

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Wednesday, June 4, 2025
To: Transportation Policy Alternatives Committee (TPAC) and Interested Parties
From: Grace Cho, Principal Transportation Planner, Metro
Ted Leybold, Transportation Policy Director
Jean Senechal Biggs, Resource Development Manager
Subject: 28-30 Regional Flexible Fund Bond Proposal (Step 1A.1) Updates

Purpose: To provide 28-30 Regional Flexible Fund bond proposal (Step 1A.1) updates and information on:

- Revised revenue forecasting and total bond funds available
- Roles of the MPO and Metro in the RFFA bond program
- Federal to local fund exchange
- Proposed legislative materials, including draft conditions of approval
- Public comment period results

Background & Context Setting

As part of the adoption of the 2028-2030 Regional Flexible Fund Program Direction in July 2024, JPACT and the Metro Council agreed to move forward in the development of a new project bond proposal, referred to as Step 1A.1. Following activities to solicit and evaluate potential projects and establish an estimated range of funds, JPACT acted at its March 20, 2025 meeting to forward for public comment a bond proposal totaling \$88.5 million for five regionally significant projects.

JPACT is scheduled to take action to approve a new Regional Flexible Fund bond at its meeting on July 17, 2025, and the Metro Council is anticipated to act on July 31, 2025.

The June TPAC and JPACT meetings are an opportunity to discuss the bond proposal and identify any outstanding issues before taking action in July. [Note: As TPAC is not scheduled to deliberate on this material until its meeting on June 6th, Metro staff will carry forward TPAC's input to the JPACT meeting on June 12th, as well as the Metro Council work session on June 17th.]

Discussion Questions

1. Are there any questions in need of resolution before taking action to recommend and approve the 28-30 Regional Flexible Fund new bond proposal (Step 1A.1)?

RFFA Revised Revenue Forecast and Total Bond Funds Available

At the March 20th meeting, JPACT referred for public comment a bond proposal allocating \$88.5 million in bond proceeds across five proposed projects, an amount \$4.5 million greater than the previously forecasted \$84 million. While the proposal upheld the adopted Program Direction bond principles, Metro staff explained that the increase in bond proceeds would ultimately reduce future revenues for Step 2 community scale projects. Metro staff agreed to examine options and return to JPACT with an update.

Since the March JPACT meeting, Metro staff have reviewed the Regional Flexible Fund revenue forecast according to the most recent annual federal appropriations. The updated forecast shows a total estimate of Regional Flexible Funds for federal fiscal years 2028–2030 at approximately \$161 million. This is an increase of \$8 to \$11 million in Regional Flexible Funds than the spring 2024 estimated of \$150 to \$153 million.

The increase in revenues can be attributed to:

- 1) higher Regional Flexible Funds carryover of unallocated funds from previous funding cycles; and
- 2) ODOT's updated forecast of Congestion Mitigation and Air Quality (CMAQ) formula funds, which are sub-allocated to Metro as the Metropolitan Planning Organization (MPO) and one of the federal funds programs to comprise the Regional Flexible Funds.

The Regional Flexible Fund carryover reflects the difference between Metro's Regional Flexible Fund estimate as of summer 2022 and the annual federal appropriations through today. The Regional Flexible Fund revenue estimates for previous fiscal years leading up to 2025 relative to the annual federal appropriations, yielded \$6 million in unallocated Regional Flexible Funds over the three-year timeframe.

The updated ODOT forecast of CMAQ formula funds results in an increase of approximately \$700,000 of CMAQ to add to the Regional Flexible Funds beginning in 2025. Metro can account for part of this increased amount in the carryover of unallocated Regional Flexible Funds. But with this increased amount of CMAQ, Metro assumes a similar level for future years as compared to the previous Regional Flexible Fund revenue estimates. Despite the CMAQ increase, Metro staff continues to use a moderately conservative approach in forecasting the CMAQ formula funds by not projecting any increased growth to the CMAQ sub-allocation beyond 2025.

In light of the updated 28-30 Regional Flexible Fund revenue estimate, Metro staff propose to use the increased revenues for bond repayment to meet the \$88.5 million proposed total allocation.

The carryover funds, available immediately for debt servicing, allows Metro to withdraw bond revenues prior to 2028 while the increased CMAQ funding allows for more Regional Flexible Funds available annually to place towards increased bond repayments. The increased bond repayment will be necessary through year 2034 to increase the bond proceeds to \$88.5 million.

Metro staff will continue to look for opportunities to reduce bond payment costs through methods such as utilizing existing Regional Flexible Fund capacity in a pay-as-you-go capacity for the candidate bond projects when working to match the schedule of bond revenue contributions to the five candidate project agreements.

Moving forward with the new Regional Flexible Fund bond requires clarity on 1) overarching decision-making roles and functions; and 2) mechanics to take out bonds which will generate the total allocated proceeds. A brief description of each is included below for the purpose of further understanding the draft legislative conditions of approval.

Roles of the MPO and Metro in the Regional Flexible Fund Bond

JPACT and Metro Council function as the MPO board and decision-making body over the allocation of certain federal transportation funds. This means the decision to pursue a bond backed by Regional Flexible Funds and the identification of projects to receive bond proceeds are in the purview of JPACT and the Metro Council. This is consistent with previous decisions to bond Regional Flexible Funds undertaken by JPACT and the Metro Council.

The significant different between previous Regional Flexible Funds bonding efforts and the new bond beginning with the 28-30 Regional Flexible Fund cycle is the local bonding agency, otherwise known as the borrower. Previous Regional Flexible Fund bond decisions allocated Regional Flexible Funds to TriMet led projects and which facilitated TriMet serving as the entity responsible for taking on the bonded debt and utilizing the upfront revenues for those projects. In this new

Regional Flexible Fund bond effort, Metro in its capacity as a public agency, not the MPO, is the borrower and the entity holding liability of repayment of bond debt. The Metro Council will ultimately serve as the decision-maker bond actions such as timing of bond execution and payment of bond revenues to projects. This is a new role for Metro where previously TriMet performed this function.

The Metro Council, as the board of the borrowing agency, will act as the oversight body for the Regional Flexible Fund bond. The Metro Council does not have the ability to unilaterally change the allocation amount and projects to receive bond proceeds as that remains a MPO decision. However, the Metro Council is not bound to issue bonds and if the Council concludes the conditions of the RFFA allocation decision cannot be met or for any reason it is not in the interest of the agency to issue bonds, the MPO will then need to decide how to proceed with changing the funding allocation decision.

Metro staff will keep JPACT apprised of any issues that may arise and will return to JPACT for any needed MPO board action.

Federal to Local Fund Exchange

A financial tool Metro often utilizes is the exchange of Regional Flexible Funds – federal monies – with local dollars. Fund exchanges allow for transportation programs and projects to proceed faster and with less cost from the federal oversight process.

The estimated amount of Regional Flexible Fund backed bond revenues assumes using local fund exchange to allow Metro, as the borrower, to take out bonds on the local bond market. Committee materials from January and February 2025 outlined this assumption in the single option bond. The local bond market allows for greater flexibility on the eligibility of uses of bond proceeds as compared to bonding federal funds. The flexibility allows for more favorable repayment terms, rates, and cost savings in reducing the number of bond programs federalized funds would need to utilize.

Fund exchange is executed by agreement between the lead project agency, in this case Metro as the local bond borrowing agency, and the agency providing local funds to the local borrowing agency, in exchange for the programming of federal transportation funds on one of its projects. The programming of the federal funding to a project led by the agency providing local funds, is approved by the MPO as an amendment to the MTIP.

Legislative Materials Preview and Draft Conditions of Approval

To prepare for the adoption process in July, the draft Resolution and funding tables are included as **Attachment 1** for TPAC and JPACT review.

For the projects receiving RFFA bond funds, conditions of approval will be incorporated as part of an exhibit to the legislation. The draft conditions of approval, included as **Attachment 2**, are organized under three different areas:

- 1) Legislative overarching bond conditions;
- 2) General legislative conditions applicable to all recipients; and
- 3) Project specific legislative conditions.

Public Comment Period Results

Following the action at the March JPACT meeting, Metro held a five-week public comment period that opened on March 26th and closed on April 30th. Metro used an online open house format—available in both English and Spanish—to educate participants about funding for large capital transportation projects, the tradeoffs of bonding Regional Flexible Funds at this time, and the five projects proposed to receive bond proceeds.

Participants provided comments on any of the five projects proposed for the bond, as well as respond to two optional open-ended questions asking for additional comments to share with decision-makers. Table 1 outlines summary statistics of the public comments Metro received.

Themes to emerge from the Step 1A.1 public comments include transportation safety concerns and safety for pedestrians and bicyclists, transportation infrastructure improvements for all users, leveraging funds while at the same time remaining fiscally responsible, the importance of economic and community development benefits from transportation investments, having the benefits of new and upgraded transportation infrastructure advance the mobility for all people, but especially the historically underserved, and supporting climate resilience and regional connectivity.

Table 1. Summary Statistics of Public Comments Received on Regional Flexible Fund Bond Proposal & Projects

	Online Open House Comments	Emails and Electronic Letters	Public Testimony
82 nd Avenue Transit Project	61	1	6
Tualatin Valley Highway Transit Project	50	1	5
Montgomery Park Streetcar Extension	39	2	3
Earthquake Ready Burnside Bridge	67	11	21
Sunrise Gateway Corridor Project	65	12	6
<i>Subtotal</i>	<i>282</i>	<i>27</i>	<i>42</i>
Comments on opportunities and challenges	139	N/A	N/A
General comments on bond proposal	100	2	1
Total	521	29	43

The Step 1A.1 Engagement Report, a summary of the approach and the results, is included as **Attachment 3**. The full text of comments is in the report appendices, which is included as **Attachment 4**.

The report and appendices can also be found on the Regional Flexible Fund New Project Bond webpage: <https://www.oregonmetro.gov/public-projects/2028-30-regional-flexible-funding-allocation/new-project-bond>

Next Steps

Table 2. outlines the near-term next steps in 28-30 Regional Flexible Fund bond proposal (Step 1A.1) process through adoption in July.

Activities related to initiating the new Regional Flexible Fund bond will occur after Metro Council adoption of the entire 28-30 Regional Flexible Fund Allocation which include the new bond, but also allocations committed to high-capacity transit bond repayments (Step 1A), region-wide programs and planning (Step 1B), and the award to the Step 2 capital projects. Bond-related next

steps include securing funding exchanges with various regional partners, developing project agreements with each lead agency, and the execution of the revenue bonds.

Comments and questions brought forward at the June TPAC and JPACT meetings will inform aspects of the legislative materials for adoption, as well as work to initiate the bond and project agreements. Metro staff will return to JPACT and the Metro Council if issues arise and any of next steps are not able to proceed.

Table 2. Next Steps in the 28-30 Regional Flexible Fund Bond Proposal (Step 1A.1) Process

Activity	Date
Step 1A.1 Public Comment: <ul style="list-style-type: none"> Issue Step 1A.1 public comment report 	May 30, 2025
TPAC: Step 1A.1 bond proposal updates <ul style="list-style-type: none"> Opportunity to discuss public comment received. Preview of draft legislation with draft conditions of approval Address miscellaneous items and next steps 	June 6, 2025
JPACT: Step 1A.1 bond proposal updates <ul style="list-style-type: none"> Opportunity to discuss public comment received. Preview of draft legislation with draft conditions of approval Address miscellaneous items and next steps 	June 12, 2025
Metro Council Work Session: Updates on Step 1A.1 bond & Step 2 allocation package options	June 17, 2025
TPAC: Request TPAC recommendations to JPACT to approve the 2028-2030 RFFA Step 1A.1 bond	July 11, 2025
JPACT: Request JPACT approve and recommend the 2028-2030 RFFA Step 1A.1 bond for Metro Council adoption	July 17, 2025
Metro Council: Adopt 2028-2030 RFFA Step 1A.1	July 31, 2025*

Attachments

- 1) Step 1A.1 Bond: Draft Resolution
- 2) Step 1A.1 Bond: Draft Conditions of Approval and IGA Provisions
- 3) Step 1A.1 Engagement Report
- 4) Step 1A.1 Engagement Report: Appendices A - E

tan Planning Organization (MPO) for the Portland
Department of Transportation to program federal
through the Metropolitan Transportation Improvement

the Federal Highway Administration (FHWA) to allocate
Grant (STBG) and Transportation Alternatives Program
of Transportation (ODOT) to sub-allocate and program
CMAQ) funds in the MTIP for the Portland metropolitan

commended by JPACT, the Metro Council adopted
f Adopting the 2028-2030 Regional Flexible Funds
and Metropolitan Area,” which resolution and policy statement
select transportation projects to receive federal transportation
of the regional flexible funds (the “RFFA Program

gram Direction documented support for the development of
g bonding of future RFFA funds; and

gram Direction provided parameters for the development of

RESOLUTION NO. 25-XXXX

)

)

) Introduced by Chief Operating Officer

) Marissa Madrigal in concurrence with

) Council President Lynn Peterson”

WHEREAS, Metro is authorized by the Federal Highway Administration (FHWA) to allocate and program Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funds and by the Oregon Department of Transportation (ODOT) to sub-allocate and program federal Congestion Mitigation/Air Quality (CMAQ) funds in the MTIP for the Portland metropolitan region;

WHEREAS, the 2028-30 RFFA Program Direction documented support for the development of a new proposal for funding of projects utilizing bonding of future RFFA funds; and

WHEREAS, preliminary funding analysis indicates a RFFA bond payment schedule as described in Table 1 of Exhibit A, is preliminarily forecast to provide bond proceeds to fund the projects in an amount consistent with Table 2 of Exhibit A; and

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WHEREAS, after consideration of the project evaluation, JPACT prioritized five projects as a potential bond package, consistent with the Program Direction parameters, for public and County Coordinating Committee and City of Portland comment of priorities; and

WHEREAS, JPACT has considered the Program Direction parameters for development of a bond package, the evaluation of bond candidate projects, public comments, County Coordinating Committee and City of Portland priorities, and

WHEREAS, on July 17, 2025 JPACT recommended approval of future RFFA funds in the amounts shown in Table 1 of Exhibit A for payment to fund administration and support of five projects in the amounts set forth in Table 2 of Exhibit A; and

WHEREAS, MPO staff will work with MPO affiliated agencies, including without limitation TriMet, Oregon Department of Transportation, Multnomah County, Clackamas County, and Metro, to determine the best approach for issuing revenue bonds secured by the commitment of federal transportation funds set forth in Exhibit A;

WHEREAS, the agencies will need to execute intergovernmental agreements to facilitate bond agreements; and

WHEREAS, if at the discretion of Metro and/or the MPO affiliated agencies, intergovernmental agreements and bonding are not executed from the payment schedule amounts in Table 1 of Exhibit A to provide project funding amounts to projects as shown in Table 2 of Exhibit A, MPO staff will return to JPACT and the Metro Council for alternative direction for the use of RFFA funds directed to bond purposes; now therefore

BE IT RESOLVED that the Metro Council hereby:

- Approves the commitment of federal transportation funds recommended by JPACT and shown in Table 1 of Exhibit A; and
- Authorizes the execution of intergovernmental agreements, in a form approved by the Office of Metro Attorney and consistent with this Resolution, that incorporates the commitment of regional flexible funds shown in Table 1 of Exhibit A for the uses and amounts set forth in Table 2 of Exhibit A.

ADOPTED by the Metro Council this [insert date] day of [insert month] [insert year].

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A to Resolution No. 25-xxxx

Table 1

Commitment of Regional Flexible Funds to Bonding for Capital Projects

Year	Current Commitment	New Commitment	Total
2028	\$17,280,000	\$10,000,000 ¹	\$27,289,000
2029	\$17,260,000	\$5,000,000	\$22,260,000
2030	\$17,240,000	\$5,000,000	\$22,240,000
2031	\$17,220,000	\$5,000,000	\$22,220,000
2032	\$17,190,000	\$5,000,000	\$22,190,000
2033	\$17,170,000	\$5,000,000	\$22,170,000
2034	\$17,150,000	\$5,000,000	\$22,150,000
2035		\$19,000,000	\$19,000,000
2035		\$19,000,000	\$19,000,000
2037		\$19,000,000	\$19,000,000
2038		\$19,000,000	\$19,000,000
2039		\$19,000,000	\$19,000,000

Table 2

Project Allocations from Bonding

Project	Allocation Amount
82 nd Avenue BRT	\$28,000,000
Earthquake Ready Burnside Bridge	\$10,000,000
Montgomery Park Streetcar	\$10,000,000
Sunrise Corridor	\$12,500,000
Tualatin Valley Hwy BRT	\$28,000,000
Total Allocation	\$88,500,000

¹ Allocation of \$10 million in federal FY 2028 includes carryover of forecasted and unallocated funds from years prior to federal FY 2028. Portion of these funds may be programmed in federal fiscal years prior to 2028 to optimize payment structure to maximize bond revenue proceeds and meet project schedule needs.

28-30 Regional Flexible Funds – Step 1A.1 Bond Draft Conditions of Approval and IGA Provisions

Legislative Overarching Bond Conditions

Due to the federal funding environment under the current administration and the need for large federal discretionary grants to deliver the proposed projects, Metro as the proposed borrower, will include conditions which address the circumstances and timing of issuing bonds. This is to protect Metro from the liabilities of drawing forward revenues if situations at the federal level or project level change or for other extraordinary events. These may be included as part of the legislative materials approving the Regional Flexible Fund bond proposal, but the final action of the bond will be at the discretion of the Metro Council as the borrower. Metro may also delegate the borrower agency to another agency willing to issue bonds consistent with this legislation. In such case, the board of that agency assumes the roles and responsibilities defined here for oversight of the bonding process, but not Metro Council's role as a part of the MPO Board decision making authority.

- Metro may choose to not pursue bonding of Regional Flexible Funds if the federal government decides to pause, eliminate, or drastically reduce federal transportation discretionary grant programs or formula funds.
- Metro may choose to not pursue bonding with Regional Flexible Funds without having necessary intergovernmental agreements in place to facilitate the exchange of federal Regional Flexible Funds to local dollars. The fund exchange must encompass a schedule to support long-term debt service that equates to \$88.5 million in bond revenues to support the advancement of all five projects.
- Executed intergovernmental agreements between Metro, the lead agency of the bond recipient projects and, if necessary, the project delivery agency, shall occur prior to Metro bonding Regional Flexible Funds and disbursing proceeds to the projects.
- Should Metro as the local borrower decide not to issue bonds, MPO staff will return to JPACT and the Metro Council as the MPO board for new direction for the use of regional flexible funds initially identified for bond purposes.
- Should all necessary fund exchange, bond arrangements, and project agreements proceed, Metro will seek to advance a first issuance of bonds when one or more of the FTA CIG eligible projects is ready to develop their formal request for a construction grant agreement.
 - If any one of the CIG projects has not yet submitted a formal request for a construction grant agreement by March 1, 2027, Metro staff will review the project schedules and work phases to be funded with RFFA bond proceeds of the Burnside Bridge and Sunrise Corridor projects and consider:
 - the viability of the package of five RFFA bond agreement projects still proceeding, and
 - the cash flow timing and needs from the RFFA bond agreement for the Burnside Bridge and Sunrise Corridor projects to proceed, and
 - options for alternative timing and methods of cash flow contributions to the five RFFA bond agreement projects that maximize purchasing power of RFFA funds while still supporting the agreed to contribution of RFFA funds to the bond package of projects.

- If the five projects remain viable within the timeframe of the federal fiscal year of 2028-30 RFFA funding, Metro will manage RFFA programming, bonding, and project cash flow consistent with the 2028-30 RFFA legislation and subsequent bond arrangements and project agreements.
- If a modification to the RFFA bond agreement package of five project needs modification because one or more projects is no longer viable within a timeframe of the federal fiscal year of 2028-30 RFFA funding, MPO staff, in consultation with TPAC, will return to JPACT and the Metro Council to seek new direction for the RFFA bond agreement.

The Metro Council, as the board of the borrowing agency, will act as the oversight body for the Regional Flexible Fund bond. Metro staff will keep JPACT apprised of any issues that may come back to JPACT as part of any needed MPO board action.

General Conditions – Applicable to All Bond Projects

- Bond proceeds are awarded to the projects, not to the lead agency delivering the project.
- Bond proceeds must be utilized on activities pertaining to the delivery of the identified project in the adopting legislation. The lead agency does not have the discretion to change the use of bond proceeds. The Intergovernmental Agreement between Metro and the lead agency will include change management procedures.
- The bond proceeds award amount in the legislation approved by JPACT and Metro Council is the total amount of bond proceeds available to the project. The lead agency is expected to resolve any cost overruns or unexpected costs to emerge. It is understood by the lead agency that Metro and the Regional Flexible Fund program does not have any further financial commitment or responsibility beyond providing the amount awarded.
- If a bond recipient project is determined to be unfeasible or is completed without expending all of the bond proceeds awarded, any remaining bond proceeds for that project shall revert back to Metro.
- The lead agency of the bond project is expected to execute an Intergovernmental Agreement with Metro prior to receiving or incurring bond proceed funded expenditures.
- As part of the Intergovernmental Agreement development and negotiation, the bond recipient, as the lead agency, is expected to receive Metro, and if necessary, project delivery agency agreement on and include the following:
 - A scope of work with defined milestones, deliverables, cost per milestone/deliverable, and outcomes for defining success for the project.
 - A detailed schedule for the delivery of the project according to the scope of work.
 - An updated project cost estimate and budget which specifies the use of the Regional Flexible Funds bond proceeds. [note: The cost estimate must include reasonable contingency based on current phase of project development.]
 - Identification of roles and responsibilities among the project partners, including Metro.
 - If necessary, Metro may require a supplemental agreement such as a Memorandum of Understanding codifying the roles and responsibilities of project partners.

- A financial plan which defines all match sources and the details of how Regional Flexible Fund bond proceeds will be used, including how the Regional Flexible Funds bond funded aspects of the project will be completed regardless of other funding constraints.
- A project funding contingency plan which outlines strategies for the project to deploy if an impact to the financial plan is encountered.
- Evidence of commitment of local matching funds, and all proposed project funds, to expend with the bond proceeds.
- Terms for determining how bond proceeds to the project may be withdrawn or disbursed based on the project circumstances and terms and procedures regarding any excess funds.
- Bond issuance will only take place if projects are ready to utilize the funding on an agreed upon project financial plan with funding from other sources secured or committed. If funding from other sources is contingent on the bond funds being committed, the project team will work with the bond agent to determine the necessary documentation to fulfill the stated requirement.
- All bond recipients are required to deliver the project scopes as written and described in the 2028-2030 Regional Flexible Fund adopting legislation and further defined and agreed upon in the Intergovernmental Agreement.
- All bond recipients are required to expend the local matching funds identified in the 2028-2030 Regional Flexible Fund adopting legislation.
- The bond recipient project team is expected to carry out public involvement processes and document the engagement activities. Public involvement activities at a minimum need to meet Metro public engagement guidelines and federal Civil Rights requirements. As appropriate, local data and knowledge shall be used to supplement analysis and inform public involvement.
- All bond proceed projects will include Metro staff participation in the following project development and delivery activities. Further definition of the activities and Metro's participation are expected as part of the development of the project Intergovernmental Agreements. These include and are not limited to:
 - Participation in project coordination meetings and reviews.
 - Participation in completing project initiation activities, including completing a project scoping document with a thorough scope, schedule and budget with milestones and deliverables.
- Bond recipients will support the regional data repository of the transportation network maps by providing to Metro the relevant network data to be added or adjusted according to the project. Metro will provide guidelines on network data submissions upon request.
- If the bond project includes Intelligent Transportation Systems (ITS) elements in the project scope, those elements will be consistent with National ITS Architecture and Standards and Final Rule (23 CFR Section 940) and Regional ITS Architecture.
 - This includes completing a systems engineering process during project development to be documented through the systems engineering form and submitted to Metro for inventory purposes. For further guidance, consult ODOT's ITS compliance checklist.
- Bond recipients implementing Transportation System Management and Operations (TSMO) elements will provide information to Metro on the TSMO elements for inventory purposes.
 - Metro will provide guidelines on how to provide TSMO data submissions.

- The bond proceed recipients shall acknowledge Metro as a funding partner. Acknowledgement will attribute credit to Metro on all project materials (print or electronic), such as reports, newsletters, booklets, brochures, web pages, and social media posts. Attribution on materials must read “Made possible with support from Metro.” If marketing is done with audio only, spoken attribution language must be “This project is made possible with support from Metro.” The local jurisdiction/sponsor delivering the project will include the Metro logo on all print ads, banners, flyers, posters, signage, and videos. Bond recipient will include the Metro logo on all marketing and advertising materials, both print and online (size permitting). Metro will provide partners with Metro logos and usage guidelines. Lastly, the bond recipient will extend invitations to Metro Councilors to attend events or engagements pertaining to the project.

Project Specific Conditions: Large Capital Transit Projects with Federal Transit Administration Capital Investment Grant Funds

82nd Avenue Transit Project

- Bond proceeds are only eligible for construction activities, unless otherwise requested and approved by Metro for other project delivery activities.
- Bond proceeds will not be released until a financial plan identifying committed funds for the project has been provided and vetted by Metro.
 - The bond recipient will specifically address the risks and mitigations to project funding as part of the finance plan and contingency plan.
- TriMet staff will coordinate with Metro staff on specific project delivery and monitoring activities:
 - MTIP and STIP programming to a realistic project delivery schedule to meet funding obligation targets.
 - Quarterly Progress Updates, providing updates on project delivery, including coordination activities with ODOT Region 1 leadership and the terminus property owner, and addressing questions raised by the Metro advisory committees.
- Before Metro can issue and dispense bond proceeds to the project, TriMet will need to certify to Metro that the project has achieved the required milestones to access the funds. Metro and TriMet staff will identify the milestones and certification procedures during the development of the Intergovernmental Agreement.

Tualatin Valley Highway Transit Project

- Bond proceeds are only eligible for construction activities, unless otherwise requested and approved by Metro for other project delivery activities.
- Bond proceeds will not be released until a financial plan identifying committed funds for the project has been provided and vetted by Metro.
 - The bond recipient will specifically address the risks and mitigations to project funding as part of the finance plan and contingency plan.

- TriMet staff will coordinate with Metro staff on specific project delivery and monitoring activities:
 - MTIP and STIP programming to a realistic project delivery schedule to meet funding obligation targets.
 - Quarterly Progress Updates, providing updates on project delivery, including right of way and coordination activities with ODOT Region 1, the Union Pacific Railroad, and the Portland Western Railroad, and addressing questions raised by the Metro advisory committees.
- Before Metro can issue and dispense bond proceeds to the project, TriMet will need to certify to Metro that the project has achieved the required milestones to access the funds. Metro and TriMet staff will identify the milestones and certification procedures during the development of the Intergovernmental Agreement.

Portland Streetcar Montgomery Park Extension

- Bond proceeds are only eligible for construction activities, unless otherwise requested and approved by Metro for other project delivery activities.
- Bond proceeds will not be released until a financial plan identifying committed funds for the project has been provided and vetted by Metro.
 - The bond recipient will specifically address the risks and mitigations to project funding as part of the finance plan and contingency plan.
- Before Metro can issue and dispense bond proceeds to the project, PBOT and TriMet will need to certify to Metro that the project has achieved the required milestones to access the funds. Metro, TriMet and PBOT staff will identify the milestones and certification procedures during the development of the Intergovernmental Agreement.
- PBOT and TriMet staff will coordinate with Metro staff on specific project delivery and monitoring activities:
 - MTIP and STIP programming to a realistic project delivery schedule to meet funding obligation targets.
 - Quarterly Progress Updates, providing updates on project delivery, including right of way and coordination activities with adjacent property owners, and addressing questions raised by the Metro advisory committees.

Project Specific Conditions: Large Capital Transportation Project with Federal Funding

Earthquake Ready Burnside Bridge

- Bond proceeds are only eligible for construction activities, unless otherwise requested and approved by Metro for other project delivery activities.
- Bond proceeds will not be released until a financial plan identifying committed funds for the remaining project shortfall has been provided and vetted by Metro.

- The project's financial plan will specifically address the details of the financial strategy of pivoting to TIFIA prior to expiration of environmental work if other discretionary funds are not awarded to complete revenues for total project cost.
- Metro staff will participate in the following specific project delivery & monitoring activities:
 - MTIP and STIP programming to a realistic project delivery schedule that accounts for meeting funding obligation targets.
 - Quarterly Progress Updates, providing updates on project delivery, including the right of way negotiation and acquisition process, and addressing questions raised by the Metro advisory committees.
- An oversight protocol will be developed as part of the Intergovernmental Agreement development to ensure the necessary milestones have been met prior to issuing and dispensing bond proceeds to the project.

Project Specific Conditions: Large Corridor Planning and Project Development

Sunrise Gateway Corridor

- As part of the negotiations on the intergovernmental agreement (IGA), Metro, ODOT, and Clackamas County will establish a separate agreement which defines the roles and responsibilities of each agency and decision-making. The IGA will also address participation in the planning and project development work for public transit service providers that serve the corridor.
- ODOT and Clackamas County staff will coordinate with Metro staff on specific project delivery and monitoring activities.

Note: Metro staff will continue to work with Clackamas and ODOT staff on project specific conditions relevant to the proposed scope of work for inclusion in the July 2025 TPAC and JPACT materials.



Engagement report

Public comments on the Step 1A.1
2028-30 Regional Flexible Funds bond
proposal.

June 2025

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. This means JPACT approves MPO decisions and submits them to the Metro Council for adoption. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

Project web site: oregonmetro.gov/rffa

The preparation of this briefing book was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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INTRODUCTION

Every three years, Metro leads a discussion among the region's residents, jurisdictional and public agency staff, and elected officials to select which transportation needs are to be funded with the region's allotment of federal transportation dollars, known as the Regional Flexible Funds Allocation (RFFA).

Regional Flexible Funds comprise of two federal grant programs:

- Surface Transportation Block Grant funds may be used for projects to preserve and improve conditions and performance on public roads, pedestrian and bicycle infrastructure, and transit capital projects.
- Congestion Mitigation/Air Quality Program funds may be used for surface transportation projects and other related efforts that reduce air pollution from transportation sources and provide congestion relief.

Metro is currently deciding how to invest an estimated \$150 to \$153 million in federal funding available in the federal fiscal years 2028 through 2030.

As the start of the 2028-30 Regional Flexible Funding Allocation process, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council adopt a Program Direction to set the objectives of the allocation of Regional Flexible Funds for the cycle. Two categories typically comprise a Regional Flexible Fund Allocation cycle where dollars are allocated among the categories and within the categories the funds are distributed by different policy and program objectives while adhering to the Program Direction. One of the categories – Step 1A – is a dedication of Regional Flexible Funds for debt servicing from previously issued bonds to build transportation projects.

Bonded Regional Flexible Funds have been used as required local matching funds to large federal grants to build out regionally significant transportation project that connect people throughout the three counties –Clackamas, Multnomah, and Washington. In particular, the region's had success with bonding Regional Flexible Funds to build the region's MAX light rail network, the WES commuter rail and, more recently, the Frequent Express FX2-Division high-capacity bus. This history of innovative local funding strategies that unlock federal funds and collaboration made the Portland metropolitan area unique among other metropolitan areas.

For the 2028-30 Regional Flexible Funds Allocation cycle, representatives from public agencies and community organizations saw an opportunity to develop a new transit-focused project bond to unlock much needed federal funding for the greater

Portland region. With several larger-scale transit projects in development, the timing and opportunity of a new Regional Flexible Fund bond aims to support the projects advancing to construction and unlocking matching federal funds.

With support from regional partners, JPACT and the Metro Council directed Metro staff to develop a new bonding proposal for the Regional Flexible Funds, referred to as Step 1A.1, as part of the adoption of the 2028-30 Regional Flexible Fund Allocation Program Direction in July 2024.

Since the adoption of the Program Direction, Metro staff have worked with regional partners to identify candidate projects for inclusion in a Regional Flexible Fund bond proposal. At their March 20th, 2025 meeting, JPACT took action refer a Regional Flexible Fund bond proposal for public comment.

The Step 1A.1 bond proposal comprises of five candidate project and allocating up to \$88.5 million dollars. Candidate projects will need additional funding beyond those available from the Regional Flexible Fund process. Decision-makers are scheduled to make a decision in July 2025.

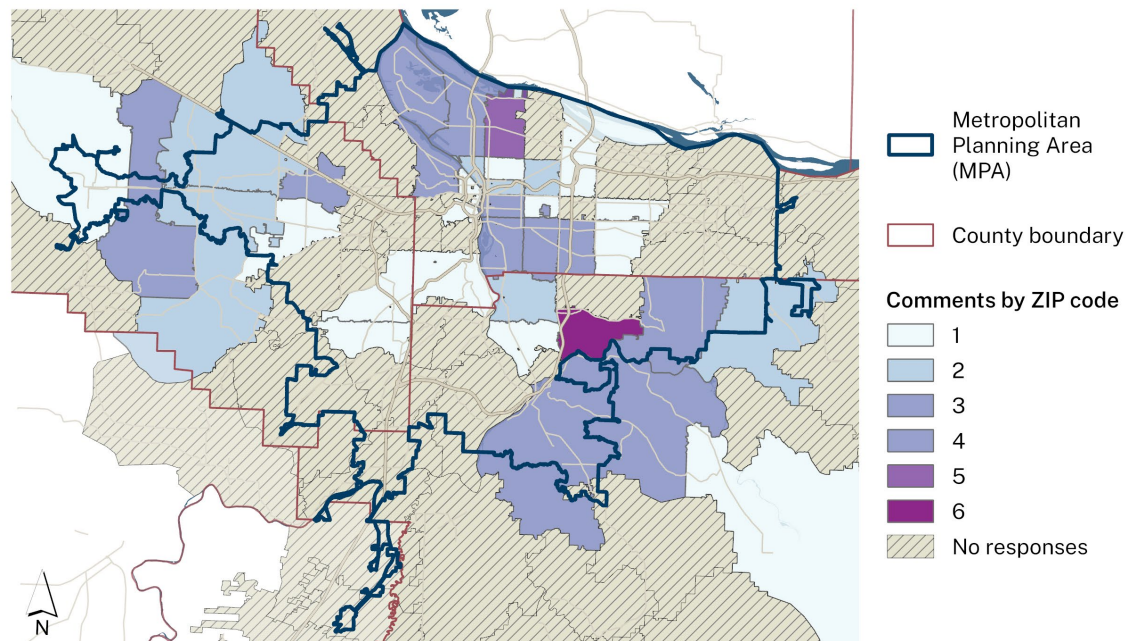
From March 26th through April 30th, 2025, residents of the Portland metropolitan region were asked to provide input on the Step 1A.1 Regional Flexible Funds bond proposal to be paid from funds available beginning to 2028. The five proposed projects will help make the region's transportation system more equitable, safer, cleaner and more reliable.

During this public comment period, Metro received:

- 225 participants provided 282 project-specific comments through an online open house available in English and Spanish. In addition, 139 open ended comments were provided through the open house.
- 27 emails were received from members of the public, with two providing general, non-project specific comments and 25 providing project specific comments. Two of those 25 provided comments on more than one project. (See Appendix B)
- A total of 38 comments were received at JPACT. Of the 38 comments, 17 of those were via oral public testimony at the April 17th JPACT meeting and 21 were via email.
- In addition, two comments from public agencies were received via email, and four were received at JPACT as email or public testimony
- No phone calls or mailed letters were received.

Online participants from across the region:

Fig. 1. Project respondents by ZIP code



NOTICE AND INVITATION TO PARTICIPATE

The notice and invitation to participate were distributed through several channels:

- An email to Metro’s transportation interested persons email list
- CORE members email
- Metro News (<https://www.oregonmetro.gov/news/public-notice-opportunity-comment-transportation-projects-submitted-2028-30-regional-flexible>)
- Metro’s social media channels on Facebook and Instagram
- Email invitation to committee members and interested persons for the Metro Council, Joint Policy Advisory Committee on Transportation, Metro Policy Advisory Committee, Transportation Policy Alternatives Committee and Metro Technical Advisory Committee
- See Appendix A: Notices and invitations to participate

People were invited to learn about the projects via:

- The 2028-2030 Regional Flexible Funds web page (oregonmetro.gov/rffa)
- An online open house with the ability to submit feedback and comments, available in English and Spanish. The online open house introduced the Step 1A.1 bond and the proposed projects. Participants were able to learn more about the proposed projects by going directly to the project website via the project weblinks. Participants could comment on their projects of interest.

Comments were accepted through:

- the interactive online open house, linked from the Metro website
- by email to transportation@oregonmetro.gov or rffa@oregonmetro.gov
- by letters to 600 NE Grand Ave., Portland, OR, 97232
- by phone at 503-797-1750 or TDD 503-797-1804

The online open house was translated into Spanish. Social media content was offered in English and Spanish. Efforts reached a total of 72,247 people, 56,394 in English and 15,852 in Spanish. Of the total people reach via social media content, 1,457 people clicked on the ads. However, there were no Spanish survey responses. See Appendix A: Notices and invitations to participate.

SUMMARY OF COMMENTS

From March 26th through April 30th, 2025, residents of the Portland metropolitan region were asked to provide input on the Step 1A.1 Regional Flexible Funds bond proposal to be paid from funds available beginning to 2028. The five proposed projects will help make the region's transportation system more equitable, safer, cleaner and more reliable.

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- Additionally emails were

- A total of 38 comments were received at JPACT. Of the 38 comments, 17 of those were via oral public testimony at the April 17th JPACT meeting and 21 were via email.
- No phone calls or mailed letters were received.

(For the full text of these comments, see Appendices B – E.)

The open house asked participants to leave a comment on any of the five projects proposed for Step 1A.1 bond and also asked two optional open-ended questions. The optional open-ended comments included:

1. What would you like decision-makers to know as they weigh the opportunities and challenges of the proposed bond package?
2. What else would you like decision-makers to know?

The majority of email comments were in support of the projects they were commenting on. Some of the comments about projects expressed support for a project concept but hedged with concern about project design. For example, some comments showed support for the concept of an Earthquake Ready Burnside Bridge, but concern about the fundamentals of the proposed design. Some comments did express overall concern about the project or indicated that the proposed project wasn't a priority.

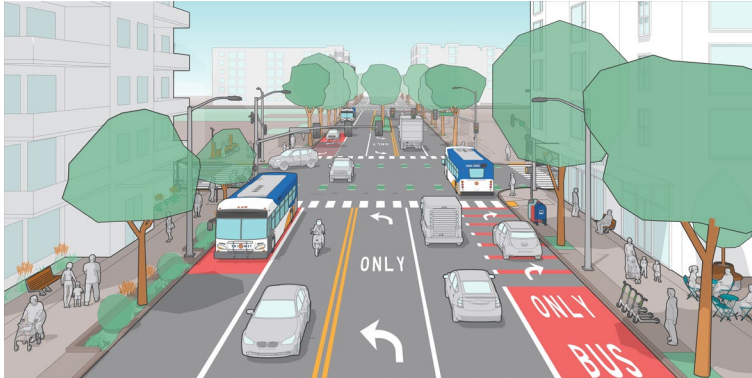
Table. 2: Number of Project Specific Comments Received by Project

Project	Comments
82nd Avenue Transit Project	61
Earthquake Ready Burnside Bridge Project	67
Sunrise Gateway Corridor/Highway 212 Project	65
Portland Streetcar Montgomery Park Extension Project	39
Tualatin Valley Highway Safety and Transit Project	50
TOTAL	282

PROJECT COMMENTS

The following section describes each of the five proposed projects and summarizes the comments Metro received about each project.

82nd Avenue Transit Project



Location: 82nd Avenue from Clackamas Town Center to Portland's Cully neighborhood

Transit Project Category: Capital Investment Grant

Bond Proceeds Support: Construction

Project Sponsor: TriMet

Description: The project will upgrade TriMet Line 72 bus service on 82nd Avenue to zero-emission FX Frequent Express service. This will bring more service reliability and faster travel times to the corridor along with safety and accessibility improvements. Investments include enhanced pedestrian crossings or traffic signals at all stations, and new, accessible stations with shelters/weather protection, lighting, seating and real time arrival information.

Comments summary: Online survey participants indicated that marginalized communities stand to benefit from investment. A theme of comments was concern about a lack of bicycle infrastructure.

- 61 web tool comments
- 1 email

Sample comments:

“The 82nd Avenue Transit Project is a vital investment in one of the region’s highest ridership and most equity-sensitive corridors. Upgrading Line 72 to FX Frequent Express service with zero-emission buses will improve speed, reliability, and safety for thousands of daily riders—many of whom are transit-dependent and from underserved communities....This is a shovel-ready project that delivers immediate and lasting benefit, and it deserves strong funding consideration.”

“I am a strong proponent for this project. As an Asian American, I am inspired by the work organizations like APANO have done to uplift the Jade District around 82nd Avenue, which is one of Portland's most diverse communities. Having better, safer access to public transportation and walkability/bikeability would breathe further life into the Jade District.”

“Any improvements along 82nd Ave are greatly appreciated. This is a major corridor that is often overlooked...”

“Strongly support enhanced bus service on 82nd, but I'm concerned that buses will not have a dedicated lane for the length of the corridor. I'm also concerned that the project has no bike facilities on 82nd.”

“Decent project in an area that needs it. Don't constrict the roadway just to try to get more people on the bus.”

This will have a huge impact on 82nd Ave! I live a few blocks off 82nd and it is so dangerous. I am scared to walk anywhere on or cross that street because of all the cars.

“This would help me and many people I know who don't drive help take transit easier.”

“The good people of east Portland deserve the respect that this project would show them. I live in Tigard and already feel the respect, but east Portland needs attention.”

“Keep 82nd the way it is... don't slow traffic, just add more red light crossings and time them for efficiency.”

“This is a critically important project for one of the busiest bus lines in the region. Not only that but east Portland has been asking for improvements for decades. Please help to make this a reality.”

Earthquake Ready Burnside Bridge Project



Location: Burnside Bridge between Northwest 2nd Avenue and Southeast Martin Luther King, Jr. Boulevard

Transit Project Category: First/Last Mile; Transit Vehicle Priority

Bond Proceeds Support: Design and Construction

Project Sponsor: Multnomah County

Description: The project will replace the existing Burnside Bridge with a seismically resilient structure with enhanced transit, pedestrian and bicycle access. The project includes construction of an eastbound bus-only lane on the bridge to improve speed and reliability for TriMet Lines 20, 19 and 12. The project also includes the construction of an area for buses to pull over at the west end of the bridge, 17-foot-wide protected bike lanes and sidewalks on both sides, and modified traffic signals. Safe access to transit will be increased on the Burnside corridor, including new and reconstructed bus stops, pedestrian refuge islands, sidewalk reconstruction, bike lanes, and upgrades for accessibility.

Comments summary: Some survey respondents expressed concerns about the impact of construction on local businesses and traffic. The Earthquake Ready Burnside Bridge is frequently mentioned as a critical project for regional safety and resilience.

- 67 web tool comments
- 11 emails

Sample comments:

“Overall I love the project! I am excited for the protected ped and bike lanes especially. I think a critical element is connecting the bike paths with the eastside esplanade. It would be a shame to build a brand new bridge and not link it with that gem of a bikeway.”

“...The focus on transit and transit stops is so important in this project. I also appreciate maintaining the bus only lane, making bus travel time a high priority in this project.”

“This is so crucial to our region, and the bike, ped, and transit upgrades will benefit the central city immensely for decades. We must make sure these portions of the project remain fully funded...This would really enhance my everyday life and ensure that we have many ways of crossing the river if/when a large earthquake hits the region.”

“As far as I can tell, this funding would only close a small portion of the funding gap the project still has. While it is important as a regional lifeline route, it's not clear that this funding source is the most appropriate use of regional funding if it's not going to help ensure the project advances any time soon.”

“Anecdotally, it seems these improvements will ultimately be very disruptive. Consider how the alternatives will support the long-term closure of the bridge. Certainly a fan of seismically improving all needed facilities.”

“...While the total project cost is significant, this bond funding serves as a strategic contribution to a much larger, well-leveraged package. This is an investment not only in transit but in regional preparedness and long-term mobility.”

“I attended a Red Cross earthquake preparedness seminar a few years ago and was horrified to realize how cut off the east and west sides of Portland will be when “the big one” hits. Having an earthquake ready bridge is of utmost importance.”

“... We need one downtown river crossing to be operable after a big earthquake and transit should be an integral component of the project. This is a high priority.”

“...We need to connect our city and rebuild this bridge. It's no longer serving its purpose and needs to be addressed for the impending emergency that will destroy our city.”

“As someone who works downtown and lives on the east side... I think upgrading the Burnside Bridge should be a priority that will make Portland safer and more resilient in the event of a disaster.”

Portland Streetcar Montgomery Park Extension Project



Location: Northwest 23rd Avenue at Northwest Lovejoy Street to Montgomery Park

Transit Project Category: Capital Investment Grant

Bond Proceeds Support: Construction

Project Sponsor: City of Portland Bureau of Transportation (PBOT)

Description: The project will extend streetcar to Montgomery Park in Northwest Portland through an extension of the North-South (NS) line along Northwest 23rd Avenue to a new parallel one-way couplet along Northwest Roosevelt and Northwest Wilson streets. The project includes stormwater, accessibility, and transit stop upgrades, as well as the rehabilitation of Northwest 23rd Avenue between Northwest Lovejoy and Northwest Vaughn Streets. The project will connect more people via transit to critical destinations and support the development of a new mixed-use district in Northwest Portland, with thousands of new housing units, including new required affordable rental housing.

Comments summary: Support for the Portland Streetcar Montgomery Park Extension Project mentioned the benefits of historic preservation and neighborhood identity. Some survey respondents questioned regional significance in a neighborhood well served by transit. Many comments were supportive, while also raising questions about funding uncertainty and timing.

- 39 web tool comments
- 2 emails

Sample comments:

“This is an important project to help open up new economic development and housing opportunities near the central city of Portland and to leverage the existing streetcar network. Also leveraging federal and private funding to help get these benefits and to fix 23rd is another strong feature of this project.”

“The Montgomery Park Streetcar Extension supports transit-oriented development, housing, and climate goals by connecting a growing district to the regional transit network. It enhances access to jobs, services, and future housing—including affordable units—while improving pedestrian and stormwater infrastructure. However, compared to other projects in the bond package, it serves a more localized area and may offer less immediate regional mobility impact. If funded, clear commitments to ridership gains, equity outcomes, and private sector cost-sharing should be prioritized to justify the public investment.”

“Please, please please fund this project! extension of the streetcar to Montgomery Park is incredibly important for the revitalization of the entire neighborhood, in addition to being a catalyst for several thousand units of housing development. our region is hampered by a housing shortage, and not funding this project means more people will be on our streets for longer.”

“Montgomery Park is already well-served by multiple bus lines, and I don't see many benefits in extending streetcar to serve the area...”

“The streetcars already suffer from very low use, so I struggle to understand why we would want to fund yet another one...Enhanced TriMet connectivity funding would be much better spent in areas without any useful service, like South 82nd or the neighborhoods surrounding Hwy 224.”

“I work in NW Portland (York Street) and the plan to redevelop the area to include housing and shopping (instead of just warehouses) will be a huge improvement. The streetcar extension will mean fewer people will feel compelled to own private cars in what will be a densely packed area.”

“Portland Streetcar special to Portland city, proper and its residence. (sic) Successful and helping people move and get around the city without a car detrimental to the cities core. This Project is more than just from Montgomery Park and is important upgrade to the entire Streetcar system.”

Sunrise Gateway Corridor/Highway 212 Project



Location: Along Highway 212/224 between 135th Avenue and 152nd Avenue

Transit Project Category: First/Last Mile and Safe Access to Transit

Bond Proceeds Support: Project Development and Preliminary Design

Project Sponsor: Clackamas County

Description: The project will complete the next critical steps of project development to support transit access to the Clackamas Industrial Area. The project includes work to complete a National Environmental Policy Act (NEPA) re-evaluation for the Sunrise Gateway Concept and to develop 20% design plans for the proposed Sunrise Gateway Corridor connection between 122nd Avenue and 172nd Avenue. The project also includes work to prepare up to 100% design plans for the proposed Safety and Local Connections Project, a proposal to add urban arterials with complete street elements on Highway 212/224 between 135th Avenue and 152nd Avenue. Plans include a new roundabout, a new local roadway connection north of Highway 212/224, consolidated intersections, modifications to traffic signals, a grade-separated intersection at 142nd with a bicycle-pedestrian overpass, bus stop improvements and transit access elements to safely connect travelers to TriMet and the ClackCo Industrial Shuttle.

Comments summary: The Sunrise Corridor is seen as a strategic investment in regional prosperity, with benefits including economic growth and improved access to jobs. Some survey respondents expressed concern at the car centric nature of the proposed investment.

- 65 web tool comments
- 12 letters and emails

Sample comments:

“...By advancing this project, we unlock new possibilities—fueling growth that lifts families, empowers workers, attracts investment from developers, and strengthens local businesses. Together, we can build a foundation for lasting prosperity.”

“... The amount of traffic has increased significantly as the increase in housing in Clackamas County has increased. This is a very under-served area that is part of Metro. Its time Metro helped the working folks of Clackamas County.”

“This is a planning project not a capital project. I would not like this funded and would rather shovel ready projects be funded. This area is not zoned for density and I would prefer that it be rezoned first and the planning complete before funding is given.”

“We have no connections to the city of Happy Valley and traffic last hours each day. We are a working class community that deserves to have a city to be proud of not complaining about. People walk on highways, children cross the highway to get to school. We have population overflow with one road to even exit, causing serious congestion and safety issues for an emergency situation.”

“Sunrise corridor has been on the agenda since the late 1980's and the trucking industry has grown using the corridor for access to Hwy 26. The relatively small dollars for planning would be well spent.”

“...Building a new highway encourages driving and sprawl, saps funding for higher priority projects, and conflicts strongly with equity, safety, and climate goals...”

“This highway has become increasingly dangerous, we must create a safe environment for passengers, cyclist, and pedestrians.”

“The Sunrise Corridor is not only one of the fastest growing areas on Oregon, it's also likely to become the most congested and most dangerous if we don't plan and invest accordingly. Our children and families deserve the safety and security of multimodal transportation services outlined in the Sunrise Corridor proposal. Please consider supporting full funding of the project!”

“... the streets are congested during commute hours, often taking double or more the amount of time to get from point a to point b. We need to begin improvements on this roadway as only more development is planned.”

“...It's unsafe, congested, and not an efficiently designed road...I drive this route every day, and each year the traffic increases. This is a major route for the SE Portland suburbs as it connects to I-205, 224, and 99E. We deserve the upgrade.”

Tualatin Valley Highway Safety and Transit Project



Location: Tualatin Valley Highway between the Beaverton Transit Center and downtown Forest Grove

Transit Project Category: Capital Investment Grant

Bond Proceeds Support: Construction

Project Sponsor: TriMet

Description: The project aims to make transit access safer, to enhance rider experience, and to improve speed and reliability along the Tualatin Valley Highway. A new TriMet FX Frequent Express bus would replace the existing Line 57 with improved frequency from every 15 minutes to every 12 minutes, daily. Investments include all stations being paired with an existing or a new enhanced pedestrian crossing or traffic signal. All stations will be accessible and include shelters/weather protection, lighting, seating and real time arrival information.

Comments summary: There is mixed feedback on proposed improvements to TV Highway, with some online survey respondents advocating for significant changes and others opposing high costs. Themes of criticism focus on the interaction between different modes of transit. Increased access to transit is seen as extremely beneficial in connecting communities, supporting employment and engaging communities.

- 50 web tool comments
- 1 email

Sample comments:

"Bus rapid transit is an excellent idea for TV Hwy. We need to reduce congestion and improve transit travel times on this route. Pedestrian safety to access westbound stops is also critical between 209th and Murray where TV Hwy runs adjacent to the railroad with no sidewalks and signalized crossings are very far apart. This project could capitalize on recent work by ODOT to improve crossings here. This project will help more efficiently connect employment in Hillsboro, Central Beaverton, and transit connections to Portland with riders in Aloha, which has some of the most affordable housing in urbanized Washington County."

"This project is much-needed by the community and benefits from years of planning. The funds will lead to construction and improved transit. Many jurisdictions are collaborating together to deliver this project which shows how supported this is across four cities. It checks all the boxes for a good project."

"...Enhancing the safety and reliability of accessing public transit would likely mean more riders. This helps relieve road congestion, helps improve air quality, and ultimately enhances the livability of the community..."

"TV Highway: more traffic car (sic) lanes needed and think cost effective."

"This project is a long corridor and will benefit many communities. The narrower stretches of the service lines will benefit from better location for stops and faster service so traffic can keep moving in those areas."

"This project is long overdue. The bus stops along Highway 8 have been a huge barrier for bus use since I moved to Washington County 16 years ago. The lack of safety from traffic and the weather has led many in the County to believe that public transit isn't a viable option for commuting. With safer, more attractive, bus stops (and increased service) I am hopeful that the use of the bus system will increase and help eliminate pedestrian injuries..."

"I'd like more details, but this seems like a good way to better connect west side communities. I love the FX2 between Gresham and Portland and want that type of service expanded across the region. It is a huge improvement."

"...It is shovel-ready, leverages significant federal and local funding, and directly aligns with equity and climate goals. This project deserves strong support and prioritization."

"We need better service on TV Hwy but the price tag is so high for a service that is still mixing in general traffic..."

OVERARCHING COMMENTS

Survey respondents were also asked two open-ended questions:

- What would you like decision-makers to know as they weigh the opportunities and challenges of the proposed bond package?
- What else would you like decision makers to know?

Fig. 2 Open Ended Comments Received

Project	Comments
Question 1 opportunities and challenges	139
Question 2 what else?	100

Themes of open-ended comments:

Safety Concerns. Many respondents expressed concerns about safety, particularly for pedestrians and cyclists. There is a strong call for safer pathways, Americans with Disabilities Act (ADA)compliant sidewalks, and bike lanes. Dangerous corridors like TV Highway and 82nd Avenue are frequently mentioned as needing significant safety improvements. Crashes and the need for better enforcement of traffic laws are also highlighted.

“Roads in Washington County were designed for cars, not for people walking, using a wheelchair or riding a bike. The side streets and pathways should be safe methods for travel for people of all ages and abilities.”

“Sidewalks are needed. Help kids get out and be safe.”

“I have seen many near misses of auto vs. pedestrians and heard first-hand stories of people having to dive into ditches to avoid being hit. Safety is a must for all populations, but even more so for vulnerable populations that make this a high ridership line that is spread through many communities.”

Transportation and Infrastructure Improvements. Comments suggest that roads should be designed for all users, not just cars. Maintenance issues such as fixing potholes were frequently mentioned, along with a need for better pedestrian and bike access. Respondents shared diverse opinions about the best design of proposed investments.

“I support improving our public transportation, it is important to work on car centric projects as well but improving public transportation FIRST to give people that option before widening or building new roads allows for more connected communities.”

“We need safe and reliable public transportation to decrease vehicles on the road and improve travel options for individuals who don't own and drive a vehicle. Safe public transportation begins at a rider's home. Sidewalks, good parking, clear and well-lit pathways and shelters make travel to access public transit safer and possible.”

Funding and Resource Allocation. Leveraging federal funds while they are available is seen as crucial, paired with concerns about future costs. Respondents shared a strong sentiment that money should be spent wisely, avoiding excessive debt and high-cost projects that do not provide significant benefits. Some comments express frustration with government spending and taxation.

“Some communities along this project have limited resources, so being able to partner with other, larger communities and receive bonding opportunities makes the improvement feasible for them.”

“Projects that secure funding from a variety of sources—including local dollars—are not only less risky but also more attractive to federal partners. Demonstrating broad financial support signals strong community commitment and significantly improves our chances of bringing more federal dollars into the region.”

“Please do not tie up our precious flexible federal funding with debt service on speculative mega-projects that do not have a good bang for the buck, are dubious in their benefits given the high costs, and depend on discretionary federal grants for funding. Interest rates are going to go up, and debt service is a bad idea. Just fund more of the Step 2 projects!”

Funding Concerns and Fiscal Responsibility. A recurring theme, with concerns about the long-term financial impact of bond issuances and calls for responsible spending. Respondents prefer funding construction-ready projects that will have immediate impact. Concerns center on uncertainty of federal funds and the ability of project sponsors to fund the unfunded portions of their projects.

“As decision-makers consider the Step 1A.1 bond proposal, I urge them to prioritize funding projects that best leverage federal matching opportunities, demonstrate clear readiness, and provide the broadest regional benefit across all three counties... I support strategic investment in foundational work such as Clackamas County’s Sunrise Gateway Corridor, recognizing that planning dollars now unlock construction dollars later. However, since it is still in early development, it may merit a slightly smaller share than more construction-ready projects unless paired with strong future funding assurances.”

“The Earthquake Ready Burnside Bridge has clear multi-modal and seismic resiliency value, but its total cost is so high that regional dollars should be seen as catalytic, not sustaining. The Montgomery Park Streetcar extension is innovative and supports land use and housing goals, but its return on transit investment must be weighed carefully against more urgent regional mobility needs.”

“If you're going to issue regional bonds the funds need to be used on projects that really benefit the whole region. Why would we issue a regional bond to fund early design costs of projects? Bonds are typically only issued to get construction done.”

Economic and Community Development. Comments stress the importance of projects that support job growth, housing development, and local businesses. Some participants shared an appreciation for projects that foster economic vitality and community engagement.

“These investments should advance mobility for all—especially historically underserved communities—and support climate resilience and regional connectivity. Transparency in project readiness and funding leverage will be key. Finally, ensure that smaller communities and suburban corridors remain part of the conversation—mobility needs don’t stop at city limits.”

“Investing in the Sunrise Corridor is an investment in the future economic vitality of our entire region. Without upgraded infrastructure, we risk missing out on transformative opportunities—opportunities to create jobs, attract private investment, grow local businesses, and improve quality of life for families and workers alike.”

Community Impact. Comments pressed that projects should advance mobility for all, especially historically underserved communities. Anti-displacement programs are seen as important to ensuring that residents can stay in their areas with the arrival of a major capital investment. The impact of construction on local businesses is a concern.

“Prioritize transportation options for the most vulnerable populations to get to/from destinations safely. Often public transportation is the only option to get where they need to go for work and shopping. When there is no option for a personal vehicle, safe and dependable public transportation, bicycle and pedestrian options are important.”

“It will help to support transportation options, job growth and access to housing options; investing in local community to help reduce commuting, keeping people within the communities where they can live and work.”

“Why would be spending all this regional attention and money on transit projects that only benefit a small percentage of the population? Instead use it to build roadway capacity that benefits the vast majority of us.”

Environmental Considerations. Comments stated that projects should support climate resilience and regional connectivity, with respondents advocating for projects that reduce vehicle emissions and address climate change.

“I'd love for some street trees to be installed near bus stops for enhanced the natural beauty of the areas. Tv highway is lacking alot of the common street scaping you see on newer roads. Personally, I think cherry blossoms up and down tv highway would really enhance the roadway and calm people. It'd also help with the road noise for nearby neighborhoods. You can hear the train for miles when it's crossing any street.”

“We can rebuild cherished structural heirlooms of civic pride destroyed by financial & environmental disaster on space reclaimed from cars to serve social capital & green initiatives. We can resurrect lost local landmarks with green technologies such as hempcrete. We can build on our proud electric railway heritage freeing us of car chaos for transit justice instead!!”

“Rubber tire microplastics from fast cars and buses are harmful.”

NEXT STEPS

Decision-makers are scheduled to take action on the bond proposal in July 2025. The near-term next steps are listed in Table 1 below.

Table 1: Next Steps in the 28-30 Regional Flexible Fund Bond Proposal (Step 1A.1) Process

Activity	Date
TPAC: Step 1A.1 bond proposal updates <ul style="list-style-type: none">• Opportunity to discuss public comment received.• Preview of draft legislation with draft conditions of approval• Address miscellaneous items and next steps	June 6, 2025
JPACT: Step 1A.1 bond proposal updates <ul style="list-style-type: none">• Opportunity to discuss public comment received.• Preview of draft legislation with draft conditions of approval• Address miscellaneous items and next steps	June 12, 2025
Metro Council Work Session: Updates on Step 1A.1 bond & Step 2 allocation package options	June 17, 2025
TPAC: Request TPAC recommendations to JPACT to approve the 2028-2030 RFFA Step 1A.1 bond	July 11, 2025
JPACT: Request JPACT approve and recommend the 2028-2030 RFFA Step 1A.1 bond for Metro Council adoption	July 17, 2025
Metro Council: Adopt 2028-2030 RFFA Step 1A.1	July 31, 2025

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

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Mary Nolan, District 5

Duncan Hwang, District 6

Auditor

Brian Evans

600 NE Grand Ave. Portland,
OR 97232-2736
503-797-1700

Appendix A: Public Comment Notices and Invitation to Participate

Step1A.1 2028-30 Regional Flexible Funds

May 2025



Metro News



Public notice: Opportunity to comment on transportation projects submitted for the 2028-30 Regional Flexible Funding Allocation process

March 26, 2025 11:59 a.m.

Share your feedback on transportation projects seeking federal funding to invest in roadways and trails and make it easier and safer to walk, bike and use transit. Comment now through Wednesday, April 30.

From safer sidewalks and bikeways to trails and road crossings, you can help decision-makers choose the projects that will receive money through the [Regional Flexible Funding Allocation \(RFFA\)](#).

Regional flexible funds are federal dollars that can be used for a wide range of transportation projects across the Metro region. These funds represent just a small piece – less than five percent – of the region's total funding but help address crucial gaps and long-awaited fixes.

There are two separate opportunities to provide feedback on the different parts of the 2028-30 Regional Flexible Fund Allocation.

New bond proposal

As part of RFFA Step 1A.1, Metro is seeking input on a bond that would help fund regionally significant transit projects proposed by cities, counties and transit providers throughout the Metro region. Decision-makers are considering awarding up to \$88.5 million dollars to five proposed projects across Clackamas, Multnomah and Washington counties.

[Learn more about the new project bond —>](#)

Step 2

With each regional flexible funds cycle, cities, counties and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. There are 24 projects requesting funding to improve trails,

sidewalks and roadways in communities across the region. There is an estimate of up to \$42 million available. Your input is valuable in selecting projects for these highly competitive funds.

[Learn more about the proposed projects —>](#)

How to comment

Let decision makers know what you think about the proposed bond and local projects. The public comment period is open now through April 30, 2025.

There are a variety of opportunities for comment:

- **Take surveys** for both the transit-focused Step 1A.1 bond and the local transportation projects competing for Step 2 flexible funds
 - [Step 1A.1 bond survey](#)
 - Step 2 survey in [English](#) and [Spanish](#)
- **Email** transportation@oregonmetro.gov
- **Mail** to Transportation Planning, 600 NE Grand Ave., Portland, OR, 97232
- **Call** 503-797-1757 or TDD 503-797-1850
- **Provide public testimony** in the presence of decision-makers at the Joint Policy Advisory Committee on Transportation [meeting on Thursday, April 17.](#)

Your input will be considered by decision makers alongside technical evaluations and regional and federal policies.

[Learn more about regional flexible funds —>](#)

RELATED STORIES





Metro News



Public hearing notice: Comment on the 2028-30 Regional Flexible Funding Allocation process at JPACT

April 16, 2025 11:35 a.m.

Join the Joint Policy Advisory Committee on Transportation (JPACT) meeting on Thursday, April 17th to share your feedback on transportation projects seeking federal funding. Projects will invest in roadways and trails and make it easier and safer to walk, bike and use transit.

From safer sidewalks and bikeways to trails and road crossings, you can help decision-makers choose the projects that will receive money through the [Regional Flexible Funding Allocation \(RFFA\)](#).

Regional flexible funds are federal dollars that can be used for a wide range of transportation projects across the Metro region. These funds represent just a small piece – less than five percent – of the region's total funding but help address crucial gaps and long-awaited fixes.

Public comment open until April 30th

The 2028-30 RFFA public comment period is open now until Wednesday, April 30. There are two separate opportunities to provide feedback on the different parts of the 2028-30 Regional Flexible Fund Allocation.

New bond proposal

As part of RFFA Step 1A.1, Metro is seeking input on a bond that would help fund regionally significant transit projects proposed by cities, counties and transit providers throughout the Metro region. Decision-makers are considering awarding up to \$88.5 million dollars to five proposed projects across Clackamas, Multnomah and Washington counties.

[Learn more about the new project bond](#)

Step 2

With each regional flexible funds cycle, cities, counties and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. There are 24 projects requesting funding to improve trails, sidewalks and roadways in communities across the region. There is an estimate of up to \$42 million available. Your input is valuable in selecting projects for these highly competitive funds.

[Learn more about the proposed projects](#)

Share your comments at JPACT

The Joint Policy Advisory Committee on Transportation (JPACT) will hear testimony at their virtual meeting on Thursday, April 17. Share your thoughts on the proposed bond and local projects in the presence of decision makers.

Public testimony is anticipated to begin at 7:50 a.m. You are encouraged to sign up to speak in advance.

[April 17 JPACT meeting details —>](#)

[How to give testimony —>](#)

Other ways to comment

There are a variety of opportunities for comment until Wednesday, April 30:

- **Take surveys** for both the transit-focused Step 1A.1 bond and the local transportation projects competing for Step 2 flexible funds
 - [Step 1A.1 bond survey](#)
 - Step 2 survey in [English](#) and [Spanish](#)
- **Email** transportation@oregonmetro.gov
- **Mail** to Transportation Planning, 600 NE Grand Ave., Portland, OR, 97232
- **Call** 503-797-1757 or TDD 503-797-1850

Your input will be considered by decision makers alongside technical evaluations and regional and federal policies.

[Learn more about regional flexible funds —>](#)

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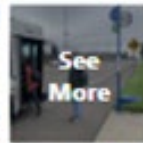
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Comment



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From: [Ramona Perrault](#)
To: [Ramona Perrault](#)
Subject: 2028-2030 Regional Flexible Fund Public Comment
Date: Thursday, March 27, 2025 10:36:39 AM

Dear Joint Policy Advisory Committee on Transportation (JPACT) members, alternates and interested parties:

The online public comment for the 2028-2030 Regional Flexible Fund Allocation is open to receive community input through April 30th, 2025. The public comment period provides the opportunity to provide feedback on both the Regional Flexible Fund bond proposal and the competitive Step 2 applications. In addition to the online options for comment, community members and interested parties can provide public testimony before decision-makers at the [April 17th](#) meeting of the Joint Policy Advisory Committee on Transportation (JPACT).

Bond Proposal

Metro seeks input on a bond proposal that would provide up to \$88.5 million dollars to five regionally significant transit projects proposed by cities and counties throughout the Metro region. To learn more and comment on the bond proposal, please visit Metro's [online open house](#).

-

Step 2

With each Regional Flexible Funds cycle, cities, counties, and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. For the 2028-2030 cycle, there are 24 projects requesting a total of \$140 million in Regional Flexible Funds to improve trails, sidewalks, and roadways in communities across the region. There is an estimate of up to \$42 million available. To comment on individual project applications, please visit the [Step 2](#) website and navigate to the [dynamic mapping tool](#) to search for projects in your area.

In closing, we encourage you to share these commenting opportunities with your networks. For more information on the bond proposal, Step 2, or details on how to comment at the April 17th JPACT meeting, please visit the [Regional Flexible Fund webpage](#). Thank you.

Ramona Perrault
Committee Legislative Advisor
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
503-780-4264
www.oregonmetro.gov

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From: [Ramona Perrault](#)
To: [Ramona Perrault](#)
Subject: 28-30 Regional Flexible Fund Public Comment
Date: Thursday, April 3, 2025 11:27:57 AM

Dear MPAC members, alternates and interested parties:

The online public comment for the 2028-2030 Regional Flexible Fund Allocation is open to receive community input through April 30th, 2025. The public comment period provides the opportunity to provide feedback on both the Regional Flexible Fund bond proposal and the competitive Step 2 applications.

In addition to the online options for comment, community members and interested parties can provide public testimony before decision-makers at the [April 17th](#) meeting of the Joint Policy Advisory Committee on Transportation (JPACT).

Bond Proposal

Metro seeks input on a bond proposal that would provide up to \$88.5 million dollars to five regionally significant transit projects proposed by cities and counties throughout the Metro region. To learn more and comment on the bond proposal, please visit Metro's [online open house](#).

Step 2

With each Regional Flexible Funds cycle, cities, counties and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. For the 2028-2030 cycle, there are 24 projects requesting a total of \$140 million in Regional Flexible Funds to improve trails, sidewalks and roadways in communities across the region. There is an estimate of up to \$42 million available. To comment on individual project applications, please visit the [Step 2](#) website and navigate to the [dynamic mapping tool](#) to search for projects in your area.

In closing, we encourage you to share these commenting opportunities with your networks. For more information on the bond proposal, Step 2, or details on how to comment at the April 17th JPACT meeting, please visit the [Regional Flexible Fund webpage](#).

Thank you.

Ramona Perrault
Committee Legislative Advisor
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
503-780-4264
www.oregonmetro.gov

From: [Miriam Hanes](#)
To: [Miriam Hanes](#)
Subject: 28-30 Regional Flexible Fund Public Comment
Date: Tuesday, April 1, 2025 10:25:20 AM

Dear Metro Technical Advisory (MTAC) members, alternates and interested parties,

The online public comment for the 2028-2030 Regional Flexible Fund Allocation is open to receive community input through April 30th, 2025. The public comment period provides the opportunity to provide feedback on both the Regional Flexible Fund bond proposal and the competitive Step 2 applications.

In addition to the online options for comment, community members and interested parties can provide public testimony before decision-makers at the [April 17th](#) meeting of the Joint Policy Advisory Committee on Transportation (JPACT).

-
Bond Proposal

Metro seeks input on a bond proposal that would provide up to \$88.5 million dollars to five regionally significant transit projects proposed by cities and counties throughout the Metro region. To learn more and comment on the bond proposal, please visit Metro's [online open house](#).

-
Step 2

With each Regional Flexible Funds cycle, cities, counties and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. For the 2028-2030 cycle, there are 24 projects requesting a total of \$140 million in Regional Flexible Funds to improve trails, sidewalks and roadways in communities across the region. There is an estimate of up to \$42 million available. To comment on individual project applications, please visit the [Step 2](#) website and navigate to the [dynamic mapping tool](#) to search for projects in your area.

In closing, we encourage you to share these commenting opportunities with your networks. For more information on the bond proposal, Step 2, or details on how to comment at the April 17th JPACT meeting, please visit the [Regional Flexible Fund webpage](#).

Thank you.

Sent on behalf of Grace Cho, Principal Transportation Planner, Metro

Miriam Hanes (she/they)
Program Assistant, Urban Policy & Development
Metro | oregonmetro.gov
600 NE Grand Avenue, Portland, OR 97232
desk: 503.797.1562, mobile: 971.378.3010

From: [Dorian Campbell](#)
To: [Dorian Campbell](#)
Subject: 28-30 Regional Flexible Fund Public Comment
Date: Wednesday, March 26, 2025 3:57:24 PM
Attachments: [image001.png](#)

Dear Transportation Policy Alternatives Committee (TPAC) members, alternates and interested parties:

The online public comment for the 2028-2030 Regional Flexible Fund Allocation is open to receive community input through April 30th, 2025. The public comment period provides the opportunity to provide feedback on both the Regional Flexible Fund bond proposal and the competitive Step 2 applications.

In addition to the online options for comment, community members and interested parties can provide public testimony before decision-makers at the [April 17th](#) meeting of the Joint Policy Advisory Committee on Transportation (JPACT).

Bond Proposal

Metro seeks input on a bond proposal that would provide up to \$88.5 million dollars to five regionally significant transit projects proposed by cities and counties throughout the Metro region. To learn more and comment on the bond proposal, please visit Metro's [online open house](#).

Step 2

With each Regional Flexible Funds cycle, cities, counties and other transportation providers across the region submit applications for community transportation projects to compete for limited funds available in Step 2. For the 2028-2030 cycle, there are 24 projects requesting a total of \$140 million in Regional Flexible Funds to improve trails, sidewalks and roadways in communities across the region. There is an estimate of up to \$42 million available. To comment on individual project applications, please visit the [Step 2](#) website and navigate to the [dynamic mapping tool](#) to search for projects in your area.

In closing, we encourage you to share these commenting opportunities with your networks. For more information on the bond proposal, Step 2, or details on how to comment at the April 17th JPACT meeting, please visit the [Regional Flexible Fund webpage](#).

Thank you.

Sent on behalf of Grace Cho

Dorian Campbell She/They
RTP Program Assistant
Metro | oregonmetro.gov
600 NE Grand Ave.

Appendix B:

Comment Received

by Email

Public comments on proposed projects for
Step 1A.1 2028-30 Regional Flexible Funds.

May 2025

From: [Tim Mccarthy](#)
To: [Trans System Accounts](#)
Subject: [External sender]Public comment on the 2028-30 Regional Flexible Funds Allocation
Date: Monday, March 31, 2025 7:49:09 PM

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

It is really sad to have horribly rough roads due to projects that dig up the new smooth pavement and replace it with garbage. The roads are so bad that it is destructive to our vehicles. I cannot believe that it is not possible to do a better job of replacing pavement

Sent from my iPhone

From: [Jim Wygant](#)
To: [Trans System Accounts](#)
Subject: [External sender]Burnside Bridge Replacement
Date: Tuesday, April 8, 2025 1:37:20 PM

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

I am responding to the request for public input about the proposed construction of a new Burnside Bridge. I grew up in Portland, and have seen a lot of changes, some of which I regard as unfortunate. The state engineer who designed the Marquam Bridge wanted to run an off-ramp to a proposed freeway that would replace Powell Blvd. Fortunately that plan for replacing Powell Blvd. occurred at a time when we did not assume that highway engineers knew best. The off-ramp to Powell was discarded.

We are now considering new construction to replace the Burnside Bridge across the Willamette River. It is regrettable that we are still trying to design around the Marquam Bridge and the ugly, slow-moving freeway snake that runs along the east side of the river. The consequence for the new bridge plan is that the bridge must be stretched to accommodate the freeway. This is not only ugly and expensive. It ignores the facts that:

- 1) traffic now crawls across the Marquam Bridge and along the east side;
- 2) most of the drivers are headed for areas that they could reach faster by using the Fremont Bridge, but they don't know how to do that;
- 3) before committing to spending money on a new bridge, the re-routing of I-5 traffic to the Fremont Bridge would move traffic more effectively and remove the ugly nonsense along the east bank of the river. It reminds me that San Francisco had an ugly two-layer ramp along the bay that they could not decide to get rid of -- until an earthquake knocked it down.

I know this has been argued before, but you are planning new construction that is expensive and unnecessary. It will also cost a lot, achieve nothing in expediting traffic, defers to another generation a difficult decision, and preserves one of the ugliest developments in the history of Portland.

Jim Wygant
7505 SE Reed College Pl.
Portland 97202

--

This email has been checked for viruses by Avast antivirus software.
www.avast.com

From: [Joseph Stenger](#)
To: [RFFA](#)
Subject: [External sender]Step 2. 82d Ave bicycle lane project
Date: Friday, April 4, 2025 4:29:37 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I tried several times to complete the survey questions on the 82d project, but the survey page won't accept the county name so I can't submit my response. Clearly glitchy. Here is what I want to say.

Rank 5/5

I live west of that area. I ride Prescott to the 205 multiuser trail but it does not feel safe! This project will be terrific.

Any project that makes it safer for cyclists and walkers will get people out of cars, make traffic flow quicker, reduce deaths and reduce tailpipe pollution.

Multnomah County.

From: [Summer Beanland](#)
To: [Summer Blackhorse](#)
Subject: FW: [External sender]Sunrise Gateway Corridor Project
Date: Monday, April 14, 2025 2:44:56 PM

I think this might be for you.

Summer Beanland
Administrative Assistant
Office of the COO

My gender pronouns: she, her, hers.

Cell: 971-712-3792

Metro | www.oregonmetro.gov



From: Trans System Accounts <transportation@oregonmetro.gov>
Sent: Monday, April 14, 2025 2:35 PM
To: Summer Beanland <Summer.Beanland@oregonmetro.gov>
Cc: Trans System Accounts <transportation@oregonmetro.gov>
Subject: RE: [External sender]Sunrise Gateway Corridor Project

Looks like another RFFA comment below

From: Roger Hough <rogerhough@houghteam.com>
Sent: Monday, April 14, 2025 2:26 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Sunrise Gateway Corridor Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

As a longtime resident and real estate broker in the Happy Valley area, I'm writing to express my enthusiastic support for the Sunrise Gateway Corridor Project.

This is far more than just a transportation improvement — it's a visionary investment in the future of our region. The emphasis on placemaking, safe and accessible bike and pedestrian pathways, increased connectivity between neighborhoods, and thoughtfully planned green spaces will make a lasting, positive impact on both livability and economic opportunity in East Clackamas County.

Our community is growing rapidly, and with that comes the responsibility to grow smart. This project reflects a proactive approach to regional equity, safety, and sustainable infrastructure. It can reduce congestion, expand multimodal transit options, and support job creation — all while preserving the character and charm that makes Happy Valley such a desirable place to live and work.

I strongly encourage your continued investment in this initiative and urge approval of the funding to move the next phase of design forward. This is the kind of bold, thoughtful planning our community needs — and deserves.

Thank you for considering this important step forward for our region.

Warm regards,

Roger Hough
Principal Broker

Roger Hough, Principal Broker with The Hough Team

Better Homes & Gardens Realty Partners, 12550 SE 93rd Ave, #120 Clackamas 97015

M 503.516.5688 | O 503.698.6600 | RogerHough@HoughTeam.com
| www.HoughTeam.com

Licensed in Oregon and Washington

From: [Rose Causey](#)
To: [Trans System Accounts](#)
Subject: [External sender]Sunrise Gateway Corridor project
Date: Monday, April 14, 2025 4:52:16 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Re: Sunrise Gateway Corridor Project

I am in favor of improvements to Hwy 212, and I believe that it is urgently needed. It is a popular highway in Clackamas County which connects from I-205 out east into the country north of Carver all the way past Boring into Sandy. Traffic is quite backed up during rush hours am and PM from I-205 to Damascus. It is difficult to turn onto from side streets. There should be improved lighting and some room in the center with left turn lanes in it. Also, some sort of raised dividers to help prevent traffic collisions. There has been loss of life on Highway 212 over the past few years due to head on collisions. A bike path or sidewalk on the south side would be helpful. Dividers of some sort would be good between left turn lanes between intersections.

Thank you for listening to concerned citizens of Oregon

Rose Causey

From: [Prad Shah](#)
To: [Trans System Accounts](#)
Subject: [External sender]Sunrise Gateway Corridor/Highway 212 Project
Date: Monday, April 14, 2025 8:57:49 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I live in the Happy Valley area and enjoy the area very much. Schools, Park walking trails throughout the area. The Sunrise corridor/Highway offers a unique opportunity for development that would add a unique charm to the area, with some residences, some community activity centers and walking trails. Presence of Adrien C. Nelson high school presence offers a real livable community to the area.

I whole heartedly support the critical funding for the Sunrise Gateway corridor/Highway project.

Sincerely,

Prad Shah

From: [Trans System Accounts](#)
To: [Summer Blackhorse](#); [Georgia Langer](#)
Subject: FW: [External sender]Support for the Sunrise Gateway Corridor funding
Date: Monday, April 14, 2025 12:59:52 PM

Hi Summer and Georgia!

This comment came into our general transportation in-box.

Thanks,
Jess

Jessica Martin

Administrative Supervisor
Planning and Development

Metro | oregonmetro.gov
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1918

From: Michael Eddy <mikeeddy1@gmail.com>
Sent: Monday, April 14, 2025 12:57 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Support for the Sunrise Gateway Corridor funding

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

JPACT and Metro Transportation,

I am submitting this in support of the Sunrise Corridor Gateway project, as it increases multimodal transportation options, helps create more jobs in the area, and protects and enhances the existing neighborhoods in the region.

As a former long-time resident of Clackamas County (just above the corridor), I saw firsthand how the area grew, yet struggled to improve as financial inputs were always constrained. It was always disappointing that there were no easy access points to the Clackamas River, very few parks and greenspaces and serious congestion. I am heartened to think that this funding may be the jumping off point to some great improvements for the region.

I hope that this is just the first investment to improve the region.

Thank you for your consideration.
Mike Eddy

From: [Shrestha, Bandana](#)
To: [Trans System Accounts](#)
Cc: [Triplett, Stacey](#); brett@hvhikers.com; JStasny@clackamas.us
Subject: [External sender]Support of the Sunrise Gateway Corridor, Highway 212
Date: Monday, April 14, 2025 6:18:39 PM
Attachments: [image001.png](#)

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Metro Transportation Team,

As a resident of Clackamas County who lives adjacent to and uses the Sunrise Gateway Corridor in my everyday life and as the State Director for AARP Oregon, I am writing to strongly encourage Metro to invest in the Sunrise Gateway Corridor/Highway 212. This investment is crucial for enhancing the safety and accessibility of the corridor for all modes of transportation. Furthermore, it will improve access to jobs, neighborhoods, transit options, and parks and open spaces for our region.

I had the privilege of serving on the Metro Local Investment Team for Get Moving 2020, where we heard from local residents, elected officials, and businesses and learned about the needs and opportunities for improving safety and transit access in the Sunrise Corridor. This experience brought home to me the importance of making strategic investments in this rapidly growing area.

The Sunrise Gateway Corridor is one fastest-growing areas in the metro region and is expected to continue growing with new homes, businesses, and residents. To support this growth and ensure that it is the right type of growth, it is essential to make critical investments to ensure this area remains a great place for people of all ages to live, work, and thrive. By investing in this corridor, Metro will support families, foster economic development, and help to create a community where people can age in place with the necessary transportation options, access to amenities and supportive environments that enhance quality of life.

Thank you for considering this important investment.

Sincerely,

Bandana

Bandana Shrestha
State Director, AARP Oregon
Resident of Clackamas

Bandana Shrestha बन्दना श्रेष्ठ

(she/her, how to [pronounce](#) my name)

State Director | AARP Oregon

1455 SW Broadway, Suite 1490

Portland, OR 97201

503-784-1789 (C) | 503-513-7368 (O)

bshrestha@aarp.org

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Wise Friend. Fierce Defender.

Ageism is prejudice against our own future selves.

“Look closely at the present you are constructing. It should look like the future you are dreaming.” Alice Walker



April 21, 2025

Metro Council President Lynn Peterson
Metro Councilor Ashton Simpson
Metro Councilor Christine Lewis
Metro Councilor Gerritt Rosenthal
Metro Councilor Juan Carlos González
Metro Councilor Mary Nolan
Metro Councilor Duncan Hwang

Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Comments on Metro's 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation

Dear Metro Council President Peterson and Metro Councilors:

Thank you for the opportunity to provide feedback on the proposed 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation. The City of Hillsboro supports the proposed bond as an opportunity to leverage federal and state funds, advance local and regional transit priorities, and support building projects that meet our community's urgent transportation needs.

I am grateful and pleased to see the bond proposal would invest in the Tualatin Valley (TV) Highway Safety and Transit Project — a collaborative multi-jurisdictional effort to make travel safer, enhance transit rider experience, and improve service speed and reliability along this well-traveled corridor. The TV Highway corridor supports one of the highest ridership bus lines in the region, while serving many communities of color, limited English proficiency speakers, and lower income communities. It is also a designated High Injury Corridor that desperately needs investments to improve safety.

The bond package demonstrates strong regional support to leverage significant federal, state and local funding. However, the draft bond allocation proposes \$28 million dollars for the TV Highway Safety and Transit Project instead of its requested \$30 million dollars. I appreciate that the proposed bond allocation strives to provide financial support to five regional projects. Still, I must emphasize the need for the full requested regional contribution amount for the TV Highway Safety and Transit Project.

Although the Oregon Department of Transportation (ODOT) could fill the \$2 million dollar deficit, the uncertainty of those funds introduces many risks for the TV Highway Safety and Transit Project in maintaining expected local funding contributions and in applying for federal funding.

Request: Revise the Metro proposal to include a full regional award amount of \$30 million dollars for the TV Highway Safety and Transit Project securing this project and our communities' future.

Thank you for consideration, and I know that together we can advance our shared goal of improving transportation safety and equity for everyone in our community.

Sincerely,

A handwritten signature in black ink, appearing to be 'B. Pace', with a long horizontal line extending to the right.

Mayor Beach Pace

cc: Councilor Olivia Alcaire
Councilor Kipperlyn Sinclair
Councilor Saba Anvery
Councilor Elizabeth Case
Councilor Rob Harris
Councilor Cristian Salgado

From: [Trans System Accounts](#)
To: [Summer Blackhorse](#)
Subject: FW: [External sender]Support for Sunrise Gateway Project
Date: Monday, April 28, 2025 11:00:10 AM

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

From: don smith <donsmith2269@gmail.com>
Sent: Monday, April 28, 2025 10:35 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Cc: don smith <donsmith2269@gmail.com>
Subject: [External sender]Support for Sunrise Gateway Project

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Hello,

I whole heartedly support the Sunrise Gateway Project. Parallel/alternative/main routes are desperately needed in northern Clackamas County to relieve congestion, spread traffic out and provide a safe and fast route/avenue for emergency services.

If Metro has its eye on increasing the population around the 212 corridor, then a balanced transportation system is essential with adequate roads to prevent grid lock and move commerce.

Thank you,

Don Smith
11800 SE William Otty Rd
Happy Valley, OR 97086
503-730-0253
donsmith2269@gmail.com

From: [Diana Helm](#)
To: [Trans System Accounts](#)
Subject: [External sender]RFFA and Sunrise Corridor
Date: Monday, April 28, 2025 8:45:58 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hello JPACT Team,

The Sunrise Corridor/Hwy 212 Project is a worthy recipient of the Regional Flexible Funds Allocation dollars. Jamie Stasney and her incredible team have done more public outreach than any project I have witnessed or been involved in over the past 15 years.

Please allocate funds in Clackamas County, it's long overdue!

Thank you,
Diana

Diana Helm
503.522.6305

SWTrails PDX

Promoting walking and cycling in SW
Portland, OR

www.swtrails.org

Facebook @SwTrailsPortland

Follow @swtrailspx



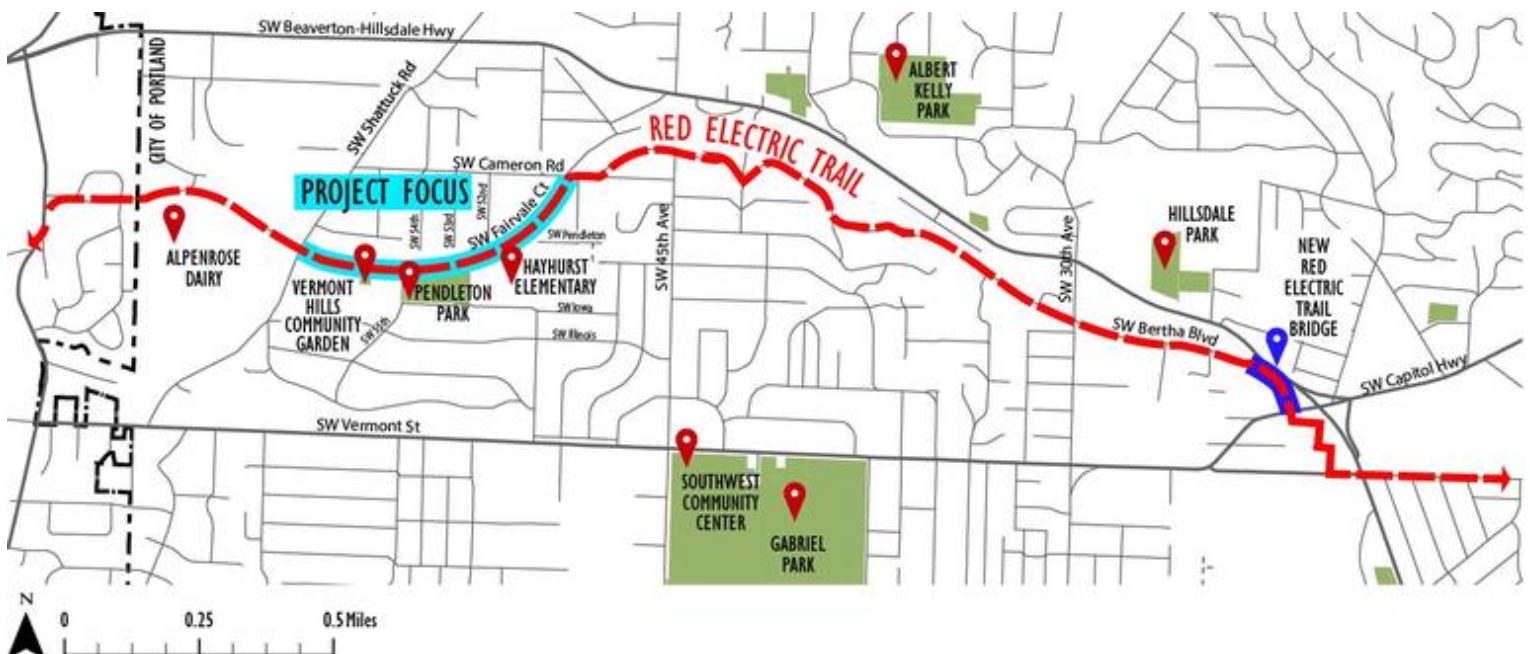
April 15, 2025

Dear RFFA Committee,

To appreciate the importance of the Hayhurst segment of the Red Electric Regional Trail it is crucial to keep in mind that this neighborhood has very few sidewalks. Only 14% of area streets have a sidewalk, making Hayhurst one of the neighborhoods with the least sidewalk coverage in Portland.

This means that schoolchildren walk to Hayhurst Elementary School in the road, alongside cars. And the problem will only become more urgent once the Raleigh Crest development builds 263 new residences on the Alpenrose site.

Portland Parks & Recreation's proposed RFFA project connects the Alpenrose site to the elementary school and to Pendleton Park, and has the potential to become a car-free, safe route to school for many young children.



The regional importance

The Red Electric Regional Trail will become a key connector for local, short distance trips within and between the many neighborhoods it passes through. And giving residents a safe way to walk across their neighborhoods is important! But the bigger significance of the RERT is that it is regional. It will provide a 16-mile, family-friendly walking and cycling route from Garden Home to the Willamette River and downtown Portland. Heading the other direction, from Garden Home to the south, trail users would be able to connect to Tigard's Fanno Creek multi-use Trail for a total 24-mile trip.

Because of this, both the Portland City Council and the Metro Council conferred the trail with the "regional" designation in 2007 and 2008, respectively. The new Raleigh Crest development of the Alpenrose site will be building a segment of the Red Electric trail across their property. If Metro were to fund the Hayhurst/Pendleton Park segment of the trail, the combined private public-private dollars would anchor the western end of the Red Electric to the Fanno Creek Trail and would be a gap-free extension of this walking and cycling path.

Equitable transportation

Finally, having a safe route to walk or roll would be transformative for those who do not drive—children, the disabled, people living on low incomes and the elderly. Because it is a multi-use path, the Red Electric Trail would be particularly helpful to disabled people or others who rely on a scooter or other wheeled device. In this way, the Red Electric multi-use path would reduce car trips and help non-drivers achieve independence. Please keep in mind, the area does *not* have safe access to the bus stops on Beaverton-Hillsdale Highway, Shattuck Road does not have a sidewalk (and there was a pedestrian death crossing BHH at Shattuck a few years back).

Evaluation scoring

One last comment about the evaluation report scoring. It is an impressive and comprehensive set of criteria, and obviously Metro put a lot of work into evaluating the projects. As we review the Red Electric scoring, we have some comments which might clarify southwest's existing conditions, several of which seem invisible to this framework.

Residents of Southwest Portland live with a dearth of infrastructure—the area has the least sidewalk coverage, the least number of planned bike routes that have

actually been built, and the worst bus coverage and frequency in Portland. Only 33% of our biggest roads, the collectors and arterials, have sidewalks.

SWTrails has built and maintains our 55 miles of trails as a safe *alternative* to roads which lack basic infrastructure. The point is to *avoid* high crash corridors and intersections where possible. The Hillsdale-Hayhurst segment of the Red Electric Trail is a good example of this. It runs near, and parallel, to the Beaverton-Hillsdale Highway high crash corridor, which has a bike lane, but no sidewalks. Confident cyclists will ride on BHH—no one else will; the Red Electric offers children and less confident riders the only alternative route.

The first several Safe System criteria don't capture our reality of needing an avoidance and safe alternative strategy, and a few other questions seem to be evaluated incorrectly. (For example, MO4. "Does the project provide a safer alternative to a high-crash location?" was scored 0.0) Our infrastructure is so minimal that the need isn't registering.

In closing

SWTrails has worked closely with the Portland Bureau of Transportation, PP&R and Metro over the decades to make the Red Electric Regional Trail a reality. We hope that Metro will continue to support this worthy project. Thank you for your consideration.

Sincerely,

Lisa Caballero
Vice-President
lisac@me.com

Don Baack
Founder
donbaack@gmail.com

Milestones in the Red Electric Regional Trail project

- 1995-1997** Multimodal trail on the old red electric route conceived by SWTrails, PP&R and Metro;
- 1998** PP&R receives funding from Metro for feasibility study;
- 2000** Urban Trails Plan adopted by Portland City Council (including *Trail* 2, a portion of the Red Electric route);

- 2007** The 1998 feasibility study results in this route being approved as a multimodal regional trail by Portland City Council with subsequent approval in **2008** by Metro Council. The “regional” status means the route requires public right-of-way dedication from future development along its length.
- 2021** State Senator Ginny Burdick secures a \$750,000 State grant, “covid funding,” for PP&R to design a multi-use path along the Hayhurst segment;
- 2022** [Red Electric Trail Pedestrian and Bicycle Bridge](#) over the Fanno Creek headwaters in Hillsdale opens. This multimodal bridge connects Hillsdale business area with “Little Bertha” area immediately west of Hillsdale – a key connection for the overall trail.
- 2022** Metro recognizes the transportation potential of the Red Electric Trail in its [Regional Trails Prioritization Tool Report](#), ranking it “Very High.”
- 2024** Portland approves the Land Use plan for the Raleigh Crest development. Includes design for the Red Electric multi-use path across the property.

From: [Trans System Accounts](#)
To: [Summer Blackhorse](#)
Cc: [Trans System Accounts](#)
Subject: RE: [External sender]Support
Date: Monday, April 14, 2025 2:52:15 PM

And another!

From: kayduncan16@gmail.com <kayduncan16@gmail.com>
Sent: Monday, April 14, 2025 2:48 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Cc: Duncan, John <duncan@humnet.ucla.edu>
Subject: [External sender]Support

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Hi My name is Kay Duncan and we live in the Happy Valley . when we found out that there is a Sunrise Corridor Project along the Hwy 212, we were happy to find out there is an infrastructure plan to improve the traffic along these neighborhood. Having improved transportation along 212 will improve the Gridlock along the Sunnyside as well..

WE need infrastructure improvements as much as we can support and my husband John and I are all for it and will do what we can.

Thank you

*Kay & John
Duncan*

From: [Trans System Accounts](#)
To: [Summer Blackhorse](#)
Subject: FW: [External sender]Project ID CFP6 "Westside Trail Segment 1 - King City"
Date: Monday, April 14, 2025 7:53:50 AM
Attachments: [0952uk2n3g2tocpr2pvn1.png](#)
[Attachment D for ID CFP6 - westside trail master plan for King City Segment 1.pdf](#)
[Attachment C for ID CFP6 - WaCo Review of Kensington Square development.pdf](#)
[Attachment A for ID CFP6 - Excerpt from KT EW Alts Study Transp 2022 Appendix B regarding Fischer Road extension traffic volume.pdf](#)
[Attachment B for ID CFP6 - Letter from Chuck Watson, Rivermeade Community Club \(1\).pdf](#)
[Attachment E for ID CFP6 - Westside Trail and Park Concept plan approved by City Council.pdf](#)

Thank you,

Summer Blackhorse, (*she/they*)
Program Assistant III

Support for Jean Senechal-Biggs, Manager, Resource Development

- *Metropolitan Transportation Improvement Program*
- *TransPort, Transportation System Management & Operations*
- *Regional Travel Options*
- *Get There, Portland Metro Regional Network Administrator*

Hours, 7:30 a.m. to 4 p.m. Monday through Friday
503-797-1757 to leave a message sent to my email
971-978-8789 cell phone

From: Gary Woods <garyjudywoods@gmail.com>
Sent: Sunday, April 13, 2025 5:44 PM
To: RFFA <RFFA@oregonmetro.gov>; Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Project ID CFP6 "Westside Trail Segment 1 - King City"

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Joint Policy Advisory Committee on Transportation

Here is the testimony for the April 17th meeting

Gary Woods
King City, Oregon

Date: April 13, 2025

To: Joint Policy Advisory Committee on Transportation

Emailed to: rfa@oregonmetro.gov

And transportation@oregonmetro.gov

From: Gary Woods

Resident of King City

Regarding: Project ID CFP6 "Westside Trail Segment 1 - King City"

The RFFA Step 2 application for this project contained errors and omissions. I believe it is important for Metro to have accurate information before making a decision on which projects receive funding.

Summary

The errors and omissions are:

1. **The grant application omits King City's plan to 'stub' the Capulet and Fischer Road extensions, and to not complete the connection with SW 137th Avenue until some time in the future.**

Line 41 states " This project includes the street connections from SW Capulet Lane, SW Montague Way, and SW Fischer Rd." King City staff have told the King City City Council, and the community, that the connections to 137th will not be made until the improvements to SW 137th Avenue (to collector status). The improvements to 137th are identified in the King City TSP project list as "Unconstrained Tier 3 -the last phase of projects to be implemented, should additional funding become available."

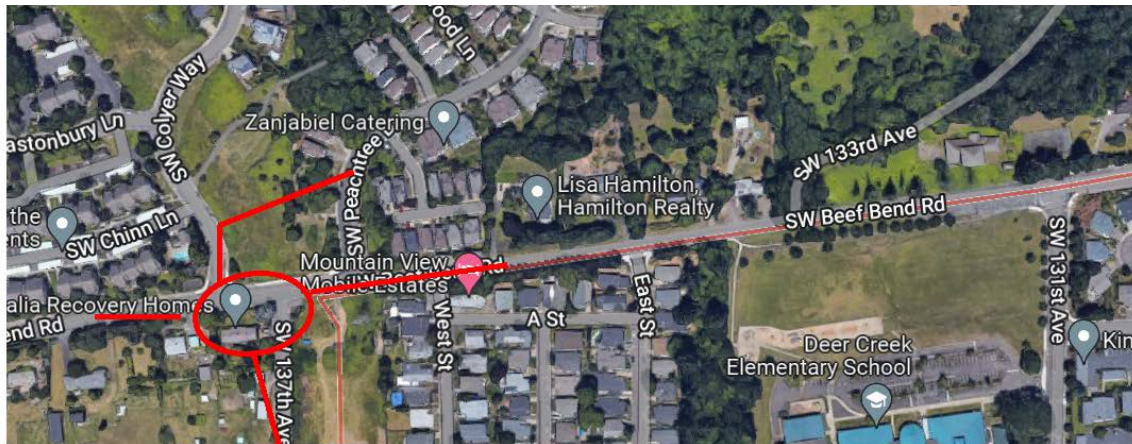
The Westside Trail Layout (Grant Exhibit A) shows that the extension of SW Montague Way is stubbed. The future connection that is shown is through a park owned by Rivermeade Community Club, a 501(c)(7) organization that is vigorously opposed to King City building a road through their community park.

It is not a responsible use of the grant funds to build roads that will not be connected until some unidentified time, likely many years in the future.

2. **The grant application states all property sellers are 'amenable'. This is not true.**

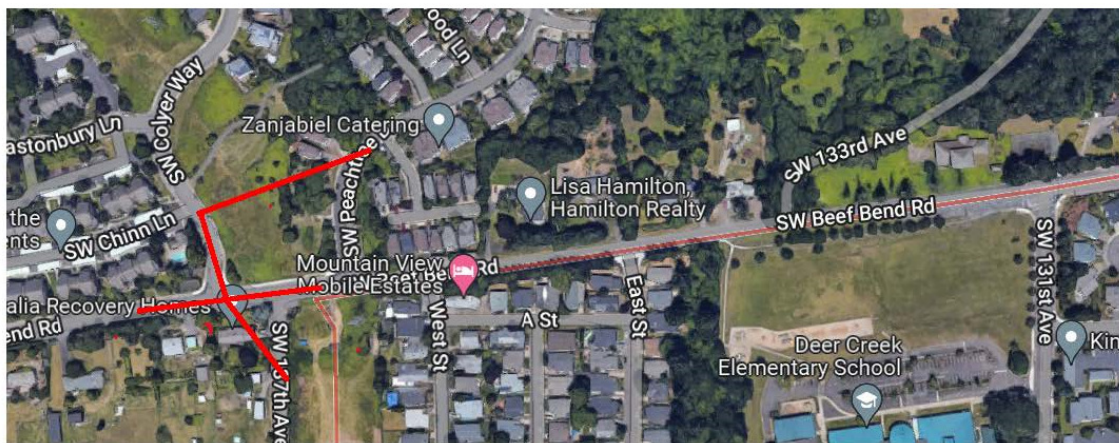
The Edgewater on the Tualatin HOA owns approximately 30% of the property covered by this project. I live in Edgewater and have been talking with many of my neighbors. The Edgewater HOA is not 'amenable' to selling their property to King City. In fact, this is very controversial. King city staff knew this when they wrote the grant application.

[Metro.pdf](#)
[dropbox.com](#)



Realign 137th Avenue and Peachtree Drive with Signal

This alternative is illustrated in the figure below. Analysis of the alternative revealed that it would successfully meet County operational standard of $V/C = 0.99$ in the 2040 PM peak hour. The worst movement (westbound through/right) at the intersection is estimated to have a v/c ratio of 1.00 but the overall intersection is estimated to have a v/c ratio of 0.96 (using quick output from HCM 2000). This scenario would meet the County's standard.



5.8 Fischer Road Improvement Needs

Table 20 presents a summary of 2040 Average Daily Traffic projections on three of the approach legs for the intersection of Fischer Road with 131st Avenue. These projections were prepared for both the Alternative 1, 2 and/or 3 South scenarios or the No Direct Connection scenario and compares the projections with existing daily volumes. ADT estimates were based on the PM peak hour projections prepared as part of the Alternatives Analysis and rely on a K factor reflecting the relationship between daily and peak hourly counts as observed on Fischer Road near OR 99W.

As indicated in the table, Fischer Road is currently estimated to carry about 7,000 daily vehicles east of the intersection with 131st Avenue, and about 6,400 vehicles on 131st Avenue north of Fischer Road. Existing traffic patterns on these two streets include a relatively heavy movement between Fischer and 131st Avenue to/from the north. This movement includes motorists making a cut-through maneuver

from Beef Bend Road to/from OR 99W south of Fischer Road as this pathway is shorter and quicker than using the intersection of Beef Bend Road with OR 99W. Existing daily traffic volumes on Fischer Road west of 131st Avenue average about 1,800 vehicles.

As further illustrated in the table, traffic volumes are expected to increase on either Fischer Road or 131st Avenue with the two Kingston Terrace east/west alignment alternatives, with an approximate 4,000 daily vehicle difference between the two scenarios on either Fischer Road or 131st Avenue. While the expected increases are significant, they are anticipated to affect the intersection of Fischer Road with 131st Avenue regardless of scenario. It is recommended that this intersection be signalized as signal warrants are expected to be met.

Table 20. Comparison of Fischer Road Volumes

Location	2021 ADT	2040 ADT with Alternatives 1, 2 or 3 South (with Fischer Connection)	2040 ADT with No Direct Connection (No Fischer Connection)
Fischer Road east of 131 st Avenue	7,000	12,900	8,900
131 st Avenue north of Fischer Road	6,400	5,800	9,800
Fischer Road west of 131 st Avenue	1,800	8,600	1,900

The east/west alignment alternatives that include a direct connection to Fischer Road would see a substantial increase in daily traffic along the segment of Fischer Road to the west of 131st Avenue, growing from approximately 2,000 ADT to over 8,000 ADT.

Fischer between 131st and 137th Avenues has a 61-foot wide right of way and a 36-foot curb-to-curb width which includes on-street parking. There are very few driveways along this street segment and relatively few intersecting streets. Analysis conducted of the existing roundabout at 136th Avenue indicates that it is expected to continue to operate acceptably with this traffic growth. Consideration will need to be given to the provision of bicycle facilities through this corridor which could be developed as a bike lane couplet placing westbound bicyclists on Fischer Road (and restricting on-street parking to one side of the street) and eastbound bicyclists on King Lear Way (a parallel street to the south) where such an opportunity is available. Complete removal of on-street parking could occur between King Lear Way and 131st Avenue because the parking demand and usage is much lower than further west. Pedestrian crossings could continue to be provided at the intersections of Fischer Road with 136th Avenue and King Lear Way/134th Terrace.

Letter from Chuck Watson, Rivermeade Community Club

April 12, 2025

To: Portland Metro

(Attn: Joint Policy Advisory Committee on Transportation)

From: Chuck Watson, President, Rivermeade Community Club

I am the President of a small Community Club, consisting of 57 home sites, adjacent to the western edge of King City, Oregon. Our community club is a registered 501(c)(7) organization and wholly own a park at the end of our singular street.

Recently, a private citizen of King City brought to my attention that King City has plans to extend Montague Way Road (through the existing power lines separating King City and our park) up to the physical boundary of our park for purposes of extending said road through our park into our neighborhood, at some point in the future. Currently we are unincorporated Washington County. This person also explained King City was in the process of requesting funds for this future project. This sounds like a road to nowhere.

This is why I am writing this letter.

1. King City has not once mentioned this potential intrusion of our organization/neighborhood. I found this information out from a conversation with an individual, not a government official or employee. I find this insulting and unprofessional.
2. If King City makes the decision to build this road and "stub it out" until a future date, there is no chance our community will be more accepting of selling our private land/park. Not one member of the Rivermeade Community Club wants to sell or lose our park. King City, Washington County, Metro,...whomever; will have to use the very unpopular process of "eminent domain" to "steal" our land from us.
3. Our Community Bylaws state if a landowner sells their property to a developer to be subdivided, the new owners and residents of the said property, release any right to vote or have use of this park. They no longer are members of the Rivermeade Community Club. So, time is not something that will soften the sentiment. Once again, "eminent domain" is the only way King City currently or in the future will acquire the park abutting to the "road to nowhere".

Rivermeade Community Club is not against growth. Are we against wasteful use of government resources and our own tax dollars to fund projects that don't make sense?...you bet.

Chuck Watson

Chuckles737@hotmail.com

(503)347-8573



Washington County Transportation Review Kensington Square Preliminary Subdivision Application

Date: April 9, 2025
Jurisdiction: King City
City Application: LU-2024-07
County Application: CP2590901

City Contact: Maxwell Carter, City Planner
Phone: (971) 392-5869
Email: mcarter@ci.king-city.or.us

County Staff: Tony Mills, Associate Planner
Phone: 503-846-3837
Email: tony_mills@washingtoncountyor.gov

Site/Application Information

Existing Use: Low-density residential

Proposal: The applicant proposes subdividing four existing tax lots into \pm 87 lots for future residential development.

Site Size: \pm 7.16-Acres

Site Address: 13970 & 14060 SW Beef Bend Road, 16305 SW 137th Avenue

County Right-of-Way: SW Beef Bend Road

Washington County

Assessor's Map(s): 2S116B, Tax Lots 800 and 1000 and 2S116BB, Tax Lots 2700 and 2701

ACRONYM DEFINITIONS:

“WCCO” means Washington County Code of Ordinances

“TSP” Washington County’s Transportation System Plan

“RDCS” means Washington County’s Road Design and Construction Standards

“CDC” means Washington County’s Community Development Plan

“AASHTO” means American Association of State Highway and Transportation Officials

“ESAL” means Equivalent Single Axle Load

“MUTCD” means Manual on Uniform Traffic Control Devices

“ITE” means Institute of Transportation Engineers

“ORS” Oregon Revised Statute

COMMENTS AND DESIGN REQUIREMENTS

Consistent with ORS Chapters 368 and 810, these comments are intended to fulfill Washington County’s role as the owner of public right-of-way impacted by a proposed development. The roadway subject to the provided comments is confirmed to be under the jurisdiction of Washington County, as per county road records, Washington County’s Transportation System Plan (TSP), and King City’s TSP.

Washington County’s roadway design comments are based on the County’s Transportation System Plan (TSP) and Roadway Design Criteria Standards (RDCS). Resolution and Order 86-95 provides the basis for determining when safety improvements are necessary.

Project Background

These comments address the Kensington Square preliminary subdivision application currently under review by the City of King City as part of land use case file LU-2024-07. The proposed subdivision will divide 7.16 acres currently occupied by four tax lots (Washington County Assessor’s Map 2S116B, Tax Lots 800 and 1000, and Map 2S116BB, Tax Lots 2700 and 2701) into ±87 lots for future residential development. The development site has ±515 linear feet of frontage along SW Beef Bend Road.

The current subdivision layout anticipates that the future lots will be accessed via a local street network that ties into an intersection with SW 137th Avenue. SW 137th Avenue is currently a ± 22-foot-wide, two-lane paved road that extends south from an intersection with SW Beef Bend Road, serving as the only connection to the transportation network for approximately 40 existing dwellings in the area. King City has identified SW 137th Avenue as a collector in their Transportation System Plan (TSP). Based on the current design, all new traffic generated by the proposed subdivision will travel through the intersection of SW 137th Avenue and SW Beef Bend Road.

Road Existing Conditions and Classifications

According to the most recent county survey (Survey Number: 31771), the right-of-way width for SW Beef Bend Road varies substantially. Along the site’s frontage, the right-of-way is 58 feet wide, 25 feet from the monumented centerline to the subject property boundary. SW Beef Bend Road transitions from two to three lanes with a center turn lane to accommodate three offset intersections east of the project site’s frontage.

The Functional Classification and Lane Number Designation Maps in Washington County’s TSP identify SW Beef Bend Road as a 2-3 lane arterial roadway. A regional trail is planned to extend from the

intersection between SW 137th and SW Beef Bend Road to the west across the frontage of the subject project site.

According to the Functional Design Parameters for roadways provided in Table 3 of the Washington County Transportation System Plan (TSP), arterial roads that are expected to be three lanes require a minimum of 90 feet of right-of-way, which corresponds to the A-4 designation in the Roadway Design Criteria Standards (RDCS).

Safety Hazard

The Transportation Impact Study, prepared by Lancaster Mobley and submitted as part of the proposed subdivision, has been reviewed by Washington County traffic engineers to determine the impact of the proposed development on the county right-of-way. These comments are consistent with the Washington County TSP, Road Design and Construction Standards, and R&O 86-95.

The submitted application will establish a new subdivision with 87 lots for future residential dwellings. As proposed, a local street network will connect the future lots to the existing roadway system via a single intersection with SW 137th Avenue.

SW 137th Avenue is the only outlet for an existing neighborhood of low-density, single-detached dwellings. Currently, the road has a single connection point to the larger transportation network through an intersection with SW Beef Bend Road. According to the TIS, the proposed subdivision will add ±624 daily vehicle trips to SW 137th Avenue, directly impacting its intersection with SW Beef Bend Road.

R&O 86-95 defines the impact area of a specific development where the applicant may be responsible for improvements, and it categorizes safety hazards as existing or predicted. According to Appendix B, Section A of R&O 86-95, existing hazards refer to those identified on the Safety Priority Index System List, and predicted hazards can be identified as locations where safety improvements are warranted. The impact area is defined under Section A as road links where site-generated traffic equals or exceeds 10 % of the existing average daily traffic.

The TIS did not analyze the current traffic volume on SW 137th Avenue. However, based on the existing development pattern of single-detached dwellings that use SW 137th Avenue for access, the current traffic volumes on SW 137th Avenue are unlikely to exceed 6,240 vehicle trips. Therefore, the additional 624 trips produced by the proposed subdivision would exceed the 10% threshold used to define an impact area in R&O 86-95.

Per R&O 86 95, Appendix B, Section D.2.2.2, warranted improvements are considered a predicted hazard. Subsection 2 specifies that left turn lanes at intersections within an impact area may be regarded as a predicted hazard safety improvement, provided volume warrants indicate the need for an improvement.

Based on the information provided in the applicant's Traffic Impact Study (TIS) and analysis by Washington County's traffic engineering team, the additional vehicle trips generated by this subdivision warrant a dedicated left turn lane for westbound traffic at the intersection of SW Beef Bend Road and SW 137th Avenue.

The intersection between SW 137th Avenue and SW Beef Bend Road is one of three offset intersections within a ±400-foot stretch of SW Beef Bend Road. SW Colyer Way and SW Peachtree Drive intersect on

the north side of SW Beef Bend Road, located west and east of the SW 137th Avenue intersection. The SW Colyer Drive intersection is to the west, and the SW Peachtree Drive intersection is approximately 150 feet to the east. An existing two-way center-left turn lane, extending between the two intersections, allows eastbound and westbound traffic to make left-turning movements onto the respective streets.

Based on the expected left-turning PM peak volumes and 85th percentile speed, the dedicated left-hand turn lane's total required length (taper and turn lane) is 240 feet.¹ This exceeds the 150-foot distance between the intersections of SW 137th Avenue and SW Peachtree Drive with SW Beef Bend Road. Therefore, the current alignment of the SW 137th Avenue and SW Beef Bend Road intersection cannot safely accommodate the increased westbound traffic from SW Beef Bend Road, which is making left-turning movements onto SW 137th Avenue.

The county understands that resolving the issues at this intersection may not be feasible as a part of this project. The County Engineer may be willing to support a Design Exception to establish an interim access consistent with the access management provisions in Washington County's TSP. This option would provide the proposed subdivision direct access onto SW Beef Bend Road until the existing intersection is improved and can safely accommodate additional traffic.

Any improvements to existing county facilities will require a Washington County Facility Permit. The County Engineer must approve designs that deviate from the county's Road Design and Construction Standards through the Design Exception process.

¹ Washington County's Road Design and Construction Standards, Section 15.08.320.050 determines the design requirements for a dedicated left-turn lane.

Washington County Facility Permit Requirements

I. GENERAL REQUIREMENTS

A. Permit Requirements

1. A Facility Permit is required for all improvements within Washington County's right-of-way. Facility Permits must follow the submittal requirements outlined in WCCO, Title 15.08.210.
2. An early access permit is required for site work where construction traffic will utilize the county's right-of-way.
3. Submit a construction access and traffic circulation/control plan.
4. Construction access will be from the city's right-of-way. No rural properties can be used for construction staging.
5. Per WCCO, Title 15.08.3.40.070, and CDC Section 501-8.5.B(4), new private driveway entrances onto an arterial road are restricted. In cases where access to an arterial road is necessary, a design exception may be submitted to the county engineer for review. Applications for a design exception must conform to the submittal requirements in WCCO, Title 15.08.220.020.2. Applicants are required to demonstrate that the request conforms to the review criteria in Title 15.08.220.020 of the WCCO.
6. Provide a Pavement Report prepared by a Professional Engineer. The report will include recommendations for new full-depth pavement and/or pavement repair for existing roadway sections affected by the project. The report shall include but is not limited to the following recommendations: Existing pavement condition analysis, Grind and Inlay/Overlay, pavement repair, "Wet Weather" pavement construction, ESAL calculations, AASHTO pavement design calculations, soil classification, modulus, and laboratory test results.

B. Improvements

1. New impervious areas that expand beyond the UGB boundary must follow rural drainage practices.
2. Impacts to private driveways on neighboring properties shall be considered when creating new intersections, including offsets that could result in unsafe ingress/egress turning movements within the right-of-way.
3. Existing driveways within the project site's boundary that provide access to SW Beef Bend Road will be closed.
4. According to WCCO, Title 15.08.340.110, retaining walls supporting private property are not permitted within the right-of-way.
5. Construction activity that impacts existing survey monuments in the right-of-way shall conform to the standards in WCCO, Title 15.08.310.020. Any new survey monuments within the right-of-way shall follow the requirements in WCCO, Title 15.08.310.030.

6. Coordinate with private property owners and the Postmaster General to relocate mailboxes as needed.

C. Utilities

1. Per WCCO, Title 15.08.340.160.1, Dry utilities should be located outside the paved road where feasible. Underground utilities intended to provide direct service to adjacent properties with future connection shall not be located within the paved section of a constructed road unless approved by county staff. To reduce impacts on infrastructure, it is generally preferred that utilities be located outside of the right-of-way whenever possible.
2. Above-ground utilities shall meet the minimum clear zone requirements in WCCO Title 15.08.320.070.
3. Wet utilities shall be designed in accordance with the relevant service provider's requirements, and the county engineer shall review their potential impacts on the roadway.
4. When locating lighting and signal poles, the contractor shall coordinate with Portland General Electric and the Bonneville Power Administration to confirm the required clearance distances from power lines and other equipment.

II. PRIOR TO ISSUANCE OF A PUBLIC IMPROVEMENT OR EQUIVALENT PERMIT BY THE CITY OF KING CITY

Submit to Washington County Public Assurance Staff: A completed "Design Option" form (original copy), the City's Notice of Decision (NOD), and the County's Revised Letter dated April 9th, 2025.

\$ 28,000 Administration Deposit.

NOTE: The Administration Deposit, a cost-recovery account, is used to pay for County services provided to the developer, including plan review and approval, field inspections, as-built approval, and permit processing. This deposit is an estimate of the cost of these services. If, during the project, the Administration Deposit account is running low, additional funds will be requested to cover the estimated time left on the project. If there are any unspent funds at project closeout, they will be refunded to the applicant. Any point of contact with County staff can be a chargeable cost. If project plans are incomplete or do not comply with County standards and codes, costs will be higher. There is a charge to cover the cost of every field inspection. Costs for enforcement actions will also be charged to the applicant.

Electronic submission of engineering plans, geotechnical/pavement reports, engineer's estimates, final sight distance certifications, and the "Engineer's Checklist" (Appendix E of County Road Standards) for the construction of the following public improvements.

NOTE: Improvements within the ROW may require relocation or modification to permit the construction of public improvements. All public improvements and modifications shall meet current County and ADA standards. Public improvements that do not meet County standards shall submit a design exception to the County Engineer for approval.

A. SW Beef Bend Road

1. Half Street Improvements
 - a. Half-street improvements along SW Beef Bend Road shall meet the minimum standards for the A-4 designation in Exhibit 1 of Washington County's Road Design and Construction Standards. This includes at least 45 feet of right of way to

accommodate 12-foot travel lanes and a 6-foot bike lane. The county will defer to the city's conditions regarding facilities beyond the curb line. City requirements may exceed the county's minimum standards.

- b. Road design shall be completed per the standards outlined in WCCO, Title 15.08.320.
 - c. Bikeways shall be designed in accordance with Washington County's Bike Toolkit. The minimum standards are outlined in WCCO Title 15, Section 8.340.010. Exceeding the minimum requirements to provide safer facilities is encouraged.
 - d. Sidewalks shall be designed to meet the minimum requirements in WCCO, Title 15.08.340.060. Designs that exceed these minimum requirements to satisfy the standards provided by the local land use authority are allowed. However, the county engineer will be the final authority regarding design and safety concerns.
 - e. Pedestrian facilities must comply with the ADA Design Standards specified in the memo titled "Clarification of Americans with Disabilities Act (ADA) Design Standards," signed by the County Engineer on May 26, 2022.
 - f. Street lighting and conduit shall be installed along the site's SW Beef Bend Road's frontage. Each fixture shall include a shield, which shall be installed in accordance with the applicable requirements in WCCO, Title 15.08.350.
 - g. Washington County will defer to the local land use authority regarding landscape design requirements within the right-of-way. If landscaping is not required, Washington County's minimum design standards will apply. Plantings must follow the specific installation requirements in WCCO, Title 15.08.340.130.3.
2. Interim Access Intersection (optional)
- a. Submit a Design Exception form in accordance with WCCO Title 15.08.350.040 justifying the need for an interim direct access onto an arterial roadway.
 - b. Intersections shall meet the minimum intersection design requirements in WCCO, Title 15.08.320.
 - c. The intersection design may incorporate turn lanes consistent with the recommendations in the Traffic Impact Analysis, provided that the applicable warrants are met. Additional improvements may be required when indicated by a supplemental warrant analysis.
 - d. Intersections must meet the minimum illumination standards in WCCO, Title 15.08.350.030.4.
 - e. Striping and signage must meet the Oregon MUTCD standards and any applicable Washington County standards.
 - f. Submit a Preliminary Sight Distance Certification and mitigation for the intersection Road.
3. Dedication of Right-of-Way
- a. Right-of-way dedication shall be incorporated on the final plat submitted to the Washington County Survey Office for final review.

- b. Dedication resulting in a minimum of 45 feet right-of-way from the monumented centerline on the south side of SW Beef Bend Road.
- c. Additional right-of-way shall be provided as needed to permit the construction of city and county public improvements and ensure accessibility for future maintenance.
- d. Dedication at intersections with county roads shall extend to the curb return of the intersecting road.

III. PRIOR TO CERTIFICATE OF OCCUPANCY

- A. Either a final plat or dedication deed incorporating the necessary right-of-way dedication to accommodate all public improvements shall be recorded with Washington County.
- B. Washington County shall complete and accept all road and frontage requirements, including final sight distance certification for any intersections affected by work within the right-of-way.

Please contact Tony Mills, Associate Planner, at 503-846-3837 or by email at tony_mills@washingtoncountyor.gov with any questions.

Cc: Road Engineering Services
Traffic Engineering Services
Assurances Section
Transportation File

Table 1 Segment 1: Tualatin River to SW Beef Bend Road

1A Tualatin River crossing	
<p>Design: three-span bridge with approach ramp under 5% grade, steel/concrete construction, 18'-wide bridge deck</p> <p>Use: pedestrians, bicycles, equestrians</p> <p>Jurisdiction: City of King City, City of Tualatin</p> <p>Length: 330'-long bridge plus 200'-long north side ramp</p> <p>Cost: \$3,844,000</p> <p>Priority: near term</p>	<p>Bridge crosses the Tualatin River west of the power corridor; north approach ramp to be built within power corridor; north ramp on piers to avoid impeding floodwaters; connects to Ice Age Tonquin Trail and Tualatin River Greenway Trail on south side of river and to Segment 1 and King City Community Park on north side; wildlife habitat features are to be included in bridge design.</p>
1B Tualatin River crossing to SW Beef Bend Road	
<p>Design: asphalt, 10' to 12' wide, up to 5% grades; soil with gravel, 6' to 8' wide, up to 5% grades.</p> <p>Use: pedestrians, bicycles, equestrians</p> <p>Jurisdiction: City of King City</p> <p>Length: 0.74 mile</p> <p>Cost: \$3,153,000</p> <p>Priority: near term</p>	<p>Within power corridor; two parallel trails – one paved multiuser, one equestrian; relatively flat corridor, no switchbacks required; one wetland crossing requiring boardwalk; trailhead at King City Park; prairie restoration with wetland enhancement and restoration.</p>

See trail plan maps: https://www.ci.king-city.or.us/king_city_projects/westside_trail_segment.php#outer-2096

Testimonio en Apoyo al Financiamiento Regional para el Proyecto de Tránsito y Seguridad de la Carretera TV

Buenos días, presidente González y miembros del comité, mi nombre es Maria Rodríguez Cuamatzi. Soy embajadora comunitaria en la ciudad de Beaverton por parte de Unite Oregon y he vivido en esta comunidad por más de 15 años. Hoy estoy aquí para expresar mi fuerte apoyo al financiamiento completo del Proyecto de Tránsito y Seguridad de la Carretera Tualatin Valley, también conocida como TV Highway.

Durante el último año, he tenido el privilegio de participar en el desarrollo de comunicaciones para la Estrategia de Desarrollo Equitativo para la TV Highway, un proyecto que busca asegurar que las decisiones de infraestructura se tomen con la participación activa de las comunidades que históricamente han sido excluidas. Hemos recibido entrenamientos para poder involucrarnos en la abogacía, para poder ser un megáfono para nuestras comunidades a lo largo de la autopista.

Muchas personas en nuestra comunidad—especialmente inmigrantes, trabajadores esenciales, familias de bajos ingresos y personas mayores—dependen del transporte público a lo largo de esta carretera. Este proyecto no solo mejorará el acceso al tránsito, sino también la seguridad, la experiencia del usuario y la confiabilidad del servicio. Se trata de tener aceras seguras, cruces accesibles, paradas de autobús dignas y un sistema de transporte que realmente funcione para todos nosotros.

Pido que se aprueben los \$30 millones solicitados por TriMet para este proyecto. La propuesta asegura una inversión completa para que este trabajo tenga el mayor impacto posible y verdaderamente refleje las necesidades de nuestras comunidades.

Gracias por su tiempo y por considerar esta inversión tan importante para el bienestar de quienes vivimos y transitamos por esta región.

~Maria Rodríguez Cuamatzi

From: [Jill Rundle](#)
To: [Trans System Accounts](#)
Subject: [External sender]Testimony to Support Sunrise Gateway Corridor/Highway 212
Date: Monday, April 28, 2025 11:47:10 AM
Attachments: [image003.png](#)
[image005.png](#)
[image008.png](#)
[image009.png](#)

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Good morning,

I live, work, and spend meaningful time in the Sunrise Corridor. This is my community—it's where I raise my family, run my business, and invest my time and energy.

I'm here today to express my strong and unwavering support for the Sunrise Gateway Corridor / Highway 212 project. This is not just a transportation upgrade—it's a once-in-a-generation opportunity to transform a region that has waited far too long for real investment.

For decades, the people of Clackamas County— have called for safer roads, better access, and more reliable infrastructure. The Sunrise Corridor Community Visioning project captures that collective voice, and this project is the tangible next step.

This isn't just about getting from point A to point B. It's about unlocking access to jobs, reducing daily traffic headaches, and giving working families the safe, affordable, and efficient transportation options they deserve. It's about making sure our region grows in a way that's sustainable and inclusive.

The Sunrise Corridor is brimming with potential—it's a vital hub for future economic development. But that potential won't be realized without infrastructure that supports it. Right now, we're holding back opportunity. With this project, we can open the door to growth that benefits everyone: families, workers, developers, and local businesses.

This is a win-win for our community and for Oregon. I urge you—with deep conviction—to support the Sunrise Gateway Corridor project. Let's invest in a future that's safer, stronger, and more connected for everyone who calls this place home.

Thank you for your time,
Jill Rundle

Jill Rundle
Controller

Direct: (971) 361-3888
Mobile: (503) 939-1373
Main Office: (503) 775-7755
11401 SE Jennifer St
Clackamas, OR 97015
www.milesfiberglass.com

Testimony in Support of Regional Funding for the TV Highway Transit and Safety Project

Good morning chair Gonzalez and members of the committee, my name is Juan Pedro, and I'm a lifelong resident of Hillsboro, Oregon. I'm here today to voice my strong support for funding of the TV Highway Transit and Safety Project, which is currently being considered for \$28 million in regional funds—which is just short of TriMet's \$30 million request.

For almost the last three years, I have been directly involved in efforts to develop and promote the TV Highway Equitable Development Strategy, working alongside passionate community members and community based organizations to ensure that future development reflects the needs and voices of those who live, work, play and travel along this corridor—particularly those who have historically been excluded from infrastructure planning and decision-making spaces.

The TV Highway corridor is home to many immigrants, families who are financially burdened, and essential workers who rely on public transportation every day. This project represents more than just infrastructure—it's about safety, dignity, and access. It's about making sure that transit is fast, reliable, and safe for people walking, biking, or riding the bus.

By fully funding this project, you are helping ensure that improvements to the corridor are equitable, community-driven, and responsive to the lived experiences of those who know it best. Continued investment in TV Highway is an investment in our people, our neighborhoods, and our shared future.

I urge you to allocate the full \$30 million requested. Let's not fall short of a transformational opportunity for our corridor—and our community.

Thank you for your time,

Juan Pedro Moreno Olmeda

From: [Trans System Accounts](#)
To: [Summer Blackhorse](#)
Subject: FW: [External sender]Sunrise/Gateway/212 Project Testimony
Date: Tuesday, April 29, 2025 12:25:30 PM

Looks like a comment.....

Thanks,
Jess

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

From: gerry murphy <earlyriser43us@yahoo.com>
Sent: Tuesday, April 29, 2025 9:06 AM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Sunrise/Gateway/212 Project Testimony

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

Dear Project Committee,

You are asking for my opinion on this project;

You are not addressing what should be the number one priority in my opinion. The most dangerous intersection on Hwy 212 just east of your project.

The intersection of Hwy 212/ E Foster Rd/E Sunnyside Rd.

This intersection is primitive and being overlooked. The options are not easy today and will be even more difficult as time goes on.

As growth happens, as Urban Growth Boundaries expand, we still have this choke hold on efficiency and safety.

This project will only improve transportation into the most dangerous and overlooked intersection on Hwy 212.

Make this intersection priority #1.

Sincerely,

Gerald Murphy
Rhododendron, OR 97049

Sent from my iPad

From: [Michael Walter, AICP](#)
To: [Trans System Accounts](#)
Subject: [External sender]Sunrise Community Visioning Project/Hwy. 212-224 (Rock Creek Junction) RFFA applications
Date: Monday, April 28, 2025 1:40:53 PM
Attachments: [image001.png](#)

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Greetings,

Per comments and testimonials submitted at many public meetings – please also consider my written testimony in support of these critical grant applications for projects in Clackamas County. The impact of a failing intersection (Rock Creek Junction) and the greater Sunrise Community Visioning Project for the future of community connectivity, housing and economic development in the greater Happy Valley area is of paramount concern to the City of Happy Valley, Clackamas County, and the regional multi-modal transportation system in this is part of the Portland metropolitan area.

Regards,

Michael D. Walter, AICP | Economic & Community Development Director
O: 503-783-3839 | M: 503-886-8439 | happyvalleyor.gov



This e-mail is a public record of the City of Happy Valley and is subject to the State of Oregon Retention Schedule and may be subject to public disclosure under the Oregon Public Records Law. This e-mail, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please send a reply e-mail to let the sender know of the error and destroy all copies of the original message.

From: [John Charles](#)
To: [Trans System Accounts](#); [Naomi Inman](#); [Karen Rue](#)
Subject: [External sender]Comment on proposed bond
Date: Wednesday, April 30, 2025 4:49:47 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Metro Councilors:

I am writing to submit a brief comment on the proposed transit bond.

First, debt is not a desirable way to pay for capital projects. By borrowing against future funding, Metro will incur debt service that will cannibalize future revenue. There is no immediate crisis that requires such action. Metro and its partner agencies should learn to live within their means.

Second, most of the proposed projects are seriously flawed. Transit in general is losing market share and TriMet in particular is in a financial death spiral. There is no reason to plan for expansion when operating costs are skyrocketing and ridership is in decline.

Telecommuting is a permanent new feature of the workplace and there is no reason for transit agencies to fight it. In most respects, telecommuting is a good thing and we should encourage more of it.

In addition, the success of unsubsidized transportation network entities such as Lyft and Uber has fundamentally changed the market. Many people prefer on-demand, door-to-door service, which public transit districts do not serve. People who have become regular customers of ride-sharing companies will not be returning to TriMet regardless of how much public money you pour into shiny new projects.

Most of the projects being proposed within the bond are flawed and not worthy of public funding. For instance, the 82nd Avenue project "vision" statement on pages 18-19 of the PBOT project summary document states that "the vision maintains two travel lanes in each direction", but also includes "potential transit priority lanes."

Those two concepts are in conflict. If you have one you can't have the other. But the PBOT preference is clear from the graphic on page 18, which shows only one thru lane in each direction as the transit priority lanes force drivers to make right turns. This is clearly going to be a "bait-and-switch" that will result in massive congestion and diversion, with the transit lanes being under-utilized most of the time.

It also seems apparent that the new Burnside Bridge will result in a subtraction of lane capacity for motor vehicles in favor of a busway. The notion that we will spend close to \$1 billion to build a new bridge that actually makes congestion worse is indefensible. TriMet ridership is in decline and there is no reason to think it will come back. The new bridge should be planned for the travel patterns we have, not the ones planners dream of.

Finally, there is no reason to extend the moribund Streetcar system to Montgomery Park. The Streetcar is a low-speed, low-capacity, high-cost mode that became obsolete more than 100 years ago. Try and learn from experience and cancel any more public funding for this urban relic.

I appreciate that Metro's public involvement on this project has been far superior to that of the Portland School Board on its much larger bond proposal of \$1.83 billion. But the substance of Metro's bond concept is lacking and should not be advanced.

Sincerely,

John A. Charles, Jr.
President & CEO
Cascade Policy Institute



**Testimony to the Joint Policy Advisory Committee on Transportation
re: 2028-30 Regional Flexible Funding Allocation**

April 30, 2025

**Kristopher Fortin Grijalva, Transportation Program Director
Oregon Environmental Council**

Founded in 1968, the Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization. We advance equitable, innovative, and collaborative solutions to Oregon's environmental challenges for today and future generations.

Re: Oregon Environmental Council Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

Dear Co-chairs Gorsek and McLain, Vice chairs Starr and Boshart Davis, and members of the committee,

Oregon Environmental Council would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in the Portland Metropolitan region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, especially adjacent neighborhoods which are located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent transit stops and social service providers, safer and better-protected pedestrian and bicycle facilities on the bridge, preserving the existing bus-only lane, providing permanent bicycle/pedestrian street improvements adjacent to the bridge and preparing the bridge for a future streetcar line. This multifaceted infrastructure project addresses many urgent community needs including the safety and resiliency of the bridge, and upgrades to support the region's plans for high capacity transit.

The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. The Line 20 has the second-highest bus ridership in the entire region. The transit improvements that this regional funding would support would allow local communities to have safer, and more accessible access to these services, and would put necessary infrastructure in place to reduce delays. In order to support our region for generations to come, the new, seismically-resilient bridge will be well-prepared for future bus rapid transit development, as well as potential streetcar expansion.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through short and long-term job creation by providing over 6,200 job years of employment, including for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Transportation accounts for roughly 35 percent of Oregon's greenhouse gas emissions. One of the key strategies for Oregon to hit these targets is to reduce the miles traveled by gas powered vehicles, and a core component of this strategy is our transit system. Increasing easy and safe access to transit in this region must be a priority. We strongly support including the Earthquake Ready Burnside Bridge project as

part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more climate resilient, reliable, and accessible for communities for decades to come.

Sincerely,

Kristopher Fortin Grijalva
Transportation Program Director
Oregon Environmental Council
kristopherf@oeonline.org

April 30, 2025

Chair Juan Carlos Gonzales
Vice Chair Christine Lewis
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Re: Cedar Mill Better Bus and Access to Transit Enhancements Project

Dear Councilor Gonzales, Councilor Lewis, and members of the committee,

We are writing today in support of funding for the Cedar Mill Better Bus and Access to Transit Enhancements Project. For 150 years, Providence St. Vincent Medical Center has been providing high quality, award-winning health care. The emergency department at Providence St. Vincent Medical Center is the busiest in the Portland metro area, accommodating more than 90,000 visits per year. The hospital is both the local community hospital for the west side and a destination for patients needing our specialized care in areas such as cardiovascular disease, stroke, behavioral health and pediatrics.

Anticipating the need to serve more than 100,000 patients annually, we just completed a \$45M project expanding and modernizing our Emergency Department, including additional treatment rooms and equipment, and enhanced safety and security measures. We understand these investments are necessary to provide the best care.

We believe investment in local infrastructure is an essential step towards developing sustainable urban environments. Not only will transit improvements along Cedar Mill and adjacent streets enhance mobility and accessibility for the entire community - including patients, caregivers, and emergency responders - it also aligns perfectly with Providence's commitment to environmental stewardship. Such improvements can significantly reduce traffic congestion, leading to decreased travel time and lower emissions, which benefit everyone.

Thank you for the opportunity to provide comment in support of the requested funding for this project.

Respectfully,

A handwritten signature in black ink, appearing to read "Raymond Moreno".

Raymond Moreno, M.D.
Chief Executive
Providence St. Vincent Medical Center

April 30, 2025

Chair Juan Carlos Gonzales
Vice Chair Christine Lewis
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Re: Sunrise Corridor

Dear Councilor Gonzales, Councilor Lewis, and members of the committee,

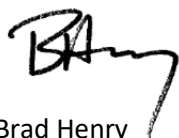
For more than a decade Providence has been participating in conversations with Clackamas County on the next phase of transportation improvements for Highway 212, commonly known as the Sunrise Corridor. For the past 16 months, Providence has had the opportunity to have a representative on the steering committee for the Sunrise Corridor Community Visioning process. Our director of land use and planning found this committee to be well informed, engaged with the community, and thoughtful. Providence is supportive of the planning direction that the steering committee recommended, and we are writing now in support of the \$12.5 million funding request from Metro for the next phase of the project.

Providence has a long tradition of investing in the Happy Valley community. In 2009 we opened, Providence Medical Group – Happy Valley on Sunnyside Road where we offer family medicine primary care, immediate care, diagnostic imaging, and physical therapy services. In 2024, more than 29,000 patients were served by these clinics, many multiple times.

Providence also owns land adjacent to Nelson High School at 162nd and Highway 212 for future development. Over the years we have considered a variety of options for this property. With the current and projected growth of Happy Valley, we are excited to be looking at opportunities to increase access to primary care, ambulatory surgical services, and other outpatient medical services. Future plans for the property will be finalized once decisions about the Sunrise Corridor are made and we know exactly how the parcel is impacted.

Thank you for the opportunity to provide comment in support of the requested funding. We look forward to continuing to serve the Happy Valley community.

Respectfully,

A handwritten signature in black ink, appearing to read "Brad Henry".

Brad Henry
Chief Executive
Providence Milwaukie Hospital
Providence Willamette Falls Medical Center

Georgia Langer

From: Sharon Wood Wortman <bridgestories@icloud.com>
Sent: Tuesday, April 15, 2025 10:24 PM
To: Legislative Coordinator
Subject: [External sender]Earthquake Ready Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom It May Concern:

As the author of *The Portland Bridge Book*, first published in 1989 by the Oregon Historical Society Press, I have been writing and teaching about the big river bridges located across the lower Willamette River for more than three decades.

Most recently (since 2017), I have been a volunteer member of a series of citizen committees dedicated to getting at least one big river bridge designed and built to remain standing after the subduction zone earthquake that we all know is coming — not if, but when.

I urge Metro to approve the Regional Flexible Funds' bond measure that would assist in the realization of that bridge, i.e., a new and earthquake ready Burnside Bridge — the city's lone designated Lifeline Corridor bridge — and in the full amount of \$25 million as requested by Multnomah County.

I have seen the drawings for the proposed life-saving Burnside Bridge. My question is how can lives be saved if the forces of short-sightedness prevail at this critical design juncture?

Sincerely,
Sharon Wood Wortman
3270 SW Fairmount Blvd.
Portland, OR 97239

Georgia Langer

From: April Atwood <hissrattlesnap@gmail.com>
Sent: Tuesday, April 8, 2025 8:07 PM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19- mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

Increasing easy and safe access to transit in this region must be a priority, so I strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely, April Atwood

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Monday, April 7, 2025 11:34 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#314]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name * Yvonne Cannard

Email * ycannard54@yahoo.com

Address



70360 Columbia River Hwy
Space 1, 97048 Rainier
United States

Your testimony

I think this whole project should be scraped...The streets should be first before any parks...Example, NW 23rd...from the exit street to the fremont to the 23rd street itself up past Good Sam is a path I have to drive and its running my shocks...Its so bad it can't be called a street anymore...use the money to fix this street...

Is your testimony related to an item on an upcoming agenda? * No

Georgia Langer

From: M'Lou Christ <mnortie@yahoo.com>
Sent: Wednesday, April 9, 2025 9:02 AM
To: Legislative Coordinator
Subject: [External sender]Support for the earthquake-ready Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

There will be a quake.

All the current bridges across the Willamette in Portland will fail.

Countless hours of study & participation by staff and public have been spent to address those 2 facts.
They have found a solution.

Now is your opportunity to honorably, morally respond to their request for assistance: Fund the new Burnside Bridge.

Thank you for your attention to this urgent matter.

--M'Lou Christ

former Belmont Neighborhood resident

Georgia Langer

From: Dalia <daliarenov@gmail.com>
Sent: Wednesday, April 9, 2025 12:03 AM
To: Legislative Coordinator
Subject: [External sender]Burnside Bridge and Water Pipeline under the Willamette.

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I believe the most important projects to fund are:

A. The Burnside Bridge. To have 1 bridge that is seismically designed with ramps built to the same code-not cut corners.

So it can withstand earthquake and provide a safe thoroughfare - is essential. I understand the other bridges have ramps that would collapse even if their bridge stood.

B. The main water pipe, where water flows under the Willamette and delivers essential water from the Eastside to the Westside

is critical! The pipe is old , not in good shape and must be addressed right away.

First things first Oregon! Priorities.

This must be funded and construction started asap.

We have the money. Let's get going.

Dalia Renov

503. 539. 1754

From: Sam Friedenbergsam.friedenberg@yahoo.com
Sent: Tuesday, April 8, 2025 1:13 PM
To: Legislative Coordinator
Subject: [External sender]Multnomah County Bond Request

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

To whom it may concern

Multnomah County is requesting \$88 million for several projects. As a resident, I do not support the request.

Clearly an earthquake proof Burnside Bridge is a worthy project. That is a \$28 million request. The remaining projects are questionable. The most questionable is extending the streetcar to Montgomery Park. Sadly, one should not fund five when only one is worthy.

The city, county and state are in a financial downward spiral, as noted by state economists. Further, existing infrastructure is in horrible shape. The departments of transportation need to address this reality.

Thank you for the opportunity to comment.

Sam Friedenber
Portland, Oregon

Sent from my iPhone 503 502 9402

Georgia Langer

From: Natalie Mellody <nataliefschoch@gmail.com>
Sent: Tuesday, April 8, 2025 1:00 PM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

- Natalie Mellody

Georgia Langer

From: flight_idle@frontier.com
Sent: Wednesday, April 9, 2025 8:24 PM
To: Legislative Coordinator
Subject: [External sender]Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

One out of 5 cars on the roads in east county, Portland and other parts of this area have no valid Registration on their vehicles, I took my daughter to the store today and I sat in my car while she was in there. There is a pot store by where she shops. There must have been 30 cars pull in to buy the drugs and only one car had valid registration.

This is supposed to be the way you get the money for the bridge; I am totally against you getting any money for these projects! So, if you want to make up for this tell the County Sheriff and Police force to get off their big butts and go after these people. Then and only then will support any thing for the City of Portland.

An East County Taxpayer

Mike

If you can afford Drugs then you can Pay for your registration!

Georgia Langer

From: Betty Noyes <bettynoyes@mac.com>
Sent: Tuesday, April 8, 2025 12:51 PM
To: Legislative Coordinator
Subject: [External sender]Support for improving the Burnside Bridge.

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I wish to express support to improve the Burnside bridge with Earthquake safety feature..

It is vital to our cities safety...

bettynoyes@mac.com
503-914-8448 (cell)

"Anxiety's like a rocking chair. It gives you something to do, but it doesn't get you very far." Jodi Picoult

Appendix C: Comment Received by Mail & Phone

Public comments on proposed projects for
Step 1A.1 2028-30 Regional Flexible Funds.

May 2025

Appendix C: 2028 – 2030 Regional Flexible Fund Step 1A.1 Public Comments Received, Mailed Letters and Telephonic Comments

During the public comment period held for the 2028-2030 Regional Flexible Fund Public Comment, Metro received a total of zero (0) mailed in letters and zero (0) comments taken by phone or received by voice mail.

Appendix D:

Public Testimony

Public testimony on proposed projects for
Step 1A.1 2028-30 Regional Flexible Funds

May 2025

JPACT TRANSCRIPT

00:00:00.000 --> 00:00:09.000

Thanks, Ramona. All right. Good morning, everyone. Wonderful to see you. I'm going to begin our meeting by calling roll.

00:00:09.000 --> 00:00:13.000

Multnomah County Commissioner Shannon Singleton. Good morning. Washington County Commissioner Nafisa Fai.

00:00:13.000 --> 00:00:17.000

President, good morning.

00:00:17.000 --> 00:00:19.000

Present good morning.

00:00:19.000 --> 00:00:24.000

President, good morning. Let's see. Clackamas County Commissioner Paul Savas.

00:00:24.000 --> 00:00:26.000

President.

00:00:26.000 --> 00:00:33.000

City of Portland Mayor Keith Wilson. Cities of Multnomah County Mayor Travis Stovall Morning. Cities of Washington County Mayor Jeff Delane.

00:00:33.000 --> 00:00:39.000

Good morning, President.

00:00:39.000 --> 00:00:40.000

President.

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Cities of Clackamas County Mayor Joe Buck. Maureen. Odot, Ryan Winsheimer.

00:00:45.000 --> 00:00:51.000

Here, good morning.

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I'm here.

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Learning. Trimet, Sam D'Soux. Morning. Port of Portland, Curtis Robinhold.

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Good morning, President.

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Dq Ali Mirzakilili.

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President, good morning.

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Metro Council, Christine Lewis. Metro Council, Ashton Simpson.

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Good morning. Wsdot Carly Francis.

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This is to have them on Carly's behalf present.

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Oh, hi, Devin. Great to have you here. Devin is Carly's alternate.

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City of Vancouver, Mayor Anne McEnany Ogle. Morning. C-tran.

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Good morning, present.

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Leanne Caver.

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Okay, great. So, and I do want to acknowledge that Portland Councillor Angelina Murillo is here as alternate for Mayor Wilson.

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So welcome, Counselor. And I also got a message from Emerald Bogue.

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That is waiting to be let in. If staff can connect with Emerald. Okay, there she is.

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So before we start on public communications on the agenda, I do want to Remind folks that we have a public hearing scheduled for the regional flexible funds allocation proposals.

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For record keeping purposes, we're asking the public to hold their testimony on RAFA Step 1a and step two until the public hearing begins at 7.50.

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For all other agenda items, I'll ask Ramona to provide instructions on public communications.

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So Ramona, please.

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Thank you, Chair. If you have not done so in advance, please sign up to testify by raising the raise hand function In the reactions or more menus or dialing star nine.

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When it's your turn to testify, I'll call your name or phone number.

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For those on Zoom, click accept to be promoted to a panelist.

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Your Zoom window will close briefly before you rejoin as a panelist.

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You can turn on your camera if you like. Testimony is limited to three minutes.

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And the timer begins when you begin speaking. Please state your name for the record before testifying. You do not need to give your physical address.

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We do have some folks who have signed up to speak today.

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Great.

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And I'm going to start With...

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Ramona, is this for... Is this for regular testimony or for testimony regarding Rafa?

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Okay. Perfect.

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This is for just regular testimony on agenda items. And at the top of the item, the chair did specify to comment if you are speaking on RFFA items.

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Great. And the folks who have their hands raised are signed up to speak for RFA. So we'll just hold tight on that right now.

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I'm going to start with Councillor Brett Sherman, if I can find him here.

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Councillor Brett Sherman is speaking on behalf of Brefa. Olive.

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Oh, we've asked him to wait. That's right. All of those folks have waited.

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I'm going to start calling on the people whose hands are raised.

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I'm going to promote. Those are all Rafa folks.

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Those folks are also speaking on behalf of RAFA.

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Okay, go ahead and put your hands down if you're speaking, if you're here to speak on Rafa, please Leave your hand up if you're here to speak on something other than Rafa that's on the agenda today.

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All right. I'm promoting to panelist Amy Ferrara.

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Ramon, I think we also have Bob Hastings with us here.

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Hi, Bob. Are you here to testify or are you here as an alternate? Sorry, I'm not sure if

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I'm here to testify for Rafa.

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Okay. We're holding testimony for Rafa at 750, so apologize for the logistical mishap here.

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Hi, Amy. Thank you for joining us this morning.

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Hi, and I apologize if this is correct or not correct, but I want to testify or on behalf of the Sunrise Corridor.

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Is that? Sorry about that. Okay, okay.

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Yeah, that's held for 750. Sorry about that. That's okay. No, thank you for your patience. We'll hear you soon.

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All right, Chair, it doesn't look like anyone is signed up to speak on any other agenda items.

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Okay. Thank you. Thank you, Ramona. See no further testimony on open items. I will close this public hearing. And a reminder that we will have A hearing for RFFA at 7.50.

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I will ask staff, I think Ted is joining us to provide an update on safety in fatal crashes on our system since our last meeting.

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Wonderful. I did see Ted put his hand up.

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There we go. There we go. Okay. I see myself now. Good morning, everybody. Ted Liebold, Transportation Policy Director with Metro.

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Each month, we acknowledge the people killed in traffic crashes in Clackamas, Multnomah, and Washington County since our last meeting.

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We do this to remind ourselves of the impact of our work on transportation and the lives of the people in our community.

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Whereas we have been reading the names of people killed. That information is no longer available from the ODOT crash and analysis and reporting unit.

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But we will continue to share the age of the victims and the locations of the fatal crashes each month.

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Since our last meeting, at least 11 people have died in a traffic crash.

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We have a person aged 40 driving in Clackamas County. Vehicle passenger age 32 in washington county a person age 29 driving in Clackamas County.

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A person driving in the city of portland a person driving in Clackamas County.

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A person age 67 driving in Multnomah county a person age 39 motorcycling in washington county A person aged 86 walking in portland a person age 69 walking in Hillsborough.

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A vehicle passenger aged 45 In Clackamas County.

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And a vehicle passenger in the city of Gresham. Thank you, Chair. That's our report for today. Oh, sorry. We have another slide. Next slide, please.

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It is helpful to remember that the actions we are committed to to prevent future traffic crashes and deaths our safe streets, safe speeds.

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Safe people, safe vehicles, and post-crash care. Next slide, please.

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And Georgia or Ramona will add web links for the following information about this month's safety projects to the Zoom chat.

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That you can click on for further information. We're going to highlight three of those today.

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The Portland Bureau of Transportation has activated seven new signalized crossings.

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Including new full traffic signals, pedestrian hybrid beacons, and rapid flashing beacons.

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Most of these locations were identified through Safe Routes to Schools outreach to improve access to 12 local schools.

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With funding from Portland's Fixing Our Streets, system development charges. And cannabis tax revenue.

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The Portland Police Bureau and law enforcement partners conducted a four-day high visibility traffic enforcement mission over St. Patrick's day weekend through the Metro Area Traffic Enforcement Collaboration.

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Resulting in 1,200 traffic stops. 730 citations, 85th and 85 arrests, including 58 impaired drivers.

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This collaborative effort is part of an ongoing Vision Zero effort to eliminate traffic fatalities throughout the region.

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And finally today, the Oregon Department of Transportation is installing new rectangular rapid flashing beacons at three high priority locations on Southeast Boulevard in Portland.

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Tualatin Valley Highway in Aloha. And Hall Boulevard in Tigard.

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Each project includes enhanced lighting. High visibility striping.

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Upgraded Americans with Disability Act curb ramps and other complementary safety improvements.

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And construction is underway at all locations. Also in the chat, we've provided additional information for five additional safety projects focused on focused on safety.

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Thank you, Chair. That's our report for this month.

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Thanks, Ed. Commissioner Fies, your hand raised for this section. Do you have a question?

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Yeah, I did. Sorry, I raised earlier and then it was accident that time, but this one, I do have a question for the presenter. I was wondering.

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If you could go back to the first slides of the people that were killed in our roads, there was an identified person At the age of 32 that It said in a vehicle where the different categories were a passenger, driver, walking. So I wasn't sure

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Did you get that information from the entities that record these data or Or it's just we just don't know that the person was killed by a car or They were in the car like how do we disaggregate that piece of this just caught my attention and i appreciate

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Also, while this is really sad data that we present, I appreciate the the improvements we made to this process to follow up with some of the crucial safety elements that are being implemented in our roads to save lives. So I do want to recognize that piece.

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But just for my own edification, I was wondering if you could just elaborate what in a vehicle.

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Yeah, so the data comes from the Oregon Department of Transportation Analysis and Crash Unit, which combs through the police reports and reports from follow-up reports from hospitals and uh such places when it says in a vehicle, we're interpreting that to mean there was a passenger in the vehicle as opposed to the driver.

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And if they're a driver that is identified driving there on the slide.

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Is that helpful in terms of what you were asking about?

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Yeah, so we just don't know if they were the passenger driver they were just part of the occupancy in the vehicle.

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Is that how we're? Okay. Okay, thank you.

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Correct. Yep.

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Commissioner Savas?

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Yeah, thank you. It seems appropriate. I just want to um share with you in my tenure and even recently, which is why I'm bringing this up today, is that some of the emergency responders that I know in parts of the county

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That respond a number of these accidents, whether they're fatalities or whether they're just injuries.

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Either way, they can be life changing. So I don't want to diminish the fact that injuries are not important.

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But I do want to point out that you know, I want to thank ODOT for addressing and evaluating some of these accidents that happen and you know You know, Ryan, you're here with us today, but I want to point out that there are improvements being made in certain areas where accidents and fatalities have happened.

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And we had one corridor in South County that, you know, ODOT and the Oregon State Police helped put a safety corridor in place. However, some of these accidents are elsewhere and we are seeing urban level traffic, congestion.

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And frankly, a little frustration apparently he's like emergency responders say that with people trying to, when you have bumper to bumper traffic going out to a rural city, people lose their patience and they try some more aggressive moves. I don't know. I'm not saying that's the cause of these things because I'm not

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To the investigations. Some of these things, but I just want to let people know that we are doing everything we can with our resources in areas that have the highest incidence and we are cash constrained, but we are spending a lot of money on Stafford Road, which is mitigating diversion and spillage off the interstate.

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And in South County, where some of these accidents are listed today, we have unique problems where there's only one way and that's what that's a rural highway that happens to be owned by the state. And if it's our responsibility, we get behind it as well but

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Just want to point out that we are seeing urban level congestion and traffic and instances on our rural roads.

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Thank you.

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Thanks, Commissioner. Yeah, lots of safety needs, a lot of transportation needs for sure.

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I'm going to ask Allie Holmquist to join us now to present on the transit minute. Transit is also one of our major priorities here at JPACT and for the region.

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And we want to see how we're continuing to support the return of ridership.

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And those outcomes so far. So Ali, if you could join us.

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Thanks, Georgia.

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Great. Thank you very much. So today in the Transit Minute, next slide, please.

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In February, we had almost 5.5 million rides in the Metropolitan Statistical Area.

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You'll probably notice from the graph that's a little bit less than we saw last year.

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But last February was a leap year. So if we adjust that to be a little bit more typical, next slide, please.

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You get a trend line that looks more like this. Oh, sorry, previous slide.

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Yes, two graphs. So it's just a little bit lower than we saw this February due to that severe winter storm that caused some school closures and travel advisories.

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Now, next slide, please. And for transit news, I just wanted to highlight some resources available through our Better Bus program.

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Trimet and Metro have developed a map showing the transit route segments experiencing the most delay, which you can see are all over the region in this snapshot.

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And that's paired with a toolkit providing a menu of solutions for improving speed and reliability through infrastructure in the road.

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Washington County is a great example. They included many of these sites in their countywide transit study. And so with so many jurisdictions doing transportation system plan updates, it's a great time to be thinking about this as part of planning.

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So thank you very much. That is the Transit Minute.

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Thanks, Allie. Truly a minute. Mayor Delane and then Ryan.

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Yeah, yeah, I can hear you.

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I think I got all my mutes off. Okay, good. I can't let it pass, Ellie. You cut us off the map again.

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And I think East County might, if they might say the same thing because they're cut off the map with the legend so If you guys could consider that if including the west counties and these counties in

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Thanks, Mayor. Ryan.

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Thank you. Just going back to safety for a moment, and I appreciate Commissioner Fire's point in trying to understand the safety data that's presented. And it's just at such a high level. And I appreciate that the the information that you're sharing. I don't know that it's appropriate to really share at a different level.

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For this type of a form, but it is sometimes challenging to know a lot of the detail that happens on some of these.

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I know here at ODOT, I just want to share, as Commissioner Savez pointed out, in particular as it relates to pedestrian and bicycle fatalities, we have our vulnerable crash user response team that evaluates those within 30 days.

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I evaluate every one of those independently with them and go over the data. We talk about safety improvements. And I'm sure local jurisdictions have similar processes for what's going on on their facilities.

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And the responses to those. And it might be at some point something that we want to spend some time thinking about in terms of an agenda item, just to come back and share some of the things that we have done as a result of those, some of the information we've shared, and maybe also some of the how we classify those fatalities that you're seeing up there. And I just bring up one.

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We had a fatality recently on I-84 that was uh coded as a fatality as a pedestrian. It was someone changing their tire that their vehicle was struck as they were changing their tire and that gets coded as a pedestrian. And so sometimes it's hard to tell exactly what's happening on these things unless you really dig into the data and understand it.

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I appreciate that we have this time and that we do recognize what's happening out there. But if you really want to dig in and understand that.

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What's happening on some of these. I do think that would be useful. One of the things that strikes me is, again, how often we're seeing alcohol speed And some of the other factors that lead into some of the safety issues that we're seeing and

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What steps can we take as an organization at JPAC and Metro and how we think about our safety dollars, how we're applying those for a number of programs that Metro, ODOT, the cities and counties are supporting today, and how do we make sure that we're maximizing the efficiency and effectiveness of those programs to really help tackle some of these things that are really more serious than I think any of us think about unless you're really staring at that data and you recognize how often these factors are

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Part of what's happening out there. Thanks for just allowing me to talk about that for a minute.

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That's right. Of course, thanks. And Mayor Delane, I do want to say we've had a lot of great chat already in the meeting, but please, if you could keep it brief.

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Yeah, first I want to thank Ryan, acknowledge his group for putting out these rapid flashing beacons.

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I think they do really give us an opportunity to try to make a difference.

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But I think also as I drive through our region and our area We need something more on education side.

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The number of times I approached the rapid flashing beacons in Forest Grove, Cornelius.

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Anywhere in Washington County. And have pedestrians crossing within half a block of them.

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That there's an educational element. I think it goes much to what Ryan was talking about, about bad choices.

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So we need to think about what we're doing about the education, help people understand the why.

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Why is it so important that they use these things? That's all I wanted to chime in. Thanks, Chair, for the indulgence.

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Of course. Right. Well, thank you to the staff for our regular presentations. I do appreciate the the level of interest in our safety and in transit and how we continue to make that better. That's the point of why we do these and why we continue to highlight them.

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So I think the conversation is very welcome. Some quick updates from me.

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First on the transportation package. As you all know, the Oregon legislature is contemplating a package In this 2025 legislative session.

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In preparation for the package and knowing that the region is more successful at achieving its priorities when we speak in one voice about the level of investment that we would like to see happen here in the region.

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You will recall that JPAC did develop a packet of regional priorities that we have been sharing in Salem.

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I ask that you please take a look at the memo in the packet for an update on the status of this work.

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Since staff has been just hard at work in Salem advancing these priorities.

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Another important update is We are hosting a special JPAC meeting next month.

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On Thursday, May 22nd. And this is going to be an online workshop.

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To learn more about the RFFA Step 1A projects. At our last meeting, folks had mentioned that they would really like to some presentation and discussion time.

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On each of the five projects that are presented in the scenario, whether that's Burnside Bridge or 82nd Avenue or Montgomery Streetcar Sunrise Corridor. So my understanding is that staff from each of those projects will have an opportunity to present and answer questions on projects.

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And that, again, is in response to requests from this body.

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And you should have received an invitation. So please make sure on your calendar that you let us know if you'd like to attend.

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Okay, so on to our consent agenda. We do have three items on the consent agenda.

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Commissioner Savas did inform me at the start of the meeting that he would like to pull one item from the consent agenda. So I want to look to Michelle and or Ted just to make sure that uh we procedurally here, we don't make any mistakes as to how I move this.

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Well, I could also just provide some clarification before asking Michelle about procedure.

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Okay.

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I think the issue that Commissioner Savas raised was raised by Clackamas County and smart transit agency regarding representation of transit agencies at JPACT. And that issue was raised as part of the US Department of Transportation's certification process of us as a metropolitan planning organization.

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And so at the time response to that was that once the USDOT reported back on our certification that we would then talk about that specific issue at JPACT, We did just receive a certification on Friday, and so Metro staff has been looking to

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Figure out when we could fit the report back to JPACT on that certification process into our JPACT agenda and was intending on Specifically addressing that specific issue as part of the report back so I don't know if Commissioner Savas, if you would be willing to

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Listen or hold off until we're actually prepared to report back on the whole certification process.

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And that transit representation issue that was specifically raised in that process.

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Commissioner Savas.

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Yeah, thanks, Ted. As I shared earlier with Chair Gonzalez, there was a commitment made by this group to bring this back to JPAC, us for a discussion and a resolution.

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So I appreciate the late information, but that does not negate the challenge that we have nor the commitment to resolve this and so You know, if I would like to pull it and follow through with our commitment to address it and not

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Not cause any further delay. We have a structural problem. You know, throughout not just here, but in other aspects of transit that we're trying to resolve and really frankly, it's on behalf of the citizens in the region who are paying for transit, who are not receiving service. So I think there's a

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Overwhelming commitment to meet the demands on behalf of those who are paying but not being served

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Okay, Commissioner. Looking at the Metro staff here so We do have three.

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Items on the consent agenda. There is a request to pull one.

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From the agenda for next meeting and so Looking at my agenda, we would move two items on consent which is Resolution number 25-5481.

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Which is a series of actions on the MTIP. And then also number two, the consideration of our meeting minutes for March.

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So if I could have a motion to move those two items on the consent agenda.

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Chair Gonzalez, I move to approve the consent agenda but withdraw item 4.2 and bring it back for further discussion.

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Okay, thank you. Can I get a second? Thank you, Commissioner.

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Second, I second.

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All right. All in favor, say aye.

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Bye.

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Right.

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I...

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Bye.

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Bye.

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Seeing no opposition. The motion passes unanimously. Thank you. And that item will return as a part of the presentation that Metro staff was planning to bring at a future meeting. Thank you, Commissioner Savas.

00:27:13.000 --> 00:27:29.000

All right, now on to our discussion items, which includes uh the public hearing for the regional flexible funds public testimony hearing. Thank you to folks that have been patiently waiting for us to be able to get to this point.

00:27:29.000 --> 00:27:48.000

As folks recall. At the last JPAC meeting, we did refer a package for public comment a set of projects that could potentially be funded through through bonding a portion of our region's regional flexible fund allocation.

00:27:48.000 --> 00:28:02.000

Which we refer to as our FFA Step 1a One, the public parliament period also includes counties and cities applications for funding for projects to be funded through what is called Rafa step two.

00:28:02.000 --> 00:28:16.000

Today, we'll host a public hearing to gather input from the members of the public on projects identified And the step 1a1 bond and the local transportation products competing in the step two allocation process.

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Please also note that the agenda packet includes a variety of options for folks to share their thoughts on the process and the projects under consideration, including an online open house that runs through April 28th.

00:28:28.000 --> 00:28:37.000

And if you haven't looked at that open house It's really interactive and engaging on the internet. So I highly encourage folks to do that.

00:28:37.000 --> 00:28:47.000

So Grace is here to kick us off with this part of the of the presentation and agenda. Grace, I see you've joined us. I'll hand it off to you. Thank you.

00:28:47.000 --> 00:29:00.000

Thank you, Chair Gonzalez and members of JPACT for having me here this morning to introduce the 28 through 30 regional flexible fund allocation Public Testimony or public hearing opportunity.

00:29:00.000 --> 00:29:06.000

Just have a couple of short slides and then we'll hand it back over for Terry Gonzalez to open the public hearing.

00:29:06.000 --> 00:29:21.000

Next slide, please. So on March 26, Metro opened a public comment period for the 28 through 30 regional flexible fund new project bond proposal and the step two competitive allocation.

00:29:21.000 --> 00:29:32.000

The public comment period runs through April 30th, 2025. Members of the public are encouraged to participate and provide comment through the following formats.

00:29:32.000 --> 00:29:39.000

There's an online open house and survey on the regional flexible fund bond proposal, referred to as Step 1.1.

00:29:39.000 --> 00:29:44.000

An interactive map and survey on the step two applications received.

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Both of these surveys are also available in Spanish. Members of the public can also submit emails send us regular u.s postal service mail or pick up the phone.

00:30:00.000 --> 00:30:07.000

And lastly, there's today's public hearing. Next slide, please.

00:30:07.000 --> 00:30:22.000

So following the public comment period, Metro staff aims to compile the comments, identify the comment themes, and issue public comment reports for the bond proposal, as well as for step two in May in efforts to support the deliberations. These will be two separate reports.

00:30:22.000 --> 00:30:34.000

With the aim For JPAC and Metro Council to make a final decision on the regional flexible fund bond proposal and step two in July of this year.

00:30:34.000 --> 00:30:50.000

Next slide, please. And if there are any questions regarding the public comment or the regional flexible fund allocation in general, please feel free to reach out and contact myself. And with that, I will turn it over to Councilor Gonzalez.

00:30:50.000 --> 00:30:55.000

Thank you, Grace. So I will now open a public hearing on agenda item.

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2028, 2030 regional flexible fund allocation step 1a1 and step two of public testimony.

00:31:04.000 --> 00:31:09.000

Ramona, if you could please provide instruction on how the public can provide comment once again.

00:31:09.000 --> 00:31:15.000

And we'll ask folks too. Raise your hands and whatnot. Thank you.

00:31:15.000 --> 00:31:27.000

You chair. If you have not done so in advance, please sign up to testify by using the raise hand function in the reactions or more menus or by dialing star 9.

00:31:27.000 --> 00:31:32.000

When it's your turn to testify, I'll call your name or phone number.

00:31:32.000 --> 00:31:37.000

For those on Zoom, click accept to be promoted to a panelist.

00:31:37.000 --> 00:31:41.000

Your Zoom window will close briefly before you rejoin as a panelist.

00:31:41.000 --> 00:31:47.000

You can turn on your camera if you like. Testimony is limited to three minutes.

00:31:47.000 --> 00:31:57.000

And the timer begins when you begin speaking. Please state your name for the record before testifying. You do not need to give your physical address.

00:31:57.000 --> 00:32:06.000

If you know what projects you're specifically speaking about today. Please say that at the beginning of your testimony.

00:32:06.000 --> 00:32:12.000

I believe we have Councillor Brett Sherman. He's our first person to sign up today.

00:32:12.000 --> 00:32:14.000

Go right ahead.

00:32:14.000 --> 00:32:26.000

Thank you very much. And I'm actually pretty excited about having the full three minutes today. I really shortened it up kind of given where we've been in the past. So I maybe have an extra minute to chat with you guys. So I do appreciate that.

00:32:26.000 --> 00:32:32.000

Good morning, everyone. Char Gonzalez, committee members. Thank you for this opportunity to speak to you today.

00:32:32.000 --> 00:32:38.000

My name is Brett Sherman. I'm a Happy Valley City Councilor. I hold a number of committee responsibilities, including as an alternate for JPACT.

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And I'm here to testify in favor of funding the Step 1A Sunrise Quarter project at the full \$12.5 million.

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And to advocate for the associated Step 2 Highway 212, 224 Sunrise Bike Ped Facilities and interchange improvements.

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There are a number of solid projects that are under consideration, and it is imperative that we structure our public asks in a way that validates we are spending public money wisely. None of my comments today are meant to disparage any of the other projects in the region.

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It is critical that we receive the full \$12.5 million for Sunrise so that we can build on the momentum from the recently completed visioning and move this key corridor forward towards shovel-ready status.

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This project has been a regional priority for over 40 years, and an investment in this project demonstrates our commitment to making the region safer and more livable.

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Notably, they're related to 212, 224 interchange improvements will help to mitigate the risks of moving through what has been deemed a high injury corridor.

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In addition, it provides access to over 650 acres of buildable industrial and commercial lands And it lacks substantial affordable home building opportunities. It also benefits those who travel to and from the East, including commuters from Estacada and Sandy. So with that, I really do urge you to move these projects forward, and I appreciate today's time and consideration

00:33:56.000 --> 00:34:01.000

Thank you for allowing me to present.

00:34:01.000 --> 00:34:04.000

Thanks, Councillor Sherman, for coming.

00:34:04.000 --> 00:34:24.000

Next, we have Bob Hastings, and I'll be promoting him as a panelist.

00:34:24.000 --> 00:34:25.000

Hey, Bob, thanks for your patience.

00:34:25.000 --> 00:34:33.000

Good morning, JPAC committee, and thank you for the opportunity. I'm Bob Hastings.

00:34:33.000 --> 00:34:53.000

I am a member of the Citizens Advisory Design Group Serving for many years on serving earthquake ready Burnside Bridge project. And I just want to give you my endorsement of Multnomah County's request for funding through the funding for flexible funding process.

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The thing I wanted to emphasize for the committee is how engaged Multnomah County has been through this process.

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They um over 30 years of working on public works projects, mostly through trimet.

00:35:07.000 --> 00:35:13.000

They've learned a lot of lessons. From others bringing projects forward.

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It's an important project. It has had a lot of vetting.

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Both from citizens of all stripes and background areas. So I've been very impressed with the inclusiveness of Multnomah County on this process They've taken very seriously this opportunity.

00:35:31.000 --> 00:35:42.000

It's going to be a project that will be for an earthquake ready bridge not just serving the city of Portland, but the whole region from Gresham Providing traffic and transit.

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It also will provide a multimodal connections as well as good ADA connections for folks across the whole bridge.

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It's a project that's also going to provide a lot of economic development opportunities for folks in the city and the region.

00:35:58.000 --> 00:36:14.000

And in that case, those dollars that JPAC can provide will have a multiplier effect throughout the region. So with that, I'm not going to delve into the details But just an overall endorsement of their request. And thank you for the opportunity.

00:36:14.000 --> 00:36:24.000

Of course. Thank you, Bob.

00:36:24.000 --> 00:36:41.000

Okay, next we have Jill Rundle. Jill, I'm promoting you as a panelist.

00:36:41.000 --> 00:36:49.000

Good morning, panel. Thank you for allowing me to speak this morning. My name is Jill Rundle and I live, work, and spend meaningful time in the Sunrise Corridor.

00:36:49.000 --> 00:36:55.000

This is my community. It's where I raised my family, run my business, and invest my time and energy.

00:36:55.000 --> 00:37:01.000

I'm here today to express my strong and unwavering support for the Sunrise Gateway Corridor and the Highway 212 project.

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This is not just a transportation upgrade. This is a once-in-a-generation opportunity to transform a region that's waited far too long for a real investment.

00:37:10.000 --> 00:37:22.000

For decades, the people of Clackamas County have called for safer roads, better access, and more reliable infrastructure. The Sunrise Corridor Community Visioning Project captures that collective voice and this project is the tangible next step.

00:37:22.000 --> 00:37:33.000

This isn't just about getting from point A to point B. It's about unlocking access to jobs, reducing daily traffic headaches, and giving working families the safe, affordable, and efficient transportation options they deserve.

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It's about making sure our region grows in a way that's sustainable and inclusive.

00:37:38.000 --> 00:37:42.000

The Sunrise Corridor is brimming with potential. It's a vital hub for future economic development.

00:37:42.000 --> 00:37:46.000

But that potential won't be realized without the infrastructure that supports it.

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Right now, we're holding back opportunity. With this project, we can open the door to growth that benefits everyone, families, workers, developers, and local businesses.

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This is a win-win for our community and for Oregon, and I urge you to support the Sunrise Gateway Corridor Project. Let's invest in a future that's safer, stronger, and more connected for everyone who calls this place home.

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Thank you.

00:38:11.000 --> 00:38:12.000

Thank you. The next person who has signed up to speak is Gary Woods.

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Thank you so much, Jill.

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Gary, I'm promoting you as a panelist.

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Showing up here.

00:38:51.000 --> 00:38:52.000

There it is. I think Gary, Gary's here now.

00:38:52.000 --> 00:38:56.000

Okay, I'm going to move on to the next person. Michael. There we go.

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Great.

00:38:58.000 --> 00:39:07.000

Gary, you should be able to come off mute.

00:39:07.000 --> 00:39:08.000

Good morning. My name is Gary Woods. Can you hear me now?

00:39:08.000 --> 00:39:12.000

Hi. Yep.

00:39:12.000 --> 00:39:21.000

Okay. My name is Gary Woods and I would like to comment on the step two application that King City submitted.

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Or the west side trail segment one project I've submitted a lengthy written document, so I'll just summarize my main points.

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Number one, the project asks for building three roads All of these roads will be stubbed until an indefinite time sometime in the future, likely several years.

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For one of these roads at least, it will be many, many years. This is not a responsible use of the grant funds.

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Number two, the owners of 30% of the property covered by this grant are not a minimal to selling the property to King City for this project.

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I live in the Edgewater HOA and I've talked with my neighbors And this is a very controversial project.

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Which has a high possibility of requiring eminent domain to acquire the property.

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Number three, the Westside Trail, as originally planned can be built without additional property being purchased.

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Number four, the roads and trails are not tier one projects as the grant application states they are tier two application they're tier two And number five, the incorrect version of the west side trail layout was submitted with the grant application.

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Thank you for looking at the documents that I sent in. I think 22 pages and for allowing me to speak this morning.

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Thank you.

00:40:57.000 --> 00:41:22.000

Our next testifier is Michael Walter, and I'm promoting michael as a panelist.

00:41:22.000 --> 00:41:28.000

Good morning. My name is Michael Walter. From the city happy valley's Economic and Community Development Director.

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I'd like to echo everything that Councillor Sherman said, and I'm speaking to the same projects on the Sunrise Corridor.

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I served on the project management team and at times the technical advisory committee
And I'd like to break my testimony down into kind of two sections. One is first wearing my
hat as my position, the Economic and Community Development Director, and advocate for
the

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Projects and projects focused mostly on what Councillor Sherman spoke to about the
industrial area.

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This is called the Rock Creek Employment Center in the City of Happy Valley's plans it's
been planned and studied extensively for nearly 20 years. It would benefit quite a bit from
the corridor no matter what parts of the corridor might be funded.

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It will eventually see benefits to economic development in that area.

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Strongly advocate for that. Then I'm going to put my other hat on which is resident.

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Near the corridor living just off of 142nd avenue And also for my mother who lives in
Chatterbrook.

00:42:38.000 --> 00:42:49.000

Manufactured home community, which is also in the corridor. And here I'd like to focus on
local residents observations about safety.

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As many people know, the corridor has high maybe not fatalities, but high accidents, as Councilor Sherman spoke to And we've witnessed several of them.

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Even just recently. And as the committee explored at the very beginning with the ODOT data on crashes and et cetera, a lot of times The reason that we have crashes and accidents is because of driver behavior or error.

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And sometimes It's also the road design.

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As it interacts with other roads and signals. And this is the case, I believe.

00:43:35.000 --> 00:43:48.000

With the existing Highway 212-224. And so only some of these infrastructure related improvements will really lead to increased safety.

00:43:48.000 --> 00:43:57.000

I'd like to strongly advocate for that as well. And thank you very much for your time.

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Next person is Zachary Luridson. Zachary, I'm promoting you as a panelist.

00:44:11.000 --> 00:44:25.000

Good morning, folks. Can you see me hear me? There we go. Awesome. Good morning. Hello, Zachary Lawretsen. I'm from Oregon Walks. We're a pedestrian advocacy organization. We also host the 82nd Avenue Coalition. It's nice to see so many of you friendly faces.

00:44:25.000 --> 00:44:39.000

As you finalize your RAFA funding priorities, I really want to lift up 82nd Avenue specifically. I know many of you know 82nd Avenue well, and I want to highlight just a couple of reasons why that is deserved.

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82nd Halves has decades of challenges. It's a high crash corridor. It's had decades of paving. So there's intense heat islands effects.

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The sidewalk network is incomplete, often inaccessible. Bus line 72 has, as you know from your packet and information, some of the highest delay of any line in the entire system.

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And yet, and this is what's so important and yet In the face of these challenges, Line 72 has the highest ridership of any line in the entire state.

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And our constituents along 82nd Avenue are voting with their feet that transit is critical, even in the face of these challenges, it's incredibly critical. So if there's ever a chance and ever a place to prioritize transit and investment in transit. It would be here on 82nd Avenue and

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There's momentum on 82nd Avenue. Your dollars from RAFA will be matched from other transportation agencies and other projects.

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The 82nd Avenue Coalition is working with jurisdictions all around the corridor, around workforce, around housing, around tree canopy, around depaving, childcare.

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Things that make 82nd Avenue robust and really investing in folks.

00:45:45.000 --> 00:45:53.000

I know you get more asks than there are dollars. But please, please, please prioritize 82nd Avenue as you go through that prioritization process.

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Thank you.

00:45:55.000 --> 00:45:57.000

Exactly.

00:45:57.000 --> 00:46:03.000

Next is Dick Davis. I'm promoting you as a panelist.

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Thanks. And also, I do want to acknowledge folks, you'll see that we've updated the timer to 90 seconds. We have about, I think, close to 20 more people scheduled.

00:46:13.000 --> 00:46:19.000

And to help guide us through the agenda, we do have items on the other side of this.

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That we need to complete by 930. Thank you in advance for understanding that we're shifting the time block to 90 seconds. Thank you.

00:46:26.000 --> 00:46:28.000

Dick.

00:46:28.000 --> 00:46:52.000

Thank you. I am the chair of Portland Streetcar. I am here today to testify in support of bond funding for Excuse me, for the Montgomery park streetcar extension Which brings with it tremendous economic development potential and private sector support.

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This project presents an opportunity to replicate past streetcar successes to build thousands of units of new housing.

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And create a vibrant, walkable neighborhood close to the central city.

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The Montgomery Park Streetcar Extension is currently in the federal project development phase, which means in the two years The next two years, it will be ready to request federal funding to start construction.

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Applying the RFA bond funding to the funding plan uh will uh fill a crucial gap in local match and ensure the project is a competitive candidate for federal construction.

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Funds and leverages nearly 30 million in private sector support for the project.

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I hope you will consider the climate smart transit connection and broad community benefits This regional support for this project will provide.

00:48:01.000 --> 00:48:03.000

Thank you.

00:48:03.000 --> 00:48:06.000

Thank you. Right on time.

00:48:06.000 --> 00:48:36.000

Foreign bowling is next. Lauren, I'm promoting you as a panelist.

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Lauren, you should be able to speak now. No, we cannot hear you.

00:48:44.000 --> 00:48:50.000

No.

00:48:50.000 --> 00:48:51.000

Sorry.

00:48:51.000 --> 00:49:00.000

I'm going to move to the next person. Lauren, you work on your your speaker there on your end and we'll get back to you.

00:49:00.000 --> 00:49:08.000

The next person. After Lorne is... Tyler Smith.

00:49:08.000 --> 00:49:22.000

Tyler, I'm promoting you as a panelist.

00:49:22.000 --> 00:49:49.000

All right. Good morning. Morning, commissioners, mayors, counselors uh I'm Tyler Smith. I'm the vice president of ironworkers Local 29 and the chair of our political action committee I'm... Wanted to talk to you today just to galvanized support for the earthquake ready Burnside bridge

00:49:49.000 --> 00:50:11.000

Um this I personally, this project is kind of personal to me because I worked on the burnside bridge as like a new journeyman right after finishing or apprenticeship in, I believe it was 2005 Possibly 2004 but It was pretty cool. We were doing like some uh

00:50:11.000 --> 00:50:28.000

Seismic upgrade projects and working kind of in the guts of the piers burnside bridge and we found old rivets from when the project was first built you know a hundred years ago ish And... It's an amazing... It's an amazing bridge.

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But we need a new one. We know that we're not going to have these bridges.

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Aren't built to last when the big one hits. By building a new bridge, we'd really uh it would invest a lot in the next generation. We have a robust apprenticeship program.

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That you know we're trying to bring in lots of Young folks, women young folks people from the BIPOC communities, veterans. Anyhow, I guess I'm out of time, but I'm just saying, please support this project in the future.

00:51:03.000 --> 00:51:06.000

And thank you for your time.

00:51:06.000 --> 00:51:11.000

I'm trying to get folks on here a little bit faster.

00:51:11.000 --> 00:51:16.000

Diana Helm, I tried to, there you are, Diana Helm you're next.

00:51:16.000 --> 00:51:27.000

Thank you. Good morning, Chair Gonzalez and the rest of the JPAC committee. I appreciate your time this morning. My name is Diana Helm and I have lived, worked, played, shopped, eaten.

00:51:27.000 --> 00:51:42.000

And lived my life here for 30 years now in the Sunrise Corridor. I'm the former mayor of Damascus, and I'm here today to strongly support the Sunrise Gateway corridor, Highway

212 project, not just as a transportation project, but as a means for economic development.

00:51:42.000 --> 00:51:48.000

Clackamas County is growing, but economic opportunity isn't reaching every part of the region equally.

00:51:48.000 --> 00:51:54.000

The Sunrise Corridor is poised for growth, but we need the right infrastructure in place to make that happen.

00:51:54.000 --> 00:52:08.000

We have waited decades, right, Paul? Decades. For real investment in safety and transportation, and this project reflects the voices of residents, youth, small businesses, and underrepresented communities.

00:52:08.000 --> 00:52:16.000

This project will open the door for more housing development by improving access and reducing barriers for builders.

00:52:16.000 --> 00:52:30.000

It will create better mobility for our local workforce, especially those without cars, and it will support existing residents by reducing congestion and improving access to major job centers in the Clackamas industrial area.

00:52:30.000 --> 00:52:38.000

Many of our residents work in retail, healthcare, logistics, and education, and they need safe, reliable routes to get to their jobs.

00:52:38.000 --> 00:52:49.000

This project expands bike, pedestrian, and transit access while easing traffic for others. This project will create improvements that will benefit people every day.

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And I urge you to support this whole project. I've been involved for many, many years and would love to see the funding go through on this. Thank you for your time.

00:52:59.000 --> 00:53:04.000

Promise no. You're next.

00:53:04.000 --> 00:53:13.000

Good morning, Chair Gonzalez and JPAC members. My name is Thomas Ngo. I'm here to urge full funding for the 82nd Avenue Transit Project.

00:53:13.000 --> 00:53:36.000

I live just a block away from 82nd Avenue in Montevilla and serve on both TriMet's 82nd Avenue Community Advisory Committee and PBOT's Building a Better 82nd Avenue Community Advisory Group. I grew up a few blocks away and I experienced the corridor's challenges daily. 82nd Avenue runs from the airport to Clackamas Town Center, serving some of Portland's most diverse and historically underserved neighborhoods.

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And it's one of the city's most dangerous streets. It's part of more than a dozen vulnerable road users have been killed here in the last decade.

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Now, PBOT's done an inventory of all the specific issues along 82nd Avenue that need to be addressed. And there's a lot of work that needs to be done to make 82nd Avenue

00:54:00.000 --> 00:54:06.000

Thanks, Thomas. I think you dropped off.

00:54:06.000 --> 00:54:08.000

Okay, I think Thomas dropped off. Yeah, but thank you, Thomas.

00:54:08.000 --> 00:54:13.000

I think for him if he comes back.

00:54:13.000 --> 00:54:18.000

So we have jay jones

00:54:18.000 --> 00:54:19.000

Hey, Thomas. Sorry, I think you dropped off for a little bit.

00:54:19.000 --> 00:54:22.000

Thomas is right here.

00:54:22.000 --> 00:54:29.000

Do you want to wrap up? You're on mute. Sorry.

00:54:29.000 --> 00:54:30.000

Do we want to...

00:54:30.000 --> 00:54:36.000

Sorry. Yeah, I'll submit written testimony as well, but I urge you to fully fund the 82nd Avenue Transit project request.

00:54:36.000 --> 00:54:44.000

It's shovel ready. It aligns directly with RTP's goals for equity, safety, and mobility. And thank you for your consideration and leadership.

00:54:44.000 --> 00:54:48.000

Thank you, Thomas.

00:54:48.000 --> 00:54:53.000

I think Jasmine should be here. Jasmine, you're next.

00:54:53.000 --> 00:55:02.000

Hi, good morning. Thank you for having me. My name is Jasmine Ko and I'll also be speaking on the support of 82nd Avenue.

00:55:02.000 --> 00:55:11.000

I am the community programs manager. Verde has been serving communities, building environmental wealth for around 20 years.

00:55:11.000 --> 00:55:19.000

And we are currently a part of the 82nd Avenue Coalition along with Oregon Walks, Pano and Unite Oregon.

00:55:19.000 --> 00:55:40.000

We're very excited that the 82nd Avenue corridor is being considered to be a recipient of these funds. It is such an essential transportation hub for many of our community

members getting to school and to work and As Zachary mentioned, line 72 has the highest ridership of any route and we have heard firsthand from

00:55:40.000 --> 00:55:47.000

Youth and families that they are waiting for buses because they're full, especially during peak hours.

00:55:47.000 --> 00:55:58.000

Many of our community members don't have access to personal vehicles. So it is uh yeah a very critical project to invest in excellent transit.

00:55:58.000 --> 00:56:12.000

And we are also investing in housing being developed in Coley. And so this would be augmented and further support our greenhouse gas emission goals by connecting housing, jobs, and transit.

00:56:12.000 --> 00:56:28.000

Anyways, I understand that there are limited funds and a lot of competing projects, and so we are very grateful for your consideration in 82nd Avenue and not just for our community, but for the greater region that 82nd Avenue serves.

00:56:28.000 --> 00:56:31.000

All right. Thanks so much.

00:56:31.000 --> 00:56:37.000

All right, Chair, we're going to try Lauren Bowling again and see if they were able to get their tech working.

00:56:37.000 --> 00:56:38.000

Can you hear me? Okay, sorry about that.

00:56:38.000 --> 00:56:39.000

Ah, yeah.

00:56:39.000 --> 00:56:41.000

Yes. Horn.

00:56:41.000 --> 00:56:56.000

Chair Gonzalez and JPAC members. For the record, my name is Lauren Bulling. The Ironworkers Local 29 would like to express our continued strong support for Multnomah County's regional flexible funding allocation request for the earthquake Ready Burnside Bridge project.

00:56:56.000 --> 00:57:12.000

Funding this project will create a modern bridge that advances both multimodal transit and safety while also creating family wage jobs for our region. As a local, we represent more than 1,300 journey level workers and 250 registered apprentices across Oregon and Southwest Washington.

00:57:12.000 --> 00:57:28.000

And we are proud of our partnerships with community groups like Constructing Hope and Portland Youth Builders to open opportunities for historically disadvantaged Oregonians. And I would just add on to that, more than 30% of our registered apprentices are people of color, women, veterans, or some combination of these groups.

00:57:28.000 --> 00:57:39.000

On the multimodal component, the Burnside Bridge is used by three TriMet bus lines, line 12, 19, and 20, and this accounts for nearly 15% of the total bus ridership in the region.

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On a side note, we are also running Senable 7-Eleven in the Oregon State Legislature right now, which is looking to update statute.

00:57:47.000 --> 00:58:07.000

And allow the use of automated traffic cameras and highway work zones when workers are present. So traffic fatalities and safety on the roads is incredibly important to our membership. Again, we just asked for the consideration and support of the earthquake Ready Burnside Bridge, RFFA request, and thank you for your time.

00:58:07.000 --> 00:58:11.000

Mark Lineman, you're next.

00:58:11.000 --> 00:58:18.000

Thank you. My name is Mark Linehan. I'm a resident of Portland. I'm here in support of the Prescott Project.

00:58:18.000 --> 00:58:33.000

Which will build bicycling and pedestrian improvements on Prescott in Northeast Portland from Route 72nd Street to across the I-205 area.

00:58:33.000 --> 00:58:42.000

And the reason I support this is I am a bicyclist. I cycled that route fairly often. And the reason I cycle it is it's one of the few ways to get across I-205.

00:58:42.000 --> 00:58:56.000

In that part of Portland, the best alternative option or the only really alternative option is kink Killingsworth and that's just way so busy then it's not at all a good route.

00:58:56.000 --> 00:59:05.000

This Prescott connection connects two main high poverty areas in the city, Cully and Park Rose.

00:59:05.000 --> 00:59:20.000

So it's a way to address providing transportation by bicycle for populations that may not be able to afford cars. It also has complementary function with respect to the 82nd Street project.

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Because it connects to 82nd in both directions from east and west and provides a way for people in those areas to get to the proposed improved bus lines on 82nd.

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The other alternative that RFA funds is considering is one on Gleason street But Gleason Street has two alternatives. One is Burnside, which is just south of it.

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And the other is Halsey, which is a little messy but still there. Whereas Killingsworth is, I'm sorry, Prescott is the only one further north.

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So that's why I think it should be funded. Thank you.

00:59:56.000 --> 01:00:00.000

Jay Jones, you're next.

01:00:00.000 --> 01:00:07.000

Okay, good morning. My name is Jay Jones. I'm the president and CEO of the North Clackamas Chamber of Commerce.

01:00:07.000 --> 01:00:23.000

I'm here today as support for the Sunrise Corridor and the 212 project I represent the regional chamber of Commerce that supports businesses in Oregon City, Happy Valley, Gladstone, Milwaukie, and unincorporated Clackamas.

01:00:23.000 --> 01:00:29.000

I also live, work, play, spend time in the Sunrise Corridor, like Diana Helms does.

01:00:29.000 --> 01:00:34.000

Why does this matter? It matters because this is one of the busiest freight routes in the state.

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And one of the highest concentration areas for jobs in our region.

01:00:38.000 --> 01:00:52.000

We must invest now to support the intended growth of the surrounding areas to support a bright future of our regional economy And so that people in this part of the region have alternatives to driving by improving access to transit.

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Another note is happy valley It's the fastest growing.

01:00:56.000 --> 01:01:02.000

Large city in the state. The infrastructure to get people moving in that area.

01:01:02.000 --> 01:01:10.000

This funding would increase safety equity, access to jobs schools, services, economic development.

01:01:10.000 --> 01:01:21.000

Youth and education in parks and open spaces. Please fully fund the \$12.5 million in funding for the Sunrise Corridor and the Sunrise Gateway.

01:01:21.000 --> 01:01:29.000

In the Highway 212 project So our community can move our community can move forward with investments we've been waiting for for decades.

01:01:29.000 --> 01:01:39.000

I rest back. Look, I made it. That's fantastic

01:01:39.000 --> 01:01:55.000

Amy Ferrara, you're next.

01:01:55.000 --> 01:02:17.000

Sorry about that. My name is Amy Ferrara and I'm here to support the sunrise 212 corridor. From 2006 to 2016, I worked along Highway 212 at Haven Spa and experienced what it was like for our vehicles and our hot tubs and things leaving and traveling along Highway 212.

01:02:17.000 --> 01:02:22.000

And since then, now I'm a mom of five. I have kids within the school district.

01:02:22.000 --> 01:02:50.000

They attend Taekwondo. One of my daughters works in the industrial park down on 212. And we've seen a significant change in the flow of traffic and how long it takes to get from one end to the other. I'm now in the real estate industry and see a full flood of folks moving into Happy Valley and Damascus areas and know that this project will be such an impact and very important on the growth of our local community. So I ask that you fully fund the

01:02:50.000 --> 01:02:55.000

Sunrise Corridor and Highway 212 project. Thank you.

01:02:55.000 --> 01:02:59.000

Thank you. And Todd?

01:02:59.000 --> 01:03:07.000

Hello, my name is Ian Todd. I am the vice chair of East Multnomah County Transportation Committee, as well as the City Councilor in the city of Fairview.

01:03:07.000 --> 01:03:12.000

And I'm here to offer support for the 223rd Avenue proposal.

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This actually dovetails and provides some synergy with already funded projects.

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That are happening that connect to it on Sandy Boulevard by Multnomah County.

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The project on Marine Drive and the main streets on Halsey project.

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There is a complete disconnect in bike lanes and sidewalks running from Halsey up north on 23rd.

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There is a fully funded safe routes to School project on the On the west side of that, that this would dovetail with and provide synergy.

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Blue Lake Park, which is a regional park at the north end of Fairview.

01:03:52.000 --> 01:04:00.000

Currently, there is no safe way to bicycle there. It is a high transit category.

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Corridor, it is also... an equity focus corridor And a lot of students need to be able to get down to Halsey and it is not safe.

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On either side. There is also issues with... a bottleneck where there is a undercrossing at the railroad that is being worked on.

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So we get a lot of bang for our buck regionally with this is how it fits with everything else we're doing. And I strongly urge funding for the 223rd project it will tie together and provide safety.

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Thank you.

01:04:37.000 --> 01:04:40.000

Thank you. Randall Friesen, are you here? Welcome.

01:04:40.000 --> 01:04:53.000

I am. Good morning, everybody. Good morning, Chair Gonzalez and JPAC members. Thank you for all you do to make improvements to our different counties throughout the Portland Metro and Southwest Washington area.

01:04:53.000 --> 01:04:59.000

My name is Randall Friesen. I'm from the Columbia Pacific Building Trades Council, and I'm here to speak about earthquake ready Burnside bridge projects.

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The Columbia Pacific Building Trades Council proudly represents over 20,000 skilled and construction trades professionals in the Portland metropolitan and Southwest Washington area.

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I'm here to express our full and enthusiastic support of EQRB's request of 25 million to find the optimal version of this vital project.

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The version that delivers the greatest public value. We are particularly proud that this project will be constructed using a project labor agreement, which will ensure the highest quality of work on time completion And adherence to the budget.

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This new bridge is far more than just a structure. It represents a significant investment in safer and more modern multimodal transportation facilities.

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It will serve all modes of transportation and crucially, enhance accessibility to the downtown core for all communities Especially those in traditionally underserved and disadvantaged.

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This includes essential improvements such as building ADA compliant sidewalks to connect with nearby transit stops.

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And social service providers, creating safer and better protected pedestrian and bicycle facilities directly on the bridge, preserving the existing dedicated bus lane, implementing permanent bicycle and pedestrian street improvements adjacent to the bridge, and strategically preparing the bridge for a future streetcar line.

01:06:12.000 --> 01:06:20.000

This multifaceted infrastructure project directly addresses several urgent community needs. And thank you for your time and consideration. Appreciate it.

01:06:20.000 --> 01:06:22.000

Thank you.

01:06:22.000 --> 01:06:35.000

I just want to quickly say Juan Pedro Moreno Almeida I have you signed up to testify and I see your hand is up. I've tried to promote you a couple of times and you've declined.

01:06:35.000 --> 01:06:43.000

I'm going to call up Sarah on her own. But one, Pedro, we'd love to try to get back to you. So we'll try one more time.

01:06:43.000 --> 01:06:46.000

Until then, it's Sarah's turn.

01:06:46.000 --> 01:06:54.000

Hi, good morning, folks. Thanks for the opportunity to weigh in here. I've been before you a couple of times as a TPAC member.

01:06:54.000 --> 01:07:03.000

And I just want to reiterate that I wish I had the luxury of parochialism right now, but I'm quite worried, honestly.

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We're looking at a statewide transportation package where I'm being told there isn't money for safety in part because we haven't been able to stand up regional tolling to pay for some major projects in the Portland metro region.

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I'm being told there isn't funding guaranteed for the safety programs that we're supposed to deliver next year because of the federal government.

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And I'm worried that we aren't able to operate with one voice as a region to set our priorities, be concise and be clear with the federal government that has no interest in supporting our proven solutions like capital transit projects.

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82nd Avenue, TV Highway. Portland Streetcar, which we know deliver catalytic returns on investment for people walking, biking, rolling who also depend on transit for housing delivery for jobs delivery, workforce development.

01:07:55.000 --> 01:08:03.000

I just want to say that I hope that we can remember why we have Metro beyond an MPO, why we invested in regional government.

01:08:03.000 --> 01:08:21.000

To think about projects that advance the interests of the whole beyond jurisdictional boundaries and really think carefully about leveraging every critical opportunity right now as we are faced with a challenging situation in the capital as we're faced with a challenging situation in DC,

01:08:21.000 --> 01:08:32.000

And really speak with one voice with clarity around our priorities now and to get us through the next couple of years. Thank you very much and I appreciate the opportunity to speak with you today.

01:08:32.000 --> 01:08:33.000

Thanks, Sarah.

01:08:33.000 --> 01:08:42.000

All right, Juan Pedro Moreno Almeida is here. And I believe the last one, if you are here to speak today, please raise your hand.

01:08:42.000 --> 01:08:43.000

Go right ahead.

01:08:43.000 --> 01:08:51.000

Good morning, Chair Gonzalez and members of the committee. My name is Juan Pedro Moreno, and I'm a lifelong resident of Hillsboro, Oregon.

01:08:51.000 --> 01:09:02.000

I'm here today to voice my strong support for funding the TV Highway Transit and Safety Project, which is currently being considered for 28 million in regional funds, which is just short of TriMet's 30 million request.

01:09:02.000 --> 01:09:24.000

Our \$30 million request for almost the last three years, I have been directly involved in efforts to develop and promote the TV Highway Equito Development Strategy, working alongside passionate community members and community-based organizations to ensure that the future development reflects the needs and the voices of those who live work, play and travel along this corridor, particularly those who have been historically

01:09:24.000 --> 01:09:36.000

Excluded from infrastructure planning and decision-making spaces. The TV highway corridor is home to many immigrants, families who are financially burdened, and essential workers who rely on public transportation every day.

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This project represents more than just infrastructure. It's about safety, dignity, and access.

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It's about making sure that transit is fast, reliable, and safe for people walking, biking, or riding the bus.

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By fully funding this project, you're helping ensure that improvements to the corridor are equitable, community driven, and responsive to the lived experience of those who know it best.

01:09:56.000 --> 01:10:10.000

Continued investment in TV Highway is an investment in our people, our neighborhoods, and our shared future. I urge you to allocate the full \$30 million requested. Let's not fall short of a transformational opportunity for our corridor and our community.

01:10:10.000 --> 01:10:31.000

Thank you so much for your time today. And I also did want to mention, I think there are a few other people that are looking to do testimony for specific transit and safety project. I'm not sure if they've gotten to raise their hands, but Maria Dolores, Maria Rodriguez, and Pee Wee Roginda, if you're here, please raise your hands. And thank you so much for being here as well.

01:10:31.000 --> 01:10:38.000

They see PoE and they will be next after, I think Mayor Lube, your hand is raised.

01:10:38.000 --> 01:10:40.000

Yeah. Hi, Mayor Lube. Thank you.

01:10:40.000 --> 01:10:46.000

Hi, everyone. Thank you so much. Good morning. My name is Heidi Lube. I am mayor of Tigard and also a JPAC alternate.

01:10:46.000 --> 01:10:59.000

I wanted to talk today and just express my appreciation for the RFFA process that has provided my community an opportunity to advocate for the critical connections that our service and for our residents and businesses.

01:10:59.000 --> 01:11:05.000

Our project, the North Dakota Street, which is also a Fano Creek Bridge Replacement Project.

01:11:05.000 --> 01:11:12.000

It's important as it's a key multimodal connector between neighborhoods and a response route for our first responders.

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The fact is this bridge is failing. If investment is not made by replacing the structure, it will be weight restricting, limiting its function for our emergency response route.

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The replacement bridge will be elevated to minimize flooding and reduce the environmental impact. It'll be constructed to current seismic standards, making it more resilient to shaking.

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The sidewalks and bike lanes on both sides of the bridge will facilitate safe movement for people walking and traveling by bicycle.

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And the new bridge will provide a multimodal link. Having trouble with that word today.

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Between residents and the regional trail system are Fano Creek Trail and the Washington Square Regional Center.

01:11:52.000 --> 01:11:57.000

We've been prioritizing this project for years and have been successful in securing a portion of the funding needed.

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But the \$8 million request will allow the project to be successfully constructed.

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Mayor.

01:12:12.000 --> 01:12:17.000

Poa, you're next.

01:12:17.000 --> 01:12:18.000

Morning.

01:12:18.000 --> 01:12:27.000

Good morning. Good morning, Sharon, members of the committee. My name is PUnjinda and I work with unite oregon.

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We serve as the convener of the TB Highway Coalition, Equity Coalition.

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And for the past three years, I have supported his work in an administrative role.

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I'm also a regular transit writer who depends on the Tualatin Valley Highway corridor to get where I need to go.

01:12:46.000 --> 01:13:02.000

The TBA Highway Transit and Safety Project is one of five candidate projects Being considered for regional flexible funding TriMet has requested 30 million for the project and the current allocation proposal is for 28 million.

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This investment would improve transit access and safety, enhance the rider experience, and help make service faster and more reliable, something our communities truly need.

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I want to acknowledge that a project of this scale is complex, but over these past few years.

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I have witnessed a strong commitment from everyone involved, metro staff.

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Trimet, CAUTI teams, elected leaders, community-based organizations, and especially community members who've all come to the table with the shared goal of making these corridors safer and more accessible.

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So this is not just about infrastructure. It's about supporting the people who rely on this corridor every day. Immigrants, essential workers, low income families, and so many others
So thank you so much for your time and for the continued leadership in supporting this work.

01:14:04.000 --> 01:14:06.000

Thank you.

01:14:06.000 --> 01:14:27.000

Next, we have Maria. Maria Rodriguez Kwamazi.

01:14:27.000 --> 01:14:48.000

liciones de infrestructura. Muchas personas y nuestra comorida especialment
integrationos ingresos y personas mayores.

01:14:48.000 --> 01:15:04.000

Dependent, they'll transport the public along de esta cartera este proyecto no solo mejor a la accesual transitos y no temiles seguridad experiencia de los suario el a confiabilidad del servicio. Cetra de tener hacer a seguras.

01:15:04.000 --> 01:15:17.000

Todo nosotros. La propuesta segula.

01:15:17.000 --> 01:15:26.000

Universión completa para que este trabajo tengan mayor impacto posible pi verdoamente reflex necesidades de nuestras comunidades.

01:15:26.000 --> 01:15:40.000

Gracias por suit considerar este inversión tan importante paler bien estar queen es vivimos y transitamos por esta reggión.

01:15:40.000 --> 01:15:46.000

Okay, Maria Dolores Torres, I believe, is our last one. Please raise your hands if I have missed you.

01:15:46.000 --> 01:15:49.000

Go ahead, Maria.

01:15:49.000 --> 01:16:06.000

Buenos dias presidente gonzales y miembros del comiten. Pollo en que nos brinden el pre supuesto completo para las mejoras a nuestro tibijawei.

01:16:06.000 --> 01:16:15.000

Que abarca el condado de Washington. Esto nosaría mayor seguridad en inclusividad para todos.

01:16:15.000 --> 01:16:29.000

Redución de congreion y mejora del fujo vehicular. Superficiabial.

01:16:29.000 --> 01:16:37.000

Expansion de haceras mejor seña alamiento. Y connectividad de rutas desarroll urbanos tenible.

01:16:37.000 --> 01:16:43.000

Estos mejores son fundamentales para construir una comunidad más segura accessible resiliente.

01:16:43.000 --> 01:16:49.000

Gracias por su tiempo y prosidar esta solicitud I put this on English on the chat.

01:16:49.000 --> 01:16:50.000

Thank you.

01:16:50.000 --> 01:16:53.000

Gracias maniadolores.

01:16:53.000 --> 01:16:57.000

Mr. Chair, we have no one else signed up to testify.

01:16:57.000 --> 01:17:03.000

Thanks. I did see Christina Delgado had raised their hand and then they were here, but maybe they left.

01:17:03.000 --> 01:17:09.000

Ask them in both the panelists and attendees column. I'm not sure.

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But I don't see them. If you're here Please do raise your hand.

01:17:10.000 --> 01:17:14.000

Okay.

01:17:14.000 --> 01:17:19.000

Or if you're in the panelists, go ahead and speak up.

01:17:19.000 --> 01:17:20.000

It's okay. Okay, great. Thank you.

01:17:20.000 --> 01:17:23.000

I don't think they're here.

01:17:23.000 --> 01:17:33.000

Seeing no further testimony, I will close this public hearing. Thank you to all that made the time this morning to share your thoughts with JPACT.

01:17:33.000 --> 01:17:46.000

We sincerely appreciate that. You weighing in on these projects that can have such a big impact on our region and our communities and our neighborhoods. So it's sincerely appreciated.

01:17:46.000 --> 01:17:53.000

You have until the end of the month. To provide more input if you did not have the ability to testify today.

01:17:53.000 --> 01:18:02.000

And the agenda packet and a quick Google search We'll show you how you can give us more feedback.

01:18:02.000 --> 01:18:13.000

We're going to move on to our agenda. Because we had our public hearing and we had a long list of people waiting to engage with us.

01:18:13.000 --> 01:18:24.000

I want to bring back the the UPWP element, TED I think that you have something to share about that.

01:18:24.000 --> 01:18:41.000

Yes, thank you, Chair. So yeah, so we've pulled the UPWP item off consent agenda. So I wanted to just do a brief explanation of the UPWP and then have a community discussion before requesting action today.

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I think many of you are familiar with the UPWP is for the Unified Planning Work Program.

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What this document is, is description of our transportation planning activities across the region And it's purpose, it's federally required and its purpose is to be able to describe all the planning activities for the upcoming year.

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And make sure that we are coordinating across those activities as best as possible for efficiency and good communication and good planning.

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It is something that we need to submit to the Federal Highway Administration and Federal Transit Administration for their review and approval.

01:19:24.000 --> 01:19:42.000

We have been requested by them to submit that document earlier this year to give them time, a little additional time Given the staff cutbacks that they are facing in their offices and the potential additional review time.

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That may be. Required from the new administration and the new planning directives coming out of the new administration. So we're trying to comply with that request and get this document submitted to them.

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So it has been submitted for your approval today. Again, it is not a budget document. It does not allocate any new funds. It is really just a planning coordination document.

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So with that, maybe I'll just open it up to committee questions and discussion, and then we can Move on.

01:20:16.000 --> 01:20:20.000

Thanks, Paul. Thanks, Ted. Sorry. Commissioner Savas.

01:20:20.000 --> 01:20:38.000

Yeah, well, Ted, I appreciate your explanation. It does not change actually the issue before us. And even when it came back before this exact matter. It was basically shelved So I don't know how many years has gone by.

01:20:38.000 --> 01:20:51.000

Where this particular issue about transit representation has been I delayed, kicked, not really addressed. And I really believe, and I will go back to the minutes.

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If I need to, I don't think I have to. I think a number of us recall that this would come back for discussion, for resolution.

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And I don't set the agenda and I'm not being critical of the chair here.

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But if that was missed, then that's not That does not change the issue. The issue is really important for, you know, if you just listen to the public testimony, it's very clear that transit is a big component For a number of reasons, whether it's safety, it's climate, it's our goals as an MPO. And that to me is the relevant piece.

01:21:28.000 --> 01:21:37.000

So I respectfully request that we honor what we committed to do and follow through.

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Yeah, so again, I think I I think I tried to explain this earlier, Commissioner. I'll try it one more time.

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That issue was raised during the certification of the Metropolitan Planning Organization process.

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Which is a separate process from the look and review of the annual Unified Planning Work Program. So it has always been our intent as staff. We said that we would commit to bringing the issue back.

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When we reported back on the federal certification process. As I mentioned, we did just receive the report, the federal certification report on Friday last.

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And since receiving that, we have been in internal discussions about how to fit that report back into the JPAC report or JPAC work program.

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Since we now have that report in hand. And it is our intent to bring that issue up.

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When we report back on the certification process, which again is not the same thing as the unified planning work program.

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Ted, what is the the urgency for needing to approve the plan today. What happens if we're not able to approve the plan?

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Yeah, so the approval of the plan that we submit to USDOT or to Federal Highway Administration and Federal Transit Administration is that they must then review it and approve it before we are then eligible to receive our planning funds, transportation planning funds back to the region.

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And they, as I mentioned, requested a little more time this year for that approval process. If they don't approve it in time, then we can't enter into an agreement with Oregon Department of Transportation.

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And Federal Highway Administration to receive our transportation planning funds. And so we typically wrap that up and get approval of that IgA before the start of the fiscal year, which begins July 1st.

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And so if we delay and don't give them enough time to review and approve it.

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We could have a delay in actually having our transportation planning funds available to us.

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For the next fiscal year's work program.

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Thanks, Ted. So I think, Commissioner i think there's Do you recall the conversation that we had about having this conversation um what I'm hearing from staff is that we are having that conversation. That conversation will be had as a part of this

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Certification report and certification report part of our broader work plan and also part of how we are actively governing, I think, through this RAFA process as well. I think that's a an example of those lessons learned.

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And I think trying to think use the UPWP as a vehicle for that conversation i think there might be a misconnection, I think is what I'm seeing and so I would... hearing from the staff and the importance to have that plan approved, but also having a conversation that we will have

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I think that we can treat them as two separate items.

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But recognizing the importance to improve this. And get it to federal highways. But anyway, do you see you have your hand up and they would like to see if we could get this moving because we do have two more items.

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Well, Chair, respectfully, I just want to just bring us all back to And I don't have the exact dates, but I can easily provide that. But if you recall.

01:25:12.000 --> 01:25:30.000

When you sent, Chair, when you sent out that email to everyone with your issue that we should go through JPACT, before we signal anything or send a message to The UPWP, the FHWA, all the agencies involved here. On a matter like this.

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Basically, we were criticized for doing what a email from jpac staff weeks prior said an invitation to send in directly to UPWP to the fhwa That's submission so we followed Staff's advice and sent that that communication to them.

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Later, you send an email critical of us for doing that now And then we agreed to bring this back.

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Now we're told we're not going to bring it back. We're just going to submit it and approve it. So I'm sorry but there's a procedural issue here and we're not being consistent with what the messages from JPAC or Metro. I don't know which staffer

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Who's representing JPAC and who's representing Metro here, but I'm getting conflicting messages here.

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Commissioner, the matter that we discussed a few months ago was related to the MPO certification process.

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Not the UPWP. So those are different things. And what I'm trying to land and connect here. And I understand and i understand the process that we talked about and that we are going to see through at jpac here i see them as two separate things.

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The MPO certification process, as Ted has shared We are talking about it. It is coming to us.

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I'm sharing it, staff is sharing it. But the UPWP is not the MPO certification conversation that we talked about, which is also the nexus for for representation and how we make decisions around that.

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So I hope that you can get there with me right now on that.

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Chair, as I read the agenda there, exhibit b It says Metro 2025 self-certification for UPWP legislation i mean I, you know, I I'm struggling here.

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Okay. Councillor Lewis.

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Sure, thank you. I do believe that the connection here is that in order to have a UPWP And a body must be recognized.

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We are recognized now as an MPO thanks to the letter that came last week. Would this conversation be any different if we hadn't received that letter last week?

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That's... probably not the case because we would be going off of our previous recognition of status. So I think it is appropriate to move forward with UPWP But I do think that Commissioner Savas is bringing up that there is no scheduled

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Process for JPAC membership evaluation. So that's something that I commit to bringing forward to our agenda setting meetings and work with you, Chair, to make sure that I'm helping bridge the gap of that expectation because I think it will be a larger conversation.

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The question I have is UPWP was talked about at TPAC, and I'm curious if we could get a little bit more texture about TPAC did this connection to status come up at TPAC?

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And also I see Mayor McNery Ogle has a line item in the chat.

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So questioning if that edit had come up before and was dropped or if this is a new edit.

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I'm curious just how deep TPAC got into this discussion.

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Yeah, so... Oh, sorry, you want me to respond?

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Thanks, Councillor. Please go ahead, Tabia.

01:29:14.000 --> 01:29:32.000

Yeah, so some great points by counselor lewis um TPAC did recommend the UPWP as proposed, and it does include references to our coordination with the Southwest Regional Transportation Council.

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So it is relevant to the comments that Mayor McIner has put into chat, and I can get to those in just a moment.

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And it is, but as it is TPAC took this issue up.

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The UPWP, we had not received our certification yet. We don't know when the exact dates when we're going to get the certification.

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Back from USDOT, which is why we wait to actually schedule the follow-up conversation until we know we have it in hand and then we schedule up that conversation and report back on that.

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And the issues raised in that certification process. There is in the UPWP a section that talks about how we have responded to previous certification reports.

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In terms of how the planning work program has followed up on the recommendations in those reports.

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But this year's UPWP has not had the opportunity to respond yet to the new one, to the new certification, which is why there's no discussion in there at this point.

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So TPAC, again, approved recommendation of this document as is. Reporting back on our future planning activities, but also on the prior certification.

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But it is the normal process for us to when we get a new certification is to review that, review it with TPAC and jpac and address the issues brought up in it.

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And one of those issues will be this issue brought up by Clackamas County and Clackamont County agencies on transit representation. And so that will be scheduled that discussion will be scheduled as we report back this summer.

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Just one more item is that if we don't get approval of the UPWP, These are transportation planning funds not only for Metro, but for any agency that's receiving federal transportation funds in the region. So it would restrict our ability to actually get that

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Reporting back done and have those future conversations if we don't approve this year's UPWP.

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Thanks, Ted. So the I understand we've had a conversation on this.

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What I see is a very important need for us to approve the UPWP We're going to schedule a continued conversation certification, which is part of the plan And including the elements that Commissioner Savas has brought up and that also JPAC talked about, I believe, in December, if I remember correctly, or January.

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I do see hands up, Commissioner Savas and then Mayor Delane. And then I will ask for a motion.

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For us to approve the item that was pulled from consent. So Commissioner Savas.

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Yeah, I just want to point out that the recording of this meeting back then will show that staff And the chair made an obligation to bring this back this time this particular time of the year.

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You know, April, May. And here we are, and it had not come back.

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So the timing, now we're in conflict again. So the timing is not consistent with what we were told when this item was I'm committed to bringing back. So there's a lot of inconsistency here. I will be voting no.

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And I will take every step I can to elevate this.

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Thank you.

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Okay, thanks, Commissioner. Mayor Delane.

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Maybe you can share Commissioner Lewis mentioned the letter. Has there been some change in our status or question of our status of how our MPO is configured the necessity of the basically the backpack Metro Council to come into concurrence for agreements on such items as the MPO?

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Thanks for the question, Mayor. Going to look to Tad for this.

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I'm sorry, Mayor, could you repeat the question one more time?

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Commissioner Lewis mentioned the letter. Has there been some change in our status My understanding is to form the MPO agreement, we have to have JPAC agree and Metro agree concurrently, right? It's kind of like a house and senate kind of thing. Is our status somehow changed on that? Is there something from this letter? I'm not aware of the letter, so I'm trying to understand if our

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Our duality relationship has changed. So can you expand on that at all?

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Yeah. Sure.

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So yes, the recommendation letter that did come in certifying our MPO process.

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And... And again, like I said, we received that on Friday. We're still digesting all of the recommendations and corrective actions that are included in it. And we'll be reporting back to you on those.

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But it has not fundamentally changed our MPO process or our JPAC Metro Council relationship in terms of that decision making.

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Okay, so we can proceed. Previously, it sounds like there's some It's spicy when you bring up the words corrective actions. So hopefully we can be brought into the loop as the JPAC reps to help understand this. Thank you.

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Yes.

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Yep. And that is our intent, yes.

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Yeah, of course. Thanks, Mayor. And I understand that there's there's this energy for this conversation around representation.

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Which I recall that conversation i don't i don't feel like I am in contradicting myself from what I've said in the past and if i am I would like to know that.

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But I do see the UPWP and this broader conversation around representation and the MPO certification process.

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As a much longer arc of a discussion that we're having.

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At JPACT. Using the UPWP per se in this kind of technical approval does not feel like the right area for me to to necessarily hold that up. And so I am hearing direction from my staff that this is important to approve today.

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And so I would entertain a motion from JPAC. And hope that we can get it moving forward on approval.

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And with a sequence of conversations following up to address the items that Commissioner Savas has raised on behalf of of his constituents.

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So I would entertain a motion. For resolution number 25 5466 for the purpose of adopting The fiscal year 2526 unified planning work plan and certifying that the metro area is in compliance with the federal transportation planning requirements.

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Stovemove, Stovall.

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Second, something.

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Thanks, Mayor. Thank you. Moved by Mayor Stovall and seconded by Councillor Simpson.

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Michelle, do we need to call roll here?

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Yes, that would be best. Thanks.

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Okay, great. I'm going to ask Ramona or Georgia to please call roll.

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I'll be happy to do that. Commissioner Singleton, are you still with us?

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Okay. I?

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I am I.

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Commissioner Fai. Commissioner Savas.

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Yes.

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No.

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Is Commissioner angelina marina with us still I think we've lost her.

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I'm sorry. Hi.

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Right. Mayor Stovall. Mayor DeLean.

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Thanks, Council.

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Bye.

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Mayor Bott. Ryan Winsheimer.

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Bye.

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Hi.

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Might have lost Ryan.

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Sam Basu.

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I...

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Emerald Abogue. Ali M Ezra. Oh, he's not here. Ali's not here, is he?

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Okay. Okay, yes. Thank you. I thought you'd dropped off.

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Amy.

01:38:01.000 --> 01:38:04.000

Councillor Lewis. Councillor Simpson.

01:38:04.000 --> 01:38:07.000

Hi.

01:38:07.000 --> 01:38:08.000

Hi.

01:38:08.000 --> 01:38:14.000

Levin Ruck.

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Devin, are you still with us? I see that in there.

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Okay. Mayor McInerney Ogle. Scott Patterson.

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Hi.

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Aye.

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Right. I believe that's everyone. And it passes.

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Thanks, Ramona. And thanks, everyone, for the conversation. Regionalism is something that we need to work on every single day and Those are the values that we commit to by showing up to jpac then That means that having hard conversations is an important part of that.

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And so I appreciate that. Commissioner Savas for continuing to voice what's important to you. And I think that we share that same level of interest in addressing those those items and for everyone for leaning into discussion.

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We will now move on to our Next item, which is federal surface transportation bill reauthorization Which will cover some of the initial regional priorities Betsy Emery is going to make a presentation Betsy was supposed to start around 835 and so

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It's likely that this conversation will be shortened. And we also had a TV highway lpa update which I think is probably being bumped as well, but it depends as to how this conversation goes. So anyway.

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Thank you, everyone. Yeah, I'll try to cut this down a bit in terms of my talking points. So we might just flow through a couple of slides.

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Georgia, I think, has the slide deck. It might be up. Oh, it is up already. I just have too many screens. Okay.

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Let's get started. So good morning, JPAC members. I'm Betsy Emery, Metro's Federal Affairs Advisor. I'm here today to present a draft set of regional priorities for the Federal Surface Transportation Reauthorization bill. There's been some unexpected movement on this topic on the Hill, and that's really causing us to move much more quickly in creating these priorities. The House Transportation Committee opened their portal

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For organizations to submit proposals for their consideration for this bill.

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And they're working on a really fast timeline. The deadline that they've announced is April 30th.

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So that's really causing us to shift the original timeline that we had presented up quite a bit.

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And so to accommodate this accelerated timeline, I've worked closely with staff from the many different jurisdictions that are represented at this table.

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To co-create a draft set of priorities that I'm going to present today.

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And so I'm looking for a robust discussion, looking forward to that so that we can make sure that JPEG's priorities are well represented in that submission.

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Next slide. The surface transportation, next slide.

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Okay, here we are. The Service Transportation Reauthorization bill is the legislation that renews the Federal Surface Transportation Programs.

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This legislation sets all policies, priorities, and funding levels for all USDOT programs for multiple years.

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It extends, removes, or creates the vast majority of our federal transport programs directs how the money will be divided up and regulates how agencies are allowed to spend it.

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The reauthorization typically occurs every four to six years. The current bill, which is the bipartisan infrastructure law, expires in September 2026.

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And given the very large scope of the bill, short-term extensions are very common. Many experts are anticipating that this reauthorization will be delayed as well.

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And that's because the bipartisan infrastructure law expires basically right before a high stakes midterm election.

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Even though it might be delayed, I think it's really important that we prepare a set of priorities because hearings are underway and the portal is already opened.

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And this is going to be a year-long process. So we should start to get things on paper. So we have guidance in terms of how we talk to our congressionals.

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Next slide. The surface transportation bill is directly negotiated in two committees, and we are lucky to have Oregon representation on both.

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The House Transportation Committee, which Rep Hoyle serves on, has broad oversight over a majority of the bill.

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The Senate Environment and Public Works Committee, which Senator Merkley serves on, has authority over the highway components.

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Oregon and our region have benefited from having long tenured leadership.

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On both of on the House Transportation Committee, especially, having Rep DeFazio as chair coupled with Rep Blumenauer's dedication to transit gave Oregon a very powerful voice in the bipartisan infrastructure law. And while Oregon continues to have good committee representation, those retirements mean that we're no longer represented in committee leadership.

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Next slide. The transportation bill tends to be very large, so negotiations take time. With Republicans holding majorities in Congress and the White House.

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The bill is likely, it will largely reflect those policy priorities.

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There is an overall sense that top line funding levels will decrease.

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We are anticipating possible reductions in discretionary grant programs, especially those that focus on climate.

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Conversations on the Hill are already underway. The House and Senate committees have begun holding hearings on this topic and a few themes are starting to emerge.

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First, there's alignment that the next bill needs to emphasize safety and reliability.

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In the transportation network. Members of Congress on both sides have a lot of frustration about how long it has taken to get bipartisan infrastructure law dollars out the door.

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There's consensus that the rollout has been too slow and inflation has eroded its historic purchasing power.

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And so both sides want to find ways to get money to the projects faster.

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The bipartisan infrastructure law more than doubled the number of discretionary grant programs at USDOT, which some consider as one of the reasons for the slow funding rollout. And so some members are considering either removing or consolidating USDOT programs.

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So that the funding is more streamlined. Some members are interested in redirecting transit and active transportation funding back to traditional road and bridge infrastructure.

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Some are calling to redirect. Some grant funding programs back to state formula programs.

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And adjusting those formulas to account for inflation. There are also conversations about giving states more flexibility in administering their federal formula funding.

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There's also a lot of interest among the majority party to reform permitting regulations and processes.

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Especially those that are related to NEPA. And of course, they have to find a way to pay for the reauthorization. And those conversations often center around the insolvency of the Highway Trust Fund.

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Similar to the state, the federal gas tax, which hasn't been increased since the 90s.

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Does not generate enough revenue to fund the transportation bill. Next slide.

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I'm going to skip this actually to save some time. Next slide.

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So JPAC's draft priorities are um informed by all this federal context, the priorities that were adopted for the state transportation package.

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And the goals that were identified in the regional transportation plan, as well as staff conversations.

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These draft priorities are very high level because JPACT has a different level of influence in the federal arena than at the state.

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And instead of identifying specific tweaks and providing bill text. These priorities focus on stating our position on the bigger policy positions that are up for negotiation.

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First, as I mentioned, the administration is very focused on reducing overall government spending, so it is unlikely that the bipartisan infrastructure law will be renewed in its entirety or at its historic funding level. This draft priority emphasizes the importance of maintaining level funding for key discretionary and formula programs.

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There is a special call out to maintain BIL funding for the capital investment grant program. And this is because there are multiple high priority regionally significant projects that are in the pipeline for that program right now.

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Along those lines, another draft is to call on Congress to continue the practice of making advanced appropriations for the entire bill window. This provides certainty about the future funding amounts.

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And application windows for discretionary programs, something that's really important when preparing financing stacks for large scale programs.

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Or projects, rather. Another draft priority is supporting innovative transportation funding mechanisms that ensure long-term solvency of the Highway Trust Fund.

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Chair Graves is considering implementing a \$150 year annual fee on EVs as an example of trying to bolster that fund.

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And he's a Republican. Another key priority is to emphasize safety for all users in all funding and policy provisions of the bill.

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This includes advancing existing complete streets and Vision Zero policies and reappropriating funding for programs like the Safe Streets and Roads for All program.

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It also feels important to identify some examples of small scale high impact projects that could be deployed more easily if federal permitting requirements were streamlined.

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Relatively straightforward projects like installing curb ramps, sheltered bus stops, and traffic signals should not take months or even years to complete the various hurdles before they can be implemented.

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Given conversations about redirecting transportation funding to traditional infrastructure, it feels important to emphasize JPAC's support for integrated multimodal systems that are well coordinated and connected.

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This includes transportation options at all scales, including microtransit all the way up to high capacity transit.

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This also includes support for technologies that enhance the reliability and interconnectedness of the system.

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Lastly, given the budget shortfalls that many agencies are experiencing, there is a draft priority to increase the flexibility so some federal funding programs can more easily be used on large scale maintenance projects.

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Next slide. As I mentioned at the beginning of this presentation, the House Transportation Committee's application window is causing us to fast track this process.

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Staff is trying to ensure that JPAC can participate in the negotiations about this bill And is recommending that we submit draft priorities into their portal to give us a foot in the door.

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I know that we don't normally do it this way and that you prefer to submit priorities to external partners only when they've been vetted and agreed upon by JPAC.

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But based on the unexpected and expedited timeline, staff thinks the best way to thread the needle of running good process and reflecting shared priorities is to incorporate your feedback and discussion into an updated version of these priorities and submit that to the committee.

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While this doesn't constitute an official sign-off from GAPACT, which I'll be coming back in May for.

01:49:51.000 --> 01:50:01.000

It will ensure that our submission to the committee reflects JPAC's interests, and we will be clear in that submission that these are draft.

01:50:01.000 --> 01:50:16.000

I'll go to the next slide. Actually. So with that, I really look forward to hearing your thoughts about these priorities. I know we're very very little time to do that, but I do look forward to hearing that. And so I will open it up for discussion.

01:50:16.000 --> 01:50:22.000

Thank you.

01:50:22.000 --> 01:50:23.000

Thank you.

01:50:23.000 --> 01:50:34.000

Thank you, Betsy. Record time presentation. Folks, if you have any comments or feedback on this or the questions on the screen, it'd be great if we could keep those on to help guide conversation.

01:50:34.000 --> 01:50:45.000

Absolutely welcome it.

01:50:45.000 --> 01:50:47.000

Mayor Delane.

01:50:47.000 --> 01:50:54.000

I feel like I'd be remiss if I didn't chime in my usual comment. Lump sum, large lump sum.

01:50:54.000 --> 01:51:04.000

Allotments against allotments those were economically challenged makes it even more difficult for them to consider moving to hybrids or EVs.

01:51:04.000 --> 01:51:16.000

So I think that would be my challenge, right? If you're talking to even \$150 I mean, we're talking about the registration right now is almost untenable at the level it is at our state level.

01:51:16.000 --> 01:51:23.000

And to think about paying more federal level It's just, so we got to think about how that can be doled out in small bites.

01:51:23.000 --> 01:51:39.000

Instead of a lump sum request. That would be my quick and short feedback and quick feedback on ways that they're actually going to discourage people moving to hybrids or EVs.

01:51:39.000 --> 01:51:50.000

Thanks, Mayor. Betsy, I'm going to just get all of the comments and then you can respond and kind of the package format here. Commissioner Fai.

01:51:50.000 --> 01:52:00.000

Thank you, Chair Gonzalez. Betsy, great job. Great presentation. I think you did a really Good job of presenting complex topic in a succinct way.

01:52:00.000 --> 01:52:01.000

Thank you.

01:52:01.000 --> 01:52:07.000

My comment, it's sort of a bit of a question as well, but you can take back.

01:52:07.000 --> 01:52:14.000

It's to see if you're working with Brian Worley with the Association of Oregon Counties as well.

01:52:14.000 --> 01:52:21.000

To sort of get what he's hearing from counties throughout Oregon.

01:52:21.000 --> 01:52:31.000

So that you could just tell her to our federal sort of a complete story, not just our region But this is also shared.

01:52:31.000 --> 01:52:55.000

Stress and shared considerations for when it comes to the reauthorization service bill. And I mentioned Brian's name because him and I attended a NACO conference as one of the vice chairs on the transportation committee him and I co-led a sort of a subgroup

01:52:55.000 --> 01:53:07.000

To actually talk about this particular topic with many people throughout the nation and He heard a lot of great feedback. I did see a lot of the what we've heard presented here.

01:53:07.000 --> 01:53:17.000

And we'll continue to share with the county staff if there are more missing but connect with him since this is a federal bill.

01:53:17.000 --> 01:53:29.000

So that we have a complete Oregon story. That sort of helps our story as well.

01:53:29.000 --> 01:53:33.000

Thanks, Commissioner Sam.

01:53:33.000 --> 01:53:39.000

Thanks, Betsy. Great, great presentation. I really think that the framing of this document makes sense.

01:53:39.000 --> 01:53:47.000

And I appreciate the call out on the CIG program And it's funding level as well.

01:53:47.000 --> 01:53:57.000

The transit formula funded increases in the ija It's had a huge impact for transit, especially TriMet.

01:53:57.000 --> 01:54:03.000

And we want to continue to help tell that story on how this funding has been critical for our region.

01:54:03.000 --> 01:54:13.000

I also think that the section on streamlining and efficiency improvements makes sense to include when our projects receive federal funding.

01:54:13.000 --> 01:54:26.000

That funding brings new requirements and we're working through ideas. Of ways to really improve the process and to really speed up the federal project delivery.

01:54:26.000 --> 01:54:31.000

Thank you. Great, great presentation here.

01:54:31.000 --> 01:54:34.000

Thanks, Sam. Commissioner Savas.

01:54:34.000 --> 01:54:56.000

Yeah, Chair, considering the circumstance how this meeting is flowed today, I'm going to reserve my comment for today um and ask that maybe we either ask bring this back or at least be able to submit comment in writing I have a few concerns.

01:54:56.000 --> 01:55:03.000

However, I don't think we have the time actually to actually vet this in a responsible way today.

01:55:03.000 --> 01:55:13.000

Okay. Thanks, Commissioner. I'll make sure that we um that our staff gives a clear timeline of what is doable here.

01:55:13.000 --> 01:55:15.000

Ali?

01:55:15.000 --> 01:55:36.000

Yeah, thanks. It is hard to um formulate this strategy here that's such a short order but i appreciate the high level um points that you raise here. Given the administration's priority to expand fossil fuel energy infrastructure, I think that's kind of a theme

01:55:36.000 --> 01:55:50.000

It doesn't quite align with our ambitions around. Decarbonization and reducing greenhouse gas emissions here throughout transportation So I think, you know.

01:55:50.000 --> 01:55:55.000

Is there the opportunity to How?

01:55:55.000 --> 01:56:17.000

To ask for flexibility. I think leaning into the funding that's made available be not earmarked and be flexible and allow the local allow the state to decide how to invest where it's needed. I think probably that's the theme that you were aiming to. And I think that's probably your smart move.

01:56:17.000 --> 01:56:20.000

Thank you.

01:56:20.000 --> 01:56:26.000

Thanks, Holly. Okay, Betsy, if you could try and address all we've heard.

01:56:26.000 --> 01:56:34.000

Yeah, absolutely. I think these are all really good feedback, like good comments, and I appreciate that.

01:56:34.000 --> 01:56:48.000

Commissioner Savas, I'm happy to connect with you and your staff, either Trent or Jamie. Both of them have been involved in the creation of this document, but I'm happy to sit down and have a more detailed conversation with you about your concerns.

01:56:48.000 --> 01:56:53.000

In terms of timing, just to speak a little bit to that quickly.

01:56:53.000 --> 01:57:13.000

So we have this meeting today. April 30th is when the House Transportation Committee portal closes. And that is really how you get your foot in the door for negotiation. We can always go back and provide an updated list to them or the confirmed list once we have it finalized and adopted.

01:57:13.000 --> 01:57:21.000

But it's really important to at least get our name in there so we have something to reference back to once we're trying to create an amended version with the committee.

01:57:21.000 --> 01:57:29.000

And so that committee portal closes April 30th, May 22nd, next JPACT, I will be back.

01:57:29.000 --> 01:57:41.000

With a more refined version for adoption. And then that can really guide our outreach over the summer and the preparation of our agenda and talking points for the JPAC trip.

01:57:41.000 --> 01:58:01.000

Recognizing the world is changing very quickly in the space of federal funding. And so we may need to revisit this again over the summer before we go for JPEACT. And so right now it's very much an initial priorities that I'm trying to map out for the committee and then recognizing that there is time left in the process.

01:58:01.000 --> 01:58:08.000

Of the bill writing and the negotiations in which we can still weigh in.

01:58:08.000 --> 01:58:17.000

Thank you, Betsy, for sharing the timeline and um And how we can make sure that we get our priorities in there.

01:58:17.000 --> 01:58:33.000

All right, folks. I know that we did a lot in this meeting here today, and we are going to have to bump the TV highway locally preferred alternative update to our our main meeting.

01:58:33.000 --> 01:58:42.000

I don't see any further comments, but If anyone is still here that provided testimony, we appreciate that.

01:58:42.000 --> 01:59:04.000

The regional flexible fund is one of the major investment opportunities that we get to enact as JPAC. And so I'm really excited about that process and how it's going and that there's so much community feedback and support into five great projects in the step 1a

01:59:04.000 --> 01:59:29.000

And then many other projects in the step two process. And also there is also there is a very clear need for JPAC to continue to have conversation around this certification question that has been underlying uh for a few months. And so I will make sure Councillor Lewis has also expressed

01:59:29.000 --> 01:59:48.000

That we will schedule these. And our plan was always to ensure that the certification process was a part of that and so I will now move to a journal meeting. Our next meeting will be in person on May 15th. And again, thank you all for

01:59:48.000 --> 01:59:57.000

Your engagement. Have a great day.

Georgia Langer

From: Trans System Accounts
Sent: Monday, April 14, 2025 1:00 PM
To: Summer Blackhorse; Georgia Langer
Subject: FW: [External sender]Support for the Sunrise Gateway Corridor funding

Hi Summer and Georgia!

This comment came into our general transportation in-box.

Thanks,
Jess

Jessica Martin
Administrative Supervisor
Planning and Development

Metro | oregonmetro.gov
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1918

From: Michael Eddy <mikeeddy1@gmail.com>
Sent: Monday, April 14, 2025 12:57 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Support for the Sunrise Gateway Corridor funding

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

JPACT and Metro Transportation,

I am submitting this in support of the Sunrise Corridor Gateway project, as it increases multimodal transportation options, helps create more jobs in the area, and protects and enhances the existing neighborhoods in the region.

As a former long-time resident of Clackamas County (just above the corridor), I saw firsthand how the area grew, yet struggled to improve as financial inputs were always constrained. It was always disappointing that there were

no easy access points to the Clackamas River, very few parks and greenspaces and serious congestion. I am heartened to think that this funding may be the jumping off point to some great improvements for the region.

I hope that this is just the first investment to improve the region.

Thank you for your consideration.

Mike Eddy



April 15, 2025

Chair Juan Carlos Gonzalez
Metro Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Comments on Metro's 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation

Dear Chair Gonzalez and JPACT members:

Thank you for the opportunity to provide feedback on the proposed 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation. We appreciate the support that JPACT has shown the TV Highway Transit and Safety Project by including it in the draft bonding scenario. We understand and appreciate JPACT's position to distribute RFFA bond funds around the region to the five proposed projects. All the projects are important and worthy of consideration.

As you know, the TV Highway Transit and Safety Project is at a critical juncture in compiling the local funding package to enable the project to move forward with the federal Capital Investment Grant process. Every local dollar counts for this multijurisdictional project. **While we appreciate the initial JPACT proposal of \$28 million in RFFA Step 1A.1 bond funds, we must take this opportunity to request that JPACT reconsider and allocate the full requested amount of \$30 million to the TV Highway Transit and Safety Project.**

These funds are a critical piece of the local, regional, state and federal funding strategy for this high-capacity transit project that will serve multiple westside communities. TriMet, Metro, Washington County and the cities of Beaverton, Hillsboro, Cornelius and Forest Grove are all committing funds to this project. The more certainty we can collectively provide for this project by committing this regional funding, the higher its chances of successful implementation.

We know that together we can make the TV Highway Transit and Safety Project a reality to

provide more frequent and efficient transit service and provide safe access to transit for our communities. Thank you for your consideration of our comments.

Sincerely,



Chair Kathryn Harrington

Cc: Board of County Commissioners
Stephen Roberts, Director of Land Use & Transportation



Washington County

Community Participation Organization #7 (CPO 7)

Sunset West/Rock Creek/Bethany
Box 173, 4804 Bethany Blvd, Suite I-2
Portland, OR 97229

April 15, 2025

METRO
600 NW Grand Avenue
Portland, OR 97232
Attn: Joint Policy Advisory Committee on Transportation

RE: Support for Bridge Crossing of Highway 26 by the Westside Trail

Dear JPACT members,

CPO 7 represents Washington County communities including Bethany, Rock Creek, Oak Hills and neighborhoods south to Baseline Road. Although a portion of our members live in the City of Hillsboro, the City of Beaverton or outside the UGB, the majority of our membership lives in the urban unincorporated area between Hillsboro and Beaverton.

Our CPO community is divided by Highway 26. The only Highway 26 crossings available to us are the incredibly busy and bike and pedestrian unfriendly freeway exits on Murray Blvd, Cornell Road/Bethany Blvd, NW 185th Avenue, and Cornelius Pass Road. These crossings are more than a mile apart, and they are unsafe for all but the bravest pedestrians and bicyclists.

Construction of the Regional Westside Trail crossing at Highway 26 would provide an extension of the Westside Trail, significantly increasing accessibility and use of this regional trail. The Highway 26 crossing would also provide pedestrians and cyclists a safe way to cross Highway 26 mid-point between Cornell Road and Murray Blvd. This crossing would provide pedestrians and cyclists improved access to schools, recreation and shopping and would also encourage walking and biking to work at businesses located on NW Science Park Drive, in the Greenbrier Industrial Park, and on the Nike World Campus.

This important trail link would encourage and support historically marginalized communities as well as those just seeking to minimize their carbon footprint by walking or biking to work, school, recreation or shopping.

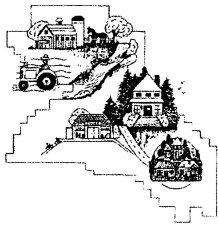
Our CPO membership supports allocation of Regional Flexible Funding to the Bridge Crossing of Highway 26 by the Westside Trail.

Sincerely,

Nancy Hazelett
CPO 7 Chair

CC: Washington County Board of County Commissioners

Letter approved April 14, 2025 by CPO 7 membership vote: 5 Aye 0 Nay 0 Abstain



Washington County

Community Participation Organization #7 (CPO 7)

Sunset West/Rock Creek/Bethany

Box 173, 4804 Bethany Blvd, Suite I-2

Portland, OR 97229

April 15, 2025

METRO

600 NW Grand Avenue

Portland, OR 97232

Attn: Joint Policy Advisory Committee on Transportation

RE: Support for the SMART SW 185th Avenue ITS and Better Bus Project

Dear JPACT members,

CPO 7 represents the Washington County communities straddling 185th Avenue from W. Baseline Road on the south and the Multnomah/Washington County line on the north. Although a portion of our members live in the City of Hillsboro, the City of Beaverton or outside the UGB, the majority of our membership lives in the urban unincorporated area between Hillsboro and Beaverton.

Since the opening of the MAX Red line to Hillsboro, the increase in the number of MAX trains per hour has created significant traffic congestion on adjacent roads causing unacceptable delays for all modes of transportation. Not only is the MAX crossing at SW 185th an issue, but the nearby W. Baseline Road and NW 185th intersection, the Willow Creek MAX station, the Portland Community College Campus at Willow Creek, and the frequent bus service on 185th Avenue are all heavily impacted by traffic delays and routine congestion at these locations.

Although this project will not be the ultimate solution for resolving the delays to the traveling public, the proposed improvement will provide needed relief until funding can be found for the costly grade-separated crossing for the MAX line at SW 185th Avenue. Our CPO membership supports allocation of Regional Flexible Funding to the SMART SW 185th Avenue ITS and Better Bus Project.

Sincerely,

Nancy Hazelett
CPO 7 Chair

CC: Washington County Board of County Commissioners

Letter approved April 14, 2025 by CPO 7 membership vote: 5 Aye 0 Nay 0 Abstain

April 20, 2025

Subject: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

JPACT Committee Members:

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, especially adjacent neighborhoods which are located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent transit stops and social service providers, safer and better-protected pedestrian and bicycle facilities on the bridge, preserving the existing bus-only lane, providing permanent bicycle/pedestrian street improvements adjacent to the bridge and preparing the bridge for a future streetcar line. This multifaceted infrastructure project addresses many urgent community needs including the safety and resiliency of the bridge, and upgrades to support the region's plans for high capacity transit.

The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. The Line 20 has the second-highest bus ridership in the entire region. The transit improvements that this regional funding would support would allow our communities' to have safer, and more accessible access to these services, and would put necessary infrastructure in place to reduce delays. In order to support our region for generations to come, the new, seismically-resilient bridge will be well-prepared for future bus rapid transit development, as well as potential streetcar expansion.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through short and long-term job creation by providing over 6,200 job years of employment, including for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Increasing easy and safe access to transit in this region must be a priority, so we strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely,

Cassie Davis
(local small business owner and DBE certified)



April 16, 2025

Support for Trails Projects in RFFA for 2028-30

Dear Chair Gonzalez and Members of the Committee,

We are writing today to share our support for the trails projects competing for funding in the 2028-30 RFFA.

- More than 80% of Oregonians report using local trails or off-street paths, and there is broad public support for investing in trails.
- Off-street paths provide the safest alternatives to walking or riding on high-speed and high-traffic roadways. Closing the gaps in our regional trail network is critical to addressing the epidemic of traffic fatalities and serious injuries on our roadways.
- In addition to saving lives and healthcare system costs, off-street paths are extremely valuable visitor amenities and support the Metro region's outdoor recreation and tourism economy, connect Metro residents to nature, and support the economic vitality of Oregon communities.
- With Oregon's restriction on gas tax to the road right of way, RFFA is a critical source of funding for trails investments.

Thank you for your consideration and leadership,

Stephanie Noll, Director, Oregon Trails Coalition



Washington County

Community Participation Organization #7 (CPO 7)

Sunset West/Rock Creek/Bethany
Box 173, 4804 Bethany Blvd, Suite I-2
Portland, OR 97229

April 15, 2025

METRO
600 NW Grand Avenue
Portland, OR 97232
Attn: Joint Policy Advisory Committee on Transportation

RE: Support for Bridge Crossing of Highway 26 by the Westside Trail

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Our CPO community is divided by Highway 26. The only Highway 26 crossings available to us are the incredibly busy and bike and pedestrian unfriendly freeway exits on Murray Blvd, Cornell Road/Bethany Blvd, NW 185th Avenue, and Cornelius Pass Road. These crossings are more than a mile apart, and they are unsafe for all but the bravest pedestrians and bicyclists.

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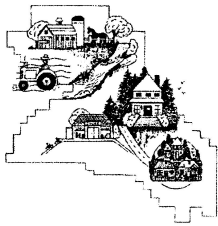
Our CPO membership supports allocation of Regional Flexible Funding to the Bridge Crossing of Highway 26 by the Westside Trail.

Sincerely,

Nancy Hazelett
CPO 7 Chair

CC: Washington County Board of County Commissioners

Letter approved April 14, 2025 by CPO 7 membership vote: 5 Aye 0 Nay 0 Abstain



Washington County

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Although this project will not be the ultimate solution for resolving the delays to the traveling public, the proposed improvement will provide needed relief until funding can be found for the costly grade-separated crossing for the MAX line at SW 185th Avenue. Our CPO membership supports allocation of Regional Flexible Funding to the SMART SW 185th Avenue ITS and Better Bus Project.

Sincerely,

Nancy Hazelett
CPO 7 Chair

CC: Washington County Board of County Commissioners

Letter approved April 14, 2025 by CPO 7 membership vote: 5 Aye 0 Nay 0 Abstain

Testimony to Metro JPACT on April 17, 2025 in Support of Full Funding for the 82nd Avenue Transit Project

Good morning, Chair Gonzalez and JPACT members.

My name is Thomas Ngo. I'm a community member serving on both TriMet's 82nd Avenue Community Advisory Committee and PBOT's Building a Better 82nd Avenue Community Advisory Group. I live just a block from 82nd Avenue in Montavilla and regularly experience its challenges firsthand.

Projects being considered for funding through the Regional Flexible Funding Allocation are essential projects toward our shared goals. I'm here today to urge you to fully fund one project in particular: the 82nd Avenue Transit Project. TriMet submitted this project under the Capital Investment Grant priority because it leverages federal grants and is a shovel-ready project.

But this isn't just about capital investment. 82nd Avenue Transit directly advances the core goals of Metro's 2023 Regional Transportation Plan—equity, safety, mobility, climate, and the economy. The RTP calls for investments that reduce transportation disparities, eliminate serious crashes, and improve access and reliability for everyone in the region.

I grew up near 82nd Avenue, which serves some of Portland's most diverse and historically underserved communities. It's also one of Portland's most dangerous streets. More than a dozen vulnerable road users have been killed on 82nd Avenue in the past ten years. The RTP identifies 82nd Avenue as being in the top tier of serious injury corridors, it's part of Portland Vision Zero's High Crash Network, and it has six of the top 30 high crash intersections from Fremont to Flavel.

Through my work on PBOT's Building a Better 82nd Avenue Community Advisory Group, it's clear that PBOT's work is just a starting point to address these safety issues. 82nd Avenue Transit doesn't just mean better transit service — it's an investment that will make 82nd Avenue safer for the thousands of transit riders and pedestrians who use it every day.

Line 72 carries more people than the MAX Orange and Yellow lines. But as a rider of TriMet's Line 72, I regularly encounter delayed buses and frustrating bus stacking, where overcrowded buses skip stops and leave passengers waiting on narrow sidewalks. Evening trips on Line 72 can take 21 minutes longer than morning trips — a delay that hits working families hardest.

The 82nd Avenue Transit project stretches from NE Portland to Clackamas Town Center, a corridor that is home to 4% of the region's population and 6% of its jobs. The dedicated transit lanes and station upgrades won't just significantly enhance service reliability and rider

experience, it's a regional investment in both equity and economic opportunity. I urge you to fully fund the 82nd Avenue Transit Project request through the RFFA Step 1A bond — it will be a critical investment that directly advances the region's Regional Flexible Funding priorities.

Thank you for your consideration and leadership.

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Thank you for your consideration and leadership.

Georgia Langer

From: Ed Wortman <ed.wortman@comcast.net>
Sent: Wednesday, April 16, 2025 2:21 PM
To: Legislative Coordinator
Subject: [External sender]RFFA Funding Request for Burnside Bridge

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

JPACT Committee Members:

The Portland metropolitan region has many transit-oriented funding needs but none greater than the need for a new earthquake-resistant Burnside Bridge. Once the expected subduction earthquake happens, there will be NO transit routes available across the Willamette River in or near downtown Portland, the region's core — no bus lines, no light rail, no trolley lines, no pedestrian or bicycle routes — unless the proposed new Burnside Bridge is available.

My wife and I are now moving from our 30-year home in Southwest Portland to an apartment in the Northeast sector of the city. One reason for our move is the fear of being trapped on the west side of the Willamette after the big earthquake with only limited access to necessities such as drinking water, electricity, gas, food, medical services, etc. The 200,000 or so SW Portland residents and workers won't be the only folks in this predicament. The 600,000 residents of Washington County will be in the same situation.

THE LACK OF A DEPENDABLE WAY TO CROSS THE WILLAMETTE IN PORTLAND AFTER A MAJOR EARTHQUAKE IS TRULY A REGIONAL ISSUE, NOT JUST A MULTNOMAH COUNTY CONCERN. THE NEED FOR A NEW BURNSIDE BRIDGE IS CRITICAL SINCE NEARLY A QUARTER OF THE STATE'S POPULATION AND A MAJOR PART OF THE STATE'S ECONOMIC ENGINE WILL BE IMPACTED IF THE BRIDGE IS NOT BUILT BEFORE THE BIG QUAKE HITS.

Providing funding for the Earthquake Ready Burnside Bridge project through the RFFA program will benefit everyone in the Metro region in two related ways:

1. Help ensure that the 19-mile Burnside Street emergency lifeline route will still be functioning from end-to-end after a major earthquake.
2. Help Multnomah County produce a new bridge that will offer much-improved facilities for TriMet bus riders, pedestrians and bicyclists (as well as for possible future MAX or Portland Streetcar riders).

Sincerely,
Edward (Ed) Wortman

1317 NW 24th Ave., Portland, Oregon 97210

April 16, 2025

Testimony: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

To: JPACT Committee Members:

By way of introduction, I am an architect and urban designer who has worked in Portland for over 40 years. I was the founding chair of the Willamette Light Brigade, which is gradually lighting our river bridges; I co-founded the Portland Winter Festival which held its tenth event this year with over a quarter of a million Downtown attendees; and I have been engaged on EQRB as an advisor from the outset.

Burnside will be the only major arterial capable of crossing the Willamette after a major earthquake. Burnside Street has few overhead structures through the city, so can be restored quickly to full service. After 'the big one', Burnside will become the most important transportation corridor in the region.

I visited Christchurch, New Zealand six years after their earthquake. The remains of as many unreinforced masonry buildings as Portland had, six years later, been cleared and the lots seeded with grass or brought back to commercial use using modified freight containers.

The first days and weeks following a major subduction event, medical and other emergencies will rely entirely on the Burnside Bridge. It will be essential to Metro and other local services. Please support funding to this critical infrastructure.

Sincerely,

Paddy Tillett RIBA, FRTPI, FAICP, FAIA (*emeritus*)

Georgia Langer

From: Sharon Wood Wortman <bridgestories@icloud.com>
Sent: Tuesday, April 15, 2025 10:24 PM
To: Legislative Coordinator
Subject: [External sender]Earthquake Ready Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom It May Concern:

As the author of *The Portland Bridge Book*, first published in 1989 by the Oregon Historical Society Press, I have been writing and teaching about the big river bridges located across the lower Willamette River for more than three decades.

Most recently (since 2017), I have been a volunteer member of a series of citizen committees dedicated to getting at least one big river bridge designed and built to remain standing after the subduction zone earthquake that we all know is coming — not if, but when.

I urge Metro to approve the Regional Flexible Funds' bond measure that would assist in the realization of that bridge, i.e., a new and earthquake ready Burnside Bridge — the city's lone designated Lifeline Corridor bridge — and in the full amount of \$25 million as requested by Multnomah County.

I have seen the drawings for the proposed life-saving Burnside Bridge. My question is how can lives be saved if the forces of short-sightedness prevail at this critical design juncture?

Sincerely,
Sharon Wood Wortman
3270 SW Fairmount Blvd.
Portland, OR 97239

April 15, 2025

Subject: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

JPACT Committee Members:

As a Multnomah County citizen, homeowner and CDAG member, I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, especially adjacent neighborhoods which are located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent transit stops and social service providers, safer and better-protected pedestrian and bicycle facilities on the bridge, preserving the existing bus-only lane, providing permanent bicycle/pedestrian street improvements adjacent to the bridge and preparing the bridge for a future streetcar line. This multifaceted infrastructure project addresses many urgent community needs including the safety and resiliency of the bridge, and upgrades to support the region's plans for high capacity transit.

The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. The Line 20 has the second-highest bus ridership in the entire region. The transit improvements that this regional funding would support would allow our communities' to have safer, and more accessible access to these services, and would put necessary infrastructure in place to reduce delays. In order to support our region for generations to come, the new, seismically-resilient bridge will be well-prepared for future bus rapid transit development, as well as potential streetcar expansion.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through short and long-term job creation by providing over 6,200 job years of employment, including for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Increasing easy and safe access to transit in this region must be a priority, so we strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely,

Jackie Tate

6169 NE Milton Street
Portland, OR 97213



April 15, 2025

Chair Juan Carlos Gonzalez
Metro Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Comments on Metro's 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation

Dear Chair Gonzalez and JPACT members:

Thank you for the opportunity to provide feedback on the proposed 2028-30 Regional Flexible Fund Step 1A.1 Draft Bond Allocation. We appreciate the support that JPACT has shown the TV Highway Transit and Safety Project by including it in the draft bonding scenario. We understand and appreciate JPACT's position to distribute RFFA bond funds around the region to the five proposed projects. All the projects are important and worthy of consideration.

As you know, the TV Highway Transit and Safety Project is at a critical juncture in compiling the local funding package to enable the project to move forward with the federal Capital Investment Grant process. Every local dollar counts for this multijurisdictional project. **While we appreciate the initial JPACT proposal of \$28 million in RFFA Step 1A.1 bond funds, we must take this opportunity to request that JPACT reconsider and allocate the full requested amount of \$30 million to the TV Highway Transit and Safety Project.**

These funds are a critical piece of the local, regional, state and federal funding strategy for this high-capacity transit project that will serve multiple westside communities. TriMet, Metro, Washington County and the cities of Beaverton, Hillsboro, Cornelius and Forest Grove are all committing funds to this project. The more certainty we can collectively provide for this project by committing this regional funding, the higher its chances of successful implementation.

We know that together we can make the TV Highway Transit and Safety Project a reality to

provide more frequent and efficient transit service and provide safe access to transit for our communities. Thank you for your consideration of our comments.

Sincerely,



Chair Kathryn Harrington

Cc: Board of County Commissioners
Stephen Roberts, Director of Land Use & Transportation

Georgia Langer

From: Trans System Accounts
Sent: Monday, April 14, 2025 1:00 PM
To: Summer Blackhorse; Georgia Langer
Subject: FW: [External sender]Support for the Sunrise Gateway Corridor funding

From: Michael Eddy <mikeeddy1@gmail.com>
Sent: Monday, April 14, 2025 12:57 PM
To: Trans System Accounts <transportation@oregonmetro.gov>
Subject: [External sender]Support for the Sunrise Gateway Corridor funding

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

JPACT and Metro Transportation,

I am submitting this in support of the Sunrise Corridor Gateway project, as it increases multimodal transportation options, helps create more jobs in the area, and protects and enhances the existing neighborhoods in the region.

As a former long-time resident of Clackamas County (just above the corridor), I saw firsthand how the area grew, yet struggled to improve as financial inputs were always constrained. It was always disappointing that there were

no easy access points to the Clackamas River, very few parks and greenspaces and serious congestion. I am heartened to think that this funding may be the jumping off point to some great improvements for the region.

I hope that this is just the first investment to improve the region.

Thank you for your consideration.

Mike Eddy

Georgia Langer

From: kmshanley@comcast.net
Sent: Friday, April 11, 2025 1:59 PM
To: Legislative Coordinator
Cc: Megan Neill; district1@multco.us; mult.chair@multco.us
Subject: [External sender]EQRB: Burnside Bridge Replacement Testimony
Attachments: Burnside Earthquake Ready Fixed Span Bridge 25 01 22.pdf

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Dear Joint Policy Advisory Committee Members,

This letter of testimony is in strong support of funding the Earthquake Ready Burnside Bridge replacement project, but with two clear caveats: please INSIST that the bridge be designed as a fixed-span bridge (rather than as an operating bascule type drawbridge) and that the design INCLUDE one or two water transmission pipelines to provide Portland west of the Willamette River with its only dedicated source of water that would be available after the Cascadia earthquake.

This is vital and absolutely important public service because all the other water line crossings of the river are projected to fail during the earthquake.

A bit of background: Multnomah County hired an engineering firm to prepare a Navigation Study for the EQRB. In the end the report recommended a drawbridge type of structure, even though the engineers could not identify any river navigation that needed a span higher than the Tilikum Crossing bridge just a short distance upstream from the Burnside Bridge. The County just needs to submit an amendment to the Coast Guard bridge permit, which will need to be extended in any case, noting that matching the clearance of the Tilikum Crossing structure is all that is needed for river navigation purposes. <https://www.ecfr.gov/current/title-33/chapter-I/subchapter-J/part-115>

A fixed-span bridge would be far less expensive than a drawbridge, and would result in far smaller annual operating expenses for the County. In this day and age of limited infrastructure funding there is no reason to be building an un-necessary drawbridge! And suspending a pipeline right below the bridge deck would be far, far less expensive than boring a dedicated waterline tunnel under the river, as the Portland Water Bureau has earlier proposed to do.

I am attaching a one-page summary of this recommendation along with two diagrams illustrating the point.

Respectfully yours,

Kevin Shanley

*Kevin Shanley, FASLA
836 S Curry St., #1700
Portland, OR 97239
541-650-2628*

v.2025 January 22

Burnside Earthquake Ready Fixed Span Bridge

“It’s never too late to NOT build the wrong project!”

Why is the proposed Burnside EQRB an expensive operating bascule bridge when the Tilikum Crossing Bridge, a short distance upstream, is a fixed span bridge that limits the river’s vertical navigational clearances?

There is no longer any commercial or recreational need for higher navigational clearance between the Burnside and Tilikum bridges. The once-a-year visiting navy ships are the only maritime craft in this reach of the river that need higher clearances than the Tilikum Bridge provides; the taller Navy ships already moor between the Burnside and Steel bridges, with the smaller ships mooring upstream of the Burnside bridge.

A fixed span bridge would be considerably less expensive to construct and would result in substantial long-term savings in operational and maintenance costs. The cost savings would result from only having one bridge foundation in the water, from eliminating the bascule machinery and supporting structures, from eliminating the operational personnel and the maintenance of the bascule machinery. A fixed span bridge would also provide much wider navigation clearance under the bridge than the current EQRB provides.

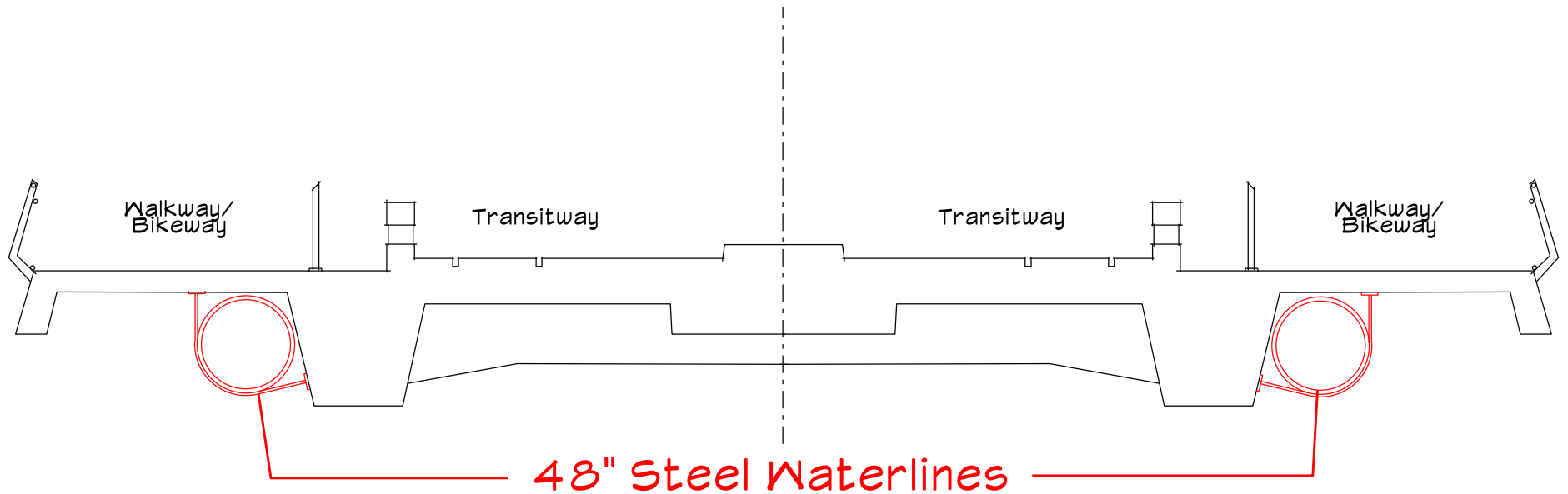
Very importantly, a fixed span would allow the bridge to carry beneath its deck earthquake resistant water lines to supply Western Portland with water after a Cascadia earthquake event. This would be much less expensive and less technically challenging than the water line currently proposed to be tunneled under the river. A pair of water lines designed into and hanging below the deck would provide for operational and safety redundancy.

The attached diagram shows a Tilikum-like bridge structure superimposed on the existing Burnside Bridge geologic cross section and shows the matching navigational clearances. A new fixed span bridge certainly need not copy the Tilikum Bridge, but there might be some aesthetic symmetry to a similar, sister-bridge, type of span, perhaps with the inverted “Y” bridge spires currently proposed in the cable-stayed portion of the bridge.

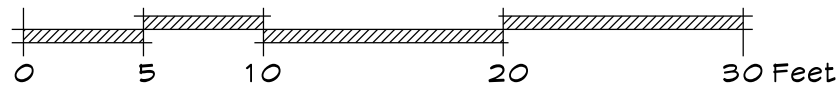
Additionally, the current EQRB fails to connect the Eastside neighborhoods to the eastside river esplanade; a simpler, less expensive bridge must, given the scale of this public investment, include this vital on-grade connection to serve the current and future residents and visitors in the Eastside communities, especially as it grows in population and density.

A fixed span bridge need not require the interruption of the Eastside Esplanade and its floating segments, except for the briefest periods of time, especially if the floating esplanade is fitted with a temporary construction safety roof right under the bridge.

Multnomah County has hired a first-class bridge design team including one of the premier bridge design firms in the world; let them go back and design a beautiful, affordable fixed-span bridge that meets our transportation needs, along with our earthquake-resilient water supply needs and community connectivity needs!



Tilikum Bridge Waterline Crossing Outer Alternate



2022 December 10

Georgia Langer

From: Frank Faillace <frank.faillace@gmail.com>
Sent: Thursday, April 10, 2025 10:23 PM
To: Legislative Coordinator
Subject: [External sender]RFFA Funding Request for Earthquake Ready Burnside Bridge Project
JPACT Committee Members:

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

April 10, 2025

JPACT Committee Members:

We have **five businesses along lower West Burnside... Dante's** on 3rd and Burnside for 25 years... **Star Theater** on 6th just off Burnside for 14 years... **Burnside Suites** on 4th and Burnside... The building at **503 West Burnside...** and the **Kit Kat Club** for 12 years just off Burnside in Ankeny Alley... Your current plan is to close the Burnside bridge for **five years**. That is a death sentence for every already-desperate business on lower West Burnside that have already been punished by 5 years of covid and awful city/county policies for downtown. **Unless you get a better plan to keep the bridge partially open while rebuilding (like every other bridge project the last 30 years) or some major economic help to businesses affected, we are 100% AGAINST your plan.**

Sincerely,

Frank Faillace

Dante's / Star Theater / Kit Kat Club / X Lounge / Burnside Suites / 503 W Burnside Building / Rialto / Jockey Club / Jack London Revue

Georgia Langer

From: Alenna Sebben <alennamariesandy@gmail.com>
Sent: Friday, April 11, 2025 10:39 AM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

JPACT Committee Members:

As a resident of Portland who lives and works on opposite sides of the Willamette River, I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project.

The most important thing about this project (though certainly not the only) is that a rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, allowing effective connectivity at critical times. This is essential to the City in order to have continual accessibility for immediate, emergency response, linking both sides of the river, and allowing for critical transportation during an earthquake – a major earthquake or even a moderate one where other bridges cannot be relied upon. It is critical to execute this plan, ensuring increased resilience if and when disaster strikes.

Other reasons to support this project include a multi-faceted bridge supporting multiple modes of transport that feel safe and effective and link neighborhoods, thoughtfully serving communities who will be accessing downtown or even simply need to pass through downtown in a variety of ways. Since this project will include building ADA-compliant sidewalks, better-protected pedestrian and bicycle facilities on the bridge, a retained bus-only lane, permanent bicycle/pedestrian street improvements adjacent to the bridge and preparations for a future streetcar line, this project is netting multiple safety and connectivity features for people of all types and all modes of transport.

It will also support the region's plans for high capacity transit. The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. That's a lot of riders! The Line 20 has the second-highest bus ridership in the *entire region*. In order to support our region for the future, the new and seismically-resilient bridge will be well-prepared for future bus rapid transit development (and potential streetcar expansion).

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region. And of course, a project this size will come with economic opportunity for denizens of our lovely city and surrounds - regional economic development through short and long-term job creation for the many facets of building and maintaining this infrastructure.

I strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. Help fund safety, reliability, accessibility and connectivity in this critical area.

Sincerely,

Alenna Sebben

Georgia Langer

From: April Atwood <hissrattlesnap@gmail.com>
Sent: Tuesday, April 8, 2025 8:07 PM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19- mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

Increasing easy and safe access to transit in this region must be a priority, so I strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely, April Atwood

Georgia Langer

From: CHARLES ROSSMAN <cwrossman@comcast.net>
Sent: Wednesday, April 9, 2025 9:51 AM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

April 9, 2025

Subject: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

Dear JPACT Committee Members,

I support supports Multnomah County's RFFA funding request for the Earthquake Ready Burnside Bridge Project, and also hope you'll add you're support. This project will create a seismically resilient, modern bridge that enhances multimodal safety, supports high bus ridership, and serves as a critical lifeline post-earthquake for community safety, response, and economic recovery.

Key benefits include:

- ADA-compliant sidewalks, improved pedestrian/bicycle facilities, and preserved bus-only lanes.
- Transit upgrades for TriMet Lines 12, 19, and 20, which carry 15% of regional bus ridership.
- Preparedness for future bus rapid transit and streetcar expansion.
- Enhanced reliability of the 19-mile Burnside St. emergency lifeline route.
- Economic development through 6,200 job years of employment, including opportunities for apprentices, women, and people of color.

We urge decision-makers to prioritize and fund the transit elements of this project to ensure safer, more reliable, and accessible transportation for generations to come.

Sincerely,
Charles Rossman

Georgia Langer

From: Jenny Dimsho <jennydimsho@gmail.com>
Sent: Tuesday, April 8, 2025 12:38 PM
To: Legislative Coordinator
Subject: [External sender]Let's make sure the Burnside Bridge is ready when we need it most.

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JPACT Committee Members:

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances the resilience of a critical transportation corridor. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project vital for supporting community safety, response, and economic recovery following a major earthquake.

As someone who crosses the river daily for my commute, I understand firsthand the importance of reliable transportation. Every day, I rely on the Burnside Bridge to get to and from work, and I often worry about my ability to get home safely in the event of an earthquake. If a major earthquake were to strike, I need to be able to quickly and safely access my family to ensure their well-being. An Earthquake Ready Burnside Bridge is a critical route for me, as it connects me to my family and to essential services. The thought of being unable to reach them because of a damaged or inaccessible bridge is a significant concern.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, particularly adjacent neighborhoods located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent social service providers, as well as safer, better-protected pedestrian and bicycle facilities on the bridge. The project also includes permanent bicycle/pedestrian street improvements adjacent to the bridge and prepares the bridge for future transportation developments.

This multifaceted infrastructure project addresses many urgent community needs, including the safety and resiliency of the bridge, as well as upgrades to support the region's plans for high-capacity transit. Making the Burnside Bridge seismically resilient will improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through both short- and long-term job creation, providing over 6,200 job years of employment, including opportunities for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Increasing easy and safe access to transportation in this region must be a priority. We strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package and encourage decision-makers to substantially fund the transit elements included in the project proposal. These improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Thank you,

Jennifer Dimsho

North Portland Resident (14 years)



March 20, 2025

Chair Juan Carlos González
Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 NE Grand Ave, Portland, OR 97232

Re: Bond Proposal Development

Dear Chair González and members of JPACT,

Thank you for the opportunity to comment on the development of a regional transportation bond as a component of the 2028-2030 Regional Flexible Fund Allocation decision. Our comments represent a unified voice from the Clackamas County Coordinating Committee (C4), which is comprised of the County, its cities, community representatives, and special districts, including but not limited to urban and rural transit providers. On behalf of C4, we urge JPACT to prioritize meaningful investment in the Sunrise Gateway Corridor as part of any proposed bond scenario.

The Sunrise Gateway Corridor is a vital economic and residential area that continues to experience rapid growth, yet remains one of the most unsafe transportation corridors in the region. Adjacent to some of the fastest growing cities in the state, the corridor is expected to support the creation of 14,000 jobs and over 17,000 new homes in coming years but lacks access to transit and basic safety features to be able to support this growth.

Over the last year, thousands of community members have collaborated with Clackamas County, TriMet, Metro, Happy Valley, and ODOT to co-create a vision for this corridor, emphasizing transit accessibility, multimodal infrastructure, and climate resilience. We ask that JPACT seize this opportunity to support that vision through strategic investment in a diverse and growing community.

For over forty years, local jurisdictions have advocated for regional investment in the Sunrise Corridor. However, substantial transit gaps, congestion, and inadequate infrastructure for pedestrians and cyclists remain in the corridor. The resulting safety concerns, frequent crashes, and transportation inefficiencies pose significant challenges to sustainable growth. Addressing these deficits will not only enhance mobility and economic development but also align with the region's climate goals by reducing reliance on single-occupancy vehicles.

Additionally, investing in the Sunrise Gateway Corridor supports critical climate resilience measures. The area experiences extreme heat island effects due to limited tree canopy and expansive impervious surfaces. Strategic investment in green infrastructure, shade structures, and transit-supportive development will help to mitigate these environmental challenges while improving public health outcomes. Furthermore, this corridor serves as a primary evacuation route for the wildfire-prone areas of east Clackamas County. Strengthening road capacity and transit accessibility here is a matter of public safety and climate adaptation.

JPACT has made access to transit a central focus of the bond criteria. As we collectively prepare for future growth, we must ensure that investment keeps pace with the needs of our region. The bond proposal presents a unique opportunity to correct historical underinvestment and provide the infrastructure necessary to support housing production, job access, and economic mobility. Prioritizing the Sunrise Gateway Corridor in this funding package aligns with regional and state transportation goals and will significantly enhance the livability and sustainability of our communities.

Thank you for your leadership and commitment to equitable regional investment. We look forward to continuing our partnership with JPACT to support transportation improvements that benefit the entire Metro area.

Sincerely,



Paul Savas, Commissioner
Clackamas County
C4 Co-Chair



Brian Hodson, Mayor
City of Canby
C4 Co-Chair

Georgia Langer

From: Dalia <daliarenov@gmail.com>
Sent: Wednesday, April 9, 2025 12:03 AM
To: Legislative Coordinator
Subject: [External sender]Burnside Bridge and Water Pipeline under the Willamette.

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I believe the most important projects to fund are:

A. The Burnside Bridge. To have 1 bridge that is seismically designed with ramps built to the same code-not cut corners.

So it can withstand earthquake and provide a safe thoroughfare - is essential. I understand the other bridges have ramps that would collapse even if their bridge stood.

B. The main water pipe, where water flows under the Willamette and delivers essential water from the Eastside to the Westside

is critical! The pipe is old , not in good shape and must be addressed right away.

First things first Oregon! Priorities.

This must be funded and construction started asap.

We have the money. Let's get going.

Dalia Renov

503. 539. 1754

Georgia Langer

From: M'Lou Christ <mnortie@yahoo.com>
Sent: Wednesday, April 9, 2025 9:02 AM
To: Legislative Coordinator
Subject: [External sender]Support for the earthquake-ready Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

There will be a quake.

All the current bridges across the Willamette in Portland will fail.

Countless hours of study & participation by staff and public have been spent to address those 2 facts.
They have found a solution.

Now is your opportunity to honorably, morally respond to their request for assistance: Fund the new Burnside Bridge.

Thank you for your attention to this urgent matter.

--M'Lou Christ

former Belmont Neighborhood resident

Georgia Langer

From: Sam Friedenberg <samfriedenberg@yahoo.com>
Sent: Tuesday, April 8, 2025 1:13 PM
To: Legislative Coordinator
Subject: [External sender]Multnomah County Bond Request

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

To whom it may concern

Multnomah County is requesting \$88 million for several projects. As a resident, I do not support the request.

Clearly an earthquake proof Burnside Bridge is a worthy project. That is a \$28 million request. The remaining projects are questionable. The most questionable is extending the streetcar to Montgomery Park. Sadly, one should not fund five when only one is worthy.

The city, county and state are in a financial downward spiral, as noted by state economists. Further, existing infrastructure is in horrible shape. The departments of transportation need to address this reality.

Thank you for the opportunity to comment.

Sam Friedenberg
Portland, Oregon

Sent from my iPhone 503 502 9402

Darren and Allison Lueking
1850 SE Sherrett St.
Portland, OR 97202

April 8, 2025

Subject: **Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project**

JPACT Committee Members:

My wife and I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. We feel that the EQRB project is a much-needed project to update the 100 year old bridge and to provide a means for the city to recover when the big earthquake occurs.

With the number of bus lines that pass over the bridge, the updating of the bridge is a necessity, not to mention all the pedestrians and bicycles as well.

Please make the funding of this project a priority both through this funding as well as supporting of the County in securing additional funding so that it can be completed.

Thank you for your consideration.

Darren and Allison Lueking

Georgia Langer

From: Natalie Mellody <nataliefschoch@gmail.com>
Sent: Tuesday, April 8, 2025 1:00 PM
To: Legislative Coordinator
Subject: [External sender]Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

- Natalie Mellody

Georgia Langer

From: flight_idle@frontier.com
Sent: Wednesday, April 9, 2025 8:24 PM
To: Legislative Coordinator
Subject: [External sender]Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

One out of 5 cars on the roads in east county, Portland and other parts of this area have no valid Registration on their vehicles, I took my daughter to the store today and I sat in my car while she was in there. There is a pot store by where she shops. There must have been 30 cars pull in to buy the drugs and only one car had valid registration.

This is supposed to be the way you get the money for the bridge; I am totally against you getting any money for these projects! So, if you want to make up for this tell the County Sheriff and Police force to get off their big butts and go after these people. Then and only then will support any thing for the City of Portland.

An East County Taxpayer

Mike

If you can afford Drugs then you can Pay for your registration!

Georgia Langer

From: Betty Noyes <bettynoyes@mac.com>
Sent: Tuesday, April 8, 2025 12:51 PM
To: Legislative Coordinator
Subject: [External sender]Support for improving the Burnside Bridge.

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

I wish to express support to improve the Burnside bridge with Earthquake safety feature..

It is vital to our cities safety...

bettynoyes@mac.com
503-914-8448 (cell)

"Anxiety's like a rocking chair. It gives you something to do, but it doesn't get you very far." Jodi Picoult



April 15, 2025

Joint Policy Advisory Committee Members
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Chair and Esteemed Members of JPACT:

On behalf of the City of Tigard, I wanted to express my appreciation for the Regional Flexible Funding Allocation (RFFA) process that provides our communities opportunity to advocate for the critical connections that service our residents and businesses. The North Dakota Street (Fanno Creek) Bridge Replacement project is important to Tigard as a key multimodal connector between neighborhoods and response route for our first responders. This bridge is failing. If investment is not made to replacing this structure, it will be weight-restricting, limiting its function as an emergency response route.

The replacement bridge proposed in this location will be elevated, to minimize flooding and reduce the environmental impact, and be constructed to current seismic standards, making it more resilient to shaking. The sidewalks and bike lanes on both sides of the bridge will facilitate safe movement for people walking and traveling by bicycle. This new bridge will provide a multimodal link between residents to the regional trail system, the Fanno Creek Trail, and the Washington Square Regional Center. The City of Tigard has been prioritizing this project for years and has been successful in securing a portion of the funding needed to construct the project. However, the requested funds in this RFFA application of \$8 million will allow this project to be successfully constructed to ensure that this facility is safe, open and functional for all modes well into the future.

Thank you for your consideration.

Sincerely,

Mayor Heidi Lueb

Testimony to Metro JPACT on April 17, 2025 in Support of Full Funding for the 82nd Avenue Transit Project

Good morning, Chair Gonzalez and JPACT members.

My name is Thomas Ngo. I'm a community member serving on both TriMet's 82nd Avenue Community Advisory Committee and PBOT's Building a Better 82nd Avenue Community Advisory Group. I live just a block from 82nd Avenue in Montavilla and regularly experience its challenges firsthand.

Projects being considered for funding through the Regional Flexible Funding Allocation are essential projects toward our shared goals. I'm here today to urge you to fully fund one project in particular: the 82nd Avenue Transit Project. TriMet submitted this project under the Capital Investment Grant priority because it leverages federal grants and is a shovel-ready project.

But this isn't just about capital investment. 82nd Avenue Transit directly advances the core goals of Metro's 2023 Regional Transportation Plan—equity, safety, mobility, climate, and the economy. The RTP calls for investments that reduce transportation disparities, eliminate serious crashes, and improve access and reliability for everyone in the region.

I grew up near 82nd Avenue, which serves some of Portland's most diverse and historically underserved communities. It's also one of Portland's most dangerous streets. More than a dozen vulnerable road users have been killed on 82nd Avenue in the past ten years. The RTP identifies 82nd Avenue as being in the top tier of serious injury corridors, it's part of Portland Vision Zero's High Crash Network, and it has six of the top 30 high crash intersections from Fremont to Flavel.

Through my work on PBOT's Building a Better 82nd Avenue Community Advisory Group, it's clear that PBOT's work is just a starting point to address these safety issues. 82nd Avenue Transit doesn't just mean better transit service — it's an investment that will make 82nd Avenue safer for the thousands of transit riders and pedestrians who use it every day.

Line 72 carries more people than the MAX Orange and Yellow lines. But as a rider of TriMet's Line 72, I regularly encounter delayed buses and frustrating bus stacking, where overcrowded buses skip stops and leave passengers waiting on narrow sidewalks. Evening trips on Line 72 can take 21 minutes longer than morning trips — a delay that hits working families hardest.

The 82nd Avenue Transit project stretches from NE Portland to Clackamas Town Center, a corridor that is home to 4% of the region's population and 6% of its jobs. The dedicated transit lanes and station upgrades won't just significantly enhance service reliability and rider

experience, it's a regional investment in both equity and economic opportunity. I urge you to fully fund the 82nd Avenue Transit Project request through the RFFA Step 1A bond — it will be a critical investment that directly advances the region's Regional Flexible Funding priorities.

Thank you for your consideration and leadership.

April 15, 2025

Subject: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

JPACT Committee Members:

As a Multnomah County citizen, homeowner and CDAG member, I would like to express support for Multnomah County's Regional Flexible Funding Allocation (RFFA) funding request for the Earthquake Ready Burnside Bridge Project. This project will result in a modern bridge that advances multimodal safety and enhances one of the highest ridership bus routes in our region. A rebuilt Burnside Bridge will be one of the only central city bridges standing post-earthquake, making this project critical in supporting community safety, response, and economic recovery after a major earthquake.

The new bridge will provide safer, modern multimodal transportation facilities, serving all modes and communities accessing the downtown core, especially adjacent neighborhoods which are located in equity focus areas. This includes building ADA-compliant sidewalks to adjacent transit stops and social service providers, safer and better-protected pedestrian and bicycle facilities on the bridge, preserving the existing bus-only lane, providing permanent bicycle/pedestrian street improvements adjacent to the bridge and preparing the bridge for a future streetcar line. This multifaceted infrastructure project addresses many urgent community needs including the safety and resiliency of the bridge, and upgrades to support the region's plans for high capacity transit.

The Burnside Bridge is used by three TriMet bus lines - Line 12, 19, and 20 - and carries nearly 15% of the total bus ridership in the region. The Line 20 has the second-highest bus ridership in the entire region. The transit improvements that this regional funding would support would allow our communities' to have safer, and more accessible access to these services, and would put necessary infrastructure in place to reduce delays. In order to support our region for generations to come, the new, seismically-resilient bridge will be well-prepared for future bus rapid transit development, as well as potential streetcar expansion.

Making the Burnside Bridge seismically resilient will also improve the reliability of the nearly 19-mile Burnside St. regional emergency lifeline route, stretching from Washington County to Gresham across the heart of the metro region.

The project will support regional economic development through short and long-term job creation by providing over 6,200 job years of employment, including for apprentices, women, and people of color. A safe and resilient bridge will better support the reliable movement of goods and services in and across Portland and the region.

Increasing easy and safe access to transit in this region must be a priority, so we strongly support including the Earthquake Ready Burnside Bridge project as part of this RFFA bond package, and encourage decision-makers to substantially fund the transit elements included in the project proposal. These transit improvements will make the bridge safer, more reliable, and more accessible for communities for decades to come.

Sincerely,

Jackie Tate

6169 NE Milton Street
Portland, OR 97213

1317 NW 24th Ave., Portland, Oregon 97210

April 16, 2025

Testimony: Support for RFFA Funding Request for Earthquake Ready Burnside Bridge Project

To: JPACT Committee Members:

By way of introduction, I am an architect and urban designer who has worked in Portland for over 40 years. I was the founding chair of the Willamette Light Brigade, which is gradually lighting our river bridges; I co-founded the Portland Winter Festival which held its tenth event this year with over a quarter of a million Downtown attendees; and I have been engaged on EQRB as an advisor from the outset.

Burnside will be the only major arterial capable of crossing the Willamette after a major earthquake. Burnside Street has few overhead structures through the city, so can be restored quickly to full service. After 'the big one', Burnside will become the most important transportation corridor in the region.

I visited Christchurch, New Zealand six years after their earthquake. The remains of as many unreinforced masonry buildings as Portland had, six years later, been cleared and the lots seeded with grass or brought back to commercial use using modified freight containers.

The first days and weeks following a major subduction event, medical and other emergencies will rely entirely on the Burnside Bridge. It will be essential to Metro and other local services. Please support funding to this critical infrastructure.

Sincerely,

Paddy Tillett RIBA, FRTPI, FAICP, FAIA (*emeritus*)

Georgia Langer

From: Ed Wortman <ed.wortman@comcast.net>
Sent: Wednesday, April 16, 2025 2:21 PM
To: Legislative Coordinator
Subject: [External sender]RFFA Funding Request for Burnside Bridge

CAUTION: This email originated from an External source. Do not open links or attachments unless you know the content is safe.

JPACT Committee Members:

The Portland metropolitan region has many transit-oriented funding needs but none greater than the need for a new earthquake-resistant Burnside Bridge. Once the expected subduction earthquake happens, there will be NO transit routes available across the Willamette River in or near downtown Portland, the region's core — no bus lines, no light rail, no trolley lines, no pedestrian or bicycle routes — unless the proposed new Burnside Bridge is available.

My wife and I are now moving from our 30-year home in Southwest Portland to an apartment in the Northeast sector of the city. One reason for our move is the fear of being trapped on the west side of the Willamette after the big earthquake with only limited access to necessities such as drinking water, electricity, gas, food, medical services, etc. The 200,000 or so SW Portland residents and workers won't be the only folks in this predicament. The 600,000 residents of Washington County will be in the same situation.

THE LACK OF A DEPENDABLE WAY TO CROSS THE WILLAMETTE IN PORTLAND AFTER A MAJOR EARTHQUAKE IS TRULY A REGIONAL ISSUE, NOT JUST A MULTNOMAH COUNTY CONCERN. THE NEED FOR A NEW BURNSIDE BRIDGE IS CRITICAL SINCE NEARLY A QUARTER OF THE STATE'S POPULATION AND A MAJOR PART OF THE STATE'S ECONOMIC ENGINE WILL BE IMPACTED IF THE BRIDGE IS NOT BUILT BEFORE THE BIG QUAKE HITS.

Providing funding for the Earthquake Ready Burnside Bridge project through the RFFA program will benefit everyone in the Metro region in two related ways:

1. Help ensure that the 19-mile Burnside Street emergency lifeline route will still be functioning from end-to-end after a major earthquake.
2. Help Multnomah County produce a new bridge that will offer much-improved facilities for TriMet bus riders, pedestrians and bicyclists (as well as for possible future MAX or Portland Streetcar riders).

Sincerely,
Edward (Ed) Wortman

Georgia Langer

From: Sharon Wood Wortman <bridgestories@icloud.com>
Sent: Tuesday, April 15, 2025 10:24 PM
To: Legislative Coordinator
Subject: [External sender]Earthquake Ready Burnside Bridge

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

To Whom It May Concern:

As the author of *The Portland Bridge Book*, first published in 1989 by the Oregon Historical Society Press, I have been writing and teaching about the big river bridges located across the lower Willamette River for more than three decades.

Most recently (since 2017), I have been a volunteer member of a series of citizen committees dedicated to getting at least one big river bridge designed and built to remain standing after the subduction zone earthquake that we all know is coming — not if, but when.

I urge Metro to approve the Regional Flexible Funds' bond measure that would assist in the realization of that bridge, i.e., a new and earthquake ready Burnside Bridge — the city's lone designated Lifeline Corridor bridge — and in the full amount of \$25 million as requested by Multnomah County.

I have seen the drawings for the proposed life-saving Burnside Bridge. My question is how can lives be saved if the forces of short-sightedness prevail at this critical design juncture?

Sincerely,
Sharon Wood Wortman
3270 SW Fairmount Blvd.
Portland, OR 97239

Appendix E: Online Survey Comment

Public comments on proposed projects for
Step 1A.1 2028-30 Regional Flexible Funds.

May 2025

Appendix E:

Online Survey

Comment

**Comments about projects
proposed for Step 1A.1 bond funds**

Project	Comment
82nd Avenue Transit Project	While I applaud the decision to use zero-emission buses, I was surprised to learn that the 82d Ave project plans to use hydrogen buses. Most hydrogen available now is not green, ie is not made using renewable energy. Using hydrogen that has high Carbon Intensity (CI) is not a responsible decision at present. Also the support infrastructure will be very expensive. Choosing electric buses would be a more-cost effective choice. As Oregon's grid progresses toward being mostly generated by renewable sources, electrification of our transportation system is crucial. Please reconsider your choice, opting to use electric rather hydrogen buses.
82nd Avenue Transit Project	I live near 82nd and ride the 72 to see friends and do errands. I like a lot of changes afoot, but I think we can be doing even more to make 82nd an actually enjoyable place to walk and more comfortable for transit, getting away from the car-tangled status quo.
82nd Avenue Transit Project	This project is much-needed by the community and benefits from years of planning. The funds will lead to construction and improved transit.
82nd Avenue Transit Project	SO important for those who already use this street and those that would were access easier
82nd Avenue Transit Project	Please include the southern portion of 82nd Avenue, we're still within Portland city limits down here but often get skipped on infrastructure projects.
82nd Avenue Transit Project	If you have to bond, the 82nd Ave project is the best option. TV Highway is second best.
82nd Avenue Transit Project	Love everything about this project! ASAP please
82nd Avenue Transit Project	Bus-only lanes are critical. When transit is the best option, more people will use it.
82nd Avenue Transit Project	The 82nd project does not include any bicycle access which is against the state law under the bicycle bill. Please demand that PBOT complete a full length bus/bike lane on 82nd as a condition of receiving funding.
82nd Avenue Transit Project	Most of the route has sidewalks, but not all areas. It is unsafe for bicycles and in some areas for pedestrians. Drivers go over the speed limits and crossing intersections to transit stops can be challenging.
82nd Avenue Transit Project	This could be transformative - slowing down traffic and increasing the likelihood of more people being able to live, shop, go to school safely. Encourage more housing options and keep people living in the area (anti-displacement) and supporting the variety of local businesses. This area already has housing (could have more), local businesses, schools, and is a route to connect to other transit. Keep moving toward getting 82nd less of a place for parked cars and a central corridor people can live near. Safety will improve with more people and visibility.

82nd Avenue Transit Project	While this project has many fine qualities, it is very expensive and bloated for what is essentially an upgrade to what is already a very successful transit line. This project has not proven itself to be a worthy one, and is unlikely to be successful in getting FTA funding from the Trump administration. Let this one sit for another cycle before giving it bond funding!
82nd Avenue Transit Project	Yes yes yes please fund
82nd Avenue Transit Project	The good people of east Portland deserve the respect that this project would show them. I live in Tigard and already feel the respect, but east Portland needs attention.
82nd Avenue Transit Project	No other project can have the true impact on our urban area than the one on 82nd Ave. while these other projects are useful, none of them have the transformative power that making 82nd Ave. vibrant safe and pedestrian friendly. It has the power to bridge the gap in our urban area and become the heart of East Portland!!!!
82nd Avenue Transit Project	As someone who lives in this corridor, express bus service and connected safety measures would be game changing for the communities along 82nd.
82nd Avenue Transit Project	This would help me and many people I know who don't drive help take transit easier
82nd Avenue Transit Project	FX busses are a complete waste. The division st busses are also not effective. while I applaud the effort in reducing emissions through zero carbon transport, try something else in this corridor that would not be such a boondoggle.
82nd Avenue Transit Project	<p>1 - 82nd - this high traffic and highly used route can use this improvement, especially since 82nd Ave links to so many communities and businesses. I hope that improvements build not only safety and reliability but a sense of pride in and around 82nd when for years it's been neglected and left to the whims of unsavory activities and crime without the city showing it cares about this area.</p> <p>2- Burnside Bridge - super important and highly utilized bridge really needs these earthquake preparedness work - so, so many people rely on this bridge!</p>
82nd Avenue Transit Project	Strongly support enhanced bus service on 82nd, but I'm concerned that buses will not have a dedicated lane for the length of the corridor. I'm also concerned that the project has no bike facilities on 82nd.
82nd Avenue Transit Project	In Supportive of this proposal
82nd Avenue Transit Project	No more buses. Light rail or Streetcars in addition to protected bike lanes and wider sidewalks for pedestrians would be a more responsible project.
82nd Avenue Transit Project	FX-style bus service is a worthy goal for this heavily-used bus line. But why can't the bus lanes also be used by bikes?

82nd Avenue Transit Project	82nd avenue's 72 bus line is the busiest in the state and since 82nd is a cluster (I should know, I live 2 blocks from it), the bus line is constantly delayed and slow. Upgrading it to an FX line with the accompanying transit stop upgrades, dedicated lanes, and signal priority would be awesome.
82nd Avenue Transit Project	Please fund this before the others because it provides more services to more people with greater needs.
82nd Avenue Transit Project	The 82nd Avenue Transit Project is a vital investment in one of the region's highest ridership and most equity-sensitive corridors. Upgrading Line 72 to FX Frequent Express service with zero-emission buses will improve speed, reliability, and safety for thousands of daily riders—many of whom are transit-dependent and from underserved communities. The project includes critical accessibility improvements, pedestrian crossings, shelters, and real-time arrival information, which enhance both user experience and safety. It is well-aligned with regional goals around climate, equity, and mobility, and leverages substantial outside funding, including federal and local sources. This is a shovel-ready project that delivers immediate and lasting benefit, and it deserves strong funding consideration.
82nd Avenue Transit Project	Cancel until further notice.
82nd Avenue Transit Project	82nd Avenue is a high density corridor serving moderate to low income residents. It was passed over for MAX and it is due for increased service.
82nd Avenue Transit Project	Metro seems to want to spread its money around geographically, and SE 82nd Ave is a perfect area to apply an equity lens. SE Portland needs some love. Dedicated start lanes for busses to cross intersections will work and speed up transportation.
82nd Avenue Transit Project	This is a critically important project for one of the busiest bus lines in the region. Not only that but east Portland has been asking for improvements for decades. Please help to make this a reality.
82nd Avenue Transit Project	Waste of money all the way around. The "green" buses require slave labor and destroys the land/sea for generations to come. The politics behind the corruption and misappropriation of funds is obviously continuing unhindered in Portland.
82nd Avenue Transit Project	This project is vital for the region. Please fund this as much as possible.
82nd Avenue Transit Project	Keep 82nd the way it is... don't slow traffic, just add more red light crossings and time them for efficiency.
82nd Avenue Transit Project	No to all projects. Stop wasting our money.
82nd Avenue Transit Project	82nd Ave. definitely needs better transit, hopefully to revitalize the whole East side area.
82nd Avenue Transit Project	Tax payers cannot afford this

82nd Avenue Transit Project	Any improvements to this stretch of road would be welcome as it is an unwelcoming eyesore. Increasing bus service with green buses would be a visible improvement. Road improvements and the addition of curb trees might encourage more walkers. Right now, it's a terrible place to walk.
82nd Avenue Transit Project	I support this project.
82nd Avenue Transit Project	This needs full BAT lanes to be useful. It is important but only useful with BAT lanes across the entire corridor.
82nd Avenue Transit Project	Decent project in an area that needs it. Don't constrict the roadway just to try to get more people on the bus.
82nd Avenue Transit Project	This will have a huge impact on 82nd Ave! I live a few blocks off 82nd and it is so dangerous. I am scared to walk anywhere on or cross that street because of all the cars.
82nd Avenue Transit Project	i have been following this project closely, as i live near 82nd/holgate. my biggest fear is this project over complicates the flow of traffic/making left turns/etc enough that there is an uproar similar to what happened east of 82nd on SE division. the last thing i would like is for some work to be completed, just for it to be removed. i think making the sidewalks wider and crossings safer will help generate foot traffic. the updated bus stops sound so nice -- i just hope they wont be made of glass. thanks so much!
82nd Avenue Transit Project	Greater institutional support is needed to uplift historically marginalized communities that have relocated to the far edge of NE Portland. Parkrose is facing unique challenges that no other part of the city is experiencing like industrialization of their once quiet, country-like community with onion fields and a K Mart. The 82nd avenue Transit project provides greater access to Portlands ample resources that are offered in more central locations in our city which have seen more community development over the last century.
82nd Avenue Transit Project	I am a strong proponent for this project. As an Asian American, I am inspired by the work organizations like APANO have done to uplift the Jade District around 82nd Avenue, which is one of Portland's most diverse communities. Having better, safer access to public transportation and walkability/bikeability would breathe further life into the Jade District.
82nd Avenue Transit Project	Streetcar: This is too much money for what little transport it provides. Discontinue this project 82nd Ave: project needs more car traffic lanes Burnside bridge: project needed make priority Gateway: cut more of the cost TV Hi way : more traffic care lanes needed and think cost effective

82nd Avenue Transit Project	<p>82nd Ave is a major transit thoroughfare and work done so far has already caused significant traffic problems to transit users and businesses. PBOT had no intention of doing anything helpful except to spend money and keep themselves in jobs. People are sick and tired of being taxed to the hilt yet every project wants more and more money. The roads are in terrible shape. Businesses are suffering from inability of patrons to easily visit. Removing the ability to turn off of 82nd is causing more pollution.</p>
82nd Avenue Transit Project	<p>Please prioritize this project, as it is long overdue for this community and focuses on public and active transit. Let's get this across the finish line.</p>
82nd Avenue Transit Project	<p>Any improvements along 82nd Ave are greatly appreciated. This is a major corridor that is often overlooked. Bus service is used with some frequency, and expansion on the southeast side of town should also be considered.</p>
82nd Avenue Transit Project	<p>82nd Avenue needs the most attention. The new design for the Burnside bridge does not reflect the taxpayers preferences. What is the existing ridership for the streetcar in Northwest? That should be taken into consideration.</p>
82nd Avenue Transit Project	<p>Sunset transit project is important if it will reduce hwy 26 congestion</p>
82nd Avenue Transit Project	<p>Good project. Needs more bus-only lanes.</p>
82nd Avenue Transit Project	<p>No new taxes</p>
82nd Avenue Transit Project	<p>The 82nd Avenue Transit project will increase investment into East Portland which has been traditionally underserved. It is also one of the highest ridership routes within the TriMet system, so providing funding for this project will provide significant improvement to the TriMet system</p>
82nd Avenue Transit Project	<p>This is a busy area of Portland intersecting with Clackamas County, and would be critical to making the area safer, and repairing the roads.</p>
82nd Avenue Transit Project	<p>My main comments are above, but the long term disenfranchisement of the Asian American community needs to be addressed. And this can be done through increasing the living conditions of the neighborhood by improving on transit and accessibility infrastructure.</p>
82nd Avenue Transit Project	<p>No hydrogen buses! Keep the riders time and safety in mind. Just build a transit project for transit riders. You don't need to forfeit reliability for transit riders to get a jobs program going. Transit is a social good and every transit rider deserves a reliable, timely trip. Period. Also I want to see bus lanes along the entire length of 82nd and we should be exploring more transformative allocations of space than the compromise that is "business access and turn" lanes.</p>

	<p>This project should be shut down. Reducing thru lane capacity by 50% is one of the dumbest ideas ever put forward in the region, which is saying a lot.</p> <p>Improved transit does not need to be zero-sum. I used to commute regularly on the 92x from Progress Park and Ride, and it had no amenities other than skipping stops from Hall Blvd to Market Street in Portland. It was a wonderful ride, and it didn't need to hog up an entire lane.</p> <p>Road diets just give planning a bad name. You can improve transit on 82nd Avenue through other, less-punitive ways.</p>
82nd Avenue Transit Project	No more bonds, no more spending! We are broke.
82nd Avenue Transit Project	Very necessary to keep this corridor safe for pedestrians.
82nd Avenue Transit Project	This is a great project but only if transit runs more frequently along this route
82nd Avenue Transit Project	This is a really important project to complement the transformation of this corridor already underway after Portland took over the road from ODOT. It is well positioned to secure federal support and has other funding well lined up to be able to have a complete funding strategy.
82nd Avenue Transit Project	The 82nd Avenue zero-emission FX Frequent Express service would be a huge boon to an already active transit route. This is an area I'm highly familiar with as a transit rider, cyclists and local shopper. The FX service would help create a cleaner and more reliable form of travel in an area impacted by exhaust from passing vehicles. The FX upgrade would also install bus stop amenities that would make the corridor safer for bus riders, a concerning issue already existing on 82nd avenue.
Earthquake Ready Burnside Bridge Project	Including an esplanade connection is a must: we can't be committing to this funding priority while moving backwards on bike/ped connectivity.
Earthquake Ready Burnside Bridge Project	Seismic resilience is of key importance for our region. The Burnside Bridge is a necessary east-west connection.
Earthquake Ready Burnside Bridge Project	As we will suffer huge disruptions for travel in the case of a large subduction zone earthquake, it only makes sense to give this bridge project in our core area, a high priority.
Earthquake Ready Burnside Bridge Project	SO important to support readiness of the region for the big one
Earthquake Ready Burnside Bridge Project	This is so crucial to our region, and the bike, ped, and transit upgrades will benefit the central city immensely for decades. We must make sure these portions of the project remain fully funded. As a Portland that often crosses the river by foot, bike, or bus, this would really enhance my everyday life, get me downtown and in the central city more often, and ensure that we have many ways of crossing the river if/when a large earthquake hits the region.

Earthquake Ready Burnside Bridge Project	Seems important to prepare for future risks
Earthquake Ready Burnside Bridge Project	I don't see why this project is in the mix for these funds--it doesn't have a solid plan for full funding and is wildly expensive without offering any congestion relief, better transit, housing development or much else of real transportation value.
Earthquake Ready Burnside Bridge Project	It's desperately needed
Earthquake Ready Burnside Bridge Project	This project has grown and grown in cost and complexity. I am not convinced we need a full replacement, and think we need to take a step back and assess whether or not a seismic retrofit to the existing bridge would be sufficient. I do not think this project should receive bond funding.
Earthquake Ready Burnside Bridge Project	This project needs to consider reversible or dynamic lanes to reduce traffic congestion at peak times.
Earthquake Ready Burnside Bridge Project	Highest priority project. Cross river access is essential in the event of the big earthquake which will happen sometime in the future.
Earthquake Ready Burnside Bridge Project	<p>This project should include streetcar tracks. Building a streetcar along Burnside is in the Portland transportation plan, and adding tracks after the bridge is built is not an efficient use of funds when it could be built from the beginning.</p> <p>I'm also concerned about connections from the bridge down to the Eastbank Esplanade.</p>
Earthquake Ready Burnside Bridge Project	Re-design by prioritizing bikes and pedestrians instead of cars/trucks. Connect bridge to Naito Parkway bike lane and also the Vera Katz Eastbank Esplanade.
Earthquake Ready Burnside Bridge Project	Very expensive, and with a long down time while the bridge is being (re-)built. Are we sure this is worth it?
Earthquake Ready Burnside Bridge Project	This project is simply essential. If Portland is to weather a 9.0 earthquake and save lives, we need a reliable way to cross the river.
Earthquake Ready Burnside Bridge Project	One of my most favorite things about living in Portland are the bridges they are a unique and beautiful feature to the city and although I very much want them to be safe or safer I am afraid that you may have become too energetic about redesigning and horribly alter the look of these classic and perfect Bridges so as long as the general appearance of the Burnside bridge can remain ideally the same I understand reinforcements and even an expansion of Elaine but please do not change the outward appearance it would be devastating to look at the city to change these classic structures too much steal the Burnside the Hawthorne are three of the most beautiful bridges I've ever seen in any big city so as a 40-year veteran to Portland metro I'm asking you yes make it safer no do not change the look thank you
Earthquake Ready Burnside Bridge Project	As someone who works downtown and lives on the east side I'm aware that in the event of a big earthquake I could be stranded downtown with no way to return home. I think upgrading the Burnside Bridge should be a priority that will make Portland safer and more resilient in the event of a disaster.

Earthquake Ready Burnside Bridge Project	The Earthquake Ready Burnside Bridge project is a critical investment in regional safety, resilience, and connectivity. As one of the only planned seismically resilient river crossings, it will be a lifeline after a major earthquake. Beyond seismic readiness, the project enhances transit reliability with dedicated bus lanes and supports multi-modal access with protected bike lanes and improved sidewalks. While the total project cost is significant, this bond funding serves as a strategic contribution to a much larger, well-leveraged package. This is an investment not only in transit but in regional preparedness and long-term mobility.
Earthquake Ready Burnside Bridge Project	We need safer bike infrastructure and pedestrian crossing locations in the downtown core. This project will help bikes and peds in an area that already has high bike/ped usage.
Earthquake Ready Burnside Bridge Project	Connecting transit options to this bridge is critical to it serving the larger community with or without an earthquake.
Earthquake Ready Burnside Bridge Project	As this new Burnside Bridge might be the only crossing over the Willamette River still standing after the predicted mega-quake, it seems logical that this project be given the highest priority of all the regional transportation projects. Emergency vehicles must have a way to cross the river, and the Burnside Bridge might be the only way to cross.
Earthquake Ready Burnside Bridge Project	We all know an earthquake is coming, please help fund this important project to ensure that we have at least one safe bridge that will be standing after the earthquake. I know that several others are "supposed" to be standing but the connection points are sure to fail with landslides and liquefaction. The burnside is the only one that will be left standing, but only if it's rebuilt.
Earthquake Ready Burnside Bridge Project	This one feels like a no-brainer. We need one downtown river crossing to be operable after a big earthquake and transit should be an integral component of the project. This is a high priority.
Earthquake Ready Burnside Bridge Project	Hard NO It is ugly and wasteful
Earthquake Ready Burnside Bridge Project	With weather growing more unpredictable, this is critical to the safety of our community, providing reliable road access to escape in the event of an earthquake.
Earthquake Ready Burnside Bridge Project	Your say our voices matter, but when the Burnside Bridge Design Committee ignored the overwhelming support for one of the choices they provided, a different design was chosen instead. And a lot of people want the Bridge House saved, perhaps to become part of the new skatepark at the west end. But that iconic structure will disappear. Why would anyone believe our voice matters this time?
Earthquake Ready Burnside Bridge Project	please fund this
Earthquake Ready Burnside Bridge Project	This is the priority.

The bridge will support reliable and efficient transit. The bridge carries three TriMet bus lines (Line 12, 19, and 20), representing nearly 15% of the total bus ridership in the region.

Increasing easy and safe access to transit in this region must be a priority, and this funding would allow the EQRB to implement needed bicycle and pedestrian improvements on and near the bridge, as well as reduce transit delays by better equipping the bridge to carry high ridership buses in the region.

The EQRB project is well-established and has garnered large-scale community support over the years. Knowing the design phase is well underway and fully funded, our community supports bringing in more funding to allow the project to continue into the construction phase.

Earthquake Ready Burnside Bridge Project	And after a major earthquake, this earthquake ready bridge may be the only way to cross the river north of the Sellwood Bridge!
Earthquake Ready Burnside Bridge Project	Please fund this immediately
Earthquake Ready Burnside Bridge Project	This project is already delayed and the amount of funding being added is very small compared to the total price of the bridge replacement.
Earthquake Ready Burnside Bridge Project	Because it's infrastructure and not transit which is a waste of money.
Earthquake Ready Burnside Bridge Project	This simply isn't a priority and local citizens shouldn't have to fund a project like this in an environment where we are likely to receive less funding from the Feds.
Earthquake Ready Burnside Bridge Project	Preparing for the inevitable earthquake coming to our region needs to be taken seriously and critically. This is past due in my opinion and wish more of this work was being done
Earthquake Ready Burnside Bridge Project	Overall I love the project! I am excited for the protected ped and bike lanes especially. I think a critical element is connecting the bike paths with the eastside esplanade. It would be a shame to build a brand new bridge and not link it with that gem of a bikeway.
Earthquake Ready Burnside Bridge Project	VERY IMPORTANT to the whole area, especially if The Big One occurs. We live in NW Portland, and our family lives in (SE) Milwaukie.
Earthquake Ready Burnside Bridge Project	Tax payers cannot afford this

Earthquake Ready Burnside Bridge Project	<p>We have five businesses along lower West Burnside... Dante's on 3rd and Burnside for 25 years... Star Theater on 6th just off Burnside for 14 years... Burnside Suites on 4th and Burnside... The building at 503 West Burnside... and the Kit Kat Club for 12 years just off Burnside in Ankeny Alley... Your current plan is to close the Burnside bridge for five years. That is a death sentence for every already-desperate business on lower West Burnside that have already been punished by 5 years of covid and awful city/county policies for downtown. Unless you get a better plan to keep the bridge partially open while rebuilding (like every other bridge project the last 30 years) or some major economic help to businesses affected, we are 100% AGAINST your plan.</p>
Earthquake Ready Burnside Bridge Project	I think we need at least one seismically resilient bridge over the Willamette, don't over think it and run the costs up.
Earthquake Ready Burnside Bridge Project	Build the streetcar tracks from the start. Build the Burnside/Couch/Sandy streetcar. You have so many years to work on it. People want it. Build it now please!
Earthquake Ready Burnside Bridge Project	What would the bond really add to this project? Couldn't that be included in the ~\$1B cost of the project?
Earthquake Ready Burnside Bridge Project	We desperately need better earthquake infrastructure to allow people to cross the river in the case of emergency. This project gets us one step closer. Also, upgrading Burnside for better walkability, bikeability, and transit make a lot of sense.
Earthquake Ready Burnside Bridge Project	This is a great project. We need more than one bridge in the city that is earthquake ready and keeps people moving on buses.
Earthquake Ready Burnside Bridge Project	<p>The EQRB project will have a positive impact on communities' ability to walk, roll, and ride across an important Willamette River bridge, as well as better support the regional transit network, helping people move more easily regionwide</p>
Earthquake Ready Burnside Bridge Project	<p>The EQRB project is a well-established effort that has earned broad community support over the years. With the design phase fully funded and well underway, the project is positioned to move forward—and the community is unified in its support for securing the additional funding needed to begin construction. Beyond its immediate benefits, the EQRB offers something invaluable: a reliable mode of transportation in the event of an earthquake. In times of crisis, this kind of resilient infrastructure could prove critical, making the project not only a smart investment but a potentially life-saving one.</p>
Earthquake Ready Burnside Bridge Project	<p>Anecdotally, it seems these improvements will ultimately be very disruptive. Consider how the alternatives will support the long-term closure of the bridge. Certainly a fan of seismically improving all needed facilities.</p>

Earthquake Ready Burnside Bridge Project	Necessary project. Make sure the bridge has transit-only lanes.
Earthquake Ready Burnside Bridge Project	Preparing the region for a big earthquake is more important to me than the other projects.
Earthquake Ready Burnside Bridge Project	Double deck the bridge so you can have three lane car traffic one lane bus going both ways. Enough is enough with your shrinking of roads. Or better yet triple deck it and have a bicycle and pedestrian Plaza on the top level with food carts and Saturday market style places for events instead of using waterfront park and replacing the grass.
Earthquake Ready Burnside Bridge Project	Lloyd center into city run casino to fund local pbot transit projects. In addition to paying for the bridge. Pay to bury the i-5 section on the east bank. Develop that land into public markets, music venues, places for fairs and events to take place leaving little maintenance afterwards. It becomes the working park counterpart to our waterfront complete with marinas and beaches and riverwalks. The casino then works to transform itself into a large music venue.
Earthquake Ready Burnside Bridge Project	We need a resilient downtown Burnside Bridge. Our city will be pummeled if the earthquake strikes and we don't have an immediate way to get moving. All the transit and roadway improvements will be upended by the quake, they'll need a way to cross the river to repair and get the city working again. If we don't have a resilient downtown bridge the city will deflate and it will take decades to get it back to thriving. In the near term, a new modern bridge will drive much-needed energy and revitalization in the city core.
Earthquake Ready Burnside Bridge Project	This is critical infrastructure that needs to be funded... Otherwise downtown Portland will only be more isolated over the years as citizens worry about bridge integrity.
Earthquake Ready Burnside Bridge Project	Of critical Importance. How can we access east/west after an earthquake? We can't delay.
Earthquake Ready Burnside Bridge Project	It seems like this has to be our number one priority. Holy heck, if we get a decent earthquake and the burnside bridge goes down it would be catastrophic chaos! You guys know the details, unstable shifty ground under the burnside bridge? How bad would it be to have that collapse in an earthquake?
Earthquake Ready Burnside Bridge Project	I attended a Red Cross earthquake preparedness seminar a few years ago and was horrified to realize how cut off the east and west sides of Portland will be when "the big one" hits. Having an earthquake ready bridge is of utmost importance.
Earthquake Ready Burnside Bridge Project	No new taxes
Earthquake Ready Burnside Bridge Project	Is the requested amount enough for this expensive project only providing 4 lanes? (Really one lane for cars East). Is the proposed cable stayed concept the right aesthetic for this location and functionally and does it optimize the available funding?

Earthquake Ready Burnside Bridge Project	Multnomah County is dedicated to replacing the Burnside Bridge with something that will withstand a CSV event and open quickly. This lifeline to our region will be one of few connections to East and West and will be the only crossing north of Tilikum for transit to cross the river. This is vital and urgently needed for our communities. We are already overdue for such an event and many people struggle to keep their families on the same side of the river whenever they leave their house already. Burnside Bridge should be a priority for the region, for our bus lines, and the future recovery that we are destined to have to endure.
Earthquake Ready Burnside Bridge Project	This is an important project in that it will provide an earthquake resistant critical link accross the river when the big one finally comes. Most of the other bridges will become impassible. So having one structure that emergancy services can count on is critical. This bridge will save lives. Due to the age of the current structure (100 years) it will soon need an extensive upgrade or replacement anyways. So it makes sense to spend the extra money to earthquake resistant.
Earthquake Ready Burnside Bridge Project	All of us know that the Cascadia earthquake will ruin our city. Please invest the money where it matters. This project's sole focus is to upgrade the old and crumbling Burnside Bridge to make it earthquake ready. If we don't build this, the west side will be stranded from the rest of civilization. They will have zero access or connection to the east (unless they go all the way down to the Abernathy/I-205 Bridge, while is MILES away). We need to connect our city and rebuild this bridge. It's no longer serving its purpose and needs to be addressed for the impending emergency that will destroy our city.
Earthquake Ready Burnside Bridge Project	Research what will happen when the Cascadia Earthquake hits. Millions of lives will be lost along the West Coast. Please invest in this city's future.
Earthquake Ready Burnside Bridge Project	We need more earthquake safe bridges. This should be a top priority.
Earthquake Ready Burnside Bridge Project	This project is good. I am happy to see bus lanes being included in the design. I would like to see bus lanes continue west along west burnside. I live here and am a regular rider. The 20 is an insanely high ridership bus and speeding it up would be felt by the community, who regularly rides. I see and recognize friends on the 20, and cashiers from my corner store and servers from restaurants I frequent. Don't let the BMW drivers from the west hills sell you a narrative that regular citizens don't ride transit. We ride transit and we deserve the best service possible. If bus lanes are working east of the bridge, why not west? Also, I want to see west burnside become more of a destination than a through way. I support better block PDXs better burnside project.
Earthquake Ready Burnside Bridge Project	Not needed keep the current bridge.
Earthquake Ready Burnside Bridge Project	No more bonds, no more spending! We are broke.

Earthquake Ready Burnside Bridge Project	As far as I can tell, this funding would only close a small portion of the funding gap the project still has. While it is important as a regional lifeline route, it's not clear that this funding source is the most appropriate use of regional funding if it's not going to help ensure the project advances any time soon.
Earthquake Ready Burnside Bridge Project	I travel this bridge by bicycle and bus and see already the effectiveness of its use. While we think to reimagine this bridge, the effort to minimize the footprint to the already existing width is admirable for it's attempt to enhance while not increasing the number of travel lanes, and avoiding potential impacts of induced demand from automobiles.
Earthquake Ready Burnside Bridge Project	The focus on transit and transit stops is so important in this project. I also appreciate maintaining the bus only lane, making bus travel time a high priority in this project.
Earthquake Ready Burnside Bridge Project	A critically important project that should not be delayedthe earthquake will knock down most or all of our existing bridges and we need one that will tie our city together through thick and thin. While it might be easy to just pretend the quake won't happen chances are it will in our lifetime or or least in our children's. Let make it safe for them to live here. Safety first!
Portland Streetcar Montgomery Park Extension Project	<p>This project is nice, but is it really necessary? The distance being covered isn't going to bridge any gaps in service, the service already exists by bus. Can this project be dialed back to be more like the TV Highway Safety and Transit project? With improved stops and increased service? While the streetcar extension has the potential to revitalize the Montgomery Park area, it's essential to carefully consider and address equity issues to prevent unintended negative impacts on existing communities. Investing in a community to transform a primarily industrial area into a mixed-use district with new housing and commercial spaces doesn't require street car service.</p> <p>The amount of money needed for this project is unacceptable. The benefits do not outweigh the costs. Not when that money could be put into projects more crucial to bridging gaps in service, increasing equity, and creating safer transportation systems.</p>
Portland Streetcar Montgomery Park Extension Project	This project provides transit access and connects to the broader community. My only concern is that it serves an area that is already fairly accessible and could possibly be better served by bus connections.
Portland Streetcar Montgomery Park Extension Project	Put money into projects that actually expand and improve transit. This streetcar project does neither. The Portland Streetcar is slow, and its expansion into this corridor is unnecessary. Put the money into FX bus projects (or, future MAX or WES expansion) instead.
Portland Streetcar Montgomery Park Extension Project	This project is crucial to the success of this much needed future neighborhood full of housing and jobs. Please support this project.

Portland Streetcar Montgomery Park Extension Project	This project will create thousands of housing units in the central city. It should be a top priority for RFFA bond funds and regional support.
Portland Streetcar Montgomery Park Extension Project	Montgomery Park is already well-served by multiple bus lines, and I don't see many benefits in extending streetcar to serve the area. This project has not proven itself to be a worthy one, and is unlikely to be successful in getting FTA funding from the Trump administration. Let this one sit for another cycle at least before giving it bond funding.
Portland Streetcar Montgomery Park Extension Project	Yes yes yes please fund
Portland Streetcar Montgomery Park Extension Project	It seems to me that this area, with the streetcar incorporated into the project, is a better option than other areas.
Portland Streetcar Montgomery Park Extension Project	Please fund!
Portland Streetcar Montgomery Park Extension Project	This project is a giveaway to developers and would only benefit a small group of Portlanders, we should not be moving forward on this project when other higher priority projects are needed across the region.
Portland Streetcar Montgomery Park Extension Project	I strongly support the streetcar to Montgomery Park, but I am deeply concerned that the streetcar will not have a dedicated lane and that there will be parking along the streetcar tracks. This is against international best practices and has the potential to slow the streetcar down considerably and introduce delays.
Portland Streetcar Montgomery Park Extension Project	Just do it.
Portland Streetcar Montgomery Park Extension Project	A good project. Hopefully will reinvigorate the area north of Vaughn.
Portland Streetcar Montgomery Park Extension Project	The streetcar expansion to Montgomery park feels like the least critical project on this list. Rather than underfunding all projects, please consider properly funding fewer projects.
Portland Streetcar Montgomery Park Extension Project	Affordable housing is in drastically short supply and, currently, 40% of the city's supply is near the Portland Streetcar lines. Seems to me that expanding the streetcar would spur further development of affordable housing.

Portland Streetcar Montgomery Park Extension Project	The Montgomery Park Streetcar Extension supports transit-oriented development, housing, and climate goals by connecting a growing district to the regional transit network. It enhances access to jobs, services, and future housing—including affordable units—while improving pedestrian and stormwater infrastructure. However, compared to other projects in the bond package, it serves a more localized area and may offer less immediate regional mobility impact. If funded, clear commitments to ridership gains, equity outcomes, and private sector cost-sharing should be prioritized to justify the public investment.
Portland Streetcar Montgomery Park Extension Project	It is essential in my view that investors who recently purchased Montgomery Park “for a song” put a substantial amount of money into this project, since they will be getting rich(er) from it. The means-tested (non market rate) housing buildings should be a solid and signed commitment (with an inflexible timeline) in the project, not like the South Waterfront project was actually built.
Portland Streetcar Montgomery Park Extension Project	This feels like a vanity project with a questionable need. Focus on restoring our existing downtown area with existing transit lines that need your focus TODAY before spending precious resources on new infrastructure at the edge of downtown. Are the Menashe's pushing this idea?
Portland Streetcar Montgomery Park Extension Project	I love the streetcars but the lack of dedicated lanes and poor frequency make it difficult to depend on. This project would be useful for regional housing.
Portland Streetcar Montgomery Park Extension Project	This project seems ready to go and helpful to a lot of goals.
Portland Streetcar Montgomery Park Extension Project	Big waste of money!
Portland Streetcar Montgomery Park Extension Project	Portland Streetcar special to Portland city, proper and its residence. Successful and helping people move and get around the city without a car detrimental to the cities core. This Project is more than just from Montgomery Park and is important upgrade to the entire Streetcar system.
Portland Streetcar Montgomery Park Extension Project	I live at 2336 NW Roosevelt street where the proposed streetcar will run Westward. The homes on our street were all built in 1905 and we are concerned about the potential for damage to our old foundations from vibrations due to the operation of the streetcar. Along with my neighbors, I have brought up this concern in written and oral forums, we hope they are addressed at the appropriate time during the projects process
Portland Streetcar Montgomery Park Extension Project	The Portland Streetcar Montgomery Park extension leverages multiple community benefits near the region's core. NW 23rd Avenue is a mess (north of Northrup) and would be rebuilt. The Montgomery Park Area Plan promotes affordable housing options and employment on land that is now languishing. Off-wire streetcar operation makes the most efficient use of infrastructure funds.

Portland Streetcar Montgomery Park Extension Project	Give this one up! Waste of money, and resources. Not needed!
Portland Streetcar Montgomery Park Extension Project	Tax payers cannot afford this
Portland Streetcar Montgomery Park Extension Project	The streetcar needs to be fully separated from traffic. We also have an opportunity to build protected bike lanes in this new development. Let's make it happen. Please.
Portland Streetcar Montgomery Park Extension Project	<p>This is not a regional project - it is a streetcar serving one neighborhood.</p> <p>If the Montgomery streetcar project is so important, fund it with local urban renewal dollars.</p> <p>Calling this a regional project further undermines the credibility of the regional transportation planning community.</p>
Portland Streetcar Montgomery Park Extension Project	As a neighbor to the potential Montgomery Park Extension (I live nearby on NW Upshur), I strongly support extending the streetcar from Northrup to Montgomery Park. It makes sense for many reasons. 1) adding it to the already approved NW 23rd upgrades makes sense financially. 2) personally, the closest stop at the Northrup location of the Streetcar is a bit far for me to walk and I generally do not take bus transportation, but love to take the Streetcar and would personally use it for many of my errands - IE it would help those in the local neighborhood who already generally walk in the local neighborhood connect to the Pearl/Downtown/South waterfront without the need for multiple bus transfers or a car. 3) I think it will be a good way to attract business to the wonderful historic Montgomery Park building and bring investments to the existing barely used Esco and surrounding sites.
Portland Streetcar Montgomery Park Extension Project	The streetcars already suffer from very low use, so I struggle to understand why we would want to fund yet another one. Even before COVID, streetcars went around in circles almost completely empty. This seems to be something Adidas employees almost alone would benefit from, and could secure funding for it from alternative sources. Enhanced TriMet connectivity funding would be much better spent in areas without any useful service, like South 82nd or the neighborhoods surrounding Hwy 224.
Portland Streetcar Montgomery Park Extension Project	please, please please fund this project! extension of the streetcar to montgomery park is incredibly important for the revitalization of the entire neighborhood, in addition to being a catalyst for several thousand units of housing development. our region is hampered by a housing shortage, and not funding this project means more people will be on our streets for longer.

Portland Streetcar Montgomery Park Extension Project	<p>This is a step in the right direction. The more people benefit from well designed rail the more will use& promote it which will lead to more funding being approved.We also need the rail tunnel beneath the Willamette which will tie into the Purple MAX Line which will greatly improve ridership on the WES which should extend to Salem at the least.These projects will really stimulate the local economy,help people get between work and home,decongest&declutter the city,make it safer,saner&more walkable/enjoyable while opening up tons of space for better usage.Where we're at with transportation is the worst possibility but it's all most Americans know so they tragically default to viewing it as a natural conclusion.Carcentric sprawl reinforces the redlining racism of Robert Moses physically. It divides us physically with lethal barrier thoroughfares.Our cities are sterile yet filthy. Carrying capacity of railways is vastly superior to highways as well. Trains connect while highways separate.</p>
Portland Streetcar Montgomery Park Extension Project	Good project, transit expansion into a growing neighborhood is important for meeting our climate and mobility goals.
Portland Streetcar Montgomery Park Extension Project	Do Not fund this as it is not needed and is not as critical as other projects.
Portland Streetcar Montgomery Park Extension Project	<p>I work in NW Portland (York Street) and the plan to redevelop the area to include housing and shopping (instead of just warehouses) will be a huge improvement.</p> <p>The streetcar extension will mean fewer people will feel compelled to own private cars in what will be a densely packed area.</p>
Portland Streetcar Montgomery Park Extension Project	No new taxes
Portland Streetcar Montgomery Park Extension Project	<p>This project instrumentalizes the idea of transit service to chase federal funds and rebuild a car-centric street under the guise of transit improvements. How can this project improve transit if zero dedicated lanes for transit are being explored? How about if parking is being allowed in a way that conflicts with tracks? Will I be able to take the streetcar home from a bar at midnight like I would with a bus, if the streetcar ends service at 10 pm? What is the value proposition for replacing the entire streetcar network with battery electric cars just to accommodate this one wire-less segment? Could we instead increase service by phasing in wireless cars and wired cars on the AB loop?</p>
Portland Streetcar Montgomery Park Extension Project	Please seriously consider nudging cars off of 23rd avenue. This is a beautiful street that deserves better. Consider parking fee increases along all frequent transit, but especially along walkable, transit-served streets like nw 23rd.

Portland Streetcar Montgomery Park Extension Project	No more bonds, no more spending! We are broke.
Portland Streetcar Montgomery Park Extension Project	This is an important project to help open up new economic development and housing opportunities near the central city of Portland and to leverage the existing streetcar network. Also leveraging federal and private funding to help get these benefits and to fix 23rd is another strong feature of this project.
Sunrise Gateway Corridor/Highway 212 Project	I don't understand this project based on the graphic. It looks like three freeways next to each other, there appears to be plenty of vehicular access. I do not see how this improves transit or access to transit. It seems to be mischaracterized. It is also really expensive for a project that won't lead to construction.
Sunrise Gateway Corridor/Highway 212 Project	I don't really understand this project. It seems much earlier in development than the others. If I had to prioritize funding elsewhere, I would take it from this project until the benefits and costs are more clearly articulated.
Sunrise Gateway Corridor/Highway 212 Project	The Sunrise Corridor is a region in dire need of investments to improve accessibility, transportation options, industry, and more. This project would be a key step towards moving the broader goals of the Sunrise Vision Plan forward and continue the push for revitalizing this rapidly growing (both economically and demographically) portion of the Metro region. The project should receive the full funding requested of \$15 million - not \$10 million or \$12.5 million coming out of Step 2 or another source - to ensure that broader investments in the Sunrise region are not delayed further.
Sunrise Gateway Corridor/Highway 212 Project	We should not be funding freeways/expressways that are contrary to regional policy goals. This will just induce more vehicle miles travelled, increase climate emissions, and encourage suburban sprawl. This is a project that should have been thrown away a long time ago. Please do not give this project any funding.
Sunrise Gateway Corridor/Highway 212 Project	I'm not sure I understand the benefits of this project. Is this a highway project?
Sunrise Gateway Corridor/Highway 212 Project	As I review your project design I don't see what should be the number one priority for Hwy 212. The Hwy 212 intersection of SE Foster Rd, and SE Sunnyside Rd. This has to be one of the most dangerous intersections in the county. The miles of backup is daily. A modern round-about could fix this and keep traffic moving. Modern round-about designs are replacing light controlled intersections for a safer, more efficient roadway.
Sunrise Gateway Corridor/Highway 212 Project	This corridor is in dire need of improvement which the proposed project would deliver on. Consider expanding the scope of the project and build a bypass around Damascus and Boring as well.

Sunrise Gateway Corridor/Highway 212 Project	I am deeply concerned that this project is mostly dedicate to overbuilt car infrastructure, and has few benefits for those using other modes. As designed, I do not support this project.
Sunrise Gateway Corridor/Highway 212 Project	The Sunrise Gateway Corridor project is a valuable step toward improving transit access, safety, and economic connectivity in a fast-growing employment and residential area. While it is still in the early design and development phase, this planning investment is essential to position the corridor for future funding and construction. The project supports first/last mile access, safer travel, and long-term regional growth. Bond funding at this stage is appropriate, but future support should be tied to demonstrated progress on design readiness, funding strategy, and equitable access outcomes.
Sunrise Gateway Corridor/Highway 212 Project	This is the worst of the bunch. Planning for future transit to an industrial area? Where are the ridership projections? Spend valuable resources where they are most needed. This area is not it.
Sunrise Gateway Corridor/Highway 212 Project	This is a busy and very frequented stretch of road, always congested, even during off hours, due to the roads and design being inadequate for current use and the area's growth and expansion.
Sunrise Gateway Corridor/Highway 212 Project	As stated above the Sunrise project is at least 20 years over due. We have been hearing about it for at least that long. Please help us out.
Sunrise Gateway Corridor/Highway 212 Project	The light at carver is too long. It causes more congestion than help.
Sunrise Gateway Corridor/Highway 212 Project	By the time this project is completed it will be desperately needed. I am concerned about plans to allow dense building near the Clackamas River in what should be considered a flood plain but other than that it looks great.
Sunrise Gateway Corridor/Highway 212 Project	This is a planning project not a capital project. I would not like this funded and would rather shovel ready projects be funded. This area is not zoned for density and I would prefer that it be rezoned first and the planning complete before funding is given.
Sunrise Gateway Corridor/Highway 212 Project	Rural Clackamas residents should NOT be paying for this. Metro has no business in our county.
Sunrise Gateway Corridor/Highway 212 Project	It impacts my community and will help build more connections and safety.
Sunrise Gateway Corridor/Highway 212 Project	Keep Metro out of Clackamas County

Sunrise Gateway Corridor/Highway 212 Project	The Sunrise Gateway Corridor/Highway 212 is very important to surrounding residents as well as all the surrounding businesses. We need the full 12.5 million dollar funding so that we can make the much-needed improvements. Not only will it improve people's daily travel, but it will also make it much safer for drivers and pedestrians alike.
Sunrise Gateway Corridor/Highway 212 Project	This project is decades over due and needs to be a top priority for Metro as well as the State, Clackamas County and City of Portland.
Sunrise Gateway Corridor/Highway 212 Project	15-20 million to assess? Are you crazy? Metro was supposed to say west of I205. Why in the world would we want you to get 20 million to build another damn round about? Damascus refuses to upgrade their road way or space but you wanna spend 20 million to make the traffic get to Damascus and wait faster? With a round about. Absolutely not. No more trumpet upgrades for declining ridership.
Sunrise Gateway Corridor/Highway 212 Project	Tax payers cannot afford this
Sunrise Gateway Corridor/Highway 212 Project	The areas of Happy Valley, Damascus and Sandy are growing rapidly and already cause huge bottlenecks on hwy 212. The area can't afford to wait any longer on coming up with a plan to keep drivers, cyclists and pedestrians safe.
Sunrise Gateway Corridor/Highway 212 Project	Don't fund this with bonds, fund it with user tolls.
Sunrise Gateway Corridor/Highway 212 Project	We have no connections to the city of Happy Valley and traffic last hours each day. We are a working class community that deserves to have a city to be proud of not complaining about. People walk on highways, children cross the highway to get to school. We have population overflow with one road to even exit, causing serious congestion and safety issues for an emergency situation.
Sunrise Gateway Corridor/Highway 212 Project	This project is long overdue. It will make this busy corridor safer for vehicles and pedestrians. Make it happen please!
Sunrise Gateway Corridor/Highway 212 Project	Stop building large neighborhoods in Estacada, Sandy and surrounding areas knowing that all of those dwellings will require more people to drive on those roads and further compound safety issues, increase fuel consumption, and further congestion roads. Instead, build more sweeping in Clackamas or Portland knowing that's where people are going to have to go to work.

	I'm having trouble seeing how this project really works - Please zoom out the illustration.
Sunrise Gateway Corridor/Highway 212 Project	The real delays in this corridor are getting through the Damascus area - the Foster, Sunnyside, Hwy 212 area. That needs to get fixed before or as part of building this new quasi-freeway.
Sunrise Gateway Corridor/Highway 212 Project	As mentioned above, it is desperately needed. It now takes 15 minutes to go about a mile in heavier traffic times and often- when it is not even rush hour.
Sunrise Gateway Corridor/Highway 212 Project	After 40 years of planning, this project has finally offers sensible, bite-sized investments, each of which could radically improve liveability and connectivity (shipping, commuting, and recreating combined). It's the gateway to our state's most significant tourism draw, Mt. Hood. It's also the bread basket of the state, containing Safeway and Fred Meyer along with many other industrial shipping hubs. The communities within this project area are painfully underserved and contain multicultural communities who go nearly unrepresented on county land. It is Metro's responsibility to contribute to the liveability and development of this area and re-connect the siloed neighborhoods with the Clackamas River and increase health outcomes by reducing standstill traffic and connecting families with their schools and workplaces in a sensible way. Out of the whole list of projects, this one makes the most sense for the entire region, where the others will only impact those in the immediate area.
Sunrise Gateway Corridor/Highway 212 Project	Sunrise corridor has been on the agenda since the late 1980's and the trucking industry has grown using the corridor for access to Hwy 26. The relatively small dollars for planning would be well spent.
Sunrise Gateway Corridor/Highway 212 Project	The sunrise corridor was always going to be a simple connector for east county to hwy 26 I have seen in 37 years in Damascus at least 10 different proposals for that road. We don't have tri met or there tax and we don't want anymore taxes on us. This project should have been done years ago but you chose to fund other things and now you want to tax us just to study it more, this is insane no more money!!!!!!
Sunrise Gateway Corridor/Highway 212 Project	The Sunrise Cooridoor is not only one of the fastest growing areas on Oregon, it's also likely to become the most congested and most dangerous if we don't plan and invest accordingly. Our children and families deserve the safety and security of multimodal transportation services outlined in the Sunrise Cooridoor proposal. Please consider supporting full funding of the project!
Sunrise Gateway Corridor/Highway 212 Project	Safe pedestrian bridges at oak acres over 212
Sunrise Gateway Corridor/Highway 212 Project	Hwy 212 is becoming overloaded with traffic. Access to the industrial area south of hwy by bicycle is poor. Traffic lights need some kind of synchronization.

Sunrise Gateway Corridor/Highway 212 Project	Please make it easier to get out of Adrienne C. Nelson High!
Sunrise Gateway Corridor/Highway 212 Project	I live fairly close to 212 and we need a better infrastructure for moving people from 205 to Hwy 26. I understand this proposed project will not come out to the Damascus/Boring area but the area needs help. This proposed project is another step in the right direction.
Sunrise Gateway Corridor/Highway 212 Project	This is a very high priority for the region, as it will support significant job creation, housing construction and livability in the area, while concurrently making the corridor safer. The opportunity for this area is significant, laying the foundation for southeast growth for generations to come.
Sunrise Gateway Corridor/Highway 212 Project	East Clackamas county continues to have huge population growth and the streets are congested during commute hours, often taking double or more the amount of time to get from point a to point b. We need to begin improvements on this roadway as only more development is planned.
Sunrise Gateway Corridor/Highway 212 Project	It boggles the mind that this project has even made it this far in the process for RFFA funding. That y'all are pushing this absurd roadway expansion project is a travesty that runs completely counter to the actions that we need to be taking in order to hit our climate targets and reduce single-occupancy vehicle usage. If this were truly a project about first/last mile access, it would be right-sized by orders of magnitude. I mean come on, the 122nd interchange is a diverging diamond! In what way does that support access for literally anyone not behind the wheel of a car? Reject this project.
Sunrise Gateway Corridor/Highway 212 Project	we live off of hwy 212 on the border of Damsacus/HV, having sidewalks would allow us to walk to our local elementary school, playground, etc.
Sunrise Gateway Corridor/Highway 212 Project	As a citizen using this right of way this project needs funding as soon as possible in order to make streets safer for both cars and walkers.
Sunrise Gateway Corridor/Highway 212 Project	I think that this particular project is a great way to pave for the future of this city. Personally, I always found this industrialized setting a bit difficult to come out at certain times of day. However, this improvement vastly takes safety and public transit to a whole new level which would benefit individuals to come.
Sunrise Gateway Corridor/Highway 212 Project	Is the estimated cost of \$163-\$176 million only for Project Development and Design and does not include any actual construction? Also, is there any estimate of how long this would take to complete(actual construction)?
Sunrise Gateway Corridor/Highway 212 Project	I would like a walking path from 212 to the Carver bridge. Many restaurants and housing along this highway. No shoulder makes it dangerous to walk this one mile stretch.

Sunrise Gateway Corridor/Highway 212 Project	This project needs to be completed, as growth is continuing to develop in the most rural areas of Clackamas County, This project will serve many constituent's throughout the State of Oregon and Washington as they transit from I-205 to Highway 26. This has been a project that was to be competed in the past and has been on the books for 20 years.
Sunrise Gateway Corridor/Highway 212 Project	I live in Oregon City and seldom use this corridor, but I would agree that it is sorely in need of upgrades to handle future growth. Might I suggest naming the new local roadway connection on the north in honor of Tom McCall?
Sunrise Gateway Corridor/Highway 212 Project	No new taxes
Sunrise Gateway Corridor/Highway 212 Project	This highway has become increasingly dangerous, we must create a safe environment for passengers, cyclist, and pedestrians.
Sunrise Gateway Corridor/Highway 212 Project	Clackamas County is in need of improvement on HWY212. The stretch of HiWay from 122nd through Boring to where it connects with HWY26 to Sandy, has been in need of expansion for at least 20-40 years. The amount of traffic has increased significantly as the increase in housing in Clackamas County has increased. This is a very under-served area that is part of Metro. Its time METRO helped the working folks of Clackamas County.
Sunrise Gateway Corridor/Highway 212 Project	This project is needed
Sunrise Gateway Corridor/Highway 212 Project	Our infrastructure is failing us. This area during rush hour can be as bad as I-5 in Seattle. It's unsafe, congested, and not an efficiently designed road. This area of the east side is growing rapidly and needs to be upgraded similarly to the West Side. Although it's not as rich of an area as certain West Side suburbs, there are all kinds of people living over there that deserve the attention to receive adequate infrastructure.
Sunrise Gateway Corridor/Highway 212 Project	I drive this route every day, and each year the traffic increases. This is a major route for the SE Portland suburbs as it connects to I-205, 224, and 99E. We deserve the upgrade.
Sunrise Gateway Corridor/Highway 212 Project	Why is Hwy 212 included in this? Building a new highway encourages driving and sprawl, saps funding for higher priority projects, and conflicts strongly with equity, safety, and climate goals.
Sunrise Gateway Corridor/Highway 212 Project	Also, the way this project is framed appears very disingenuous. Building a new highway is NOT a transit project.
Sunrise Gateway Corridor/Highway 212 Project	I live in the Sunrise Corridor, and I would encourage support of this project. Our residents need safer access to transportation and this project will help us get there! It will help make our neighborhood more livable for my children and the other families and residents.

Sunrise Gateway Corridor/Highway 212 Project	The Sunrise Corridor stands at the crossroads of extraordinary opportunity, positioned to become a powerful engine of economic growth for our region. However, without the necessary infrastructure to support this evolution, that potential remains out of reach. Today, we are limiting the opportunities that could transform our community's future. By advancing this project, we unlock new possibilities—fueling growth that lifts families, empowers workers, attracts investment from developers, and strengthens local businesses. Together, we can build a foundation for lasting prosperity.
Sunrise Gateway Corridor/Highway 212 Project	I think this is a horrible waste of money. People who chose to live out this way do NOT want it more accessible, do NOT want more bus routes and do not want it more populated. More people in this area will add more tread on our natural areas, and will not improve traffic. It will not eliminate traffic it will just redirect it to bottleneck somewhere more convenient for everyone except locals. Instead of having traffic bottleneck at the expressway and 212 it will bottleneck at 172 and 212 so it just pushes the problem east and will affect more residents. More traffic and over passes will unfortunately result in an influx of unhoused people which we don't have much of here right now. Why create more problems? It's a terrible idea and I hope this gets squashed before it gets started. Terrible for land and locals.
Sunrise Gateway Corridor/Highway 212 Project	This is the right time for funding for the right project. Please fully fund this project.
Sunrise Gateway Corridor/Highway 212 Project	Over the last three years, the Sunrise Community Visioning Project has elevated over 2,000 communities voices to co-create a truly community-led vision for the future of this corridor. Without the \$12.5 million dollars of critical road investment, all of the progress that has been made will face a considerable barrier in the area's desperately needed improvements.
Sunrise Gateway Corridor/Highway 212 Project	I am especially worried about how the traffic from Carver, Estacada and Sandy will be integrated into the Sunrise project. I live in Carver and have seen a dramatic increase in the amount of commuters both from the area and those who use the area as a cut through to avoid I-205. With no plan to address the 224 corridor nearest the new Sunrise plan, I am fearful of the negative impact the new project will be on the confluence of 212 and 224. We have lived here a long time (22 years) and have seen the impact of short term thinking around our community. We lived through the Carver bridge reconstruction and the lack of need for closure of the project for years!
Sunrise Gateway Corridor/Highway 212 Project	Just get it done no frill no paths no transit just the darn rd no circles just a basic freeway to US 26 we been waiting since Dr K killed a fully funded project in 1999 stop the studies get real and get it done!

Sunrise Gateway Corridor/Highway 212 Project	I do not support metro dollars going towards freeway projects at this time. Our transit projects are all getting subsumed by freeway projects at every turn. Multnomah county is supposed to be the systemic thinker in the room. Clackamas county can find funding to build freeways from the state legislature, which will stamp out transit funding at a moments notice, and the trump administration. I want to see transformative investments in alternate modes and I do not see that here.
Sunrise Gateway Corridor/Highway 212 Project	No more bonds, no more spending! We are broke.
Sunrise Gateway Corridor/Highway 212 Project	This could be a game changer if transit times from connecting routes improve
Sunrise Gateway Corridor/Highway 212 Project	please fund this project for the community
Sunrise Gateway Corridor/Highway 212 Project	As I read about the project, it seems like it is primarily a highway expansion project that maybe includes some transit-readiness elements. It also is only investing in project development and isn't going to support construction anytime soon. In addition, it doesn't appear there is much if any funding being leveraged from other sources, so I am concerned about the use of bonding to pay for this if the county isn't investing itself.
Tualatin Valley Highway Safety and Transit Project	I used to ride the 57 more when my parents lived off TV Hwy and I agree that better ped connections are needed. I used to get off at TV Hwy and 170th and the ped signals at the southwest corner were bizarre to navigate, and then you have to cross an unsigaled street north of the Plaid Pantry (SW Shaw) where you have to contend with vehicles turning off TV Hwy (particularly folks turning left from the westbound lanes) barreling right toward you out of the intersection on to Shaw---point being, the pedestrian connectivity along TV Hwy needs to take a slightly broader view than just the corridor itself.
Tualatin Valley Highway Safety and Transit Project	This project serves more cities than the other projects - making it a truly Regional project. Additionally, the residents and businesses along this alignment have had less than stellar transit service despite Washington County employers funding the majority of the transit fees. Fatalities along the alignment have been significant with four in the last year. This project is key to the residents and businesses across the four cities and county. Please invest fully (\$30M) in this project to make it a viable project.
Tualatin Valley Highway Safety and Transit Project	This project is a long corridor and will benefit many communities. The narrower stretches of the service lines will benefit from better location for stops and faster service so traffic can keep moving in those areas.

Tualatin Valley Highway Safety and Transit Project	<p>This project is long overdue. The bus stops along Highway 8 have been a huge barrier for bus use since I moved to Washington County 16 years ago. The lack of safety from traffic and the weather has led many in the County to believe that public transit isn't a viable option for commuting. With safer, more attractive, bus stops (and increased service) I am hopeful that the use of the bus system will increase and help eliminate pedestrian injuries. I believe the stop at N 10th Ave is the best choice for removal. I would pick N 14th over N 12th, but I understand that N 12th is an important intersection and closest to crucial low income resources, such as Virginia Garcia and Centro Cultural. I disagree with the choice to remove the already fully constructed stop between Davis and 20th. The stop at 20th is used a lot less frequently and has numerous visibility problems. This will increase the number of pedestrians crossing the busy intersection.</p>
Tualatin Valley Highway Safety and Transit Project	<p>Washington County is growing and traffic on Highway 26 and surrounding arterial roads is often congested and slow, causing delays. Drivers speed and break traffic laws to make up for lost time and vent frustration. Enhancing the safety and reliability of accessing public transit would likely mean more riders. This helps relieve road congestion, helps improve air quality, and ultimately enhances the livability of the community. Encouraging amenities along the sidewalk/bike travel routes such as small stores, coffee shops, etc., would encourage individuals to engage with others in their neighborhoods which would enhance overall safety of transit riders and neighborhoods.</p>
Tualatin Valley Highway Safety and Transit Project	<p>This project is much-needed by the community and benefits from years of planning. The funds will lead to construction and improved transit. Many jurisdictions are collaborating together to deliver this project which shows how supported this is across four cities. It checks all the boxes for a good project.</p>
Tualatin Valley Highway Safety and Transit Project	<p>I disagree with this project as it doesn't address the need to improve the road conditions of TV Highway. As a regular driver the road is in bad condition and adding/improving bus service does not benefit me. I disagree with my registration and tax money being used for this project. I would prefer that funding is used to fix potholes, make the lights operate in sync, and help drivers who pay registration fees to improve the roads, not make it better for bus riders.</p>
Tualatin Valley Highway Safety and Transit Project	<p>This project to improve transit service frequency, with amenities, is a complementary policy to the recent mandates in the Climate Friendly regulations. Those regs discourage vehicle parking but, by themselves, provide no improvements in transit services. Please think holistically, approve this companion piece and invest \$\$ in Tualatin Valley Highway transit.</p>

Tualatin Valley Highway Safety and Transit Project	Terrible waste of money. Make an overpass for the train, schedule it differently but don't waste money helping people drive faster in a heavy residential area. People are hit almost daily, and multiple pedestrian lives have been lost.
Tualatin Valley Highway Safety and Transit Project	We need better service on TV Hwy but the price tag is so high for a service that is still mixing in general traffic. At \$300 million - why not buy the railroad out parallel to TV Hwy and truly provide a service with real advantages. Have you looked at this option? With only a couple of businesses using the rail it is likely cheaper to provide some freight enhancements to get the businesses to switch.
Tualatin Valley Highway Safety and Transit Project	i only know about the project in my home territory and should not comment on the others. the roadwork done on tv hwy so far has smoothed the bumps and improved the flow. but it is still a danger to be on foot or bike. bus shelters are needed for our wet weather. shorter waits in the heat, cold and wet are desirable. to take the bus to work is an action of last resort as the buses aren't really scheduled for commuters. for that matter, it isn't real easy to take the bus to the grocery store. and what will you do about "last mile"? and why can't buses be able to take my little trike in a bike rack? here's my favorite transit idea--what if residents of metro could ride for free and our property taxes covered the costs. would some "car" people ride just because they were paying for it? our property taxes cover lots of things we don't directly benefit from--schools, for example. and other things we might need sometime--fire and police, for example.
Tualatin Valley Highway Safety and Transit Project	I'd like more details, but this seems like a good way to better connect west side communities. I love the FX2 between Gresham and Portland and want that type of service expanded across the region. It is a huge improvement.
Tualatin Valley Highway Safety and Transit Project	I would like to see Center Turn Lanes & Flashing Yellow Arrows get Eliminated so we can speed up Traffic to Speed Limit 55. Before the FX Service by 2030. Cause we need Streetlights in the Median with Trees. Left Turns to only be at a Traffic Signals with U Turns but No Trucks. Streetlights all the way along OR8. All of the Railroad Crossings that are outdated need to be replaced to a New One. Permanently Closed Railroad Crossings on 205th & 142nd. Also to add more Crosswalks with Traffic Signals.
Tualatin Valley Highway Safety and Transit Project	I am glad this corridor is being considered for safety improvements. I don't know if additional traffic lanes can be added but they would help.
Tualatin Valley Highway Safety and Transit Project	Number of fatality accidents and pedestrian deaths is terrible

Tualatin Valley Highway Safety and Transit Project	A good portion of this corridor has no sidewalks or bicycle lanes. There are deep ditches in many areas with no sidewalks. The traffic is extremely fast and it is highly unsafe in most of the areas for pedestrians to cross safely to transit stops. Many of the stops do not have safe places for people to wait for transit. Many of the stops do not have areas for the busses to pull safely off the road. Impatient drivers pass the busses unsafely and don't let them pull back onto the road. Dependable and safe routes to stops are needed. Many reports of people I know that had to stop riding bikes because of being hit or having very close calls.
Tualatin Valley Highway Safety and Transit Project	Line 57 is a heavily trafficked route, yet the lack of visibility makes it extremely difficult to identify bus stop locations, particularly after dark. This creates a hazardous situation where pedestrians frequently cross the road at unmarked and unsafe locations in an attempt to catch the bus. In Cornelius alone, there have already been multiple pedestrian and vehicle fatalities this year along a short stretch of Line 57—an alarming trend directly tied to these unsafe conditions. Failing to improve safety measures along this corridor is both a disservice to the community and a serious lapse in responsibility.
Tualatin Valley Highway Safety and Transit Project	I think this would server more people than some of the other projects.
Tualatin Valley Highway Safety and Transit Project	Safety is such a huge issue for this stretch of road. There are so many people who already live in this area and can make some travel shifts if the infrastructure allows - focus on helping them move safely for home, work, school, etc.
Tualatin Valley Highway Safety and Transit Project	General locations of stops are spread out quite a bit in some areas along the Hillsboro section of route; is there room for adding a stop? Weather and traffic conditions are not always ideal for long walks next to busy, fast-moving roadways.
Tualatin Valley Highway Safety and Transit Project	TV highway has been slowly improving but it's definitely not up to other street standards. There are alot of pull outs/stops to turn. It'd be nice if these hot consolidated to minimize slowing, and create a safer pace. Businesses need to share more egress/ingress to parking lots. Just drive between 170th and 198th, there are alot of places people can suddenly stop.
Tualatin Valley Highway Safety and Transit Project	This project is very expensive and bloated for what is essentially an upgrade to what is already a very successful transit line. This project has not proven itself to be a worthy one, and is unlikely to be successful in getting FTA funding from the Trump administration. Let this one sit for another cycle before giving it bond funding!
Tualatin Valley Highway Safety and Transit Project	See above comment
Tualatin Valley Highway Safety and Transit Project	Yes yes yes please fund

Tualatin Valley Highway Safety and Transit Project	Cars can reroute. Prioritize transit and safe crossings here.
Tualatin Valley Highway Safety and Transit Project	This is a high ridership corridor and will provide critical boost in service for low-income communities. I strongly support this project. This project should provide dedicated bus lanes for the length of the corridor.
Tualatin Valley Highway Safety and Transit Project	Cancel plan as it is. Focus on Transit only. Instead of expanding traditional suburbanization, let's try a non-auto focuses development.
Tualatin Valley Highway Safety and Transit Project	The Tualatin Valley Highway project is a high-impact investment that improves safety, access, and transit performance along a key regional corridor. Upgrading Line 57 to FX Frequent Express service will benefit riders across Washington County, connecting major job centers and communities with faster, more reliable transit. The project enhances pedestrian safety with new crossings and accessible stations, supporting both local and regional mobility. It is shovel-ready, leverages significant federal and local funding, and directly aligns with equity and climate goals. This project deserves strong support and prioritization.
Tualatin Valley Highway Safety and Transit Project	Seems fine.
Tualatin Valley Highway Safety and Transit Project	TV Highway is not so much a part of the region's ""core"" but connects many nodes of higher density communities and affordable housing. Distances between signals is too great and encourage poor pedestrian behavior as captive transit riders rush to access transit stops. Poor or missing sidewalks makes transit stop inhospitable. All this with a backdrop of high existing transit ridership and great ridership potential.
Tualatin Valley Highway Safety and Transit Project	Tax payers cannot afford this
Tualatin Valley Highway Safety and Transit Project	Bus rapid transit is an excellent idea for TV Hwy. We need to reduce congestion and improve transit travel times on this route. Pedestrian safety to access westbound stops is also critical between 209th and Murray where TV Hwy runs adjacent to the railroad with no sidewalks and signalized crossings are very far apart. This project could capitalize on recent work by ODOT to improve crossings here. This project will help more efficiently connect employment in Hillsboro, Central Beaverton, and transit connections to Portland with riders in Aloha, which has some of the most affordable housing in urbanized Washington County.
Tualatin Valley Highway Safety and Transit Project	We're dying out here.
Tualatin Valley Highway Safety and Transit Project	Please stop wasting money on trimet !! It is a failed business and needs to be put down. The amount of money wasted each year could purchase more than enough private travel vouchers to cover transportation for those that need it..
Tualatin Valley Highway Safety and Transit Project	Good, important project on an incredibly dangerous stretch of road. Would love to see it come with lane reconfiguration to make this corridor much safer.

Tualatin Valley Highway Safety and Transit Project	TV Highway is one of the most dangerous roads in the state for pedestrians and cyclists. Yet because of our zoning rules about apartment construction, many low income residents live in apartments along this corridor, and are far more likely to rely on the bus. Improvements to this corridor will help reduce traffic congestion and give residents more options for transportation.
Tualatin Valley Highway Safety and Transit Project	No new taxes
Tualatin Valley Highway Safety and Transit Project	TV highway is one of the more congested corridors within the Portland Metro area. It is a major commuting route from the suburbs into the Portland Downtown. By providing faster and more reliable transit it will help with mode shift to transit by making bus travel time more competitive with auto travel time.
Tualatin Valley Highway Safety and Transit Project	Proposed FX service is not enough along this corridor. The right-of-way of TV HWY is more than wide enough to accommodate true Bus Rapid Transit (BRT), with separate transit-only lanes and transit signal priority for the entire route.
Tualatin Valley Highway Safety and Transit Project	I hope this gets funded!
Tualatin Valley Highway Safety and Transit Project	I wish Cornelius are able to keep all 3 stops because all 3 of them get used. I also know that it would not be possible. So, please keep 2 of the 3 for the community.
Tualatin Valley Highway Safety and Transit Project	I think that the ridership and safety concerns on the TV highway corridor more than justify the price of the project. I think it would do much to modernize and improve road and travel conditions for both bus riders and drivers on TV Highway, and I think that the communities of the west side of the metro area deserve this kind of investment.
Tualatin Valley Highway Safety and Transit Project	Too much speeding Asphalt is failing Hillsboro is the bottleneck, also Reeds crossing and Cornelius We need a westside bypass Over the west hills to alleviate congestion Complete TriMet pullouts to get them out of traffic lanes
Tualatin Valley Highway Safety and Transit Project	Please ensure we don't get some halfway solution on this project. I'd like to receive similar treatment to the sister project on 82nd. Portland/ Multnomah County shouldn't be the only ones that get nice infrastructure.
Tualatin Valley Highway Safety and Transit Project	This is sorely needed.
Tualatin Valley Highway Safety and Transit Project	Can we Permanently Discontinued on Freight Trains on TV Highway? Cause we don't want people to die. Rather to be Grade Separated or move it somewhere else in the Farmland.

Tualatin Valley Highway Safety and Transit Project	TV Highway needs 7 Lanes from Hillsboro to Beaverton, if no room, Eliminate the Center Turn Lane to Trees & Streetlights. Eliminate the Flashing Yellow Arrow for BRT FX Service when it arrives in 2030. Whole Entire TV Highway needs to be Repaved. All Railroad Crossings needs to be Upgraded. Someday all of them need to be Grade Separated Bridges Only or move the Trains in the Farmland.
Tualatin Valley Highway Safety and Transit Project	I support this project, but don't have much to say as it is still in its infancy and details are crucial here. I hope that substantial bus priority is made along this corridor and we don't fall for narratives that poor people drive and rich people take transit.
Tualatin Valley Highway Safety and Transit Project	No more bonds, no more spending! We are broke.
Tualatin Valley Highway Safety and Transit Project	This is an important project to improve a primary transit line on the westside. My only concern is if it can move forward in a timely manner if the envisioned state funding doesn't materialize.

Appendix E:

Online Survey

Comment

Responses to open ended question:

What would you like decision-makers to know as they weigh the opportunities and challenges of the proposed bond package?

What would you like decision-makers to know as they weigh the opportunities and challenges of the proposed bond package?

A lot of people are worried about what happens if we lose federal funds. I support just plowing forward and seeing overstepping executives in court, but I think if our leaders are going to be bullish, we need that bullishness named explicitly. Or (and) have a Plan B.

The projects should be regional in nature. Allowing a project that serves an elite neighborhood in NW Portland is not a regional project and should be shouldered by the City of Portland, Portland Prosper and the surrounding property owners - not by the region as a whole.

Priority in funding should be given to a project (s) that impact a broader community base than an isolated service area.

Westside transit has lagged far behind the east side for areas beyond the MAX corridor. Tualatin Valley Highway has affordable housing, growing density, and key employment centers. This is an excellent opportunity for Metro to support transit that will truly change the way people travel in this corridor , reduce congestion and vehicle emissions.

We need safe and reliable public transportation to decrease vehicles on the road and improve travel options for individuals who don't own and drive a vehicle. Safe public transportation begins at a rider's home. Sidewalks, good parking, clear and well-lit pathways and shelters make travel to access public transit safer and possible. New housing developments are being proposed that do not include parking for residents to encourage them to access public transportation. However, without safe and accessible methods of accessing buses and trains, residents will not use them.

Projects that will lead to construction should be prioritized for bond funding.

An important equity consideration in transit services is the opportunity to reduce travel time for riders in the furthest out communities such as Cornelius and Forest Grove.

Pedestrians, wheel chair users, and bikes should be a priority. Increasing flows if traffic increases noise and decreases safety. There is no school zone near McKinley, fix that. There were two teens killed by someone flowing down 185th. Slow traffic not increase speeds.

Consider all road users and allocate money evenly and efficiently

Prioritize bicycle, bus, and pedestrian improvements.

Making Portland safe for those who choose active or public transportation over personal use vehicles should be PRIORITY ONE. This will create a legacy of a healthy, enjoyable community for generations to come. Car use harms people, air, and neighborhoods.

hurry--who knows what the fed will cancel next.

I suggest using the extra step 1 money to either add to step 2, or pay off existing debt. None of these projects are of sufficient scale for using bonded debt as leverage.

Now more than ever, I think it's imperative to issue these bonds to access federal grants to complete projects faster and at lower, known costs before us today, rather than drag it out and allow costs to rise and potential federal grant programs be cut.

Can we start with 185th at Baseline? It is a Bad Intersection for Railroad Crossings, we need a Light Rail Bridge at a Later Date.

TV Highway needs to Eliminate the Center Turn Lane for a Streetplants & Median Streetlights. Left Turns to only approach at a Traffic Signals with U Turns but Not Trucks. Flashing Yellow Arrows to be Eliminated before the FX Service starts in 2030.

Downtown Beaverton needs a Major Makeover, We need Wider Sidewalks, Bike Lanes, New Trees, Streetlights & Rebuilding a Intersections on New Traffic Signals & Railroad Crossing Replacements on Hall & Watson & also the Whole Entire TV Highway were its Outdated.

We would like to infill Sidewalks & add more Crosswalks with a Hybrid, Hawk or a Regular Signals along TV Highway between Forest Grove to Beaverton

We need more attention to improving bicycling access in the Metro region. According to PBOT's 2024 bike counts biking has declined by 41% over the past 10 years. These projects do not do enough to redirect space from cars towards other modes. We need a system of all ages and ability protected bike lanes. Victoria BC has increased their bike ridership to 13% and rising with a 60 million dollar investment. The Portland Metro region needs the same.

I am a TriMet bus driver on Line 57 on TV Highway every day, and these safety improvements are seriously needed and long overdue!

This is not a time for spending. Majority of the proposed projects seem non essential. The only project that seems prudent is the burnside bridge due to the lack of other safe bridges available in case of a major event. Otherwise focus on lowering the budget, debt, and expenditures. We want our younger generations to have a chance to be successful in future rather than having the burden of constant debt and inflation.

The bridge should come first, in case of the big one.

Focus funds on projects that will actually be built and will create new housing development.

It is vital that Metro consider the geographic breadth of their investments for a major bonding project such as this. As a resident of Portland, I am excited to see several major Portland investments that would impact be directly. However, I hope that Metro Council weighs the importance of non-Portland Metro investments - especially in Clackamas County, which has historically seen fewer investments than Washington or Multnomah counties - as part of their final decision.

Why can't we get a max train that comes into St Johns?

Help the highway function like a through highway designed to move trucks, cars, and transit. Many of the safety issues are due to neglect from ODOT.

Prioritize transportation options for the most vulnerable populations to get to/from destinations safely. Often public transportation is the only option to get where they need to go for work and shopping. When there is no option for a personal vehicle, safe and dependable public transportation, bicycle and pedestrian options are important.

I believe decision-makers should critically evaluate and consider removing certain proposed projects that do not provide broad community benefit. Projects that primarily serve a limited geographic area—and whose advantages are not equitably shared—should not be prioritized for regional funding.

For example, the Portland Streetcar expansion does not appear to be a necessary investment when compared to other proposals with wider impact. Additionally, many of the projects on the list are still in the early stages and are only seeking design funding. In contrast, the TV Highway project is moving into the construction phase and has strong, multi-jurisdictional support from several cities—not just a single municipality. That level of regional collaboration and project readiness should weigh heavily in funding decisions.

I'd like to see a focus on density of people already using transit or who are close enough to make the switch and safety for pedestrians, people needing to access. Many choose not to walk in these areas due to safety and landscape (no shelter, trees, cars whizzing by) even though the areas have many residences and businesses.

What are the consequences of borrowing/spending future funds?

I think it's a poor use of limited flexible federal funding to tie up funding for debt service on these bond issuances for huge mega-projects that are early in project development and may not even move forward in the near future given the lack of federal support for discretionary grants in the current administration. I think at least half (ideally more) of this funding should be moved to the Step 2 projects, which are well-scoped, benefit our communities, will have a greater positive impact in the near-term, and do not depend on federal discretionary grants to move forward. It's shocking to see about twice as much funding be proposed for this bond step, rather than the excellent projects described in the Step 2 applications.

Slow the cars down

Make crosswalks safer

Time the lights to make traffic flow better from light to light

Screw your projects and fix the roads that are already here!

I support prioritizing construction ready projects over planning projects.

I'm interested in funding projects which will make the biggest impact for either the largest number of people or for the most marginalized communities.

Maintain focus on the highest impact (historically disinvested/disadvantaged) areas and populations.

Decision makers need to prioritize projects that reduce VMT and reduce regional transportation emissions.

I'd like to see more transit related projects being funded since that is the highest value type of project. It benefits not just transit users but can also benefit people walking, rolling, and driving in the area through advanced signal timing and new technology.

We need to focus on Climate Change. Metro seems to continue to kick the can down the road. For example, the ODOT plan to widen I-5 through the Rose Quarter is an example of 1950 style of auto dependent development.
We should focus on transit and active transportation, rather than building highways such as the Sunrise Gateway corridor.
I'm reluctant to support any further expansion of the max because of safety and rideability concerns, and because it is so easy for riders to not pay for service.
Funding to projects which serve the highest number of people should probably get the highest priority.
Please make an earthquake ready bridge connecting the west and east sides a priority.
As decision-makers consider the Step 1A.1 bond proposal, I urge them to prioritize funding projects that best leverage federal matching opportunities, demonstrate clear readiness, and provide the broadest regional benefit across all three counties. While the total requested exceeds available funds, the proposed distribution supports a balanced portfolio of capital investments and first/last mile improvements, and it recognizes the importance of both urban and suburban transit needs.
Projects like the Tualatin Valley Highway and 82nd Avenue FX transit corridors are strong candidates—they are shovel-ready, leverage substantial federal and local match funding, and directly serve high ridership, equity-focused corridors. These improvements will have near-term impact on reliability, safety, and access.
I support strategic investment in foundational work such as Clackamas County's Sunrise Gateway Corridor, recognizing that planning dollars now unlock construction dollars later. However, since it is still in early development, it may merit a slightly smaller share than more construction-ready projects unless paired with strong future funding assurances.
The Earthquake Ready Burnside Bridge has clear multi-modal and seismic resiliency value, but its total cost is so high that regional dollars should be seen as catalytic, not sustaining. The Montgomery Park Streetcar extension is innovative and supports land use and housing goals, but its return on transit investment must be weighed carefully against more urgent regional mobility needs.
Overall, I support the proposed bond, but urge rigorous project readiness reviews and require transparent updates on leveraging additional funds. The goal must be timely delivery of benefits to the traveling public while ensuring long-term financial sustainability of the flexible fund program.
Does it make it safer for all users, not just faster with people in cars?
All projects on hold as the budget is at a deficit. This list needs to be when we have a surplus of funding with responsible leaders in charge.
Prioritize making existing, older infrastructure and transportation corridors safer and more accessible.
Please consider high impact areas, regional benefit and communities that have been historically underserved. The 82nd Ave Transit Project and Earthquake Ready Burnside Bridge and the TV Highway Safety/Transit project all meet these priority requirements. Teh Portland Streetcar Montgomery Park Extension Project does not.
The Earthquake Ready Burnside Bridge project is a critical one for the entire region and State and needs to get funded ASAP.
This pot of money is too small for Metro to fritter it away funding either proposals or providing only 10% of the total construction funding. If a project is able to secure 90% of needed funds, it will probably reach 100%. Metro will essentially end up funding cost over-runs. There are too many projects on this list. There are too many projects with just "bullet point", wishful, funding sources. The 82nd Ave and Montgomery Park projects make sense to me. Sunrise Gateway I do not understand based on the graphical presentation. Burnside Bridge is a boondoggle; distinct parts of town will in fact need to stand alone after a major earthquake, and it is not clear to me that the proposed bridge could stand a 9.x scale earthquake. I am for improving TriMet Line 57 but these Metro funds should not be part of the way forward, in my view. TriMet is using future projects to fund core operations and capital (like busses) which it doesn't have ridership for, when taken as a whole.
Please support and fund these local investments. Not only do they support transportation improvements that help each community, but they also help to keep employees working during the time of a potential recession. Fund as much as you can because materials, labor and land will continue to increase in price. We've seen the results of under-investment in Oregon and we're now paying the price for that.
The Sunrise Gateway Corridor project is critical. The \$15million investment will support greater access for Clackamas County businesses and residents. It will help to support transportation options, job growth and access to housing options; investing in local community to help reduce commuting, keeping people within the communities where they can live and work. The County took a collaborative approach to engaging the whole community in conversations to ensure we have a vision match. The Sunrise Corridor Community Vision Plan was developed in partnership with members of the local community and key stakeholders. The public provided meaningful feedback to develop a shared vision that reflects the needs of the present-day community, as well as those of future generations who will live, work, visit, and play in the Sunrise Corridor community. We encourage you to support the Sunrise Gateway Corridor Project.
Some of these projects are for more immediate need for safety (EQRB, 82nd Ave., TV Hwy.) while others have a questionable need (Montgomery Streetcar, Sunrise Gateway). Instead of spreading this money around geographically, prioritize the limited available funds for projects that have a demonstrated safety need.
Sunrise project is the ONLY one I would like to see. PS: YOU do not listen to the people. Just see the MILLIONS more for the Burnside bridge to make it ""pretty"" instead of functional. What a WASTE.
The Sunrise corridor/HWY 212 project is long over due. I have lived in Damascus for 37 years and have seen what Hwy 212 looks like on a daily bases now. Please make it a priority over a Streetcar project that no one will ride(except the homeless and druggies) anyway. Oregon has some of the highest taxes on gas and registration fees and yet our roads are not keeping up with the population. Oregon needs to look at other states and see what they are doing and how they are actually making their funding work for better transit (roads).
The light at carver is too long. It causes more congestion than help.
The only one I want funded is the Burnside bridge.
We should focus on funding projects that are gearing up for construction, so communities can see real improvements in the near future.
Before you embark on these larger projects you need to address the issues that are creating more emissions and more accidents. 1) The lights on a lot of streets are not synced and there is a lot of waiting at these lights. Today I sat at two different crossing lights with no pedestrians and no vehicles. 2) The problem with the current condition of our streets with multiple pot holes and sunken man holes where drivers swerve to miss these causing issues with the narrower streets.
Citizens want to see these immediate issues addressed like 82nd is proposed, but they deal with these in their community daily.
Amy Peterson East Portland
#1 priority should be the Burnside Bridge
Looks and sounds like continuing more of the same shite that has Portland as the trash it is
Use every penny on education, not aesthetics.
Poor use of funds that shouldn't be available in the first place.
All of these projects are important. Please fund them as best as possible.
Those are horrible uses. Stop with anything light rail. Complete waste of money. Fill pot holes already.
There's no way I'd support more funding for Multnomah County. As a progressive, I'm embraced by your priorities and by your mismanagement of funds.
All of these projects are critical public transit and infrastructure improvements & investments.
Rural Clackamas residents should NOT be paying for this. Metro has no business in our county.

Do not put any more tax burden on us. We can't pay more for your bonds. Living in the hell-hole of Multnomah County, I already pay way too much for too little.
I don't know anyone who wants Metro involved in Clackamas county. We voted NO on bringing the transit center on McLoughlin and Park and somehow it was brought in anyway. We did not have a visible homeless and drug problem before the center was built but now we do. We do not want painted traffic lines on the roads. We do not want more metro. We have some roads that are so full of potholes that they are barely navigable. We would like those fixed instead of creating new roads.
Highway 212 is a vital part of the community's transportation system. It is of the utmost importance that we make it more functional for all the people whose lives are directly affected by it.
These are all worthwhile projects. These days the focus should be on project that reinforce the region's core and serve the greatest population - and greatest potential transit riders. Transit's mode split has declined and we need to bolster transit as a safe, attractive and competitive mode. Project should compliment the region's emphasis on affordable housing and jobs access.
The Sunrise Gateway project is decades overdue and would provide significant impact to the residents of Metro and Clackamas County. It is a very well-traveled highway for business, freight/trucking, residence and a key road that connects to 26 and over Mt Hood. There are currently significant safety concerns on access to transit and disconnects for biking and walking paths on top of the most pressing issue of congestion.
Keep Metro out of road planning in Clackamas County
Taxes are already not affordable.
No bonds for the Sunrise corridor - it needs to be tolled!
We have five businesses along lower West Burnside... Dante's on 3rd and Burnside for 25 years... Star Theater on 6th just off Burnside for 14 years... Burnside Suites on 4th and Burnside... The building at 503 West Burnside... and the Kit Kat Club for 12 years just off Burnside in Ankeny Alley... Your current plan is to close the Burnside bridge for five years. That is a death sentence for every already-desperate business on lower West Burnside that have already been punished by 5 years of covid and awful city/county policies for downtown. Unless you get a better plan to keep the bridge partially open while rebuilding (like every other bridge project the last 30 years) or some major economic help to businesses affected, we are 100% AGAINST your plan.
Needs more bike friendly options
Please make decisions that don't line people's pockets and use the funds to enrich all lives in happy valley. Most people moved out here to run from the city but now we don't have roads & schools to fit the growing population. We have no connections to the city of happy valley and traffic last hours each day. We are a working class community that deserves to have a city to be proud of not complaining about.
Thank you
There are many underserved areas of Portland and this should be considered in deciding which projects to fund. But earthquake readiness (on bridges in particular) affects everyone. Stop building large neighborhoods in Estacada, Sandy and surrounding areas knowing that all of those dwellings will require more people to drive on those roads and further compound safety issues, increase fuel consumption, and further congestion roads.
Instead, build more sweeping in Clackamas or Portland knowing that's where people are going to have to go to work.
I support improving our public transportation, it is important to work on car centric projects as well, but improving public transportation FIRST to give people that option before widening or building new roads allows for more connected communities.
Thank you for honoring your commitment to being a regional organization that supports areas east of 82nd and west of Washington Park. I'm glad to see projects that bring walkability and better transit to areas further from downtown Portland with naturally occurring affordable housing.
We're out here dying.
We need to make tough decisions. In different funding scenarios, we have had the luxury of spreading funding throughout the region to advance projects in multiple communities but the reality is, that is not the case anymore. While there is not enough funding to go around at the regional level, cities and counties also have no access to additional funding. We need to advance a bond scenario where critical projects have the funding the need to move forward with the recognition that cities and counties have no additional resources for these projects and additional money from state/federal sources is unlikely. Not meeting the requested dollar amounts for one project in an effort to allocate funding to a greater number of projects puts all the projects at risk. We should fund the 82nd Avenue Transit Project, TV Highway Project and Burnside Bridge. While I understand the value of the other projects, they do not rise to the level of advancing regional priorities that those three projects do.
Projects that add rail infrastructure and protected bike infrastructure are most important.
Rubber tire microplastics from fast cars and buses are harmful.
If you're going to issue regional bonds the funds need to be used on projects that really benefit the whole region.
Why would we issue a regional bond to fund early design costs of projects? Bonds are typically only issued to get construction done.
Why would be spending all this regional attention and money on transit projects that only benefit a small percentage of the population? Instead use it to build roadway capacity that benefits the vast majority of us.
Trimet is already losing billions of dollars a year. Why are we trying to throw more money at a failed model? I would think fixing failing roads and infrastructures in the county would be a better use of funds.
Please prioritize projects that would have the greatest impact for people who take the bus. We need more investments into public transit and other safe, environmentally friendly ways of moving people around the city.
Clackamas/Happy Valley is getting WAY bogged down with traffic. Our roads cannot support the growth the city has allowed. We desperately need improvements to the Sunrise Corridor to help ease traffic.
Sunrise corridor has been on the agenda since the late 1980's and the trucking industry has grown using the corridor for access to Hwy 26. The relatively small dollars for planning would be well spent.
No tri met and no metro . Please stay out of clackamas county
The earthquake ready Burnside bridge project is the most important proposed bond package to consider
How to serve communities that have been harmed by the impacts of Metro business operations historically. Particularly Portlands working class and low income communities of color. Ex. Building the Metro building where I-5 and I-84 meet contributed to gentrification of families that now exist in far NE Portland
As the metropolitan area grows, transportation safety becomes a bigger and bigger concern, we need to be investing in infrastructure to ensure our children and families have safe and efficient ways to move about the areas in which we live, work, and recreate.
I'd appreciate them to consider racial equity as a factor in their decision making, with historically marginalizing factors like redlining making a significant impact on urban planning.

EVs along with ICE vehicles needlessly destroy the environment through resource mining, manufacturing processes & going to landfill in mass droves. So much urban space is squandered on parking & other paved over auto-centric wastes. They perpetuate urban sprawl & cities that aren't navigable as a pedestrian or bicyclist & are inhospitable to humanity. EVs add to traffic congestion. Putting the financial burden of transportation inefficiently on the back of the individual is regressive & hasn't been the norm for even 80 years. We need to invest in rail that's properly implemented as it is overseas. We're suffering from decades of trickle-down economic austerity, disenfranchisement & a lot of marginalization (eg Robert Moses's racist redlining urban renewal) is through divestment of public works/infrastructure, utilities & programs to help the American people. Commodification of societal needs & normalization of rampant consumerism for privatized profits is what put us in this mess. W/ the inevitability of the Cascadia High Speed Rail route we should proactively build complementary rail. We cause so much unnecessary death, injury, hardship for the injured, disabled, stress, etc. by continuing car-dominated city idiocy. Similarly, wholly integrated circuits of interurban commuter rail routes blended with light rail lines, streetcar grids & trolleys prevent people from having to live on top of each other in city centers in order to have quick access to work & local economies downtown. Our roadways are overcrowded & no amount of adding lanes helps since it causes induced demand that inevitably grinds traffic to a halt at snags & bottlenecks down the road. We can rebuild cherished structural heirlooms of civic pride destroyed by financial & environmental disaster on space reclaimed from cars to serve social capital & green initiatives. We can resurrect lost local landmarks with green technologies such as hempcrete. We can build on our proud electric railway heritage freeing us of car chaos for transit justice instead!!
As a High school athlete at Adrienne C. Nelson High school, it's hard for me to get straight from school and go to practice because I have to sit in traffic for at least 10 minutes every time school gets out. We would love it if there were more ways to get out of ANHS, so we can get to practice sooner.
Spend less money...there has to be a less expensive way to do these projects or delay them for now
Hwy 212 is in need of improvement for safety .
Our roads are falling apart. City buses impact roads far greater than cars. Slowing cars by reducing lanes of traffic causes more pollution and diversion into neighborhoods.
Concerned about committing to bond issuance prior to distribution of federal funds, which are now unreliable, and about the likelihood of steep cost increases in the future.
Fully supportive of the proposed package, but concerned about potentially pulling \$2.5 million from the Step 2 projects. It should be a priority to find another way to fund this piece, or to make sure that "Clackamas" projects in Step 2 are not penalized by this decision.
I generally dislike roundabouts. If they are installed they need to be of a size sufficient to make navigating them feasible for large trucks so they don't end up crossing both lanes or having their loads shifted from the centrifugal force of the turning required to navigate them.
Fund transit, not roadway expansion.
Prioritize historically marginalized communities
This is the only way we can pay for infrastructure improvements. It's a no-brainer. Just make sure to be smart with the money and not waste it on over-planning and politics. Just get the work done.
sidewalks are needed to make this area safe for families to walk.
It is important to keep our aging infrastructure safe in the future.
Spending against future dollars for public transit that doesn't fund itself and only serves a relatively smaller percentage of the population seems like a misuse of funds when we have larger state-wide budget issues. Road conditions and maintenance in the metro area is already awful and we seem unable to maintain the infrastructure that we already have.
All of these look like great projects, but if you don't get the Burnside bridge seismic done we are in a heap load of trouble!
Car dependent west side of the Portland metro area needs investment and attention. Also, a huge priority should be earthquake preparedness across the region, and the Burnside Bridge is a major part of the project.
NO MORE TAXES. DO YOU UNDERSTAND THAT CITIZENS DO NOT NEED ANY MORE TAXES? Use what you already get wisely
Make clear if this involves raising my taxes I will never vote for it
While some projects help citizens in immediate areas, others help everyone in the States. Take into consideration the rural aspect of growth.
No new taxes.
Don't wait, we need improvements now.
Clackamas County is in need of improvement on HWY212. The stretch of HiWay from 122nd through Boring to where it connects with HWY26 to Sandy, has been in need of expansion for at least 20 years. The amount of traffic has increased significantly as the increase in housing in Clackamas County has increased. This is a very under-served area that is part of Metro. Its time METRO helped the working folks of Clackamas County.
Be brave enough to make hard decisions and get this important work through. Especially the Hwy 212 project. The project cost will continue to increase with inflation so urgency is important. Last, strive to bring local communities on board and it will help build the will.
Go for it!
Our region is long overdue for a major seismic event, and our current infrastructure is not equipped to support a swift or effective recovery. Much of our bridge network is aging beyond its intended lifespan, and according to verbal statements from ODOT, many of these structures are expected to fail completely during a significant earthquake. In such a scenario, bridges could be out of service for 4 to 7 years, depending on the extent of regional damage.
Critical river crossings over the Willamette and Columbia will be severely limited, with only the Tilikum, Sellwood, and Ross Island bridges likely to remain passable. This would effectively sever access across the city and region, as most roads, highways, and waterways will be closed or impassable.
In the aftermath, public transit will be a lifeline—particularly for individuals who lose access to homes, vehicles, or alternative modes of transportation. However, without additional resilient crossings, maintaining transit service north of the Tilikum Bridge will be nearly impossible. Investing in seismic-resilient infrastructure now is essential to ensure equitable recovery and regional mobility when disaster strikes.
Please consider necessary improvements. Yes, we could always invest into faster transportation opportunities, but this area needs to focus on improving its infrastructure first. Portland Metro had a boom of light-rail/streetcar/rapid bus routes etc. but it is time to focus our investments on areas that are not or will not serve us in the near future. When 'the big one' hits, everything will be gone, and the communities left stranded will perish. We need a new bridge that emergency responders can get over. The 212/224 highway is overly congested and no longer effectively serving its purpose. It is swiftly deteriorating due to the increased traffic of Happy Valley, Damascus, and many more. Rehabilitating our infrastructure is what's needed at this time. Please divert the money into necessary improvements, not wanted improvements.
Building the Montgomery Park streetcar extension is a great way to encourage development in NW Portland.
This will have a large affect on people lives and many communities rely in some ways on the transportation. Cutting stops to make the transportation faster may have a negative affect to the community.
There is also the chance that local cities may not be able to support the difference in funding for the project. This is due to current changes in the market and the federal government. Overall, please be careful.
These decisions are difficult and I do wish the Trimet, other community partners the best.
Let's invest in the future we want! Better transit! Safer streets! Future resiliency! All projects (except Sunrise) are necessary and will provide huge benefits for the region
Make the most of our tax dollars
I'm supportive. Good representation across the region. Let's get it done!
So pending funds where it benefits the greatest number of citizens.
Mass transit projects serve a select few, so I wish funds would go to improvement's for vehicle travel, not transit/bus/train/ bike etc.

The Burnside bridge and 82nd corridor are the most important projects on this list. Earthquake resiliency is incredibly important for the safety of the region. Additionally the 82nd street project addresses long standing disenfranchisement of the Asian American community in Portland. That area is frequented by an innumerable amount of people who either live in or visit that area. Please consider these two projects a priority.

I will add that the Montgomery Park extension of the streetcar feels like a waste as someone who lives off of 23rd. Unless it's a completely new line, which it doesn't seem to be, the extension will increase ride time in an already overly condensed streetcar experience.

As decision-makers evaluate the proposed bond package, it's critical to recognize that investing in the Sunrise Corridor is an investment in the future economic vitality of our entire region. Without upgraded infrastructure, we risk missing out on transformative opportunities—opportunities to create jobs, attract private investment, grow local businesses, and improve quality of life for families and workers alike.

The cost of inaction is significant: congestion will worsen, businesses will look elsewhere, and the region's full potential will remain untapped. This bond package is not just about roads and bridges; it's about opening pathways to prosperity, ensuring that our community remains competitive, connected, and positioned for long-term success.

We urge you to see this project not as an expense, but as a strategic investment with far-reaching returns—for today's residents and for generations to come.

I think this is a horrible waste of money. People who chose to live out this way do NOT want it more accessible, do NOT want more bus routes and do not want it more populated. More people in this area will add more tread on our natural areas, and will not improve traffic. It will not eliminate traffic it will just redirect it to bottleneck somewhere more convenient for everyone except locals. Instead of having traffic bottleneck at the expressway and 212 it will bottleneck at 172 and 212 so it just pushes the problem east and will affect more residents. More traffic and over passes will unfortunately result in an influx of unhoused people which we don't have much of here right now. Why create more problems? It's a terrible idea and I hope this gets squashed before it gets started. Terrible for land and locals.

Please fully fund the Sunrise Corridor Project at 12.5\$ Million Dollars. I appreciate that this package includes important projects from around the region.

The Sunrise Corridor deserves its fair share of regional investment. For over four decades, this area has been kept at the margins and because of it, its infrastructure is failing its communities. The Rock Creek Junction where Highway 212 and Highway 224 meet is central to the obstacles in this corridor; investment in this critical roadway will unlock economic and housing potential that the region and state desperately seek. Improvements in the area would create a safer more vibrant community along this corridor and would make critical progress in the area's access to transit moving forward.

Focus on projects that support activity and access to Portland, that support shared transit, and enhance resilience.

No more transit ridership demands a transit reduction not increases only one real major road expansion in last 30 years was 213. Finish the sunrise is all we want been waiting for since 1999 when the not so bright Gov K killed the fully funded project stop the urban anti car madness this is USA not Europe!

I don't want to pay jack shit for Clackamas and Washington counties when people move out there to avoid paying Multnomah taxes. Let them pay for their own damn improvements if they want to live out there.

Be transparent about the financial increases we face from your projects. We want progress, but we are so sick of gift. I'm voting down every single request with a vague suggestion about financial increases instead of a clear outline of the costs.

At a time when transit and active transportation are neglected by the state transportation, it is Multnomah county's responsibility to advocate for transformative projects which prioritize alternate modes in our urban centers. Many of these projects nominally accommodate other modes but details are elusive and projects capitulate to cars at every turn. The 82nd ave project must have bus and turn lanes along the entire corridor, but we should really be considering further motions to prioritize speed and reliability of buses in this hundred-million dollar project. Of larger concern is the choice to use hydrogen buses, which likely will be fraught as Trimet has struggled to source normal diesel articulated buses in the FX2 division project. These buses suffered serious issues on 3 separate occasions, and the manufacturer ended up leaving the us market. How can we say we are prioritizing transit users when we are choosing less reliable vehicles? I dream of a world where transit projects are transit projects, not omnibussed to create a jobs program or leverage federal funding for a street rebuild. I think transit is worth pursuing in its own.

The Montgomery park streetcar project nominally expands the streetcar network, but also refuses to dedicate lanes to transit, and often places parking spots to the right of streetcar tracks. This will result in parked cars blocking the streetcar, which cannot move, unfairly impacting transit riders for the convenience of drivers, who tend to be whiter and more affluent.

The Burnside bridge project is excellent, I have few notes other than a desire to activate west burnside and shift it from a thoroughfare to a place, as I live there. The TV highway project is too early in the planning stages to tell but I support it.

I do not support the sunrise corridor project without a substantial transit investment. Multnomah county cannot subsidize sprawl and freeways. The trump administration will do that for us.

Can we keep the Existing Lighthouse Controllers on Burnside? While we replace the Whole Bridge with a New Arch Spans. It needs to have 7 Lanes. 3 Travel Lanes in each Direction with a Bus Only Lane on Eastbound.

There is no reason for this bond. Debt service will make it more difficult for future managers to do their job. Transit officials should live within current budgets.

Moreover, some of these projects are terrible, especially the streetcar extension, 82nd avenue, and the Burnside Bridge replacement. These three will just make congestion worse by reducing space for the dominant mode of travel, motor vehicles.

Being ready for an earthquake feels a lot more important than the other choices as the bridges connect east to West.

We need better more frequent transit options connecting Clackamas/ Happy Valley to Portland. Currently the Sunnyside Road bus that connects to the CTC transit center only runs once per hour. this makes a commute into Portland nearly impossible in a timely manner especially since the CTC transit parking is not safe to leave a car all day

Please ensure that there is strong leverage from other funding sources to ensure the added cost of bonding makes sense. Please also make sure the projects funded will be able to get to construction with these funds.

Prioritize projects that address climate challenges including public health impacts, extreme weather events, and air quality. Emphasis on projects that reduce vehicle miles traveled and benefit communities of color and environmental justice communities.

They are all good projects but I feel we must prioritize the Bridge due to the very real reality a devastating earthquake will hit the region making all Portland bridges impassible for first responders and those needing to cross to aid loved ones.

Appendix E:

Online Survey

Comment

Responses to open ended question:
What else would you like decision-
makers to know?

What else would you like decision-makers to know?

some communities along this project have limited resources, so being able to partner with other, larger communities and receive bonding opportunities makes the improvement feasible for them.

Roads in Washington County were designed for cars, not for people walking, using a wheelchair or riding a bike. The side streets and pathways should be safe methods for travel for people of all ages and abilities.

Consider making greater pedestrians and bike access. Not everyone drives or needs to.

We need better service on TV Hwy but the price tag is so high for a service that is still mixing in general traffic. At \$300 million - why not buy the railroad out parallel to TV Hwy and truly provide a service with real advantages.

Crossing the street should not be a game of frogger.

see above.

First, don't do Step 1A1, but if you do, please select only 82nd, or TV highway, or maybe both.

We must leverage everything we can to unlock federal funds while they are still available. Costs will definitely be more in the future. Now is the best time to make this happen.

We need to make Safety Happen, TV Highway is a Dangerous Corridors

Please do not give money to projects that are not following the law. BikeLoud currently has a lawsuit with Portland for their failure to adhere to the bike bill which includes 82nd. The 1971 state bike bill law says that whenever a street is reconstructed you have to add bicycle and pedestrian facilities. The current 82nd plan does not create ada compliant sidewalks or provide any bicycling facilities.

Excessive spending and debt has to stop. Less is more.

Max grade separation is a better use of time and resources even though these are excellent projects

While it is a difficult decision to pick between projects, I believe that projects that focus on immediate and broader impacts should be prioritized over other beneficial, albeit not as wide-ranging, projects. I believe that should a project need to lose some funding to ensure that the Sunrise project receives full funding, it should be the Portland Streetcar extension. While this is a key resource and important to other investments in this portion of the city, a streetcar is not as vital of a service as transit, safety, or the planning inherent in the Sunrise project.

I have seen many near misses of auto vs. pedestrians and heard first-hand stories of people having to dive into ditches to avoid being hit. Safety is a must for all populations, but even more so for vulnerable populations that make this a high ridership line that is spread through many communities.

This is important for many socio-economic reasons: location, length, ridership, diversity, connections, etc.

Focus on places where people are already located, people are already using or receptive to alternate modes to get to work, schools, homes, that already exist and that public investment can bolster. Make sure people in the area who want to stay can through anti-displacement programs for residents and businesses. For both these corridors - consider how to get people from nearby residential areas safely to the corridor (first and last mile issues - so many people are already in these areas if you can get them using the corridors more efficiently and with a feeling of physical safety - people should not feel afraid/vulnerable traveling these corridors.)

Many of us struggle with the ever-increasing cost of living, how is spending future funds now impact availability of funds for unforeseen expenses or increased costs?

I'd love for some street trees to be installed near bus stops for enhanced the natural beauty of the areas. Tv highway is lacking alot of the common street scaping you see on newer roads. Personally, I think cherry blossoms up and down tv highway would really enhance the roadway and calm people. It'd also help with the road noise for nearby neighborhoods. You can hear the train for miles when it's crossing any street.

Please do not tie up our precious flexible federal funding with debt service on speculative mega-projects that do not have a good bang for the buck, are dubious in their benefits given the high costs, and depend on discretionary federal grants for funding. Interest rates are going to go up, and debt service is a bad idea. Just fund more of the Step 2 projects!

Spend the money wisely

Safety first

No flashy, blingy stuff

Stop wasting our money!

We are out here dying. SOS.

Make sure the grant proposals to the feds is written in a way that focuses more on cars, otherwise the Trump administration will likely not choose this project.

Thanks for the chance to share input

How do the projects insure that those of ALL ages have safe ROADS on which to travel?

Those that are 50+ do not want to walk to transit stations. Even if we ride share or take Uber, it would be nice to have safe roads...

Perhaps the safe roads and maintenance of these roads is addressed elsewhere. As with all construction, the road surfaces take a toll and are not safe for cars, bicycles or pedestrians alike.

When it comes to the other measures although I see some moderate benefits I do not see the benefit with the numbers of cost you and in relation to the benefit it does not make sense to put that much money into areas and projects that are minimally effective to Portland residents

This isn't something that should be delayed. This is the most important transportation project on the list.

As you evaluate these projects, I encourage you to weigh not only their technical merits, but also their long-term regional impact. Prioritizing projects that are equitable, shovel-ready, and well-matched with outside funding ensures we maximize limited local resources. These investments should advance mobility for all—especially historically underserved communities—and support climate resilience and regional connectivity. Transparency in project readiness and funding leverage will be key. Finally, ensure that smaller communities and suburban corridors remain part of the conversation—mobility needs don't stop at city limits.

Please help revitalize downtown Portland by making it safer for bikes and peds.

The outer eastside has been largely ignored for decades.

The Burnside bridge should be a top priority.

I work in Beaverton, but I live in North Portland. If a mega-quake happens while I am at work, I might not be able to get home without a viable river crossing. I'm guessing many other people are in the same position.

Metro wants to support too many projects in the face of obviously uncertain Federal funding.

This work is critical to expanding business operations to provide living wage jobs that will support our residents to maintain livable standards, find their way to home ownership and provide for their families.

Focus on three projects with immediate safety needs: EQRB, TV Hwy., 82nd Ave. and don't fund the other two projects that lack a compelling reason to be funded.

It WILL fall down if we have the big one.

Where is all our gas tax money for these projects. again we have one of the highest taxes in the country and I see Oregon wants to add more taxes for roads. Nothing is being done, at least in east county.

Too many speed changes in a short distance. It changes around 5 times from 212 to the Carver Hanger.

I have lived here all my life and seen many 'boondoggles' therefore I hesitate to allow diversion of any funding or pass new funding. When I see responsible, well thought out, long term solutions for ALL transportation users, then I would consider adjusting my stance.

after years of design, development, and warnings of the big one, its time to make this project a reality

Our community is eager to see projects funded that can make on the ground improvements to transit in the near future.

All of the proposed projects will benefit those communities, but please remember we are an area of commuters. We want safe streets (enforcement of speeding, street racing, DUI and pavement), we want pedestrians and bikes to adhere to the rules of the road.

Education is the ONLY place government funds should be spent.

No one in a position of power is intelligent in any way that will be truly beneficial to the community as a whole.

Help.... actually help the future by helping them be smarter than whats here now

Vehicles and pedestrians/bikes do not mix without people getting killed or disabled. I would like to see no crosswalks, but instead overpass/underpass crossings for pedestrians and bikes throughout the entire corridor.

Please focus on less projects and fully funding them instead of trying to stretch the money to 5 different projects.

Fix the pot holes

The bridge should not be replaced. It's an historical treasure and your priorities are misguided.

Don't like what you've done to other main arteries.

This project, by far, is the most important project. It has more positive impacts on people than all the projects combined

I have 50 years of transportation experience. We need to fix our rapidly deteriorating streets instead of wasting money on projects like this.

I am supportive of mass transit projects in general and especially Portland's MAX and Streetcar

Rural Clackamas residents should NOT be paying for this. Metro has no business in our county.

No to all projects, stop wasting my money.

Keep metro out of Clackamas county.

This is a time to make the most of the region's limited resources. These projects all represent smart funding choices.

Tax payers cannot afford any more increases

We have five businesses along lower West Burnside... Dante's on 3rd and Burnside for 25 years... Star Theater on 6th just off Burnside for 14 years... Burnside Suites on 4th and Burnside... The building at 503 West Burnside... and the Kit Kat Club for 12 years just off Burnside in Ankeny Alley... Your current plan is to close the Burnside bridge for five years. That is a death sentence for every already-desperate business on lower West Burnside that have already been punished by 5 years of covid and awful city/county policies for downtown. Unless you get a better plan to keep the bridge partially open while rebuilding (like every other bridge project the last 30 years) or some major economic help to businesses affected, we are 100% AGAINST your plan.

This is a dense mix or rural, young family, middle class workers, new workers, entrepreneurs, low income families and it needs help.

Please calculate the fatality accidents on 212, that number is to high!

Build roundabouts at heavily congested intersections. Slow people down.

If your goal is to get people out of their cars without exacerbating inequity and driving up the cost of housing this is the right project to fund.

TV Highway literally smells like car exhaust and death. Either make it an actual grade separated freeway or make it a corridor where everything but deadly cars are prioritized. Choose one.

We need more streetcar, to more neighborhoods, asap!

Why are spending so much of our time and money on transit projects?

If this is Congestion Mitigation/Air Quality money it needs to be used on projects that actually mitigate congestion - like fixing the bottlenecks on our freeway system, particularly near the edges of the Metro area like I-5 through Wilsonville.

This just shows how far out of touch the planners are from the community.

Metro's boundaries are vast, but their investment focus has historically been concentrated. It's time to invest in the entirety of the UGB, or pull back the boundaries and cut the edges loose to manage themselves.

i really appreciate the investment into 82nd and the communities along this corridor.

The transit elements of the EQRB project are critical. The community wants to see them come to fruition. The community supports regional funding being allocated to this project.

There is development occurring on Prescott with the addition of Upright Brew station and ample food carts. Connecting communities east of 82nd to Prescott street will provide opportunities to work and play for those living east of 82nd. This also connects Roseway residents with better access to Parkrose for essentials like grocery shopping at Winco, Fred Meyer and Costco preventing food deserts.

Projects that secure funding from a variety of sources—including local dollars—are not only less risky but also more attractive to federal partners. Demonstrating broad financial support signals strong community commitment and significantly improves our chances of bringing more federal dollars into the region. Prioritizing projects that are ready for construction ensures communities see real, visible improvements in the near term, building public trust and momentum. These projects don't just pave roads or build infrastructure—they create jobs, stimulate the local economy, and show residents that when a project gets funded, it gets built.

It maximizes human error and w/ tons of independently moving parts everyone still ends up congealed in the same syrupy traffic jam. The mistake of one can shut down major arteries for miles and miles but people have this myth supported illusion of having freedom when compulsory car ownership is the antithesis of freedom financially, mobility-wise, having quality surroundings... Being immersed in the car dominated hellscapes where everything is built around the automobile and to the scale of them is insanely stupid. There's absolutely no reason we shouldn't be dispensing of it and improving our situation ASAP. The atomization also causes depression from creating such a devastatingly sterile, cold, unloving urban habitat that's too congested and overcrowded to work properly as a correctly engineered built environment. People live on top of each other largely because there's inadequate transportation between the downtown & bedroom communities lowering quality of life while raising cost of living.

I ride my bike for exercise. I'm often in the industrial area south of 212. Getting there is problematic.

The request for money and the spending never ends. Individuals and businesses CANNOT handle more taxation especially when they see little to nothing improved. Fix the roads and stop trying to force the elderly and disabled into public transportation that is blatantly unsafe and inconvenient.

I live in the area and drive this highway almost daily. These improvements have been needed for decades.

Convert the Lloyd Center into a state run lottery casino to pay for all these transportation projects. And we could save money on curb abatement for handicap accessibility by using asphalt to create a ramp up to curb on the street side. It's nice and all with the corners, but way more expensive than it needs to be. Save this money for the third level of the bridge which would save money on waterfront park maintenance.

sidewalks are needed. Help kids get out and be safe.

I'm open to best solutions for motor, bike and mass transit. Must be walkable to enjoy the beauty of Willamette
(And for tourists)

Help Washington County residents, especially those with limited income, be able to choose transit without having to spend half of their lives on the bus.
NO MORE TAXES.

Clackamas county needs this project desperately.

Just say no! We don't need new taxes!

Accidents and running red lights happen daily on this commute. Please prioritize this completion.

Please drive Hwy 212 from 122nd to Sandy during rush hour. You will see Clackamas County has done a terrific job on the stretch up to where HWY 212 and HWY 224 split. BUT after that stretch it becomes a scary road to drive. The sides of the two lane highway are worn away and are dangerous as the road drops off into ditches for many miles. HWY 212 is traveled by MANY semi trucks that deliver goods to the warehouses in the Clackamas and Multnomah area which adds to the traffic danger. There are very few roads that join 212 from the north without a light and they are dangerous, the folks that must pull onto 212 during rush hour wait so long they ultimately get impatient and just GO!!

I work in the area and there is regularly traffic throughout the work week. Building a throughway so folks who are there purely to get to Damascus or Mt Hood would bring much relief to the many businesses in the area

Is rehab not a viable alternative to save funds from what appears to be an increasing price tag with ambitious architectural features?

Please upgrade our infrastructure. It's failing all of us.

Please continue with developing and then delivering on multimodal transportation projects that help keep passengers off of roads.

It looks expensive and I wish the community would get a max extension to Forest Grove.

I serve on the planning commission in Cornelius. Due to a recent statewide legislation, the Climate Friendly and Equitable Communities Act (CFEC), we recently had to strike all parking minimums from the zoning code. The law mandates that there may be no parking minimums within a 0.5 mile buffer from a frequent transit line. Because Cornelius is a relatively small city, and because line 57 passes right through the middle, the buffer covered nearly the entire city area, making it such that it made more sense to simply strike parking minimums from all zones. Having a frequent, reliable, and high-quality frequent transit service passing through our city center would make this change more worthwhile, and would improve infrastructure and promote investment in our downtown area and in a community that really deserves it.

I thought this was about asking for a sidewalk in Oregon City around Willamette falls hospital. There is not any for walkers or yhe several wheelchair users to even get yo the bus.

Thank you for the opportunity to weigh in. Please fully invest in transit, safety, and resiliency — don't drain more of our precious resources on highway projects.

Go big. Don't just upgrade the bus and stops along the roadway. Rose lanes should be incorporated as much as feasible.

Mass transit doesn't serve most people. Use the funds to improve traffic flow for vehicles.

Decision-makers should see the Sunrise Corridor project as a strategic, long-term investment in regional prosperity. Without upgraded infrastructure, we risk losing economic opportunities, worsening congestion, and weakening our competitiveness. The bond package offers significant benefits, including:

Economic Growth: Unlocks job creation, private investment, and business expansion.

Equity: Improves access to jobs and services for all community members.

Return on Investment: Every dollar spent generates multiple dollars in economic activity.

Regional Competitiveness: Strong infrastructure attracts businesses and strengthens the tax base.

Responsible Planning: Acting now prevents higher future costs and supports sustainable growth.

This is not just about fixing today's problems—it's about building a stronger, more resilient future for the entire region.

Over the last year, Metro committees have promised to balance regional priorities in the development of the RFFA Program Direction. Many communities and leaders around the region would like to see Metro honor these discussions and documents by allocating funds to the Sunrise Corridor and invest in an area that has been underfunded for decades.

Please consider the locals. This project does not just cater to businesses and commercial trucks. I work at Adrienne C. Nelson High School and live in the Carver community. I value my community and my surroundings. I am not looking forward to impact on time and environment of the Carver area. 9please consider the school busses using the roads and the impact the construction will have on high school classes as well as Sabin-Schellenburg shuttling of high school students to vocational train during the school day.

Does it matter they wont listen its whatever the Oregon DNC wants will be shoved down our throats while we protest for sanity and reality which they have no concept of.

Your designs and plans are nether historically sensitive nor imaginative.

Why is anyone planning to spend nearly a billion dollars on a new Burnside Bridge just to reduce lane capacity for cars. We already have new, resilient bridges in the Tilikum Crossing and the Sellwood Bridge. The Burnside Bridge road diet is just an expensive boondoggle.

Taxpayers, especially renters, landlords, and home owners, cannot afford to fund the earthquake retro-fitting of every structure in Oregon. Please stop spending...

82nd Avenue needs this so much. Thank you

Clear communication about project goals, funding, and community impacts fosters trust and helps maintain political and public support.

Thank you for all the good work you do!!