictions to work with community members to develop projects, if they are interested. If there is possible capacity and interest in those projects, the Task Force and Council can consider in the fall whether or not to include those projects as part of a possible investment measure or support future planning processes. Projects on these corridors may be good fits either at the project/corridor level, or for regionwide programs.
- Tier 3: Corridors that are still important and need investment, but are not best suited to this possible transportation investment measure.

Corridors of Interest

As part of the Task Force process, Task Force members participated in an online survey that asked them to design a regional measure containing five corridors and a regional measure containing fifteen corridors. That exercise was used to identify which of the 75 corridors Task Force members believed aligned the most with the Task Force values, and what corridors Task Force members believed aligned the least with their values. Based on the survey results, 29 corridors were identified as “corridors of key interest,” and staff developed additional materials to help Task Force members become more familiar with those corridors, their individual visions, and their needs. That document is attached for your review.

Those 29 corridors received the most attention and focus from Task Force members over the next several meetings, and became the menu for what could be considered as Tier 1 and Tier 2 corridors. Task Force members thought those corridors overall were a good representation of the need in the region, and wanted to make sure that whatever corridors moved into Tier 1 were the optimal set of corridors to:

- Reflect a regional balance
- Invest in underserved areas, particularly those with a high proportion of people of color
- Make progress on our climate goals
- Improve the overall system connectivity
- Increase transit ridership

Task Force Votes

The Task Force took four votes in their meeting on May 29th, but did not reach a final recommendation. The four votes were:

- Informal approval (through a red-yellow-green card process) to advance 82nd Avenue, Tualatin-Valley Highway, McLoughlin Blvd, and the SW corridor into the first tier.

- A motion to recommend that Tier 1 corridors be: 82nd Avenue, Tualatin-Valley Highway, McLoughlin Blvd, SW Corridor, SW 185th Ave, Burnside Street, the downtown Portland corridor, the Albina Vision stretch of I-5, the Clackamas to Columbia corridor (including 181st Avenue), Highway 212 was put on the table.
- The motion was amended with a unanimous vote to add 122nd Ave, 162nd Ave, and Powell Blvd to the top tier.
- The motion to include all thirteen corridors in the top tier received a majority of votes (12-6), but did not reach the Task Force threshold of 75% of support required for a formal recommendation.
- There was then a motion put on the floor to put Highway 212 and C2C/181st in the second tier, and keep the remainder of the corridors in the first tier. After discussion that Task Force members are interested in giving corridors an opportunity to demonstrate that they can put together projects that meet the Task Force values, this motion failed 1-15.

At this point, the co-chairs decided that there was sufficient conversation to convey the interest and focus of the Task Force to Metro Council and there was interest in receiving feedback from Metro Council on a tiering proposal.

Staff Recommendation

As the Task Force did not come to a formal recommendation, staff focused on building a recommendation that has strong potential to align with the thirty identified Task Force Values and the fourteen Metro Council outcomes, and that will provide the Task Force with a strong set of possible corridors and associated projects this fall. This recommendation assumes that all proposed projects will need to align with the Task Force and Metro Council values, and that the package as a whole will, in particular, need to demonstrate that it is improving safety, managing congestion, reducing greenhouse gasses, distributing the benefits and burdens of investment equitably around the region, and improving social, economic, health, and environmental outcomes for people of color.

As part of this recommendation, Metro staff have also submitted notes on the technical readiness of some of these corridors, as necessary.

Tier 1 Corridors

Tier 1 Corridor	Staff Notes
82 nd Ave	
Tualatin Valley Highway	
SW Corridor	
McLoughlin Blvd	
Burnside Street	
SW 185 th Avenue	
Downtown Portland	
122 nd Avenue	
162 nd Avenue	
Powell Blvd	This corridor is in the middle of a complicated legislative jurisdictional transfer discussion, and engaging in project development over the next few months may be difficult.

Clackamas to Columbia Corridor/181 st Ave	The projects on this corridor should focus on improving safety and multimodal connectivity between two major employment centers and through the equity focus area, and reduce the extent to which projects increase vehicle miles travelled.
Highway 212/ “Sunrise Corridor”	The projects on this corridor should focus on improving connectivity and increasing transportation options for people, and minimize negative environmental impacts and vehicle miles travelled increases.
I-5 downtown Portland, Albina neighborhood	The projects on this corridor should be focused on supporting the Albina Vision project and improving neighborhood connectivity and restoration. The Task Force wants to re-iterate the Council’s position that no funds from this regional measure shall be used on projects on the interstate system.

If Metro Council supports including these corridors in the first tier, Metro staff will begin working with local jurisdictions and community members to identify and collect feedback on potential projects and project packages for each corridor to bring back to the Task Force in the fall.

Tier 2 Corridors

- NE/SE MLK/Grand Avenue
- Beaverton-Hillsdale Hwy
- SE Foster Rd.
- Division St.
- N/NE Columbia Blvd.
- Hwy 26/Sunset
- Oak Grove-Lake Oswego Bridge
- 99W/Pacific Hwy
- Hwy 217
- Tualatin-Sherwood Rd.
- Hwy 43/Macadam
- NE Sandy Blvd.
- NE/SE 11th/12th Avenue
- N Mississippi/Albina Ave
- NE Airport Way
- NE Halsey Street
- I-205 connectivity improvements

If Metro Council supports including these corridors in the second tier, local jurisdictions, if they choose to do so, will have the opportunity to develop projects and engage community members to prepare projects for possible consideration by the Task Force in the fall. In order to be considered by the Task Force and Metro Council in the fall of 2019, Tier 2 corridors would have to demonstrate that

- they have developed projects that align with the Task Force and Metro Council values,
- those projects are supported by the local community , and
- those projects bring benefits and resources to parts of the region that aren’t already directly impacted by other corridors.

Corridors that have sufficient project identification and readiness may be considered for capital project investment; if projects are not sufficiently developed, corridors that meet the above guidelines may be eligible for planning resources.

All corridors from Tier 2 interested in being considered for funding as part of a possible ballot measure would have to demonstrate that they meet the above guidelines in the fall of 2019. If there is the potential for more revenue than anticipated, the Task Force and Metro Council will consider whether there are corridors and projects from Tier 2 that align with these guidelines, and how much capacity there might be to include additional projects beyond those in Tier 1.

Addendum #1
Regional Transportation Funding Task Force
Key Investment Measure Outcomes

*Reflects direction at Council work sessions on Jan. 24 and 31, 2019 and
Transportation Funding Task Force discussions, March 2019*

The Regional Transportation Funding Task Force believes a regional transportation investment measure should meet the following outcomes:

Improves Safety

- Significant progress toward zero deaths and permanent injuries in all modes of transportation, especially among vulnerable community members, including seniors, youth and people with disabilities
- Significant safety investments in areas where people of color and people living with low-incomes live

Prioritizes Investments that Support Communities of Color

- Ensures equitable distribution of benefits and burdens of transportation investments and acknowledges historic inequities of that distribution
- Improves outcomes for communities of color
- Identifies potential displacement impacts and invests in anti-displacement strategies for each corridor
- Improves safety outcomes in areas where people of color live
- Invests in transit improvements to improve access, frequency, and connections between equity focus areas and affordable housing and employment and education centers

Makes It Easier to Get Around

- Creates a more interconnected transit system that reduces impact of congestion on transit
- Decrease in average commute times between major employment and residential centers
- Increase in parts of the region served by transit
- Increase in number of corridors in the region with efficient and safe multi-modal options
- Improvements in roadway and transit reliability
- Increase in access to living wage jobs, schools, social services, open spaces, and affordable housing choices
- Overall increase in transit reliability and speed
- Overall increase in transportation options in areas with a high proportion of people of color
- Makes it easier for people of all ages, abilities, and income-levels to access the transportation system and move around our region

Supports Resiliency

- Invests in key resiliency needs in the region
- Strengthens the ability of our region to withstand major natural disasters and rebuild the transportation system after such a disaster

Supports Clean Air, Clean Water, and Healthy Ecosystems

- Overall decrease in vehicle miles traveled
- Overall decrease in greenhouse gas emissions that meets the regional Climate Smart Strategy targets to the extent achievable by the scale of the overall investment
- Overall reduction in diesel particulate matter in the air

Supports Economic Growth

- Increase in access to employment centers
- Increase in number of jobs created
- Increase in number of jobs created for people of color
- Increase in freight throughput
- Supports investments to increase access to opportunity for low-income Oregonians

Leverages Regional and Local Investments

- Coordinates and supports investments in affordable housing and parks and nature

-----Original Message-----

From: Carl VanderZanden [<mailto:carlvz@mac.com>]

Sent: Wednesday, June 05, 2019 8:04 PM

To: Metro Transportation Funding Measure

Subject: The bond

Regarding the transportation bond, I agree that one of the criteria needs to be reducing climate change pollution. Transportation is a primary contributor to climate change, and we are not doing enough to reduce that contributor.

Also, I don't feel that Metro is doing enough to decrease traffic. I am not talking about adding capacity, or improving the system. I think Metro should figure out how to absolutely reduce the number of automobiles on the roads within Metro. That, I realize, is a different policy direction than what seems to be talked about a lot.

How about system development charges on parking spaces above one per new home constructed?

How about system development charges on autos that are brought into and registered within the Metro region?

How about for every new vehicle that is brought into the region, and every new driver's license that is brought into the region, the owner/driver must also buy 3 months' of Tri-met passes, and receive a packet orienting them to the alternative modes of transportation in the region?

People come here for our quality of life, for our commitment to sustainability, yet they are bringing their cars. We should have policy to discourage that.

Regards,

Carl VanderZanden

503-987-0855

From: Connor DeVane [mailto:connordevane@gmail.com]

Sent: Friday, June 07, 2019 1:15 PM

To: Metro Transportation Funding Measure

Subject: Get Moving 2020

Hello Transportation Funding Task Force:

My name is Connor DeVane. I am a substitute teacher, filmmaker, and resident of Northeast Portland. Thank you for the opportunity to submit comment. I am an active volunteer with Sunrise PDX and 350PDX, as I understand that, based on the best available science and the testimonies of lived experience from frontline communities and indigenous systems of knowledge, climate breakdown is an emergency that threatens not only societal collapse but also the extinction of myriad species, including our own. We know that we needed to stop burning fossil fuels decades ago. This is an invaluable opportunity to make an informed decision on behalf of not just our region's future, but the future of all living things. We can choose to do what Portland has done in the past: set a shining example for others to follow.

We have no national leadership on climate. Our state government is unable to pass meaningful climate legislation with a democratic supermajority. There are no options left to us but bold ones. All of the funding must prioritize mass transit, cyclists, and pedestrians in service of prioritizing carbon reduction and public health; none should go to further entrenching us in fossil fuel infrastructure. We have an opportunity here to lay the foundation for a livable future, please don't squander it.

Thank you,

Connor DeVane
6104 NE 26th ave, PDX, OR 97211
connor@hikethedivide.com

From: matchu williams [mailto:matchu.nw@gmail.com]

Sent: Tuesday, June 11, 2019 11:39 PM

To: Metro Transportation Funding Measure

Subject: Fund Reedway Overpass & Expand Lake Oswego-Oak Grove Bridge to include 1 Transit Lane

Good Afternoon Metro Transportation Funding Task Force,

Invest in a sustainable future by minimizing greenhouse gas emissions and softening the impending impacts of climate crisis by encouraging Low Impact Transportation (LIT). To this end (1) fund construction of the Reedway Overpass RTP #11819 in SE Portland across the OR-99E McLoughlin corridor and (2) expand the proposed Lake Oswego-Oak Grove Bridge to include one lane of transit service with signals on both ends of the bridge head to permit safe access for transit and emergency responders. Additional travel lanes within the Portland Metro area will only encourage more driving which is the single largest source of greenhouse gas emissions within the State of Oregon. We can change that through careful, thoughtful return of investments of taxpayers' money that encourages Low Impact Transportation.

The Reedway Overpass fills the largest multi-modal connectivity gap in Portland east of the Willamette River and south of the Columbia Slough accounting for the 2.1 miles between the substandard bike lanes on the Bybee Overpass to the south and the Lafayette Street Pedestrian Bridge to the north. The only other east-west connection over the railyard is Holgate Blvd with sidewalks that are unsafe to LIT modes.

Likewise, the Lake Oswego-Oak Grove (LOOG) Bridge would provide a much needed crossing within the over 10 mile gap between Sellwood Bridge and the OR-99E crossing of the Clackamas River next to Gladstone, Oregon. Earlier proposals have called for the LOOG Bridge to be bike & pedestrian only. I encourage you to expand this to one lane of transit service with emergency responder access permitted. In the event of a large earthquake, the LOOG Bridge may be the only surviving crossing of the Willamette south of the Sellwood Bridge based on current infrastructure.

Kind Regards, Matchu Williams

Vice Chair, SouthEast in Active Motion

Seampdx.org

From: Terry Parker [<mailto:parkert2012@gmail.com>]

Sent: Wednesday, June 12, 2019 4:27 PM

To: Metro Council

Subject: Reasons for people to oppose a 2020 transportation bond measure

Dear Metro Councilors,

Instead of representing the people as a whole; from the supermajority in Salem, to Metro and the City of Portland, government has become obsessed and fixated with attempting to socialistically dictate lifestyles and how people travel, all too often by applying taxes and directing subsidies. Fair and equal treatment that pays heed to both sides of an issue no longer exists. This is especially true as it relates to transportation issues and climate change.

Population growth is the dominant human impact on climate change!

While the volcanoes of the world spew more greenhouse gasses into the atmosphere than all of mankind put together; researchers in Canada and Sweden compared 31 green-oriented lifestyle choices of people living in industrialized nations to see which was best at curbing emissions of carbon dioxide, methane, and other greenhouse gases. Their calculations showed that having fewer children brought the biggest reductions, followed by driving less, avoiding airplane travel, and eating a plant-based diet.

"Adding another person to the planet is always going to add more emissions," says study coauthor Seth Wynes, a graduate student in geography at the University of British Columbia in Vancouver. "We don't want to knock recycling, but some people are ready to step up their game and do something a little more challenging for the environment."

"Each child you don't have cuts your carbon footprint by 65 million tons a year," say Wynes and his collaborator, Kimberly Nicholas of Lund University in Sweden.

Those figures are based on the greenhouse gases your child and their offspring would have put into the atmosphere as a result of their daily living. Each parent is responsible for half of a child's lifetime greenhouse gas emissions, a quarter of his or her grandchildren's emissions, and smaller fractions of more distant descendants' emissions, according to the study.

So let's look at those four issues - population growth, driving less, airplane travel and a plant-based diet - one at a time.

1) Population Growth: The threads of population growth can be seen in homelessness, joblessness, poverty, and hunger. The highest priority to sustainability and the equitable reduction of human caused greenhouse gases is curbing population growth. In this arena, the government totally fails. A real leadership conversation needs to take place that advocates for smaller families (volunteer or otherwise) along with a discussion on the effects of population growth and over population of the planet.

Instead, government is embracing growth with double standards that apply dictatorial directed taxes, subsidies and policies which include greater urban densities that remove green spaces and big trees that store carbon. A third child type of tax is needed that would be assessed on the parents of biological offspring where there are more than just two children replacing themselves. Likewise, immigration policies should not be about adding population to accumulate party line votes.

2) Driving less: In this arena, the government is over zealous with the citizenry. This comes from an apparent car-hater mindset which government is bolstering. Directly put, government is catering to the special interests and promoting the hate. At the same time, the supermajority in Salem is pushing to provide driving licenses for illegal immigrants and thereby gather votes in the next election.

Currently drivers are the people that are paying the lion's share of the taxes that fund roadways and sidewalks and should be revered for doing so. People riding on transit are taxpayer subsidized at approximately 65 cents per passenger mile. Fares cover less than 25% of the operating costs. Moreover a single two-axle bus does as much damage to the roadway as 1200 cars. On 82nd Avenue in East Portland, TriMet makes 223 daily bus trips. Therefore, TriMet is causing the same amount of damage to the roadway in a 24 hour period as 267,600 cars, or nearly nine times the amount of damage where the daily traffic volumes on 82nd are the heaviest, and 24 times the damage where the traffic volumes are the lowest.

In both TriMet's and Metro's latest public surveys, respondents overwhelmingly demonstrated people want wider streets and more motor vehicle capacity. However in Portland, PBOT is zealously eager to install bus priority treatments on city streets including replacing full service travel lanes with bus only lanes that reduce motor vehicle capacity. PBOT is doing the same to add bicycle infrastructure even though the majority of adult bicyclists freeloader off the system while arrogantly ignoring the rules of the road. All this comes with a rhetoric oratory of reducing congestion. In reality, these motor vehicle capacity reductions compound and create more congestion which in turn adds to fuel consumption and increased emissions. I call this "artificial government induced congestion and emissions". Even not adding motor vehicle capacity to keep up with growth (such as opposition to fixing I-5 at the Rose Quarter) intensifies congestion, fuel consumption and emissions all by default. The need for sizeable motor vehicle capacity increases are 30 years behind the times. The bottom line here is that Metro, PBOT and the City of Portland are representing special interests, attempting to dictate travel options and NOT representing the people as a whole.

Since adding specialized treatments on the streets for alternative modes indirectly creates more emissions from other vehicles; and since the changes and modifications are being done by motorized equipment, not donkeys and hand tools such as picks and shovels; equity requires self-sustainability whereby transit fares and bicycling are fittingly taxed to pay for the bulk of the specialized transit and bicycle infrastructure being built up and utilized.

If the government truly wants to reduce auto travel and single occupancy vehicles, government entities must start by setting the example and eliminate ALL government owned passenger vehicles. Then require employees, staffs and even elected officials to do all government business utilizing alternative modes. This is no different than dictating the same mantra to the people.

3) Airplane travel: PDX is one of the largest generators of greenhouse gasses in Portland. In addition to ground operations, a single flight across the country generates approximately 20 percent of the greenhouse gasses that a car emits over the span of a year. One seat on an airliner, individual airline miles traveled, has about the same carbon foot print as driving the same distance. Additionally, individuals with incomes of more than \$80,000 are six times more likely than those with less than \$40,000 in annual income to identify as a frequent flier.

Here again government totally fails. Equity is absent and a double standard exists when affluent frequent fliers receive a no cost benefit while lower and working class income people are discriminately assessed yet another tax for driving. If driving is so bad, then instead of expanding PDX, maybe it's time to shut the airport down starting by repurposing one of the runways. At the very least equity requires a way be found to significantly reduce and tax air travel in and out of Oregon. Additionally, all government sanctioned and political campaign airplane travel should be banned.

4) Eating a plant-based diet: If government wants to go full "hog" with their dictatorial tax obsession, then it s time to tax pork, beef and other human consumed meat products.

In conclusion, government needs to stop discriminately using the tax codes to dictate lifestyles and travel

options and demonstrate a respect for the people. The double standards contained in HB2020 and Portland's RIP could easily be a trigger for a recession and eventually tax the working middle class out of existence. Herding people like cattle onto transit, promoting high density people warehouse type housing without off street parking, and redefining the term "RIP City" by creating middle housing that is destructive to single-family home neighborhoods all need to be rejected. What is rightly needs to be done is to establish some genuine equity with a non-dictatorial balanced tax system such as the self-sustainable price taxing of all alternative mode usage (paid for by the specific mode users) instead of just financially raping motorists. Any transportation bond measure forwarded to the ballot MUST be respective of non-bias TriMet and Metro polling, proportionally represent the existing mode splits to identify projects, and include the investment of significant motor vehicle capacity increases as opposed to just a massive array of added alternative mode undertakings. Moreover, a Washington state type property tax reduction program for senior citizen lower income home owners needs to be implemented in conjunction with any bond measure.

Terry Parker
Northeast Portland

From: Keith Liden [mailto:keith.liden@gmail.com]
Sent: Wednesday, June 19, 2019 11:18 AM
To: Metro Transportation Funding Measure
Subject: SW Corridor - Active Transportation Investment to Support SW LRT

Committee Members,

I strongly support investing in SW Corridor. Given the low density land use and auto-centric environment in the corridor, construction of safe and high-quality pedestrian and bicycle infrastructure is critical for the success of this project. As you know, the current pedestrian and bicycling environment along the corridor is spotty at best. However, Portland has been making progress, and SW bike/pedestrian infrastructure is slowly improving. SW Corridor needs to capitalize on those investments to create a good, basic system for pedestrian and bicycle access to the stations. For example, Terwilliger, Bertha, Multnomah, and Capitol Hwy. (soon to be completed between Multnomah Village and Taylors Fy.) are all pretty good until they reach Barbur.

Please be sure to include pedestrian and bike infrastructure, which supports SW light rail in the regional transportation bond.

Thanks for your consideration

Keith Liden
4021 SW 36th Place
Portland, OR 97221
503.757.5501



Disruptive/challenges the status quo – Proven in River Cities - Strong Private Sector Commitment

Goal: Create a safe and sustainable public river-friendly passenger ferry service to better connect people to their river and help alleviate traffic congestion in the Portland Metropolitan Area.

Objectives:

- Reduce congestion
- Resiliency Planning and Safety
- Equity and Community Livability
 - Connect the workforce to central work centers. Connect people to the river.
- Environmental benefit, lessen greenhouse gas emissions
- Economic vitality

Oregon Legislature Request: 2019/20 \$500,000 (Total Project 2019-2020 Budget \$1.8 million)

\$250,000 for project management and professional services PR, website, social media, legal, government and public affairs, graphic design, grant writing

\$250,000 for the Operational Feasibility Report and Finance Plan/CAPEX Plan that includes: Planning and Preparation; Data Mining; Site Reconnaissance; Operational Feasibility; Financials.

2019 & 2020: \$1.8 M Commitments from City of Portland and private sector \$700,000.

2017/2018: No cost

2019: Total need: \$650,000 Private Sector need: \$300,000

2020: Total need: \$650,000 Private Sector need: \$300,000

Pending “Go Decision”

2021: Total need: \$5M Planning funding from local public agencies and

2022: Total need: \$70M: 4 boats, docks, ticketing/IT, HR, Safety, crewing,

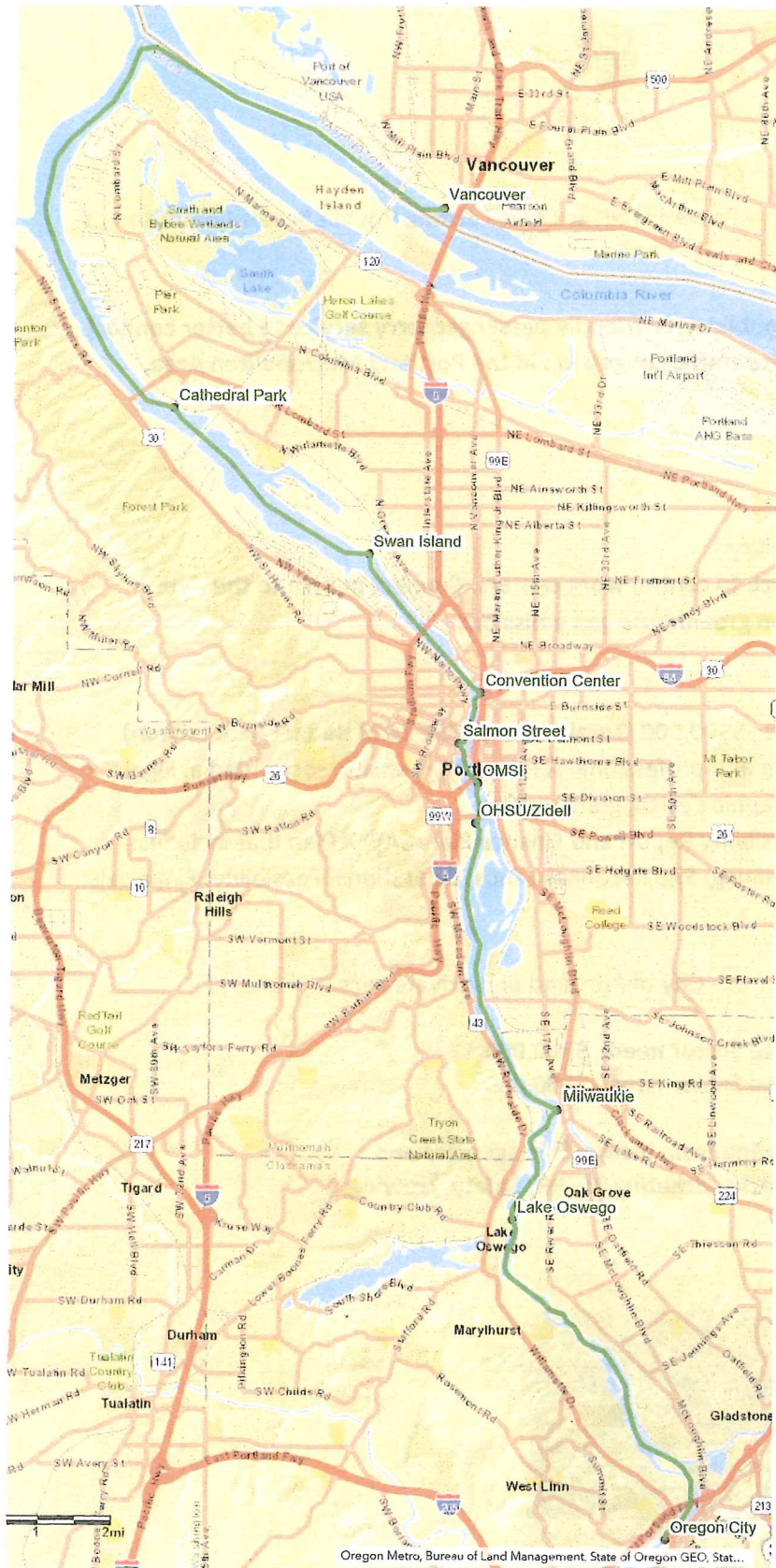
2023: Total need/Launch: TBD

26m Passenger Ferry



susan@frogferry.com

www.frogferry.com



OHSU

November 20, 2018

Susan Bladholm
The Frog Ferry
4430 SW Selling Court
Portland, OR 97221

Dear Ms. Bladholm,

I am writing to express OHSU's support of the Frog Ferry.

The Portland Region continues to experience economic growth, creating a larger workforce and increasing traffic and congestion. As our roadways reach capacity, our region has an opportunity to alleviate some of this congestion by utilizing the Willamette River as a transportation corridor. The introduction of a water taxi could advance the region's goals to reduce congestion and air pollution, and help move people through this region in a more efficient and sustainable manner.

Your proposed water taxi also aligns with OHSU's Transportation Demand Management (TDM) Plan - our 10-year plan to improve access to OHSU as the institution grows. Today, OHSU has roughly 6,000 parking spaces to accommodate 20,000 daily visitors. We are already a leader in commuter services, with 60% of employees on the Marquam Hill and South Waterfront campuses commuting to work using alternative transportation options.

Through implementation of the TDM Plan, OHSU wants to reduce our drive-alone rate even further. With a dock on the South Waterfront, a Willamette River water taxi would further leverage the City's Portland Aerial Tram and provide another commute option for our employees, students, and patients.

OHSU is eager to support the Frog Ferry as it moves forward in the planning and implementation phases of this project.

Sincerely,


Skai Dancey, PE, MBA

Associate Vice President, Facilities

Skai Dancey, PE, MBA

PORTLAND

100 S.W. MAIN ST., STE. 1100 1 PORTLAND, OR 97204 1 503.275.9750 TEL | TRAVELPORTLAND.COM

February 16, 2018

As Portland's destination marketing organization, Travel Portland takes great interest in projects that will enhance our desirability as a tourism destination, especially initiatives that create competitive advantage for our region.

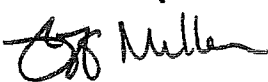
One of the many benefits of the tourism industry is its ability to bring in outside dollars to stimulate our local economy. In 2016, the tourism industry brought in \$5.2 billion dollars in direct spending equating to over \$250 million in state and local taxes and supporting over 37,000 jobs in the Portland area.

During our Tourism Master Plan process, a future looking plan for tourism in our region, stakeholders identified a tourism transportation strategy as one of the priorities for consideration. As the city and region continue to grow, we believe that the development of a transportation plan that incorporates alternative transportation options, including water taxis, could be a compelling approach to curbing congestion and increasing the quality of the visitor experience.

The Frog Ferry proposal for a Portland-Vancouver passenger water taxi service is that type of innovative initiative that seeks to mitigate congestion while also offering an appealing alternative way to experience the region.

Therefore, it is our pleasure to write in support of the proposed Frog Ferry initiative. While the primary beneficiaries of this project are Portland residents and commuters, we see the future advantage of a connected water transit system that links to key visitor attractions in the central city.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Miller".

Jeff Miller
President & CEO
Travel Portland



Office of Mayor Ted Wheeler
City of Portland

January 12, 2018

Susan Bladholm
The Frog Ferry
4430 SW Selling Court
Portland, OR 97221

Dear Ms. Bladholm,

Thank you for taking the initiative to explore the feasibility of launching a water ferry service, connecting the City of Portland to the City of Vancouver and/or the City of Lake Oswego, among other potential stops. Given that Portland has experienced exponential growth in the past decade, we have a traffic congestion issue that needs to be addressed; a river taxi service could help mitigate the issue.

River cities are unique in that they typically have a more trade-based economy and the waterway helps define the community and provides a sense of place. As a community that was founded on the banks of the Willamette and Columbia rivers by Native Peoples that used water transit as a primary mode of travel, we owe it to ourselves to explore the possibility of connecting people by our natural river highway.

Your concept plan for the Frog Ferry outlines the key goals, challenges, benefits, and approach principles. I support your next step to create a two-year feasibility study, which, among other deliverables outlined in your Feasibility Plan Outline, would articulate the operational requirements, costs, passenger research, public-private partnership construct, and vessel specification. This concept is in line with Portland's goal of creating more multi-modal transit opportunities within the City. I hope to work with you to find ways to provide resources for this endeavor.

Transit remains a critical priority for our region, and I appreciate you working with the Portland Bureau of Transportation, the Bureau of Planning and Sustainability, the Office of the Harbormaster, and my office to pursue a Portland-area river taxi service.

Sincerely,

Ted Wheeler
Mayor of Portland

1221 SW Fourth Avenue, Suite 340 ♦ Portland, Oregon 97204
MayorWheeler@PortlandOregon.gov



PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185
Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Chloe Eudaly Commissioner Chris Warner Interim Director

Susan Bladholm, Founder
Friends of Frog Ferry

21 February 2019

Chris Warner, PBOT Interim Director
1120 SW Fifth Avenue, Suite 800
Portland, OR 97204

Dear Ms. Bladholm

PBOT is pleased to support Friends of Frog Ferry's efforts to bring water transit to the Willamette River and Portland. In support, PBOT offers to contribute \$50,000 to the effort to better understand the demand for water transit and the feasibility of such a service. The contribution is broken down as follows:

- \$10,000 (with a matching \$10,000 contribution from TriMet) to help fund a transportation modeling effort by Metro to model the demand for a proposed water transit service;
- \$40,000 as a match for an ODOT STIF grant ask to fund a water transit Feasibility Study. In the eventuality the grant is not awarded, the \$40,000 match is still committed to the Friends of Frog Ferry for subsequent water transit-related efforts.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Warner", is written over a horizontal line.

Chris Warner
Interim Director, Portland Bureau of Transportation



GREATER PORTLAND INC
111 SW COLUMBIA ST, #830, PORTLAND, OR 97201
GREATERPORTLANDINC.COM
503-445-8065

June 18, 2018

Susan Bladholm
Founder and President
Frog Ferry
4430 SW Selling Court
Portland, OR 97221

Dear Susan,

On behalf of Greater Portland Inc, and in alignment with priorities within Greater Portland 2020—the region's comprehensive economic development strategy—I am delighted to offer my support for the Frog Ferry project, which will offer residents and visitors a necessary North-South transportation option.

As the region's economic development organization, Greater Portland Inc understands the critical role transportation plays in the vitality of a growing metropolitan area. Efficient transportation access and options for workers are essential to companies considering an investment decision in the Greater Portland region, and Frog Ferry will add a stress-free commute option to our region's robust suite of transportation choices. Frog Ferry's proposed route, with the potential to travel from Vancouver to Lake Oswego in less than an hour during rush hour, would be a boon to workers throughout our community. This innovative transportation option will harness our region's rivers, alleviate congestion and cut down on commute times, making it attractive to prospective companies and investors.

This potential for increased connectedness between Washington and Oregon – and between both banks of the Willamette River – is very exciting, and proposed dock locations would support travel and provide access to and from some of our region's key amenities, including the Vancouver Waterfront, Oregon Convention Center and the four pillars of the Innovation Quadrant (OMSI, PCC, OHSU and PSU).

Frog Ferry is providing a creative solution and viable alternative to increasing congestion. With your proven track record and the combined experience of the leadership team you have assembled, I am confident that Frog Ferry has great potential for success in a community that embraces smart, efficient and innovative transit options.

Sincerely,

Janet LaBar
President and CEO

susan@frogferry.com

From: Dave Barcos <dbarcos@northbankinnovations.org>
Sent: Friday, May 10, 2019 10:24 PM
To: Sen.PeterCourtney@oregonlegislature.gov
Cc: Susan Bladeholm
Subject: Please support Frog Ferry

Dear Senator Courtney,

i am writing you to urge your support the passenger ferry initiative work being led by the Friends of Frog Ferry. This initiative is vital to the transportation options from Southwest Washington to Portland. It opens new modes of transportation as well as helps emergency response options not currently available. This initiative puts solutions in place well in advance of any potential impact of the Columbia River Crossing initiative. It is environmentally safe and serves to connect our communities, and build our city's resiliency.

Sincerely,

Dave Barcos
North Bank Innovations
360.980.1420
www.northbankinnovations.org
@northbankinno

DAIMLER

12 February, 2018

Daimler Trucks North America

Susan Bladholm
The Frog Ferry
4430 SW Selling Court
Portland, OR 97221

Matthew Markstaller
DTNA Real Estate Manager
4555 N. Channel Avenue
Portland, OR 97217

Re: Frog Ferry Portland metro water ferry service study

Dear Ms. Bladholm,

I am writing to express the support of Daimler Trucks North America for your initiative to explore the feasibility of a passenger water ferry service from Vancouver through Portland and potentially further up the Willamette River.

Our headquarters have resided in Portland for over 50 years and we have seen tremendous growth in that time period. One of the challenges we face now is the traffic congestion for our 3000+ employees commuting to downtown Portland from surrounding communities. We recognize that there is little or no space for additional roads and currently invest in and promote alternative transportation options including public transport subsidy, car pool programs and bike commuting. Innovation has always been part of our nature and we see the Columbia and Willamette Rivers as having high potential for a sustainable, responsible commuting option for many in the Portland area, and especially for our employees since our offices and manufacturing facility are located near the Willamette River.

We have reviewed your proposal and believe it to be thorough in addressing the various aspects of a potential ferry service. We look forward to the results of your study and hope it may lead to a viable water ferry service serving the Portland Metro area.

Sincerely,

Matthew Markstaller

Working Waterfront



C O A L I T I O N

April 25, 2018

Susan Bladholm
The Frog Ferry
4430 SW Selling Court
Portland, OR 97221

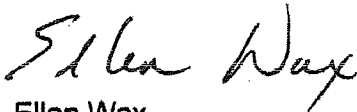
Dear Susan,

Thank you for your work to address Portland's traffic congestion issue through researching the potential for a sustainable river-friendly passenger ferry service in the Portland metropolitan area. The Portland Harbor is an economic engine, a freight hub and a source of jobs for the Portland metropolitan area. Over 50 industrial marine businesses support more than 29,000 local jobs bringing more than \$1.8 billion in personal income to the region's economy. One of every nine jobs in the Portland/Vancouver area is located or supported by the work done in Portland's harbor industrial district. As our metropolitan area's population grows, the region faces more transportation bottlenecks that create longer and more difficult commutes for employees, and slow the movement of freight. We support looking to new and innovative ways to move through and around the Portland metropolitan area.

In addition, as businesses that are located along Portland's working waterfront, we are keenly aware of the river and how it is used. As a city that was founded on the benefits of being located along a river, we encourage looking for ways to enhance and embrace the river as a remarkable local resource. We support your efforts to sensibly leverage the river as a natural highway and alternative choice for employees to commute to and from work.

We appreciate your vision and look forward to a successful outcome so working waterfront employees may have the choice to commute by river ferry in the near future.

Sincerely,



Ellen Wax
Executive Director

Established in 2005, the Working Waterfront Coalition, with its extensive knowledge of harbor industry needs and active industry participation, is dedicated to working with its partners to ensure an appropriate balance between environmental concerns and the needs of river-related, river-dependent employers. Portland's Harbor is a vital employment area: home to thousands of valuable high-wage, high-benefit jobs. In addition, WWC members are conscientious stewards of the environment, making significant investments in the harbor consistent with state and federal laws.



MELVIN MARK

EST. 1945

March 27, 2019

Dear Friends of Frog Ferry,

I, along with Melvin Mark Companies endorse the Passenger Ferry Initiative and the work being done by Friends of Frog Ferry to activate our rivers to better connect people in the metropolitan area and foster growth for our region's business community. Our region's transportation needs can no longer be met through traditional street systems, and it is time to return to our river roots and leverage our natural water passageway by providing a new transit option.

Our community's 2035 plan calls for research and focus on waterborne transportation to add to our system of alternative transportation modes. According to the 2017 Jobs and Economy Survey, traffic and congestion are a top concern for Portland residents, with 56% saying congestion is the biggest problem followed by 11% who indicate the biggest concern is uncertainty for how long it will take to get some place by car--totaling 67%.

I personally enjoy traveling by ferry when visiting river cities around the world and understand we are one of the few remaining urban river communities without a passenger ferry service. This effort will take a strong coalition of public and private leadership to bring the vision to fruition. We are committing our support and offer a spirit of partnership to help build momentum behind the initiative.

Sincerely,

Jim Mark, CEO
Melvin Mark Companies

susan@frogferry.com

From: Clarence Edwards <clarencedaryledwards@gmail.com>
Sent: Thursday, May 16, 2019 10:54 AM
To: nick@portlandoregon.gov
Cc: susan@frogferry.com
Subject: Please support Frog Ferry!

Dear Commissioner Fish,

I hope you will support the passenger ferry service project work by the Friends of Frog Ferry. This visionary project has the potential to bring a new mode of transit to the region, improve our environment, connect our growing communities, and build our city's resiliency.

Sincerely, Clarence Edwards

**THE
GREENBRIER
COMPANIES**

The Greenbrier Companies, Inc.

One Centerpointe Drive Suite 200
Lake Oswego Oregon 97035
503 684 7000 Fax 503 684 7553

November 9, 2018

The Frog Ferry
Susan Bladholm
4430 SW Selling Court
Portland, OR 97221

Dear Susan,

On behalf of Gunderson, A Greenbrier Company, we support your initiative to explore the feasibility of a passenger water ferry service along the Willamette River, from Vancouver through Portland.

Gunderson traces its roots to 1919 when Chet Gunderson opened Wire Wheel Sales and Service Company of Portland, Oregon. His brother, Al Gunderson joined in 1923 and shortly thereafter Gunderson Brothers was born. In 1985, The Greenbrier Companies—headquartered in Lake Oswego—acquired the former Gunderson Brothers operations from FMC Corporation and restored the Gunderson name to the Portland waterfront. Since that time, Gunderson has established itself as a leader in engineering and manufacturing railcars and marine barges.

We are proud to be headquartered in Oregon and our employees appreciate being here too. Identifying alternative transportation options is a good first step toward easing employee commutes, which will ultimately improve the quality of life for all of us.

We look forward to reviewing the results of your study and hope it leads to a viable water ferry service to benefit the Portland metro area.

Sincerely,



Jack Isselmann
Senior Vice President, External Affairs & Communications
The Greenbrier Companies

susan@frogferry.com

From: Bob Girdi <girdib@gmail.com>
Sent: Monday, May 20, 2019 5:41 PM
To: joann@portlandoregon.gov
Cc: susan@frogferry.com
Subject: I support the Friends of Frog Ferry Passenger Ferry Initiative

Dear Commissioner Hardesty,

I hope you will support the visionary passenger ferry service project work by the Friends of Frog Ferry, to learn about the potential of bringing a new mode of transit to the region, to help improve our environment, connect our communities, and build our city's resiliency.

--

Bob Girdi
Ph: (503) 329-9063
E: girdib@gmail.com

February 9, 2018

Susan Bladholm
The Frog Ferry
4430 SW Selling Court
Portland, OR 97221

Dear Susan:

I applaud your efforts to spearhead the establishment of a passenger ferry system for the Portland metropolitan area. Given Portland's rapid growth, there is a need for expanding our modes of transportation to help mitigate congestion, especially on the I-5 corridor between Vancouver, Washington and downtown Portland. As a transportation infrastructure provider for the region, I recognize the importance of utilizing the Columbia and Willamette rivers in a responsible and environmentally-friendly manner, and your efforts to foster the movement of people via our river system makes good sense.

I support the Frog Ferry initiative as a public-private partnership, and wish you well in leveraging local, state and federal funding sources, as well as private sector investors to aggregate resources and improve the traffic situation. Best of luck to you as the initiative moves forward.

Sincerely,



Curtis Robinhold
Executive Director

April 10, 2018

Dear Mayor Wheeler and Staff,

Please accept this email as a letter of support to urge the City to include \$350,000 in the upcoming budget cycle to perform a feasibility and operations plan for a passenger ferry service between Vancouver, WA and downtown Portland.

Vehicle traffic in our area has reached unacceptable levels and with anticipated growth will only become worse. Our city needs improved transportation infrastructure to support this growth and mitigate existing gridlock. It is time for us to consider new solutions and take a deep look at including passenger ferry service as a part of the City's transportation plan.

Thank you for your consideration.

Best Regards,

Capt. Anne L. McIntyre
Portland OR



July 3, 2018

The Honorable Ted Wheeler
Mayor, City of Portland
1221 SW Fourth Avenue, Suite 340
Portland, Oregon 97204

Dear Mayor Wheeler:

As Greater Portland's chamber of commerce, the Portland Business Alliance represents more than 1,900 small, medium and large businesses throughout the metro region, including several in Clark County. The Alliance has long supported a regional multimodal transportation system that serves all users and, as traffic congestion worsens throughout the region, local leaders must give serious consideration to alternative modes such as waterborne transportation.

According to public opinion polling commissioned by the Alliance last December, conducted by DHM Research, traffic and congestion are a top concern for Portland residents — coming in second only to homelessness. Indeed, in the same poll, residents stated that maintaining and expanding public infrastructure like roads, bridges and transit should be one of the highest priorities for local government. As our region addresses congestion and explores mitigation strategies, the Alliance strongly supports feasibility research on Willamette River transit opportunities as called for in the Central City 2035 Plan, and that research should be extended to review Columbia River transit options that would connect Portland and Vancouver.

Through the Central City 2035 Plan's recommended River Transit Feasibility Study, the city has opportunity to explore funding mechanisms, phasing, and methods for implementing river transit as an alternative transportation mode for passengers requiring professional or recreational access to the central city. As Portland has demonstrated in the past, river transit can be an effective tool to connect people in the metropolitan area and foster growth for our region's businesses. It is only logical to leverage our natural water passageway for this purpose.

This effort will require a strong coalition of public and private sector leadership to bring the vision to fruition. Indeed, private businesses already are exploring potential river transit options and the city should encourage that effort. The Alliance is committed to helping build support from the private sector and we welcome any opportunity to partner with elected officials to advance this concept.

Thank you for your consideration.

Sincerely,

Dave Robertson
Chair

cc: Portland City Council

Greater Portland's Chamber of Commerce

200 SW Market Street, Ste. 150 | Portland, OR 97201 | 503-224-8684 | FAX 503-323-9186 | www.portlandalliance.com

susan@frogferry.com

From: Janie Hibler <janiehibler@comcast.net>
Sent: Wednesday, May 15, 2019 8:46 PM
To: Rep.TinaKotek@oregonlegislature.gov
Cc: susan@frogferry.com
Subject: Please support Frog Ferry

Dear Oregon Leader,

Please support the visionary passenger ferry service project work of Friends of Frog Ferry, so we can learn about the potential to bring a new mode of transit to the Portland region, to help improve our environment, connect communities and build our city's resiliency.

Janie Hibler



May 13, 2019

Dear Transportation Growth Management Program Managers:

Our Lake Oswego constituents are frustrated by congested highways and long commutes and want to see visionary and alternative modes of transit to improve our collective quality of life and economy. We need to approach our transportation issues with systemic improvements that better connect communities to communities and that challenge the status quo. The rapid population growth our region is experiencing calls for courageous and innovative ways to move people, and free up our highways for better freight mobility. Our residents in Lake Oswego sit in dense traffic, on roadways that hug the Willamette River, which provides the capacity for passenger ferry transit.

River cities across the world are increasingly finding that ferries are a fast, reliable, and relaxing commuting option. The river provides an uncongested waterway where people can move at a good speed and safely get to work or home while enjoying Wi-Fi and a good cup of coffee. We need to better connect districts and neighborhoods that are constrained by overwhelmed travel corridors such as our Hwy 43.

Our community strongly supports the goals of equity, diversity and inclusion, and the Foothills Development around the proposed Lake Oswego stop has the potential to be rezoned for medium-income housing and a new mixed-use urban zone. We are currently explore the feasibility of removing a 1965 sewer plant and building a new compact state-of-the-art plant that is removed from the riverfront as a way to spur development and create a destination center. This project is a cornerstone of our Smart City strategy and we anticipate a new bus service will serve the ferry stop and the surrounding area.

A passenger ferry stop in Lake Oswego will improve the quality of life for our Lake Oswego residents and will prove a new transit mode, to get commuters out of their cars and onto a refreshingly clean, green, safe, reliable and relaxing mode of public transit.

Thank you for your consideration,

Scott Lazenby
City Manager

THE ZIDELL COMPANIES

March 22, 2018

Susan Bladholm,
The Frog Ferry
4430 SW Selling Court
Portland, OR 97221

Dear Susan,

I am writing to express enthusiastic support for the concept of a passenger ferry service in the Portland/Vancouver metropolitan area.

C For nearly a century, the Zidell family has been intricately tied to the Willamette River with our ship dismantling and barge building businesses. Now we are evolving our company to develop this 33-acre riverfront land into a vibrant mixed-use neighborhood with residential, retail and open spaces. We envision expanding the Greenway along the Willamette River, creating new parks, and opening access to the river for people to enjoy. We celebrate other efforts to do the same.

Many major river cities around the world already have a ferry or water taxi system in place. We applaud the Frog Ferry's proposal to add a much-needed new mode of transportation to benefit both commuters and tourists. Any additional access to the Willamette River will further Portland's position as a hub for creativity and innovation, helping to bolster the quality of life we all value so deeply.

We encourage the City Council to support the Frog Ferry's proposal to kick off this effort.

Best regards,


Charlene Zidell

March 5, 2018

As the state of Oregon's destination marketing organization, Travel Oregon's vision is a better life for all Oregonians through strong, sustainable local economies. Therefore, Travel Oregon pays special attention to initiatives that enhance our tourism product and benefit our domestic and foreign visitors, as well our state's residents.

Alternative transportation options and congestion relief are topics often raised by our industry stakeholders and Travel Oregon is actively advocating for solutions. The proposed resource, the Frog Ferry, would utilize the Willamette and Columbia Rivers and deliver a unique visitor experience while driving economic development for the state.

Travel and tourism in Oregon is an \$11.3 billion industry supporting 109,000 jobs for Oregonians. This initiative aligns with Travel Oregon's 2017-2019 Strategic Plan by optimizing statewide economic impact. The city of Portland is often the gateway to greater Oregon, especially for international visitors. By facilitating the development of a world-class tourism product in Oregon's largest city, we can drive economic development and leave our visitors with more stories to share with the world.

The Frog Ferry proposal for a Portland-Vancouver passenger water taxi would provide an attraction to promote the state on a larger scale and provide an alternative transportation option.

It is my pleasure to write in support of the proposed Frog Ferry initiative.

Sincerely,



Todd Davidson
CEO

From: Sarah Allen <sarah@allentrust.com>
Sent: Thursday, May 9, 2019 10:07 AM
To: Sen.FredGirod@oregonlegislature.gov; Rep.PaulHolvey@oregonlegislature.gov;
Sen.BetsyJohnson@oregonlegislature.gov;
Sen.ElizabethSteinerHayward@oregonlegislature.gov;
Rep.TinaKotek@oregonlegislature.gov; Sen.PeterCourtney@oregonlegislature.gov;
Rep.DanRayfield@oregonlegislature.gov
Cc: susan@frogferry.com
Subject: Frog Ferry Support

Dear Oregon Leader,
Please support the visionary passenger ferry service project work of Friends of Frog Ferry, so we can learn about the potential to bring a new mode of transit to the Portland region, to help improve our environment, connect communities and build our city's resiliency.
Sincerely, Sarah Allen

Please visit our new website: www.allentrust.com



Sarah Allen ~ sarah@allentrust.com ~
Director | Allen Capital Management | Allen Trust Company
121 SW Morrison Street, Suite 875 | Portland, OR 97204 | 503.292.1041 -office
Facebook | Twitter | LinkedIn

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PO Box 14251

Portland, OR 97293-0251

April 12, 2018

Portland City Council
Portland City Hall
1120 SW 4th Avenue
Portland, Oregon 97204

Dear Mayor Wheeler and Commissioners,

The City of Portland's regional transportation needs currently exceed the ability of street grid system to support all the demands of a growing community. Automobiles, bikes, motorcycles, buses, trucks and light rail have all been vital for the movement of goods and people. The last available right-of-way for providing additional capacity for the movement of people are the Willamette and Columbia Rivers.

Historically, Portland has a rich history of water transit. The constructions of several bridges and the advances of automotive technology made water transit obsolete. Times have changed as the density of the inner city has increased, and all modes of surface transit have become gridlocked, forcing the city to look for alternatives to traditional modes of transportation. Demand pricing may change some driving habits and better interstate intersections may ease congestion for a while, but people will always be looking for better ways to move around.

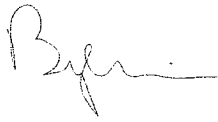
The United States has experienced a resurgence of ferry transportation, with nearly 600 ferry operations in the United States alone. About half of these systems are government owned and operated, while the other half are split between privately owned and public/private partnerships. The fastest growing segment of the ferry market has been small (less than 150 passengers) people only ferries. The technology for ferries has been racing ahead providing low wake, high speed, and low emission options at a reasonable cost.

Portland has recognized that water transit has potential and has created zoning allowing waterborne passenger terminals. The 2035 plan calls for a study to determine the viability of Portland based waterborne transit. Water transit will not replace light rail, buses, or even street car, but rather should be integrated into the regional transit mix to provide more options for people to efficiently move around greater Portland. A ferry

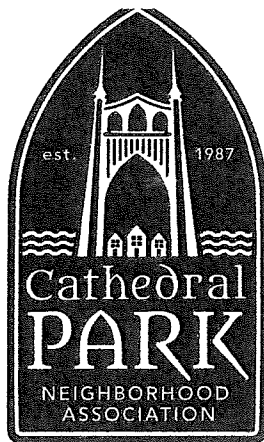
system is also a valuable asset to add to the City's tourism industry and can bring more public attention to the river as a valuable resource to be kept clean and preserved.

The technology exists today to operate ferries that serve Vancouver to Oregon City/ Lake Oswego with downtown Portland being the hub. The 2035 ferry study needs to be conducted, and operator selected and test runs conducted. Our transportation system needs all the help it can get, and the river there as the last great right-of-way to provide additional system capacity. Our river can no longer be simply ignored as a valuable transport thruway and as a beautiful natural resource to be enjoyed.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Brad Malsin', written in dark ink.

Brad Malsin
CEIC Board President



January 7, 2019

Mayor Ted Wheeler
mayorwheeler@portlandoregon.gov

Commissioner Chloe Eudaly
chloe@portlandoregon.gov

Lynn Peterson
Council President, Metro
Lynn.peterson@oregonmetro.gov

Joe Zehnder
Interim Director, Bureau Planning & Sustainability
joe.zehnder@portlandoregon.gov

Chris Warner
PBOT, Director 3
pbotdirector@portlandoregon.gov

Art Pearce
PBOT, Manager 3
Art.pearce@portlandoregon.gov

Susan Bladholm
President, Friends of Frog Ferry
susan@frogferry.com

Commissioner Nick Fish
nick@portlandoregon.gov

Dear Mayor Wheeler,

The Cathedral Park Neighborhood Association ("CPNA") writes this letter to request that the planned feasibility studies for the Frog Ferry include a ferry stop in the Cathedral Park Neighborhood.

Portland's exponential growth has created a traffic congestion issue that needs to be addressed. River transportation is a practical and logical form of multi-modal transportation that will reduce the strain on our over-burdened streets. The Frog Ferry would increase the quality of life for Portland residents and create an asset for the City's tourism industry.

There are at least two potentially viable locations for the property along the waterfront in the Cathedral Park Neighborhood. The first is a large property owned by Metro beginning on the corner of N. Richmond and running to the Union Pacific Railroad bridge. Another option is at

susan@frogferry.com

From: Cindy Tortorici <cindy@easystreet.net>
Sent: Thursday, May 9, 2019 10:20 AM
To: mayorwheeler@portlandoregon.gov; nick@portlandoregon.gov;
amanda@portlandoregon.gov; chloe@portlandoregon.gov; joann@portlandoregon.gov
Cc: susan@frogferry.com
Subject: Friends of Frog Ferry

Dear Commissioner,

I hope you will support the visionary passenger ferry service project work by the Friends of Frog Ferry, to learn about the potential of bringing a new mode of transit to the region, to help improve our environment, connect our communities, and build our city's resiliency.

Sincerely,
Cindy Tortorici



May 3, 2018

Susan Bladholm
The Frog Ferry
4430 SW Selling Court
Portland, OR 97221

Dear Susan,

We appreciate your leadership in taking the initiative to spearhead the establishment of a passenger ferry service for the Portland-Vancouver region. As a maritime manufacturer, we see how communities around the world benefit from efficient, cost-effective marine transit that leverages the natural highways that rivers and other waterways provide. We also are very aware that utilizing such assets is increasingly an important strategy in regions where congestion is deteriorating the quality of life of citizens. We have many employees who would take a great deal of pride in manufacturing and maintaining a ferry operating in their own backyard and many who would benefit from using the ferry for their daily commute as is the case for Vigor employees in Washington and Alaska.

Vigor is a leading builder of ferries and serves customers such as Washington State Ferries, the Alaska Marine Highway System and the San Francisco Bay Area's Water Emergency Transport Authority (WETA) by building both passenger-only and passenger + car ferries for these customers. Among the largest ferry systems in the world, the Washington State Ferry System serves 25 million passengers per year, greatly contributing to the region's transportation system. While Portland's geography is much different than San Francisco, Seattle or SE Alaska, the river provides a great opportunity to move commuters, take cars off the road and increase quality of life in addition to facilitating the attraction of new business and investment.

Portland, as well as Vigor, was founded along the banks of the river and we should leverage our River City brand and turn the focus back to the river by getting people back on the water. We would like to be part of this solution and are especially interested in bringing the most sustainable practices to the Frog Ferry operations.

Vigor supports the Frog Ferry initiative and we look forward to working with you in support of this effort.

Sincerely,



Frank Foti
Chief Executive Officer

From: LAURINE E MITCHELL <goconow@comcast.net>
Sent: Wednesday, May 15, 2019 5:00 PM
To: Rep.TinaKotek@oregonlegislature.gov
Subject: Can the proposed FrogFerry mirror the benefits for Oregonians as enjoyed by those in San Diego?

Having just returned from California where we were Portland tourists, my husband and I utilized the ferry boat system which operates almost hourly between the island community of Coronado and San Diego. It wasn't until we observed its operation and convenience as tourists that we noted how similar their situation is with ours - that of relieving traffic - theirs being traffic over the Coronado bridge at peak hours. The times we used the ferry during the day to and from our hotel, we noted its use by students, tourists, cyclists, etc. and the boat was moderately filled each time we hopped aboard.

We returned to Portland - looking for updated info regarding this possibility for Portland. If you have have a hand in supporting it, thanks for your efforts on behalf of our city! I think we'd love it!

Mike and Laurie Mitchell

7200 SW Lake Bluff Court

Wilsonville, Or 97070



Testimony to Portland City Council
May 22, 2019

My name is Mary Peveto. I want to thank you for the opportunity to add my small contribution to your very difficult task of balancing so many interests within the city's budget.

That said I would like to make a case for your consideration for prioritizing investments in solving our air pollution problem in the city. It is real and it threatens not just our quality of life, but the long term growth and potential of our children especially the most vulnerable populations. In January 2019 a study published by the National Bureau of Economic Research demonstrates the cost Portland has been paying each year it failed to act on reducing air pollution from our roads: students attending schools located near busy highways had lower rates of academic performance, higher absenteeism and higher rates of disciplinary problems than those attending less polluted schools. The more traffic on nearby roads, the larger the decline in scores on state standardized tests.¹

Recently there has been much hype around the problems of industrial pollution, and the toxic hot spots of heavy metals. The reality is our most dangerous and highest volume pollution still comes from the heavy transportation infrastructure that snakes through and around our beautiful city. And it is getting worse.

It seemed that Portland had somehow decoupled growth in the region from air pollution, specifically carbon, but all data points to a reverse in that trend. Oregon Department of Environmental Quality data released at the end of 2018, shows that our ground level Ozone has been rapidly growing since 2015, and exceeded the national ambient air quality standards since 2017.

I believe with the looming climate crisis, it is a good investment for our city to look urgently and creatively at alternative transportation options. We can't keep investing in freeway expansion, and then be surprised that more and more cars are populating our roads. Study after study confirms that is what happens – you invest in car-centric infrastructure and they will come in greater numbers.

That is why I would encourage the city to look at utilizing the river: it runs nearly parallel to the I-5 corridor, which serves huge commuting populations in our region from Vancouver to Milwaukee. Public ferry service is ubiquitous in cities our size across the nation and the world. For every one vessel, one trip, you potentially remove hundreds of cars from a crowded commuting roadway. And technology is rapidly improving to ensure that the carbon and pollution footprint is minimized. I believe that building a ferry service is a creative alternative to keep Portland on the cutting edge of sustainable urban planning and culture. Thank you for your consideration of the investment in studying this option.

¹ <https://www.nber.org/papers/w25489>

From: Steve Micek <steve@stevemicek.com>
Sent: Saturday, June 8, 2019 1:15 PM
To: Sen.LewFrederick@oregonlegislature.gov
Cc: Susan Bladholm
Subject: Frog ferry support

Dear Sen. Lew Frederick,

Please support the visionary passenger ferry service project work of Friends of Frog Ferry, so we can learn about the potential to bring a new mode of transit to the Portland region, to help improve our environment, connect communities and build our city's resiliency.

Sincerely,

Steve Micek
4795 SE Concord Road. Portland OR. 97267

susan@frogferry.com

From: Tom Kelly <tomk@neilkelly.com>
Sent: Monday, June 3, 2019 3:21 PM
To: Sen.BetsyJohnson@oregonlegislature.gov
Cc: susan@frogferry.com
Subject: Frog Ferry
Attachments: State of Oregon Fundingv2.docx; FFF-FactSheet.docx

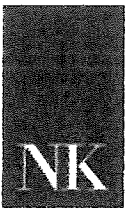
Senator Johnson,

As a North Portland Business person and a floating home owner who spends a lot of time on the river, I want to enthusiastically endorse the Friends of Fog Ferry request for research funding.

This idea has been around for a very long time, but with the gridlock we now see in our region, any relief to freeway gridlock is warranted. Powered by green propulsion, fast moving vessels are available and can link important parts of our region with a smart, disrupting mode of transportation.

I along with my company encourage you to support this well thought out request.

Sincerely,



TOM KELLY

President

Neil Kelly Company
804 N. Alberta St.
Portland, Oregon 97217
Direct: 503.335.9244
tom.kelly@neilkelly.com

We are proud to be a Certified B Corp!

From: MARTIN STOLL <martin@sparkloftmedia.com>
Sent: Friday, June 7, 2019 8:38 PM
To: Sen.LewFrederick@oregonlegislature.gov
Subject: Frog Ferry project

Dear Representative Frederick,

We are a rapidly growing advertising agency with a staff of 50, an office in downtown Portland and employees who live in the Portland area as well as in Vancouver / Camas.

Portland area traffic has become a huge issue for us as it takes employees so long to commute to work that some colleagues now work unconventional work schedules (e.g. 6am-2pm) to avoid traffic. This makes it harder to schedule meetings, not only within our team but also with clients. The loss of flexibility and productivity hampers our business opportunities. Infrastructure is the foundation for everything.

I was excited to learn about Frog Ferry as one way to possibly reduce traffic congestion. I have lived in many cities on several continents and speak with perspective when I say that infrastructure development in Portland is severely lacking. We need new ideas and a different approach if we want to sustain the growth of the Portland region.

I want to ask you to support the passenger ferry service project work of Friends of Frog Ferry. We need to explore new ways to provide transit options for the region and we need to explore them quickly.

Sincerely,

Martin Stoll

Martin Stoll
CEO
Sparkloft Media
Sparkloftmedia.com

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November 8, 2018

Susan Bladholm
The Frog Ferry
4430 SW Selling Court
Portland, OR 97221

Dear Susan,

Thanks so much to you and the other members of the Frog Ferry team for taking the time to visit with me and other TriMet staff to brief us on your progress. As someone who has managed passenger ferry operations in the past, I am encouraged by the prospect of bringing new and innovative transportation options to the Portland region.

As I mentioned at our meeting, I believe it's important for the project to analyze and understand the travel demand and origin and destination characteristics for such a service. TriMet would be interested in working with you and in partnership with the City of Portland and Metro to determine the best approach to analyzing these factors and assessing the viability of a ferry service based on that information. We will reach out to the city and Metro to discuss their level of interest in what we believe is the appropriate next step.

Again, thank you for your time and for all your effort on this idea. We will circle back with you after we've had a chance to discuss next steps with the City and Metro. I think the concept could provide another attractive tool in our tool belt of regional travel options.

Sincerely,



Doug Kelsey
General Manager

susan@frogferry.com

From: Linda Baker <lrbaker@comcast.net>
Sent: Friday, May 17, 2019 6:37 PM
To: chloe@portlandoregon.gov
Cc: susan@frogferry.com
Subject: Please support Frog Ferry

Commissioner Eudaly:

I am a longtime transportation journalist and the former editor of Oregon Business magazine. I am writing to ask you to support the visionary passenger ferry service project work of Friends of Frog Ferry.

Cities around the country are investing in new and innovative forms of public transit, aiming to reduce pollution and traffic congestion while supporting sustainable communities and local resiliency.

Frog Ferry offers an exciting opportunity for Portland to build on the city's legacy of transportation innovation. I urge you to support Friends of Frog Ferry's request for \$200,000 for project management and feasibility studies, so we can learn about the potential to bring a new mode of transit to the Portland region.

Sincerely,

Linda Baker
Linkedin: linda-baker65
(503)-757-7153

November 20, 2018

**Susan Bladholm,
The Frog Ferry
4430 SW Selling Court
Portland, OR 97221**

Dear Susan,

I am writing to express enthusiastic support for the concept of a water taxi or passenger ferry system in the Portland/Vancouver metropolitan area. This is an idea that is long overdue and much needed. To be frank, I am completely shocked this effort has not been seriously pursued from many years ago.

Unosquare has offices in Vancouver and my wife and I live and work here with a few other employees. Many business meetings occur in Portland and we all dread driving over the bridge to further clog up the limited Portland freeway space. Additionally, with the new waterfront development in Vancouver, a service like this makes even more sense for commuters.

I am extremely supportive of Frog Ferry and the team effort to make this happen. Having personally worked in Boston, Seattle, New York, and other river cities during my career, I believe this plan will lift the Portland/Vancouver region to a rightful place as a progressive city that utilizes the Willamette and Columbia rivers to their full extent.

We encourage the City Council to support the Frog Ferry's proposal to kick off this effort.

Best regards,

Mike Barrett
Co-Founder and CEO
Unosquare, LLC

susan@frogferry.com

From: jackderington@gmail.com
Sent: Friday, May 17, 2019 2:58 PM
To: sen.petercourtney@oregonlegislature.gov
Cc: susan@frogferry.com
Subject: Frog Ferry - Portland Metro Ferry

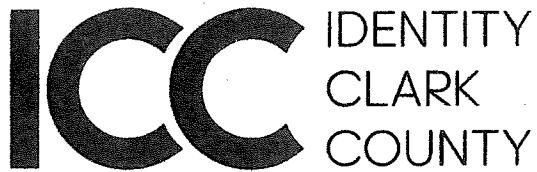
Dear Senator Courtney,

I hope you will continue support the visionary passenger ferry service project work by the Friends of Frog Ferry, to learn about the potential of bringing a new mode of transit to the region, to help improve our environment, connect our communities, and build our city's resiliency.

This initiative goes well beyond just a new way to commute. It utilizes an underused resource that is the heart of the city and metro area. It allows for people to engage, see and plan for the future of the city from new perspectives. It develops new consumer traffic in travel corridors and clusters allowing for new small business development. It further reinforces the services the city can call upon in time of disaster and emergency.

Sincerely,

Jack Derington
Camas, Wa



Business Leaders Building Community

June 21, 2018

Ms. Susan Bladholm
Founder
FrogFerry
4430 SW Selling Ct.
Portland, OR 97221

Dear Ms. Bladholm:

The business leaders who comprise Identity Clark County are intrigued about the possibility of a water taxi service along the lightly-used Columbia and Willamette rivers. We appreciate your assembling people who can actively explore this concept.

Nothing can change our region's urgent need to replace the functionally-obsolete, accident-prone and seismically-unsafe I-5 bridge. However, with geographic constraints making surface road expansion difficult, a water taxi could provide an alternative mode of transportation connecting commuters, citizens and visitors to the region's jobs, commerce and amenities. It could provide critical relief if our bridges become unusable.

As you pursue your feasibility efforts, we encourage you to actively engage the Port of Vancouver USA, City of Vancouver and downtown waterfront developers as they strive to reconnect citizens to the downtown waterfront for the first time in a century.

Best wishes and thanks again for your tireless efforts to make the Portland-Vancouver USA region a place where people can land, live and learn for a lifetime.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Arp".

Ron Arp, President
Identity Clark County

A handwritten signature in black ink, appearing to read "Tom Mears".

Tom Mears, Chairman
Identity Clark County

susan@frogferry.com

From: Eileen Murche <eileen.murche@yahoo.com>
Sent: Friday, May 17, 2019 11:25 AM
Cc: Susan Bladholm
Subject: Please Support Frog Ferry

Dear Senator Johnson,

Please support the visionary passenger ferry service project work of Friends of Frog Ferry, so we can learn about the potential to bring a new mode of transit to the Portland region, to help improve our environment, connect communities and build our city's resiliency.

Sincerely,

Eileen Murche

(503) 577-1309

July 15, 2018

Dear Ms Elissa Gertler

RE: Support of a passenger ferry system on the Willamette and Columbia Rivers

Portland transit system includes autos, buses, light rail, street cars, bikes, and walking. One option that many similar cities worldwide embrace, and that nature provides as a viable conduit, is utilizing water ways as a transportation choice. Portland is a 'River City' and uniquely located at the confluence of two majestic rivers within the Portland Metropolitan area. According, with forecasted population growth, the timing is now right to embrace nature's conduit of life and establish a viable passenger ferry system.

In addition to a viable transportation option, a river passenger ferry system would also enhance the tourism / recreation options and create a social-economic connection of communities – especially between Portland and Vancouver.

I strongly support Metro's consideration in advancing a plan and execution of a Portland / Vancouver river passenger ferry system as a viable transportation option and more.

Best regards,

Scott South

President

Stevens Water Monitoring Systems, Inc.



12067 NE Glenn Widing Dr. Suite 106
Portland, OR 97220

(o) 503-445-8000 | (f) 503-445-8001 | (c) 503-341-2591

www.stevenswater.com

www.pogoturfpro.com



susan@frogferry.com

From: Lainie Block Wilker <lainie.block.wilker@comcast.net>
Sent: Friday, May 10, 2019 1:43 PM
To: JWMCC.Exhibits@oregonlegislature.gov; Sen.FredGirod@oregonlegislature.gov;
Rep.PaulHolvey@oregonlegislature.gov; Sen.BetsyJohnson@oregonlegislature.gov;
Sen.ElizabethSteinerHayward@oregonlegislature.gov;
Rep.TinaKotek@oregonlegislature.gov; Sen.PeterCourtney@oregonlegislature.gov;
Rep.DanRayfield@oregonlegislature.gov
Cc: susan@frogferry.com
Subject: Please support Frog Ferry

Dear Oregon Leaders,

Please support the visionary passenger ferry service project work of Friends of Frog Ferry, so we can learn about the potential to bring a new mode of transit to the Portland region, to help improve our environment, connect communities and build our city's resiliency.

Sincerely,

Lainie Block Wilker

NE Portland



November 14, 2018

Susan Bladholm
The Frog Ferry
4430 SW Selling Court
Portland, OR 97221

Dear Ms. Bladholm,

The Port of Vancouver USA is a 106-year-old economic engine located on more than 1,600 acres along the Columbia River in Vancouver, Washington. Thanks in large part to our location at the intersection of river, road and rail, our operations support more than 20,000 jobs and provide \$2.9 billion in annual economic benefit to the region.

In addition to our marine and industrial activity, we are redeveloping our birthplace on the Columbia River as a regional gathering place to promote trade and tourism. Known as Terminal 1, the site could include a new hotel; commercial, residential and office space; and public spaces. It will also connect to downtown Vancouver, the Renaissance Trail and the new city of Vancouver waterfront park. When fully developed, we expect Terminal 1 to attract thousands of visitors to Vancouver's waterfront each year and support 800 new jobs.

Terminal 1 and the adjacent development, The Waterfront Vancouver, will be dense areas in a location with constrained freeway access, making multimodal transportation options particularly important to support residents, workers and visitors. Water transit has long been a staple in cities like Seattle, Boston, New York and Tampa—large, waterside metro areas that also require multimodal transportation to move people around the city and region efficiently.

In September, the port's Board of Commissioners unanimously approved our 2018 Strategic Plan. Included in this plan is a Community Goal to implement the vision of a destination waterfront at Terminal 1. Our strategy to "Support public enjoyment and tourism through activities such as river cruises and events at Terminal 1" is consistent with Frog Ferry's efforts to increase the vitality of Vancouver's waterfront.

There is great potential in a water taxi service in the Portland-Vancouver metro area, with benefits for both our communities and states. We appreciate and support Frog Ferry's efforts to connect the Vancouver waterfront to downtown Portland. We look forward to working with you and other partners to explore the feasibility of a water taxi service to support the continued connectivity and vitality of our region.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Bomar", written over a horizontal line.

Mike Bomar
Director of Economic Development



Business Leaders Building Community

June 21, 2018

Ms. Susan Bladholm
Founder
FrogFerry
4430 SW Selling Ct.
Portland, OR 97221

Dear Ms. Bladholm:

The business leaders who comprise Identity Clark County are intrigued about the possibility of a water taxi service along the lightly-used Columbia and Willamette rivers. We appreciate your assembling people who can actively explore this concept.

Nothing can change our region's urgent need to replace the functionally-obsolete, accident-prone and seismically-unsafe I-5 bridge. However, with geographic constraints making surface road expansion difficult, a water taxi could provide an alternative mode of transportation connecting commuters, citizens and visitors to the region's jobs, commerce and amenities. It could provide critical relief if our bridges become unusable.

As you pursue your feasibility efforts, we encourage you to actively engage the Port of Vancouver USA, City of Vancouver and downtown waterfront developers as they strive to reconnect citizens to the downtown waterfront for the first time in a century.

Best wishes and thanks again for your tireless efforts to make the Portland-Vancouver USA region a place where people can land, live and learn for a lifetime.

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Ron Arp, President
Identity Clark County

A handwritten signature in black ink, appearing to read 'Tom Mears', written over a horizontal line.

Tom Mears, Chairman
Identity Clark County



ReachNow, LLC • 1111 NE Flanders St. Suite 202 • Portland, OR 97232

City of Portland
Office of Mayor Ted Wheeler
MayorWheeler@PortlandOregon.gov

April 27, 2018

Subject: Passenger Ferry Service

Mr. Mayor,

I urge you to support funding in the City's upcoming budget to perform a feasibility and operations plan for a passenger ferry service between Vancouver, WA and downtown Portland.

Portland now has some the worst commute times and congestion in the country, with no letup in sight. Free floating car sharing, like ReachNow offers, can help encourage active transportation and more public transit by providing the confidence to commute with something other than a Single Occupancy Vehicle – but still have access to vehicles in emergencies, for business meetings, or errands during the work day.

Car sharing can help mitigate *some* congestion, but Portland desperately needs improved transportation infrastructure and more non-SOV options to support our growing population and mitigate gridlock. With your help, we can take steps to offer new transportation solutions including passenger ferry service. Our quality of life depends on it.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read "Alan Bates".

Alan Bates
Market Manager, Portland
503-810-7396



July 19, 2018

TO: Elissa Gertler, Director of Planning, METRO
FROM: Linda Weston, Rapporto, LLC
RE: Regional Transportation Plan

As you consider the regional transportation plan, I urge you to give serious consideration to including the development of a ferry system, both across the Columbia between Portland and Vancouver, and across the Willamette at various points between the East and West sides.

As traffic in the metro area becomes progressively more choked and untenable, the addition of a ferry system would help to alleviate the increasing congestion.

The United States has experienced a resurgence of ferry transportation, with nearly 600 ferry operations in the United States alone. About half of these systems are government owned and operated, while the other half are split between privately owned and public/private partnerships. The fastest growing segment of the ferry market has been small (less than 150 passengers) people only ferries. The technology for ferries has been racing ahead providing low wake, high speed, and low emission options at a reasonable cost.

Frog Ferry has done a great deal of research and work towards development of a plan to implement such a system. This seems like a reasonable way to add transportation alternatives without building new freeways or other road systems. I support Frog Ferry, and I urge you to support it as well.

Rapporto
3439 NE Sandy Blvd, #618, Portland, OR 97232
503.936.4898 | www.rapportopdx.com

July 18, 2018

Dear Elissa,

As past Planning & Development Manager for Multnomah County, a Coast Guard license Master Mariner with Homeland Security training and credentials, and Founding Director of the Inside Passage Decarbonization Project, I want to express my strongest support and endorsement of the Frog Ferry regional foot (passenger only) ferry concept.

The Metro region has truly been foolish to go so long without utilizing its navigable waterways to not only alleviate transportation congestion through an unutilized, perfectly located and already public ROW, but to dramatically increase the desirability, livability, sustainability and safety of the region in the process.

Look at what other leading green cities are doing, SF and NYC in particular, with each massively expanding their existing ferry networks using cost effective and now becoming ubiquitous hydrogen propulsion that actually cleans their waterways as they cruise through them. Right now our closest neighbor, Washington State is continuing to expand their remarkable ferry network while retrofitting their largest ferries to hybrid electric and continuing biofuel propulsion. And, we must not forget that the certainty of a future subduction earthquake with the critical need for redundancy for our vulnerable bridge network, only amplifies the logic of this concept.

It is time - past time - that Portland Metro region get onboard with the cleanest, greenest and least expensive public transit and public livability option, regional foot ferries.

Thank you,

Peter

Capt. Peter Wilcox
Founding Director, IPDP
Canadian Coastal Champion
Pioneer of a New NW
Cascadia Fellow
503.490.5407

April 17, 2019

I support the budget requests to help fund the feasibility analyses for the proposed passenger ferry service on the Columbia and Willamette rivers. We know our rivers are vastly underutilized and underappreciated. We know that our bridges are in real danger of collapsing, but have no unified response plan in place for traversing our rivers. We know we have a superfund to address, but by not traveling our rivers, our citizens stay one step removed from them and tend to forget that they need our attention. We know that there is only so much more capacity that we can add to our roads. There is broad and increasing support for the proposed Frog Ferry—our Board has coalesced seven teams of industry and community leaders, and a stakeholder team of over 900. It's been a 100 years since we truly utilized the rivers. It's time to do so again.

Thank you for your consideration,

Allison Tivnon, Friends of Frog Ferry board member

GRACE ROSE SERBU
1221 SW 10thAve, 1807 Portland,
Oregon, 97205
541-686-2419
gserhu@gmail.com

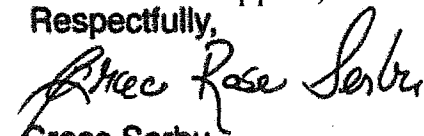
To whom it may concern,

I want to communicate my strong support for the proposed FROG FERRY project. Folks living in this area are well aware of the difficult auto commute to and from Vancouver so the choice to take a ferry is an obvious winner. Transportation is so important to our growing area and therefore to our economic landscape. Getting workers to and from work and OFF THE FREEWAY is key.

Our highly rated city needs to keep up with the demands of area growth. Portland has the vision and needs to get behind this project and quickly.

I expect our elected officials to make intelligent, effective and timely decisions. I realize Washington state and Vancouver must cooperate, but with Portland's enthusiastic support, the FROG FERRY will be a winner.

Respectfully,


Grace Serbu

January 25, 2019

To: Friends of Frog Ferry Founders

From: David Penilton, President of America's Hub World Tours, LLC

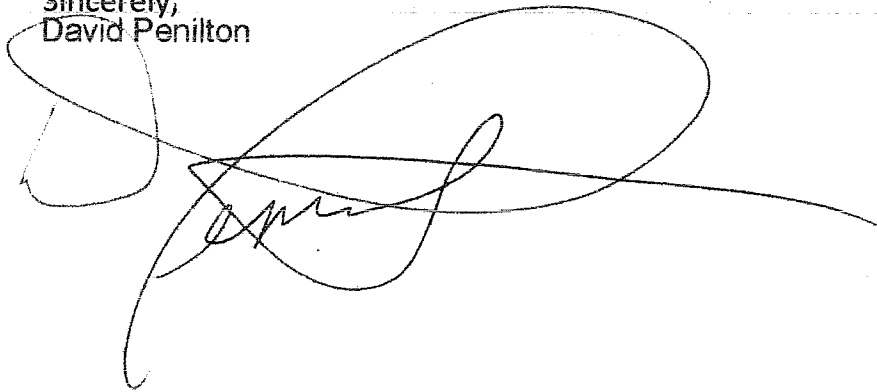
Re: Passenger Ferry Service Initiative

As a Portland Minority Business Leader and member of the Oregon Tourism Commission, I support the initiative to study the opportunity to bring a passenger ferry service to the Portland-Vancouver region. With the constraints of surface road expansion, an alternative mode of transportation in the region would help connect communities—by one neighborhood stop to another- and would help connect residents to their river. In addition, there are benefits for visitors to the region, to see our region by water.

There are the advantages of improving our air quality by removing several thousand cars off our roadways every day. Congestion impacts everyone, and this initiative will help improve the quality of life for both users and nonusers.

Let's get this innovative concept a chance, and support funding the feasibility studies and advocacy behind the effort. It's time we take a look at how to most strategically move people and cargo around our region and consider how to insure our residents can live their fullest and healthiest lives.

Sincerely,
David Penilton

A large, stylized handwritten signature in black ink, appearing to read 'David Penilton', is written over the typed name.

January 30, 2019

Susan Bladholm
Friends of Frog Ferry
902 SW Shaker Place
Portland, OR 97225

Dear Susan,

Since our first conversation last April, I have appreciated participating in the conversation about bringing a passenger ferry service to the Portland-Vancouver metropolitan area. I was part of the BikeShare leadership team and see many similarities with your project, as both are bringing a new "green" mode of transit to our street-crowded community.

Please consider this my letter of support behind the effort to pursue researching the feasibility of bringing a ferry service to the region. This concept simply makes good sense and the time is ripe to look at operational models that would be a good fit for our region.

As a minority business leader, I understand that you are looking at the benefits to underserved communities, which include the potential for jobs, better air quality, more transit options, and a pricing schedule that will appeal to all walks of life. I am a property owner in the Vancouver area and often find myself commuting over the I-5 bridge, fighting traffic and thinking there must be a better way for us to connect by river.

Thank you for your leadership and please continue to call on me for guidance.

Best wishes,

James Paulson

----- Forwarded Message -----

From: Kimberly Barta <kebarta@yahoo.com>

To: "jennifer.arguinzoni@portlandoregon.gov" <jennifer.arguinzoni@portlandoregon.gov>

Sent: Friday, April 13, 2018, 5:52:34 PM PDT

Subject: Please consider funding for improved transportation infrastructure—our community needs it

Jennifer Arguinzoni,

I am writing to ask you to please consider funding for improved transportation infrastructure.

Use of public transportation is increasing statewide and is outpacing increases in both population and vehicle use, thus creating the need for additional financial support.

As you make funding decisions, please consider **\$350,000 for the 2018-2019 Feasibility and Operations Plan for a passenger ferry service.**

Robust research by transportation experts and community leaders is underway regarding the development of a passenger ferry. The work is considering vessel types, market potential, capital and operating costs, environmental impact and integration with existing public transit and pedestrian networks.

Choosing to further this work by funding a Feasibility and Operations plan will allow research to continue on dock construction, resources necessary to make this service available to commuters and tourists, sustainable economic developments and measurable transportation benefits.

Thank you for making time to consider passenger ferry program development—it promises tangible benefits to commuters traveling to and from the Portland Central Business District and the surrounding communities.

With appreciation,
Kimberly Barta

July 17, 2018

Good morning

We are writing in support of establishing a ferry service from Vancouver to Portland. It makes sense to use another means of transporting people to the core area as the freeway system appears to be at capacity and with bottle necks at I5 and 405, as well as I5 and 84, with no apparent fix, the problem will only get worse . I'm sure there would be support from the community given that the commute time will be a known duration unlike the freeway where it can be 30 minutes or one hour and thirty minutes. Given the growth of the area and lack of ability to upgrade the road system it seems a logical addition to our current and future transportation needs at a price point far less than light rail or acquiring land necessary for freeway widening. We urge you to support this new concept.

Cindy and Steve Harder

Co-Operations, Inc

July 17, 2018

Elissa:

I recently learned of the effort to bring a ferry system to metro Portland. What a great idea and such a missed opportunity if this initiative is not embraced. I own a logistics company in Tualatin. On a daily basis we have FedEx, UPS and DHL pickup packages from our facility. We have already noticed their pickup times (imposed by the carriers) is getting earlier and earlier just so that they will be able to make the flights leaving from the Pdx airport. This is forcing us to end our daily fulfillment of order picking earlier which puts us at a distinct competitive disadvantage.

Realizing the daily challenges already imposed on commuters with weather, traffic wrecks, bridges, etc. - this non-intrusive method of transport seems like significant improvement.

Please help metro reduce the gridlock by supporting this initiative!!!

Pat

Patricia H. Granum | CEO
Co-Operations, Inc | 20049 SW 112th Avenue | Tualatin, OR 97062
T 503.218.2120 | M 503.869.8984 | Skype: earth-trekker
pgranum@co-operations.com
Portland . Atlanta

25 Year Anniversary 1993 – 2018

April 26, 2019

Representative Kotek,

I believe that the passenger ferry concept for the Portland area is both a fiscally prudent and visionary idea worth investment by the Capital Construction Sub-committee. The ferry has the potential to reduce traffic congestion, improve social equity (by knitting together both sides of the Willamette River), attract tourists, enhance appreciation for the care of the Willamette, and free up roadways for freight and other traffic. I urge you to include support for Portland-area passenger ferry service in your budgeting process.

Cordially,

Kevin Bross
Tigard, OR

Portland Albina Rail Yard Relocation Project

January 10, 2019

Susan Bladholm,
The Frog Ferry
4430 SW Selling Court
Portland, OR 97221

Dear Susan,

I am writing this in support of your noble efforts to establish a ferry service from Vancouver to Portland.

Given the way our city is growing, we need a more mature transportation system that includes motorists, drivers, pedestrians, bicyclists, and a water taxi. As you know, a water taxi service can significantly increase the use of travel options, reduce pollution, vehicular congestion, and improve mobility.

As a citizen and developer, I applaud the Frog Ferry's concept and encourage City Council to support the Frog Ferry's vision.

Best regards,
Mo Badreddine



Columbia River Economic Development Council
805 Broadway, Suite 412 · Vancouver, WA 98660
(360) 694-5006 | credc.org

July 25, 2018

Susan Bladholm, Founder and President
Frog Ferry
4430 SW Selling Court
Portland, OR 97221

Dear Ms. Bladholm,

The Columbia River Economic Development Council (CREDC) would like to thank you for your leadership and the momentum you have created to advance the Frog Ferry project. On behalf of CREDC, I would like to express our support for the project, which would provide residents and visitors to our region an additional mode of transportation and daily access to the Columbia River.

Serving as the Associate Development Organization for Clark County, CREDC is a public-private partnership of over 150 investors and strategic partners working together to advance the economic vitality of the community through business growth and innovation. In support of this mission, two of our areas of service are fostering business growth with existing businesses and recruiting new companies to Clark County.

In alignment with CREDC's Comprehensive Economic Development Plan, the Frog Ferry project would provide a distinctive amenity that will continue to enhance the quality of life of our community while providing a direct connection to our region's largest marine asset. Additionally, this service would provide for multi-modal transportation options and increased vitality along the Columbia River, creating a stronger and renewed commitment to our region's waterways and history.

The Frog Ferry initiative is representative of the innovation and creativity that this region continues to strive to foster. Water transit should be integrated as a component of our comprehensive regional transportation system to provide additional options for people to move efficiently throughout the metro area.

Thank you for your continued leadership of this forward-thinking regional amenity.

Sincerely,

Max Ault
Interim President, CREDC

susan@frogferry.com

From: Martin Cude <cudegras@gmail.com>
Sent: Saturday, May 11, 2019 4:57 PM
To: Rep.DanRayfield@oregonlegislature.gov
Cc: Susan Bladholm
Subject: Please support Frog Ferry

Dear Representative Rayfield,

Please support the visionary passenger ferry service project work of Friends of Frog Ferry, so we can learn about the potential to bring a new mode of transit to the Portland region, to help improve our environment, connect communities and build our city's resiliency.

The magnificent transportation corridors of the Willamette and Columbia rivers are why the Oregon Trail ends here. Exploring our beautiful city by water is not only beneficial to Portland tourism and area residents, but with the ever increasing traffic congestion, water taxi service provides a viable and desirable alternative for daily commuters into the city.

From a disaster preparedness and emergency management perspective, should a major seismic event incapacitate road and rail infrastructure, as is predicted, then reliance on our rivers may well emerge as primary access and means for transportation of supplies and personnel during the days and weeks following such an event. Having a functional and experienced river taxi service will be a critical auxiliary services asset to have during such times. Let's not count on the "Cajun Navy" as our contingency plan!

Thank you for your consideration and leadership.

Sincerely,

Martin Cude | President & CEO - Cudegras Inc

(503) 807-0779 | cudegras@gmail.com

From: John Moore <jpmoore256j@gmail.com>
Sent: Saturday, June 8, 2019 8:25 PM
To: Susan Blandholm; John Moore
Subject: PLS. REVIEW BEFORE I SEND IT AND GET MYSELF IN TROUBLE....).

Dear Senator,

I am a resident of Portland and long time Oregonian.

I am writing this letter to you today as a proponent for The Frog Ferry System for Portland Oregon both as a public person and as a resource for Susan Blandholm and her current vision at this point in time.

Most recently I have been/am acting as a part-time consultant in a Public/Private Partnership transportation project regarding rail. (Cargo related) to lessen congestion through Portland and also an environmental project in the Mid - California Agricultural country that may impact the same in Oregon.

The Frog-Ferry concept has been talked around and about since I was (1) The College Representative for Portland State and The Rose City Bus transitioning into Ti-Met (CRAG) in the days of Lloyd Anderson. 2) in International Trade with The Pacific Northwest Regional Commission in 1977-79. 3) I took the Ferry to work in San Francisco in the mid-70's while working for my first real job with Crown Zellerbach Paper Company In order to save on gas, parking, and upkeep. 4) As a consultant these types of transportation items/modes were/and are used by myself and others whenever possible. 5) I have used ferry systems again in a working environment overseas as well when living in both South Korea and Japan. My former colleague and Sr. V. P. President of Burlington Northern International was one of the initial backers of the Hydrofoil in Anacortes, Washington to Vancouver B.C.; wanted to do it here in Portland/Vancouver and points south as well. Timing of both city and State were amiss at that time.

Transportation (rail, bus, auto, ferry and train interconnecting) when finding solutions for major constructs within both Gov't and Private Industry Partnership: NOT ONE OR THE OTHER!!!! It is my hope that you will be able to support this project and The Frog Ferry will finally get it's due.

Sincerely,

John Moore

From: Allison Tivnon <tivnon@econw.com>
Sent: Thursday, June 6, 2019 8:53 PM
To: Rep.PaulHolvey@oregonlegislature.gov
Cc: Susan Bladholm
Subject: Letter of support for the Frog Ferry

Dear Representative Holvey,

Just over a hundred years ago the ferry service between Vancouver and Portland was shut down the same day that the interstate bridge opened for service. This move brought to an end a transportation mode that for thousands of years connected local tribes in trade, and that later served as our City's most vital arterial. In the hundred years since, I believe we have lost a meaningful connection to our river in how we interact with it and how we utilize it to improve our connections to each other. Since the last feasibility study was conducted in 2006, Portland has transformed in jaw dropping ways. Our population is booming and our transportation grid is at or over capacity. We used our river as a natural highway since before recorded history. We have a natural resource that lies hidden in plain view—a vital component in our ongoing quest to solve our transportation puzzle. Our river-ways are wide open, uncongested, and ready. This is a historic opportunity for the State of Oregon to embrace this resource that has been here long before us and that has long been overlooked.

Please support the Frog Ferry!

With much respect and admiration,
~Allison Tivnon, Board Secretary for the Friends of Frog Ferry

Allison Tivnon
Partner | Marketing Director

ECONorthwest
222 SW Columbia, Suite 1600, Portland, OR 97201
Direct 503.200.5066 | econw.com | @AllisonTivnon

Portland | Seattle | Eugene | Boise

From: Dan Bruton <danielbruton@gmail.com>
Sent: Thursday, June 6, 2019 9:35 AM
To: susan@frogferry.com
Subject: Fwd: Support of Frog Ferry Project

----- Forwarded message -----

From: **Dan Bruton** <danielbruton@gmail.com>
Date: Thu, Jun 6, 2019 at 9:27 AM
Subject: Support of Frog Ferry Project
To: <ElizabethSteinerHayward@oregonlegislature.gov>

Dear Senator,

Please support the passenger ferry service project work of Friends of Frog Ferry, so we can learn about the potential to bring a new mode of transit to the Portland region, help improve our environment, connect communities and build our city's resiliency. We can't sustain a "this is how we've always done it" approach, given the demands of our transportation infrastructure.

Sincerely,

Daniel Bruton
Tigard, OR

----- Forwarded Message -----

From: Kimberly Barta <kebarta@yahoo.com>

To: "jennifer.arguinzoni@portlandoregon.gov" <jennifer.arguinzoni@portlandoregon.gov>

Sent: Friday, April 13, 2018, 5:52:34 PM PDT

Subject: Please consider funding for improved transportation infrastructure—our community needs it

Jennifer Arguinzoni,

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Use of public transportation is increasing statewide and is outpacing increases in both population and vehicle use, thus creating the need for additional financial support.

As you make funding decisions, please consider **\$350,000 for the 2018-2019 Feasibility and Operations Plan for a passenger ferry service.**

Robust research by transportation experts and community leaders is underway regarding the development of a passenger ferry. The work is considering vessel types, market potential, capital and operating costs, environmental impact and integration with existing public transit and pedestrian networks.

Choosing to further this work by funding a Feasibility and Operations plan will allow research to continue on dock construction, resources necessary to make this service available to commuters and tourists, sustainable economic developments and measurable transportation benefits.

Thank you for making time to consider passenger ferry program development—it promises tangible benefits to commuters traveling to and from the Portland Central Business District and the surrounding communities.

With appreciation,
Kimberly Barta

January 25, 2019

To: Friends of Frog Ferry Founders

From: David Penilton, President of America's Hub World Tours, LLC

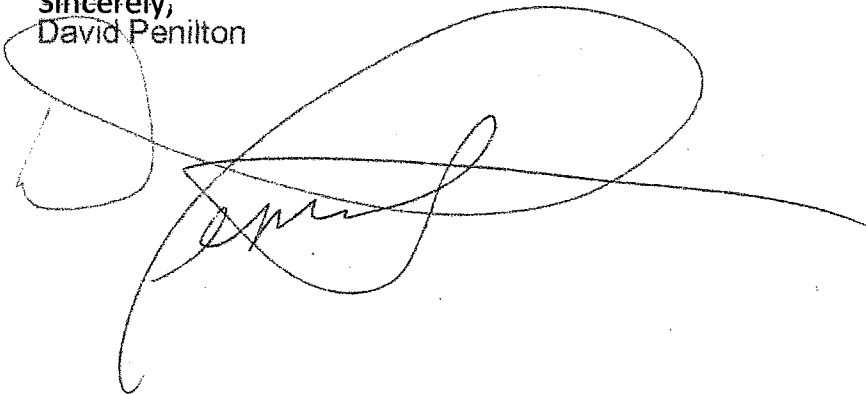
Re: Passenger Ferry Service Initiative

As a Portland Minority Business Leader and member of the Oregon Tourism Commission, I support the initiative to study the opportunity to bring a passenger ferry service to the Portland-Vancouver region. With the constraints of surface road expansion, an alternative mode of transportation in the region would help connect communities—by one neighborhood stop to another- and would help connect residents to their river. In addition, there are benefits for visitors to the region, to see our region by water.

There are the advantages of improving our air quality by removing several thousand cars off our roadways every day. Congestion impacts everyone, and this initiative will help improve the quality of life for both users and nonusers.

Let's get this innovative concept a chance, and support funding the feasibility studies and advocacy behind the effort. It's time we take a look at how to most strategically move people and cargo around our region and consider how to insure our residents can live their fullest and healthiest lives.

Sincerely,
David Penilton

A large, stylized handwritten signature in black ink, likely belonging to David Penilton, written over the typed name.

susan@frogferry.com

From: Lainie Block Wilker <lainie.block.wilker@comcast.net>
Sent: Friday, May 10, 2019 1:43 PM
To: JWMCC.Exhibits@oregonlegislature.gov; Sen.FredGirod@oregonlegislature.gov;
Rep.PaulHolvey@oregonlegislature.gov; Sen.BetsyJohnson@oregonlegislature.gov;
Sen.ElizabethSteinerHayward@oregonlegislature.gov;
Rep.TinaKotek@oregonlegislature.gov; Sen.PeterCourtney@oregonlegislature.gov;
Rep.DanRayfield@oregonlegislature.gov
Cc: susan@frogferry.com
Subject: Please support Frog Ferry

Dear Oregon Leaders,

Please support the visionary passenger ferry service project work of Friends of Frog Ferry, so we can learn about the potential to bring a new mode of transit to the Portland region, to help improve our environment, connect communities and build our city's resiliency.

Sincerely,

Lainie Block Wilker

NE Portland

From: Dave Barcos <dbarcos@northbankinnovations.org>
Sent: Friday, May 10, 2019 10:24 PM
To: Sen.PeterCourtney@oregonlegislature.gov
Cc: Susan Bladeholm
Subject: Please support Frog Ferry

Dear Senator Courtney,

I am writing you to urge your support the passenger ferry initiative work being led by the Friends of Frog Ferry. This initiative is vital to the transportation options from Southwest Washington to Portland. It opens new modes of transportation as well as helps emergency response options not currently available. This initiative puts solutions in place well in advance of any potential impact of the Columbia River Crossing initiative. It is environmentally safe and serves to connect our communities, and build our city's resiliency.

Sincerely,

Dave Barcos
North Bank Innovations
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susan@frogferry.com

From: Clarence Edwards <clarencedaryledwards@gmail.com>
Sent: Thursday, May 16, 2019 10:54 AM
To: nick@portlandoregon.gov
Cc: susan@frogferry.com
Subject: Please support Frog Ferry!

Dear Commissioner Fish,

I hope you will support the passenger ferry service project work by the Friends of Frog Ferry. This visionary project has the potential to bring a new mode of transit to the region, improve our environment, connect our growing communities, and build our city's resiliency.

Sincerely, Clarence Edwards

From: jackderington@gmail.com
Sent: Friday, May 17, 2019 2:58 PM
To: sen.petercourtney@oregonlegislature.gov
Cc: susan@frogferry.com
Subject: Frog Ferry - Portland Metro Ferry

Dear Senator Courtney,

I hope you will continue support the visionary passenger ferry service project work by the Friends of Frog Ferry, to learn about the potential of bringing a new mode of transit to the region, to help improve our environment, connect our communities, and build our city's resiliency.

This initiative goes well beyond just a new way to commute. It utilizes an underused resource that is the heart of the city and metro area. It allows for people to engage, see and plan for the future of the city from new perspectives. It develops new consumer traffic in travel corridors and clusters allowing for new small business development. It further reinforces the services the city can call upon in time of disaster and emergency.

Sincerely,

Jack Derington
Camas, Wa



OPAL
ORGANIZING PEOPLE / ACTIVATING LEADERS

Testimony from Shanice Clarke on 6/19/2019:

Greetings & happy Juneteenth. I'm Shanice Brittany Clarke, an educator, and Board Director with OPAL Environmental Justice.

I am here today because I can't prepare my students for their future while they are actively being pushed out of their neighborhoods. Many of my students, just like myself, are transit dependent people. Juneteenth is an especially important day for me to make this statement, the day where the last Black slaves were told they were free, but many manifestations of that oppression still persist.

To name one, Portland's Urban Renewal efforts have gentrified and displaced Black people, including my students, into areas that increase sickness and risks to safety. I have had asthma for most of my life, and **Black youth are 10x more likely to die from asthma**. Student's families are pushed out closer to pollutants that increase conditions like asthma.

The way we view transportation needs to change completely. Having the means to feed yourself or get to work is a fundamental human right - like health care or housing. Transit is a lifeline for many people. For many of my students, it can mean the difference between a job, safe housing, their own education. Transportation inequities are particularly pervasive manifestations of injustice, as they directly result in a lesser quality of life. **Transit justice is climate justice, education justice, racial justice.**

Despite such a large tax dollar investment, frontline communities in poverty are significantly excluded from the very decision-making processes that shape their day-to-day lives. I am here today to be Up With Riders, and we demand:

- free/fare-less transportation,
- Dedicated bus-only lanes,
- Service expansion to communities pushed to the edges of our region, and
- A rider advocate program as an alternative to policing

Do the right thing because this Metro transportation bond presents the possibility for our communities to live dignified lives. Don't pass up the opportunity to do more than only benefit a wealthy few, end the criminalization of poor people on buses, and help Portlanders have access to the clean air we deserve!



902 SW Shaker Place
Portland, Oregon 97225

Hello— my name is Susan Bladholm, founder and president of Friends of Frog Ferry. We are a grass roots, nonprofit effort of 1,000 supporters and stakeholders and are championing equity and access for all. Our supporters include business leaders, community advocates, transportation planners, elected officials, and regional residents. I've shared a list of 80 letters of support with you today.

I am here today to talk to you about adding a new mode to your transportation thinking: river transit. Every major river city in nation has a ferry service, except for Portland. Ferries works so well that most of these cities are expanding their service.

A commuter ferry service from Vancouver to Portland, with xx stops along the Willamette at key points, could:

- **Reduce congestion**
- **Reduce greenhouse gas emissions**
- **Remove thousands of cars from the road every day**
- **Build Resiliency and Emergency Response**
- **Enhance Community Livability and...**
- **Provide jobs and connect workers to workplaces**

For two years, we have worked with our public transit agencies—since no-public transit agency wants to lead the effort—and ask for you to support this bold initiative, so we can fund feasibility studies and tap into FTA funding for capital construction. You know that an effective transportation system works best when there are multiple ways for people to get around, and it's time we buck the status quo and innovate to include a ferry service in your T2020 package. Thank you.