

Transportation Funding Task Force

Meeting 19

Written Testimony

Sent: 2/24/2020
From: Keith liden <keith.liden@gmail.com>
Subject: Regional Transportation Measure

I support the types of project proposed in the measure. If implemented correctly, they could do much to provide safe and convenient pedestrian and bicycle access to transit. However, if the transit corridor improvements look like what is being proposed in the SW Corridor Conceptual Design Report, this very expensive measure will do little to move the needle from autos to active transportation. SW Corridor proposes a generally good design for accommodating pedestrians and cyclists on Barbur. However, the project demonstrates little appreciation for the importance of safely and conveniently reaching Barbur and the MAX stations on foot or by bike. The routes connecting with Barbur will largely remain as is. If implemented as shown, folks will find little to no improvement for walking/biking to Barbur and transit. Driving to a park and ride will be your best bet.

If this is the way the other corridors in the measure will be “improved”, I’ll probably be a reluctant “no” vote because it will largely be a waste of a huge amount of money.

Sent: 3/3/2020
From: Mark Sowell <oregoncoast93@gmail.com>
Subject: Max Overcrossing Bridge on 185th

The Project is to Build a 185th Ave Bridge Overcrossing Baseline and Max Tracks.

The one on Murray Blvd has a Overcrossing Bridge and will do that for 185th Crossing and Separate.

It will cause lots of Delays and Road Closing on 185th. Removing the Level Crossing and Removing the Traffic Signal and Demolishing the Nursery Home Eastside of 185th and Southside of Baseline Road to make more room for new connections on Baseline and 185th Intersections.

Sent: 3/4/2020
From: Gordon Kelley <nodrog@hevanet.com>
Subject: Highway 99 suggestion

Hi.

I live near Highway 99 in Tualatin.

My main issue with 99 (and with Tualatin in general) is that it’s not safe to bicycle on it. Take a look at how Portland has expanded their bicycle infrastructure to make it more feasible and safe on larger streets and consider applying the same thinking to Highway 99. I really miss bicycling, but it’s just not safe there and there are almost no side roads that go for any distance to take instead of 99.

So, one option would be to make pass-throughs between the parking lots along 99 to allow bicyclists to commute and not be on the main road. Just a thought. Whatever you can do to improve the feasibility and safety of bicycling in Tualatin and Tigard would be greatly appreciated.

thanks

Gordon Kelley

To: Metro Transportation Funding Task Force
From: Doug Allen
Date: March 4, 2020

By now, you have heard that the T2020 corridor investments are not expected to produce much reduction in greenhouse gas emissions or much increase in transit ridership. These investments simply do not move us a meaningful amount toward our regional and statewide goals.

Do the program investments under consideration make up for this need? If not, you as a committee should include in your recommendations to the Metro Council, a finding that the package of T2020 investments does not provide for necessary GHG reductions and transit mode share increases, and they will have to be funded from some other source.

If transit is going to provide significant benefits in reducing congestion, reducing greenhouse gas emissions, and improving equity outcomes, our transit mode share must increase greatly from its current low single-digit level. This will require investing resources in ways that actually increase ridership in proportion to the expenditures.

What this region has been doing for the past two decades has been to under-invest in bus service and spend significant funds on capital projects that have placed a big burden on TriMet's payroll tax revenues in the form of continuing bond payments. Transit has not been meeting past regional goals, and does not appear on track to meeting the goals of our current (2018) Regional Transportation Plan.

Looking back to the year 2000, the Regional Transportation Plan had a goal of 551,757 originating transit trips per weekday by 2020. Starting from 207,400 originating fixed route weekday transit trips in year 2000, this would have required a compounded growth rate of 5 %.

TriMet's ridership report shows, for FY 2019, 237,563 average weekday originating riders, less than half of this region's 2000 goal.

Why did this happen?

Bus service was cut by 5% in 2005, and again in 2010 by about 12%. Rides per capita peaked in about 2004. This region failed to make the investment we knew we needed to make, and the result could have been predicted.

It wasn't only bus service that failed to increase. The MAX Blue Line to Gresham has roughly the same level of service today that it did in 1990. The whole MAX system has limited ability to increase service on existing routes due to lack of capacity through the Rose Quarter and Steel Bridge bottleneck, and MAX ridership has also stagnated in recent years.

The fact is that if you want more transit riders, you need to provide the service, and you need to have a well-designed system that facilitates connections between bus and rail.

Here is TriMet's official position on this topic:

"The service we supply must respond to the demand for mobility and access via transit. Now, in reality, this is trickier than it sounds because, unlike some other goods and services, the demand for transit is actually related to the supply. More frequent service produces more demand because the service has become more convenient."

[from page 5 of TriMet's "Service Guidelines Framework"

<https://trimet.org/pdfs/tip/serviceguidelines.pdf>]

Attached is a graph showing the relationship between TriMet bus ridership and revenue hours of bus service, information that is available on the TriMet web site. It should be pointed out that in recent months, as TriMet has increased service, ridership seems to be responding to that increased service. Unfortunately, the amount of money TriMet receives from HB 2017 (STIF) can only provide a limited, perhaps 10% total increase in service.

The most recent capital projects have not been as cost-effective as the original two MAX lines. A major reason is that they have not been well-integrated with high-quality intersecting bus service. Even the original MAX line has been hobbled by lack of investment. The Draft Environmental Impact Statement for the first light rail to Gresham stated the intent to build a grid bus system for east Portland, and provide rail service at 10-minute frequency. The MAX still has only 15-minute frequency between Gateway and Gresham today, and finally a new bus route on 162nd Ave that feeds into MAX. TriMet's response to changing demographics has been late and inadequate, and their "Red Line Extension" project impedes their ability to address this inequity.

It is not possible to design a transit system that can serve the majority of trips that people want to make, if single-seat rides are the focus of system design. This not only puts a low ceiling on the environmental benefit that our transit system provides, but it also fails to correct the equity imbalance in which transit-dependent people suffer from lack of choice and long commute times in comparison to people who have access to an automobile.

To improve ridership and equity, we must create a transit network with high coverage, high frequency, a long span of service, and suitable route connections. The Tier 1 corridor projects address access and safety, but these benefits are not universally available throughout the system. They also address speed, but only on a limited portion of the network, and this benefit is significant only during peak periods. The majority of transit ridership occurs outside the peak.

Gas tax money and tolls on freeways should pay for the Tier 1 Corridor projects, and Metro's authority to collect other taxes, such as income or payroll, should be saved for providing service, something that we can't spend gas tax money on.

In the 2018 RTP, the "Regional Transit Strategy" (page 104) describes a "2040 Strategic" transit system with 1,197,600 average weekday boardings. In FY 2019, TriMet carried 305,203 average weekday boardings. To meet this 2040 goal requires a 7% compounded growth rate. The RTP "fiscally constrained" goal is 1,084,520 weekday boardings, a 6.5% growth rate. The "no build" scenario shows 740,000 weekday boardings in 2040, a 4.5% compounded growth rate. [Note that the current RTP uses "boardings" whereas the 2000 RTP used "originating riders" which attempts to account for transfers. I have tried to match data so as to compare apples to apples.]

I respectfully ask this Task Force, when making your funding recommendations to the Metro Council, to include a full disclosure of the extent to which the funding package does or does not move this region toward regional climate and transit ridership goals.

Sincerely, Douglas R.

Allen
734 SE 47th Ave. Portland,
OR 97215

Comments on Metro Transportation Task Force meeting
February 19, 2020
and
On Tier 2 Proposals

I attended the December and January as well as the most recent February 19 Task Force meetings. While I was impressed with the progress and consensus that was made on the Tier 1 projects, I was generally unimpressed at the February meeting at which the Tier 2 proposals received preliminary discussion.

Briefly (with more detail below) several of the projects lacked vision, the presenters seemed unable or unprepared to answer most complicated questions, and the presentations were weak (e.g. the use of static photos showing traffic problems is largely irrelevant).

I offer these comments for consideration with the realization that my perspective is somewhat limited and that I have not studied supporting documents in great detail.

Basic Principles and Assumptions

Before I go into the detailed comments, I need to present my basic assumptions, not all of which task force members might agree with.

#1: On Purpose: The underlying purpose of a public transportation system is fourfold:

1. To move people from home to work and back in a safe and efficient manner (this includes access to childcare options),
2. To facilitate people with disabilities or illness in trips from home to medical care, also in a safe and efficient manner
3. To allow people who do not have vehicles to access commercial areas for the necessities of life (food, clothing, medical supplies) - also in a safe, efficient and convenient manner
4. To move students between homes or work and educational establishments in the same manner.

These are all equity issues since they primarily benefit people with limited means or n marginalized communities. Safety is also a key element of all these goals. Safety and equity take on a very different perspective if these 4 goals are not met...i.e. a system that is inconvenient, unsafe, and costly is inherently inequitable.

#2: On Congestion: Adding more lanes to control congestion does not work. Likewise, demand tolling does work. The former precept applies only once urban routes have three lanes for safety. Tolling may require special rules and

exemptions to avoid negative equity issues but, in a cellphone era, these can be easily designed. It is also clear that congestion is due primarily, but not exclusively, to the first transportation goal, i.e. moving workers to and from home.

#3: On Emissions Reductions: A public transportation system will never be energy neutral...moving large masses (and I mean materials) takes energy. A more effective system that encourages ridership over private vehicles will usually be more efficient, but intensive systems are always somewhat "density" limited. It is hard to imagine a near-term future in which private vehicles will not be important.

#4: On Externalities (Particularly Fuel Prices)

It is obvious that, currently, the oil and gas industry receives massive subsidies and hence American fuel costs are very low by world standards. If petrol were priced as it is in most of the rest of the industrialized world, public transportation would receive significantly more ridership, show greater environmental benefits, and support more comprehensive projects. It is reasonable to assume that fuel prices will slowly rise with the reduction of subsidies but no dramatic increase is predicted for the near future.

On Tier 2 Concepts

Note: I have not reviewed or commented on the Sunset Highway proposal.

Proposals A: Hwy 43

This is a nice project and I hope it gets built, but sadly, does not really meet all of the criteria set by Metro for transportation funding. Its impact on equity is minimal since it goes through largely affluent neighborhoods. The addition of better traffic flow features (such as pullouts) will provide some congestion benefits, but, since grade crossings and traffic lights will not be eliminated, these benefits will be limited. The improvement of the bicycle lane structure **will dramatically improve safety** but only marginally improve congestion since the commute distances into downtown Portland (from Oregon City and its more affordable housing) are quite long. It was distressing that the presenters could not answer basic questions and were not able to articulate a vision of how this project fits into the overall transportation network. Everyone agrees that Hwy 43 needs attention since it is the only "southern tier to downtown" route, other than I-5, on the west side of the Willamette. However, this project was not placed in the needed context of a vision for an enhanced Hwy 43 corridor. The bikeway design is similar to systems used in Europe and should be encouraged throughout the region.

Overall I would give this project the following grades: Safety - A; Congestion - C; Equity - C+

This corridor needs a full restructuring, particularly in the downtown Lake Oswego area, in addition to the proposed "cosmetic" safety enhancements, perhaps to be replaced by rail transit since BRT is not likely to be practical.

Proposal B: Hwy 217

The presentation for this project suffered from the following problems: lack of overall vision, too Beaverton-centric, and too poorly thought out to have an impact. Also, the presentations for this were quite vague and the details of the benefits cloudy. Hwy 217 is clearly a critical artery for the Westside and, in fact, it would be easy to argue that a 2nd corridor further west is needed since the population and employment centers have move further west. So it is clear that, without a new corridor, reduction of congestion throughout its entire 217 length (West Haven to Lake Oswego) is necessary to improve equity by making it more efficient for people to reach employment opportunities in Beaverton, Tigard Hillsboro, and Lake Oswego. Sadly, the presentation seemed to focus only on benefits in s limited Beaverton core area. I did not hear an overall concept, even if this project would not achieve it, of 217 as a 21st century people-mover corridor.

The proposal as presented did not clarify how 217, as a vision, will be a key element in a regional transportation structure or how the proposed project would support a larger energy saving and congestion reducing goal. It also did not address specific "equity" improvements, such as reduction of travel times and better "on-time" work situations. Nor did it address reconnection of communities bifurcated by 217 - of which there are relatively few. It would promote added safety by changes in some intersections but the presentation was sparse in terms of the specific accident benefits - injuries, fender benders, vs. fatalities. The presenters should have been able to discuss the reduction in all types of accidents and their economic and social impacts.

My view of a larger contextual vision for Hwy 217 would include the following elements:

- Lane enlargements to 3 lanes both ways
- Planning for a MAX link between the Beaverton transit center and a Tigard SW Corridor stop, perhaps adding to WES.
- Alternatively, rapid corridor bus service along 217 to service employment and commercial areas
- Some of the lane and ramp changes proposed

Hwy 217 is not inherently suitable as a bicycle or pedestrian route but will remain a vital N-S corridor in eastern Washington County. However, to improve Hwy 217, planning needs to be made for routes that connect SE Washington County with the major employment centers. I did not hear substantive discussion along these lines.

My grades for this project would be: Safety - C+; Equity - C; Congestion - C-.

Proposal C: Hwy 99W feasibility Study

Although this proposal was only for a comprehensive study, it seemed, like projects proposals for Hwy 43 and 217, to lack a larger 21st century vision context. The lack of a larger vision and the inability of the proponents to answer detailed questions from the task force was unfortunate.

Hwy 99W is a key corridor. It is also a very large proto-freeway that has not received sufficient attention in planning for a mid-21st century future. Everyone realizes that it should have been a limited access highway all the way to I-5, but that would be difficult to accomplish at this point.

From a larger perspective the study proposed does not seem to address some of the basic large context questions, as follows: (not necessarily in order of importance).

- 1) What are the objective congestion conditions (duration, periods, etc.) and do these pose significant economic impediments to development of the area?
- 2) Does the roadway, with or without out new lanes, have the capacity to deal with planned populations densities in the King City area?
- 3) What are the best solutions for community bifurcation, particularly in King City and Sherwood, but also in area north of Tigard?
- 4) Is there capacity to add mass transit options (either BRT or rail) to the current configuration and what loads could they carry. (I would suggest there is available space, largely from Tigard south, with more problems northwards).

I would be surprised to find that Hwy 99W is a serious safety concern through since in most places crossing is simply not feasible by foot, but some areas maybe cause problems.

Overall, I think Hwy99W should receive a comprehensive 21st Century concept plan that includes bicycle, mass transit, and individual vehicle components, and that recognizes that it is a major artery into (and out of) the metro core. The limited study as proposed seems unlikely to produce a 21st century transportation concept that this vision

This project is hard to grade since it is a preliminary study.

Proposal D - Sunset Corridor

This proposal has not been reviewed.

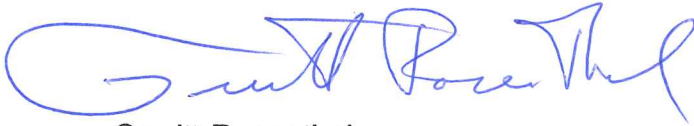
Vehicle Hub Concept

I have long since proposed the concept of preparing for a future when small, autonomous, electric vehicles might be used as a means to facilitate access to larger transportation nodes such as MAX stops or transfer centers. It is conceivable that people will be able to call such vehicles along fixed routes using existing technology and thus expand easy access (and equity levels) to hubs. I have not seen any discussion of more future oriented concepts in the current Tier 1 or Tier 2 Planning.

Overall

Before the Tier 2 projects are funded, it would seem they each need to be placed in a larger context of the needs of a mid-21st century transportation system. As presented, they appeared to be more or less effective "Band-Aid" approaches. Improvements on Hwy 43 would have significant safety benefits; the Hwy 217 project needs a larger perspective that addresses regional concerns, and the Hwy 99W study proposal needs to have a significantly larger regional context.

Thanks for this opportunity to comment



Gerritt Rosenthal
Tualatin
Candidate for Metro District #3

I would be happy to make these available electronically.



GETTING THERE TOGETHER

March 4, 2020

www.gettingtheretogether.org | info@gettingtheretogether.org

Dear Task Force Members,

The Getting There Together Coalition (the Coalition) formed in 2017 in response to growing concerns that the Portland metropolitan region wasn't adequately planning to build the comprehensive infrastructure and transportation system in a way that effectively responds to the needs of people who live, work, learn, practice spiritually, and play in the Metro region. The Coalition is comprised of more than 60 member- and mission-based organizations in the region that work with stakeholders, businesses, and community members, including communities of color, transit riders, youth, older adults, people with disabilities, and the most vulnerable users of the roadway and transportation system.

Programs | How We Evaluated These Investments

Similar to our approach to corridor prioritization, prioritizing racial equity is important as we consider any program: Centering people who use the system will inevitably lead us in accomplishing our region's climate, safety, and racial equity goals. While the Coalition has prioritized certain programs based on what community has asked for and demonstrated as a need, we recognize the value in all programs under consideration. The Coalition's program priorities are based on the following considerations:

- Which programs address safety issues that may not be covered in the corridors approach?
- Which programs best complement potential enhanced rapid transit that could come from the investments in corridors?
- Which programs best address anti-displacement and help to repair past harm to communities who have been affected by displacement and gentrification in our region?
- Which programs best help address barriers to accessing public transit, especially for low-income people, youth, elders, and people with disabilities?
- What programs best address personal safety issues related to walking, biking and taking public transit in our region?
- Which programs best address the region's climate emissions reductions goals?
- Does this program prioritize community priorities as reflected by public input and testimony?
- Is this a program identified as a need by communities of color, low-income communities, and other historically marginalized groups?

Programs | Considerations and Our Priorities

Safe and Livable Streets - Safe Routes to School, Safety Hot Spots, Active Transportation Connections, and Main Streets Revitalization

Coalition Considerations:

- Regional “equity focus areas” must receive project prioritization and funding first, and include robust community input.
- Many of the programs in this category overlap and should be considered together for funding.
 - For example, funds from safety hot spots and active transportation connections should consider nearby safe routes to school needs, and vice versa.
- All programs must demonstrate a clear benefit for and prioritization of people who walk, bike, and access transit, and projects cannot benefit drivers if they will negatively impact people who walk, bike, and access transit.
- Active Transportation Regional Connections funding should be increased to account for some larger regional connection needs, such as bridges.
- Participatory Budgeting should be considered with this set of programs as a means to tap expertise of community to propose and develop projects and solutions on the ground, while building civic knowledge and education. This is an opportunity for Metro to share power with the community and collect data about their priorities.

Our Priorities: *The coalition prioritizes Safe Routes to School, Safety Hotspots, and Active Transportation programs. These programs can and should be leveraged together to increase their impact and benefits, and investments should lead with racial equity.*

Community Stability - Anti-Displacement Strategies, Multifamily and Missing Middle Housing, and Future Corridor Planning

Coalition Considerations:

- The Coalition understands that 2% of capital project dollars will be invested in anti-displacement measures; given historical injustices caused to Portland’s communities of color from transportation projects, is this value high enough to meet the needs of the region’s vulnerable communities?
- More details are needed: what exact policies or investments is Metro targeting in their anti-displacement efforts? Are they working with other Anti-Displacement committees or organizations to develop region-wide goals?
- What does success look like with anti-displacement strategies, and how will it be measured?
- Housing investments should be permanent, and affordability requirements on housing should not sunset or expire.
- Housing investments should be within ¼ mile of an existing or planned high frequency public transportation, such as bus lines or light rail lines.

- Affordable and middle housing should be diverse in design and intended occupants, including housing for small families, multigenerational households, and those housing insecure.
- Housing should be deeply affordable, and offer a variety of options at a variety of affordability options measured in Median Family Income.
- When feasible, projects should be mixed use and allow for small business opportunities.
- Given the urgent and frequent requests for increased transit lines, including frequency, and reliability, we would like to see dedicated funding for transit network planning.

Coalition Priorities: *The Coalition places a high priority on anti-displacement policies and investments, and multifamily/middle housing. Metro should be actively working to combine these programs to increase their effectiveness and impacts to communities of color and displaced communities. The Coalition would like to see transit network planning included under Future Corridor Planning.*

Future Transit - Better Bus, Student Fare Affordability, and Transit Vehicle Electrification

Coalition Considerations:

- Community members have come forward consistently, and for years -- through the RTP, local plans, and during the Task Force process -- to indicate that better and affordable bus service is their priority.
- In conversations with our Coalition members, getting buses out of traffic, increasing frequency and new transit lines, and ensuring affordability for youth are very high priorities.
- Better Bus funding should be prioritized to boost frequency and reliability in transit-poor parts of the region; should include amenities like shelters, safety lighting, and real time transit tracking; and must ensure bus stops are located close to marked/signalized intersections for easier transfers, or that safe access is established for users to cross roadways.
- Student Fare Affordability should cover all youth aged 18 & under and be available on a year-round basis.
- Electrification of the transit fleet should be prioritized in equity focus areas and areas with the worst air quality in the region.

Coalition Priorities: *The Coalition prioritizes Better Bus and Student Fare Affordability. As a coalition, we cannot overstate the value that a regional YouthPass available to all youth 18 & under, 365 days a year, would have an enormous positive impact to our region's families, regional climate emissions reduction, transit mode share, and increased ridership goals, and build the next generations of transit riders.*

Racial Equity Analysis | Our Questions & Recommendations

In the creation of this measure, the Task Force and Metro Council recommended several values: action on climate change, improving community safety, and leading with racial equity. We are glad to see this analysis completed, and to provide the Task Force with some considerations and questions around the racial equity analysis for project investments. The racial equity analysis is a great tool to help us begin to understand how we should be thinking about prioritizing our investments. **Although the racial equity analysis for project investments will not influence which projects are or are not included in the measure, it should serve as a**

guide of accountability, that allows for additional analysis as the Task Force and Metro Council finalize their program recommendations, decide on Tier 2 investments, and contemplate the best financing mechanisms that are available for the measure. We call on Metro to apply their racial analysis tool towards the program investments and financing mechanisms. We believe this will provide a better understanding of how and where these investments should be prioritized in the equity focus areas throughout the region, and ensure the entire package can advance the racial equity goals.

The Coalition suggests you consider the following questions in relation to the racial equity analysis for project investments and any future racial equity analysis completed for this measure:

- Can this data be broken down more granularly to corridors, and even the project level?
 - If the number of certain investments (such as crossings) can be counted, seeing which corridor proposals and investments most benefit communities of color should be possible.
- How does this inform policies and investments around anti-displacement within the measure?
- How will Metro be engaging with people of color living in focus areas to inform investments?
- Are there benchmarks for access, affordability, and safety that will help us understand the progress being made on racial equity goals?
- How can programs be sequenced or prioritized in racial equity focus areas?

Most Important though: How is success in racial equity being measured, and what does success look like? ***Specifically, what are Metro's and the T2020 Task Force's racial equity goals, and how will they be measured? Otherwise we will be defining success in racial equity as whatever the final outcomes are, rather than intentional goals that are rooted in the needs of our communities of colors.***

Thank You!

Overall, we know that these programs have the power to bring real and transformational changes to every corner of the region. While we have called out some of these programs as priorities, we encourage the Task Force to lean on their values, particularly racial equity and the analysis around it, when considering and weighing potential investments. On a similar note, while we as a coalition have prioritized some of the programs, we recognize the full suite of programs helps meet the diverse needs in the region, and we stand ready to learn more detail about how programs can help serve the region's most marginalized and underserved.

As we begin to move closer to the final stages of the Task Force process, we want to thank you as members for your time and dedication to our region. The questions put before the task force on this measure's projects, funding mechanisms, and now programs are all complicated. The Coalition continues to feel that a collaborative process rooted in the Task Force's values of safety, climate action, and particularly racial equity in regards to this measure's funding mechanisms, is the best way to create a transportation measure that can aspire to and achieve something transformational for everyday Oregonians.

Sincerely,

The Getting There Together Coalition



March 4, 2020

To: Metro Transportation Funding Task Force

RE: Support for inclusion of Kellogg Creek Dam Removal & Pedestrian Crossing in Metro T2020 Funding Package (McLoughlin Boulevard Transit Corridor)

Dear Members of the Task Force:

The North Clackamas Watersheds Council (NCWC) seeks to improve water quality through partnerships with public and private entities, habitat restoration projects and community education, and advocacy for the protection and enhancement of our watersheds' fish and wildlife habitat. Our mission is to protect and enhance our watersheds' water quality, fish, and wildlife habitat.

We urge you to prioritize the removal of Kellogg Creek Dam and a new pedestrian undercrossing below McLoughlin Boulevard in the heart of Downtown Milwaukie among proposed projects for the Metro T2020 funding package. This area and this project are critical for transportation connections between road, transit, and trails, as well as reducing the impact of transportation on watershed health in a rapidly growing part of the region. Restoring a free-flowing Kellogg Creek and improving the related crossings is critical for breaching the pedestrian barrier created by McLoughlin and the barrier to fish and wildlife passage created by the dam connected to the highway.

An initial investment by Metro to help reconstruct the bridge where Kellogg Creek crosses under McLoughlin Boulevard will reconnect the Willamette River with its natural floodplain at this site and could spur private investment in the restoration of Kellogg Lake. With a free-flowing Kellogg Creek, restoration would pencil out as a privately funded mitigation project and may also qualify for future funding possibilities through WRDA, STIP, OWEB, or other sources. The Kellogg-Mt. Scott Creek system is a major habitat linkage and wildlife movement corridor between the Willamette River Greenway and large, protected natural areas in the uplands to the east of Milwaukie and I-205. Crossing McLoughlin Boulevard is often impossible for fish and is *always* perilous for terrestrial wildlife including beaver, coyote, skunk, and fox, often with tragic results from wildlife-vehicle conflicts. A new crossing would offer wildlife a safe means of accessing their native habitat on both sides of the highway and moving freely between the

uplands and floodplains.

This segment of McLoughlin Boulevard carries over 31,000 vehicles per day, and many people feel unsafe crossing McLoughlin to access Milwaukie Bay Park from Downtown (or vice-versa). Reconstruction of the Kellogg River crossing could include a trail component that would provide safe and equitable access for all people who wish to move between Downtown Milwaukie and Milwaukie Bay Park. At this location, a trail would provide premier access to the Downtown Milwaukie MAX Station and the South Downtown area that is seeing a new wave of investment in developments of urban housing and services.

We see this as an opportunity to link two major bond measures in the recently passed Nature for All (2019) and the T2020 funding package, as well as an opportunity for Metro to do what it does best: catalyze a project of regional impact to leverage resources from other partners to realize a great public benefit. We hope you will agree, and will choose to prioritize a free-flowing Kellogg Creek as part of the T2020 funding package in the McLoughlin Corridor.

Very sincerely,

Joseph P. Edge
Chair, North Clackamas Watersheds Council



4 March 2020

It's not an easy thing to deploy new technology seamlessly while continuing to provide uninterrupted transit services. The T2020 Corridor projects can be planned separately, but the fleet transition to zero emissions involves complex constraints, requirements, decision criteria but above all, adequate investment planning. If this has been accomplished to date, it is a well-kept secret.

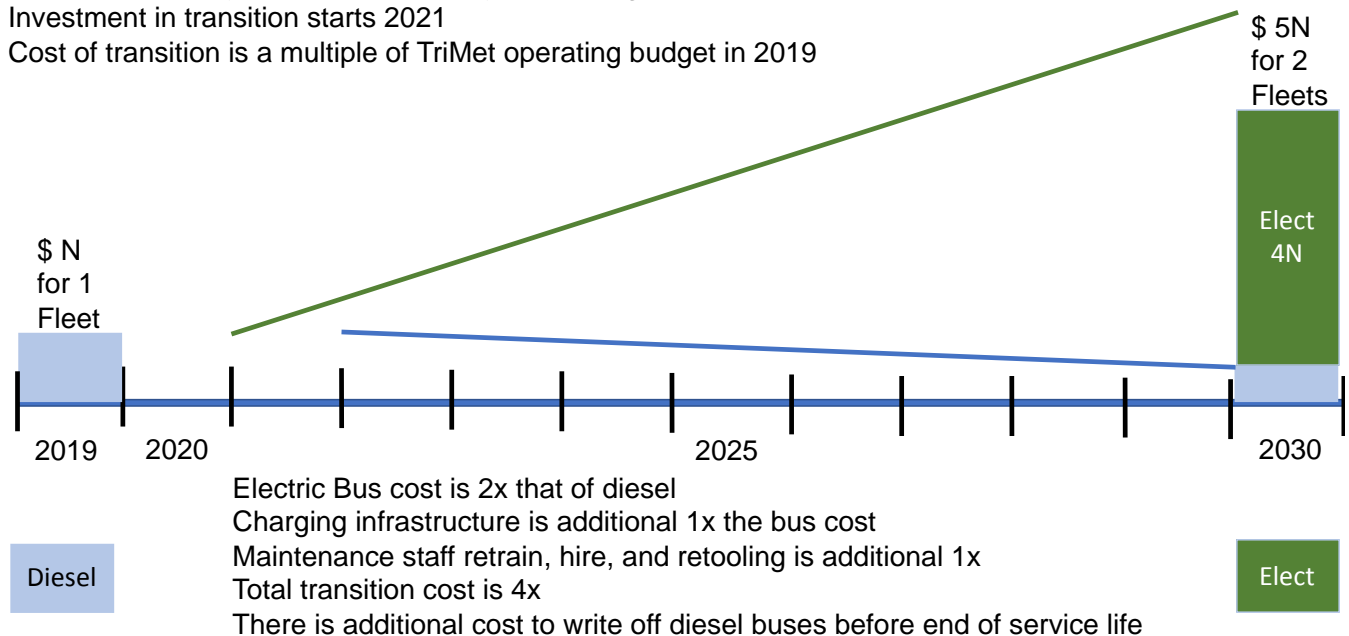
Here's what we know. Last week TriMet committed for the record to field 60-80 zero emission buses in 4 years. This is a verbal sound bite. The date certain is not certain – by 2024? By 2025? Every year of pollution from the diesel fleet is another year of deferred action on public health.

Regardless, this is only 15-20 buses per year. The need is to deploy 400 zero emission buses by 2030, which translates to 40 per year. The cost to meet any goal has not been quoted by TriMet so how can anybody put together an integrated investment plan? This is needed for funding requests.

To help get some serious planning on the table, considering that the cutoff for the 2020 funding measure is fast approaching, this graphic depicts generally the fleet transition cost model. This approximates a ball-park number for discussion purposes. N is the dollar cost operating budget including bus buys.

The 400 Bus Transition

Acquire 50 Battery Electric Buses per year starting 2022
 Investment in transition starts 2021
 Cost of transition is a multiple of TriMet operating budget in 2019



Pro bono.
 Tracy Farwell, Engineers for a Sustainable Future, Action Committee
change@esf-oregon.org



References

ODOT

<https://www.oregon.gov/ODOT/RPTD/Pages/electrification.aspx>

[Kathy Holmes](#)

Capital Program Coordinator

503-986-3410

Transit Publication

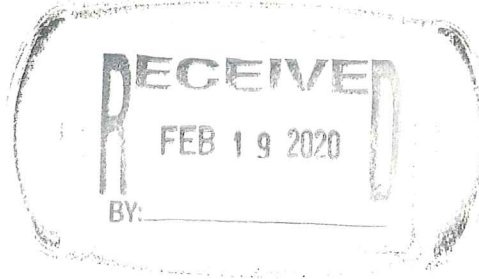
Fleet Transition Factors to Consider

<https://www.metro-magazine.com/zero-emissions/article/736092/zeb-series-four-key-considerations-for-any-zeb-fleet>



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February 12, 2020

METRO Council
Metro Regional Center
600 NE Grand Ave
Portland, OR 97232-2736

RE: Support for West Linn's T2020 Grant Application for Highway 43 Bike/Ped Improvements Project

Dear Metro Councilors,

On behalf of the Lake Oswego's City Council, I'd like to confirm our support of the West Linn Highway 43 Bike/Ped Improvements Project that is being considered for T2020 funding. The City of Lake Oswego's own Transportation System Plan that was adopted in 2014 identified a refinement study for an active transportation project along Hwy 43, consistent with the Connecting Clackamas Plan and the county's own TSP. With this proposed project, the refinement study for the portion within the City of Lake Oswego city limits could begin in earnest.

The City strongly supports improvements along this corridor to eventually provide for improved active transportation modes, and for improved safety for all users. Our staff look forward to working with our local and regional partners on this effort to enhance transportation in this corridor.

Sincerely,

Kent Studebaker
Mayor

cc: Lake Oswego City Council
Martha Bennett, Lake Oswego City Manager
John Williams, West Linn City Manager