

Written Testimony
Transportation Funding Task Force
Meeting 17
January 15th, 2020

Sent: 12/18/2019
From: Tania Hoode
Subject: Park Avenue Park and Ride Garage Expansion

Greetings,

I'm sending this message to encourage Metro and Clackamas County to support the proposed expansion of the Park Avenue park and ride garage in Milwaukie. The garage really needs to be expanded per the original plan (and then some) because there is simply not enough parking spaces for the sheer number of people who commute every day M-F to Portland from Milwaukie and surrounding areas in Clackamas County. Within a year of the Orange MAX line opening, the park and rides at Park Ave and Johnson Creek were already filling up to capacity every day by 7-7:30am. The parking at the Elks Lodge near Park Avenue significantly increased parking capacity yet within 6 months that parking lot was full to capacity every day by 7:30-7:45 am, sometimes earlier. The need is significant!

Even with expanding the park and ride parking garage, this will probably not meet the need of all people interested in commuting via the MAX train yet it will definitely ease the strain and allow more transit commuting from Clackamas County.

Thank you for reading my letter and seriously considering the proposed expansion.

Best Regards,

Tania Hoode
Milwaukie resident
97267

Sent: 12/20/2019
From: Googlehater . <seattlespice1@gmail.com>
Subject: public transportation

I am an elderly woman who never learned to drive & whose husband is now disabled. My closest bus stop is a three-block UPHILL slog to SW 64th & Barbur, which is located 1.1 mi from Winco/Walmart/Costco. To get to these Tigard Triangle locations (who don't gouge consumers like Fred Meyer & Safeway), I must take #12 to Dartmouth & walk .50 mi DOWNHILL. I could opt for a suicide mission by taking the very narrow SW 72nd whose pedestrian lane is overgrown with blackberries. To get back home I must walk .05 *****UPHILL*** with an up to 80# wheeled cart & a backpack full of groceries, the last 2 block of which are so steep its absurd.

I have called TriMet to find out why there are no buses to these stores. I have also called all 3 stores about why they would locate .05 mile away from any viable public transportation. Most Winco & Walmart stores I've seen around town have always be located directly on a bus line. I have written the Tigard City Council. as well. I can find no usable map of the new lightrail project that won't be completed until after I'm DEAD, but whatever provisions you've made for servicing the Triangle there is still a major slog just getting thru the parking lots of these stores.

Winco has fenced off the entire north side of their property. Somebody cut thru it so you CAN negotiate your cart down to the Regency Theater's parking lot, but the 1 time I tried it, I was scared to death I'd be mugged by someone camping out in the nearby woods. When standing at the NW corner of Winco's parking, the old Kids 'R Us store looks to be a half block away. If there was a pedestrian bridge to the road behind that store, it would take .25 mile off the slog up Dartmouth. Since the Pizza Caboose hasn't yet erected a fence, it is just 2 uphill blocks to Barbur to get the Northbound #12. I've requested TriMet, Tigard City Hall & all 3 discount stores to provide an hourly shuttle out to Barbur, which would enable the pedestrian push you are always touting, to get groceries for less, but they acted like I was totally out of my mind.

One of the problems that has also plagued me for years is that about every business fences off their properties, making taking shortcuts for the PEDESTRIANS you demand we be vitually impossible. Tri Met moved the bus stop going south from SW 64th 3 blocks away. I used to be able to cut thru Buster's parking lot to get to the bus stop in front of Carls, but they cut down the half dozen trees on SW 65th & put up a chainlink fence. When walking from the Tigard Library back to the TC, if you're a block down, you can see the TC but must walk about 3 blocks down a block up & 3 blocks back to the TC. When I used go to Cedar Crossroads from Beaverton TC, it would take 6 blocks if all the businesses there fenced off their property, but since many haven't fenced, there's a shortcut of less than 2.5 blocks. THIS IS INFURIATING.

Sent: 12/29/2019
From: Jane <tchrjaneabc@aol.com>
Subject: Highway 43

Traffic increase as overflow from crowded freeways has made 43 from 205 through downtown LO a key corridor for travel from outlying areas to OHSU and downtown. It is time for ODOT and development team to immediately FIX THE TERRIBLE ROADS, lighting, and to make bike lanes easier to travel.. It is a dangerous corridor. This is a warning for safety of drivers, bikers, walkers, and residents. we have asked and waited for years while conditions keep getting worse.

When the water project went in, roads were torn up and not repaved like they should have been. We were told then, it would be done soon.....instead two years later we continue to experience more traffic, deeper more frequent holes, unsafe biking, and very unsafe conditions for pedestrians and residents.

Jane Lierman - commuting to teach
Walt Lierman - biking to Amtrak
Residents of West Linn

Sent: 1/1/2020
From: Patricia Badia-Johnson <outlook_402BAED8FF24D937@outlook.com>
Subject: HWY 43 repairs

I live in West Linn and go to OHSU on a regular basis for health care. HWY 43 is GETTING WORSE AND WORSE and makes the trip very difficult. It needed repaving and widening since I arrived 11 years ago.

Please do something—don't put this at the bottom of the list. HWY 43 is a major connector between two major freeways.

Thank you,

Patricia Badia-Johnson

Sent: 1/3/2020

From: Joseph DeBin <jdebin@gmail.com>

Subject: Comment

Fareless TriMet will get people like me off the roads. Increased parking fees, vehicle registration fees, SUV levies, gas taxes can pay for it. Fareless TriMet is cheap compared to other road "fixes" for congestion.

Sent: 1/3/2020

From: ARLEN L SHELDRAKE <asheldrake@comcast.net>

Subject: 2020 Transportation Funding Measure

Four suggested additions:

- 1) Light Rail between Hillsboro & Forest Grove....with PNWR abandoning their line that goes directly from the Hillsboro MAX station to Forest Grove and ODOT owning the land....light rail to Forest Grove seems a natural.
- 2) Return the Washington Park & Zoo Railway running to the Rose Garden.
- 3) Put I-5 crossing the Columbia in a tunnel...use the best of the two highway bridges for local traffic.
- 4) Put MAX Steel Bridge Willamette River crossing in a tunnel

thanks,

Arlen L. Sheldrake

1718 SW Parkview Court

Portland OR 97221-2640

Sent: 1/6/2020

From: Robin Scholetzky <robin@urbanlensplanning.net>

Subject: Transportation funding considerations

As a professional urban planner, bicycle commuter and business member of Business for a Better Portland, I urge Metro to consider projects and programs which:

- **Make transit more frequent, affordable and reliable** (to make more efficient use of our limited right-of-way and reduce greenhouse gas emissions)
- **Ensure freight routes are efficiently designed to accommodate the transportation of goods as well as people** with a priority on the safety of Vulnerable Road Users

- **Prioritize safety of Vulnerable Road Users** (2019 was the deadliest year on Portland streets since 1997)
- **Catalyze equitable housing and land use investments**
- **Accelerate the switch to electric vehicle fleets**

Thank you for your consideration.

Robin Scholetzky
UrbanLens Planning
Portland, Oregon

Sent: 1/8/2020

From: Scott South

Hello,

Portland is on the confluence of two major rivers (the Willamette as the world's second longest river flowing south to north and the Columbia as one of the largest rivers in North America). Portland is the largest metropolitan region in the US and perhaps the world not utilize these essentially paved waterways as a public transportation option. Historically, Portland's public transportation included trains / trolleys that were eliminated only to be successful resurrected in recent years.

Demands on public transportation will increase and will require creative leadership thinking around multiple transportation modes. One mode is a ferry system. A ferry infrastructure is the most cost effective, most environmentally friendly, and least carbon-based mode of public transportation. In addition, a ferry system is the only transportation system that meets the demands for public transportation, emergency response, and tourism attributes.

Historically, Portland's two majestic rivers were part of Portland's public transportation system. Reestablishing a river ferry system will happen again in Portland. The only question is will the leaders of today embrace such an innovative option, or will such a decision be deferred to future leaders to take credit for adding a ferry transportation option for the Portland metropolitan region.

Best regards,
Scott South

Sent: 1/8/2020

From: LAURINE E MITCHELL <goconow@comcast.net>

Subject: My endorsement for Frog Ferry

To Whom It May Concern:

My husband and I just returned from a Christmas vacation to Coronado, California. While there, we frequently used the ferry boat between Coronado and the waterfront of San Diego. Observing cyclists, people using the ferry there to and from work, and people like ourselves (tourists!) I asked, "Why doesn't Portland have one of these." Upon returning to Portland, we learned the idea is in motion.

We can't help but believe this is a win/win idea.

Laurie Mitchell
Wilsonville, OR
503-756-9024

Sent: 1/8/2020
From: Dorie C <baynorthwest@msn.com>
Subject: Highway 43

As a resident of West Linn for the past 10 years, highway 43 is becoming a nightmare. The residents from Oregon City and Lake Oswego use it as a short cut from 205 and I-5, during rush hour you can't even get out on the street. Tonight I had to go to the Credit Union off Hood, and the backup was 3 miles long of stop and go traffic. It is like that every day from 2:00 to 6:00 PM going North, and the same in the am going toward South to LO. We at least need a traffic study so that you are aware of the amount of traffic that uses 43 on a daily basis. If they decide to put tolls on either 1-5 or 205 then it will be 10 times worse. Makes me want to move.

Dorie Christman
503-702-3222 cell
503-722-5939 office

Sent: 1/8/2020
From: Janice Snyder <janiceliza@gmail.com>
Subject: Input for transportation funding ballot measure

Dear Metro Transportation Funding Task Force,

I had a chance to briefly review the task force recommendations that I understand you will be discussing next week. I was happy to see that Powell Blvd is one of the focus areas, though I noticed only about half of the allocated dollars would be for safety projects and it isn't clear to me how those would be prioritized. As someone who lives near Powell Blvd and now must cross it by bicycle with a 6 year old every day on our school commute, I am extremely concerned about the known dangers of this road and the logistical difficulties that seem to be more acute given the different jurisdictions between PBOT and ODOT along this state highway. I shudder as cars drive by us at 35-45 mph, and feel strongly there should be a school speed limit zone. As such, I would encourage the ballot-measure authors and the task force to look not only at safe pedestrian and bicycle crossings to Powell, but also to examine speed limits as they apply to a goal of a truly safe and healthy community. I fully support "20 is plenty" for our roads, including Powell. I believe we ought to have assurance that ALL sections of Powell with nearby schools (including the Kellogg middle school currently under construction) which require families to cross them have adequate opportunities for safe crossings.

In general I would also like to request the bond measure address connectivity of "family-safe" bicycle routes throughout the city. As an avid cyclist I have no problem getting throughout town, but for so many people - including younger and older people as well as those new to cycling, a bike lane on a busy street is still too dangerous or intimidating. We need better

connected routes that consist of dedicated bikeways or bike boulevards. Portions of southeast, northeast, and downtown Portland have this in place, but it needs to be easier to connect to east Multnomah county, Clackamas, and all of the Metro area.

Thank you for taking the time to read these comments and thanks for all the work that has gone into this planning process.

Sincerely,
Janice Snyder
Portland, OR

Sent: 1/9/2020
From: Tobi Lehman <tobi.lehman@gmail.com>
Subject: Ferry service in Portland/Vancouver area

I've been a resident of Portland for 13 years, and was impressed with the work of the Friends of Frog Ferry project, and I think this area would benefit tremendously from the addition of a ferry service.

Traffic along I-5 could be reduced by commuters going from Vancouver to Portland by boat. That would reduce greenhouse gas emissions, reduce traffic, and be way more fun than sitting in a car on a freeway. It would also connect communities in Oregon City, Milwaukee, downtown Portland and St. John's.

I fully endorse the passenger ferry idea, and would like Metro to as well.

-Tobi

Sent: 1/9/2020
From: Jeremy Anderson <jeremy85th@hotmail.com>
Subject: Washington Park & Zoo Railroad

To whom it may concern,

I have heard that Mayor Wheeler has asked for the railroad repair cost to be included in the 2020 Metro Transportation Bond.

I am in agreement with the Mayor and think the cost should be included. You need to fix things you already have that the community wants fixed, as well as fund additional projects such as the S.W. MAX Line.

If this funding for repair of the Zoo Railroad is included, you have my vote for the bond. Good luck with all your projects.

Sincerely,
Jeremy Anderson
Beaverton, Oregon

Sent: 1/10/2020
From: Christopher Holland <chrismholland89@gmail.com>

Subject: Metro bond 2020 feedback

To whom it may concern,

I am extremely disappointed to see the proposal that Metro has created for the November 2020 ballot. Metro has once again ignored North Portland. I know that the City of Portland and Trimet don't care about North Portland west of I5, but my hope was that Metro would fill the gap.

I'll be working to rally my neighbors to oppose this bond. It's incredible that Portland's working class community in North Portland is being asked to subsidize improvements in Portland's wealthiest neighborhoods.

You are making income inequality worse. Stop it.

-Chris

Sent: 1/10/2020

From: Renee Bartley <renee.bartley@gmail.com>

Subject: Transportation Investment Measure - Frog Ferry!

Hello!

I just wanted to express my support for the funding of Frog Ferry ferry service. Not only will it lead to less road congestion but will reduce green house emissions, and is just an innovative way to use our waterways. Additionally its operations out of north Portland will not only serve but also help to employ the diverse community that lives here.

Please consider and support Frog Ferry as part of the 2020 Transportation Investment Measure.

Thank you!

Renee Bartley

Sent: 1/10/2020

From: meridel Prideaux <merideljp@comcast.net>

Subject: Frog Ferry Project

To Whom It May Concern.

I am submitting my support for the Frog Ferry project. Being able to remove 6000 cars per day from our roadways will improve the quality of life for this region. We are one of the few waterways in the world that does not have a passenger ferry on the rivers. As a native Oregonian, I encourage you to move forward with this project. It can be implemented in only 3 years; it would reduce greenhouse gas emissions; build a micro-industry, hiring to increase social equity and diversity and to create a new transit mode to connect peoples to workforce and peoples to the river.

As I travel the globe, I use the water ferry at every opportunity. The tourist will find the Frog Ferry a unique and pleasant way to explore the beautiful Oreogn territory.

Thank you for your consideration.

Meridel Prideaux
merideljp@comcast.net
2393 SW Park Place #207
Portland, OR 97205
503-819-1883

Sent: 1/20/2020
From: Charlene Zidell <czidell@zidell.com>
Subject: November T2020 Bond Measure

Hello,

I am writing to support the inclusion of the new passenger ferry system, Frog Ferry, in the T2020 Bond Measure. We have the perfect opportunity to create a new mode of transportation between Vancouver, Washington and Portland, Oregon. This is an opportunity to get cars off the road reducing greenhouse gas emissions while transporting individuals primarily to and from work. A river system is the only transportation system completely reliable and not effected by accidents, acts of nature, etc. that can, and will, delay traffic. This passenger ferry system will reduce the cost of transportation and parking for individuals commuting between the cities for work. Ferry systems are used all over the country and world. We must follow suit and bring a new mode of transportation to alleviate the pressure on our roads.

Thank you for your consideration.

Charlene Zidell
ZRZ REALTY | *VP Strategic Partnerships & Family Vision*
2020 SW 4th Avenue, Suite 600
Portland OR 97201

Sent: 1/11/2020
From: Todd Aschoff <tbaschoff@me.com>
Subject: T2020

Dear Lynn Peterson and the Transportation Funding Task Force,

I am writing you because, as I read the survey results for the T2020 bond proposal, the project concept and timing seemed to me a desperate attempt for METRO to strike out to the property tax paying public before the music stops in this economy. As a property tax paying, student loan paying homeowner - I want you to know that each bond measure is money right out of my pocket with few measurable results.

Please note the attached map and link [HERE](#) to Portland's current and future projects in the East Side areas METRO proposes to "increase safety" and to invest in " a transportation system that works for everyone"

I happily pay the parks and zoo bonds, but I believe METRO is not to be trusted in facilitating overlaying regional transportation objectives.

From experience I am well aware that the METRO council feels itself somewhat wiser than the electorate, as exemplified by the Convention Center Hyatt deal.

I would like you to be particularly aware of how the City of Portland has been labelling bonds for positive results and not presenting them for what they actually fund. Metro's last bond said it would "Protect headwaters of local rivers like the Willamette" Huh? I suppose the headwaters of the Willamette are debatable....

But my real question is:

How are the LIT group construction recommendations really going to have " [top outcomes for investment in this county should be leading with racial equity, transit, safety, anti-displacement, and climate resiliency](#) " ?

Please enter this email as my testimony - and feel free to summarize my input as follows.

"As a burdened tax paying public school teacher and home owner, I do not believe that the METRO regional government is well suited or qualified to raise money through a bond that will duplicate transportation efforts through the disguised lens of equity and climate resiliency. "

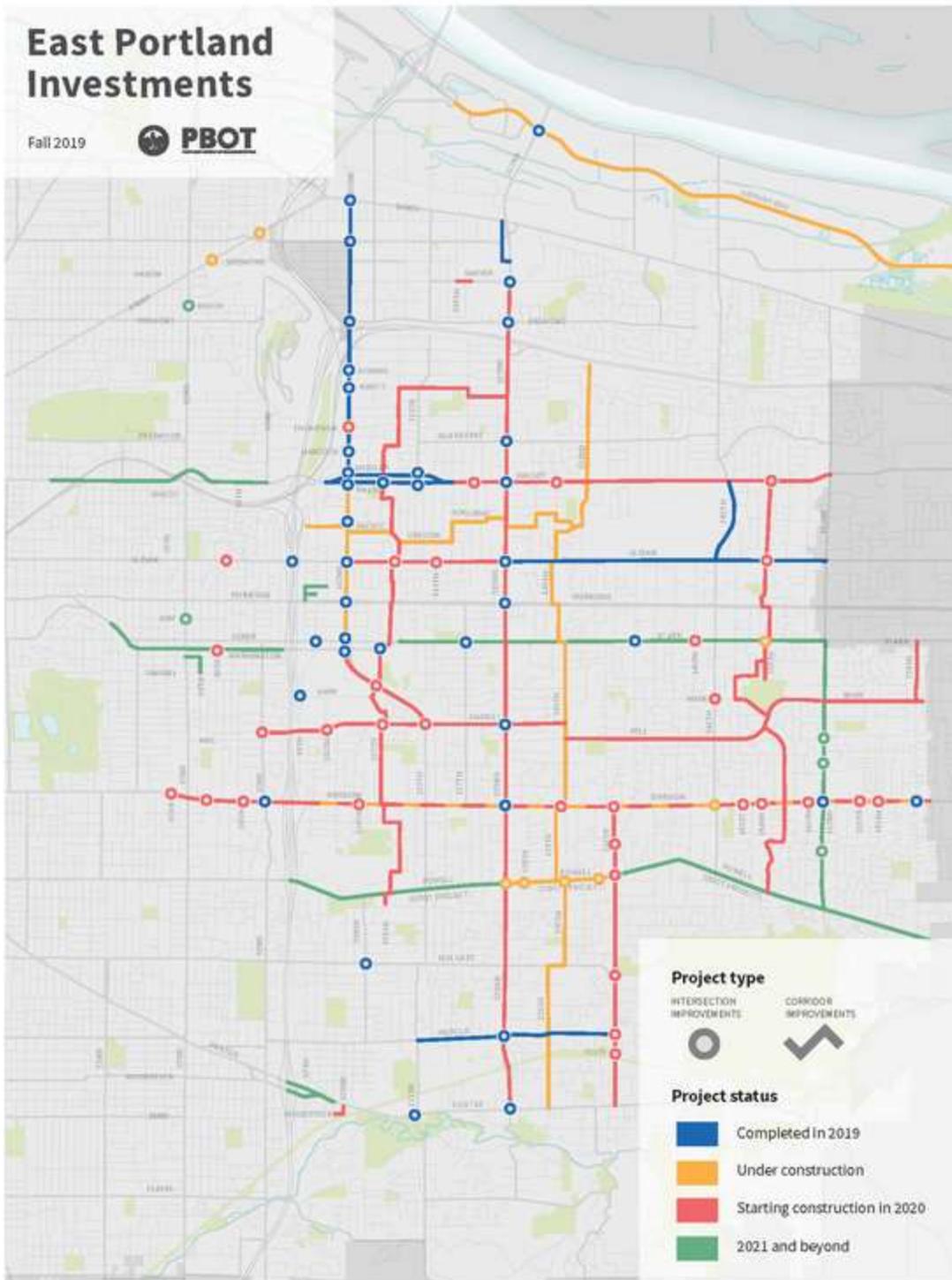
Sincerely,

Todd Aschoff

ps: I do thank you for all of your hard work

East Portland Investments

Fall 2019



Sent: 1/11/2020
From: Andy Ellis Valdini <aevaldini@gmail.com>
Subject: T2020

Dear Transportation funding task force and Metro Council,

I am a citizen, father, and small business owner in Portland. I'm writing to share my hopes for the use of the T2020 funds for transportation.

I want the air in our city to improve, so that my daughters will have clean air to breathe. I want our carbon footprint to decrease, so that we can address global warming. To these ends, I would like to request that the funds be used to:

Improve and expand protected bike lanes so my family can safely bike where they need to go.

Increase the frequency of service on MAX and bus lines.

Extend MAX

Invest in zero-emission public transit.

We shouldn't support any transportation investments that include road widening or freeway improvements. Instead, we should lead the way with clean and efficient public transit and bicycles.

Thank you.
Best wishes,

Andy Ellis Valdini
7745 SE 16th Ave
Portland, OR 97202

Sent: 1/12/2020
From: Fredrick Sawyer <fredasawyer@comcast.net>
Subject: Support the C Ave to Courtney Ave Oak Grove/Lake Oswego(OGLO) Bike/Ped Bridge Alignment

All

I presented the C Avenue to Courtney OGLO Bridge alignment option to the Clackamas County Ped/Bike Advisory (PBAC) on Nov 5th. The PBAC voted unanimously to recommend the Clackamas County Board of County Commissioners(BCC) consider this option. MAP-IT also unanimously supported this alignment at their Nov 19 meeting. This option lands the bridge on the alley between 1st Street and OR 43(State Street) on C Avenue in Lake Oswego. The street ROW continues but not the street due to the steep bank so no driveways are affected. The alignment passes over OR 43, the RXR, the Tryon Creek Waste Water Treatment Plant property.

The alignment is along the northern edge of the plant on the plant property and meets the existing proposed alignment to Courtney Avenue on the west bank of Willamette River.

This option is far better for users than landing the bridge in one of the parks far away from and below Downtown Lake Oswego. Most users will come from or want to be in downtown. None of this alignment is in or over Tryon Cove Park, Tryon Creek Park, or Foothills Park. This alignment provides a good connection between Downtown Lake Oswego and the Trolley Trail.

Please continue the OGLO Bridge Study and direct staff to study the C Ave to Courtney Alignment.

Thank you

Fredrick Sawyer Retired ODOT, PTE, PLS.

Sent: 1/13/2020

From: jmpultz5@gmail.com

Subject: Transportation

I really want to push more public transportation. We should think about putting our public transportation underground like Seattle is beginning to do. And remember public transportation usually only works for those people who have 9 to 5 jobs at one location. Many people like myself have to travel from place to place during the day. Which means people like me are unable to use public transportation for our work schedule. I would like to know what the numbers are for the people who have 9 to 5 jobs in one location versus people who do not have that type of job. That may help us to decide what type of public transportation to create.

Sincerely, Jennifer M. Pultz

Sent: 1/13/2020

From: Paul Runge <prunge@pdx.edu>

Subject: I support an exclusively climate-friendly transportation bond

To whom it may concern—

My name is Paul Runge. I'm a 28 year old graduate student at Portland State University. I'm writing to ask that the Transportation Funding Task Force and Metro Council alter the transportation portfolio funded by the 2020 bond measure to exclusively support climate-friendly transportation: transit, biking, and walking.

We are in the middle of a climate crisis. Now is the time to unequivocally live up to our region's professed values of conservation and environmentalism. Standing up for the climate doesn't mean doing mostly the right thing. We should aim to go all the way. We know what happens when we build for cars first: we end up with an auto-oriented environment, car reliance, and we induce more driving. This region's governments say they're trying to extricate themselves from car dependence and the harmful emissions such dependence produces. This bond measure is the perfect opportunity to show that the regional government is going to lead this effort.

When I see driving infrastructure in the bond measure's project portfolio, I see a belief--or maybe an unchallenged assumption--playing out: that we can't pass a regional bond without including

driving infrastructure. Is that actually true? There's not a version of this bond that could pass while focusing exclusively on climate-friendly transportation around the region? If we truly can't get to that outcome, then what other climate friendly initiatives could we include in the bond to make it possible? What creative, green options can we put on the table to sweeten the pot? An e-bike rebate? More funding for parks and preservation? Something related to clean energy and energy efficiency? I believe we can achieve great things with this bond, but we have to aim high and be creative. Please aim as high as you can and help our region live to its highest moral calling.

Thank you very much for considering my perspective.

Paul Runge

Sent: 1/13/2020

From: Fredrick Sawyer <fredasawyer@comcast.net>

Subject: Thanks for supporting Active Transportation for the McLoughlin Area

To Jim Bernard, Mark Gamba, and the T2020 Task Force

Thank you for supporting the McLoughlin Area Plan Implementation Team (MAP.-IT)'s McLoughlin Corridor Equity Sidewalk Plan by the unanimous vote supporting the first amendment at the Dec 18th Task Force meeting which included 'add active transportation/safety in the McLoughlin Corridor'. Thank you for the increased funding of up to \$207M for enhanced transit and safety.

The McLoughlin Corridor Equity Sidewalk Plan connects mobile home parks, apartments, retirement centers, bus stops, schools, and the Trolley Trail. The plan includes sidewalks on main streets between and along all TriMet bus lines between Milwaukie, Gladstone, the Willamette River, and I-205. Enhanced transit on lines 29-34 in the McLoughlin Area, including, Oak Grove, Jennings Lodge, and Clackamas. The plan includes Safe Routes to Schools for Oak Grove, View Acres, Riverside, Bilquist, Jenning Lodge and Candy Lane Elementary Schools; Alder Creek Middle School; Putnam, New Urban, and Sabin-Schellenberg High Schools.

Thank you
Fred Sawyer
Oak Grove

Sent: 1/13/2020

From: NICOLE PERRY <nicolepperry@msn.com>

Subject: public comment - T2020

As this transportation measure is considered, safety, equity, and air quality need to be the utmost priorities. The region has widely varied conditions for all road users, establish ways for filling in gaps and addressing omissions of infrastructure and non-infrastructure throughout. McLoughlin and 82nd Ave desperately need to be made safer. There are so many pedestrians utilizing the bus on those corridors, as well as more bicyclists. Transit needs enhancement to increase service efficiency and accessibility, making it easier to get around.

These alternative transportation choices alleviate the amount of vehicle traffic, thus reducing emissions causing poor air quality. Finally, sustaining programs with support is important. Safe Routes to School and youth transit passes are significant examples of efforts equaling action where patterns change when improvements are made, resulting in more livable communities.

- Thank you for keeping safety a top priority,
 - Nicole Perry
-

Sent: 1/13/2020

From: Fontes <rfontes@q.com>

Subject: Proposed transportation bond

Please pull the Southwest Corridor Light Rail project from the proposed transportation bond issue.

MAX fails to provide cost-effective transportation:

On average, light rail is running at less than 14% of capacity, and more importantly, it averages less than 20% of capacity through the maximum load sections (MLSs). At about \$500 per revenue hour, MAX trains need to average at least 40% through MLSs to compete with 60 foot buses operating in well designed BRT systems built to MAX standards. TriMet has been diverting scores of millions of dollars annually to prop up underperforming rail lines. In other words, we're paying for but not getting over 1/2 million revenue hours of bus service per year.

Transit ridership is going down even as our population going up:

TriMet rides per capita and bus ridership peaked in 2009. The former is now at the lowest level in 22 years. MAX and TriMet total ridership peaked in 2012. National transit ridership peaked in 2014. We're now seeing evidence of impacts from new developments in information technology. Enabled in part by telecommuting, working at home is the fastest growing "means of transportation to work" as measured by the Census Bureau, both locally and nationally. Several researchers have confirmed that TNCs such as Lyft and Uber eat into ridership. A 2018 University of Kentucky paper found that the bite increases with time.

The fact that this drop is happening during a period of economic and population growth seriously questions the efficacy of the claim that we need light rail expansion to minimize congestion.

The project is doomed:

Voter approval is not exactly a sure thing. Continuing ridership losses and tax hikes puts TriMet's existence into jeopardy. As unlikely as it seems right now, there is a very real chance that voters could reign in or even pull the plug on TriMet, possibly before the project is completed. But the biggest problem is that it will become impossible for MAX to provide cost-effective transit once buses are automated.

Please give transit a fighting chance to serve us in the future by killing Southwest Corridor Light Rail.

Thank you,

R A Fontes
PO Box 144, Lake Oswego, 97034

Sent: 1/13/2020
From: Carine Arendes <carinearendes@gmail.com>
Subject: Testimony

I am writing to express support to include the following in regional transportation funding

- Building protected bike lanes and sidewalks that meet accessibility needs for everyone as part of a safety improvement package
- Enhanced public transit infrastructure, including more frequent and reliable buses, and completing the long-overdue light rail expansion in the SW Corridor to reduce traffic and increase access.
- Transit improvements should be equitable, prioritizing the needs of communities of color and low-income riders regardless of location
- Include spending to meet our region's goals for reduced carbon emissions, incorporating public art into public investments and ensuring multi-modal routes are connected to each other, workplace and civic destinations, and especially transit.

Carine Arendes

9524 SW North Dakota St.

Portland, OR 97223

Sent: 1/13/2020
From: Gerald Fox <GDfox@q.com>
Subject: Funding the Zoo Railway

I would like to urge you to include some funds to resume operating the zoo railway in the upcoming transportation measurement. This is a popular low cost project which should be help passage of this measure.

Gerald Fox

Sent: 1/13/2020
From: Kelly O'Hara <kelly@pdxcb.net>
Subject: T2020 Testimony

I have been following the development of the T2020 measure for a while now. I am deeply concerned about the contributions of our current transportation system to the climate crisis. I am also concerned about safety, lack of access to transportation options, equity impacts, and how a growing population can move around the region efficiently. A key factor tying all of these goals together is eliminating our reliance on personal motor vehicles, and transitioning to a multimodal system of transit, bikes, walking, and other micromobility options. There is no other way.

Many of the projects proposed are a step in the right direction. I am glad to see many of the changes that have been made, such as adding enhanced transit to every funded corridor. However, given the short timeline we have to address the climate crisis, small steps are not enough. We need running jumps. It's not enough to think in terms of corridors: we need a comprehensive network of changes. We need enhanced transit everywhere, with radically increased bus service that is available for free to as many people as possible. We need protected bike routes that allow people to ride in safety and comfort, even inexperienced riders and young children. Every neighborhood needs to be a walkable. Maybe smaller steps are all that feel possible right now, but since you have provided this forum for public testimony, I am here to say that I support going big. Whatever funding you ask of me, I will happily pay. Our future, our children's future is on the line.

One particular concern I have with the proposed projects: I do not understand how the Airport Way project is still included. Not only is it solely a road expansion that will increase vehicle miles traveled, but the justification given for the project is to accommodate airport expansion. Air travel is itself a huge emitter of greenhouse gases. At this critical point in time, where we need to be doing everything in our power to reduce greenhouse gas emissions, it is absurd to be talking about increasing road capacity to facilitate more people flying. This project needs to be eliminated from the proposal.

I appreciate the hard work of Metro staff, local governments, and the task force on these proposals. I hope that Metro in particular can work to provide leadership on a long-term, regional transportation vision that supports our shared goals.

Thank you,
Kelly O'Hara

Sent: 1/14/2020
From: Seth Alford <setha45@gmail.com>
Subject: Transportation investments, my recommendations

Fund fixing crash corner, also known as Beaverton-Hillsdale/Oleson/Scholls. This is important to motor vehicle traffic, including busses, and bicycle and pedestrian traffic. Until I retired, crash corner was always the most "interesting" (in a bad way) part of my bicycle commute.

I would rather see bus rapid transit with dedicated lanes over a Barbur Blvd MAX line. Busses are cheaper and more flexible than trains running on tracks that can't be moved. Whichever you choose, fix the bike lane gaps on Barbur.

I've been asking for these projects to be fixed for years. I will have a difficult time voting for a transportation funding measure if I don't see these fixes included.

--Seth Alford
8915 SW Rosewood Way, Portland, OR 97225

Sent: 1/15/2020
From: Kent Wu <kentwu1988@gmail.com>
Subject: C2C and existing 185th as a case study for why not to expand lanes

T2020 Task Force,

I attended the Metro council meeting Monday the 13th regarding the T2020 and was enthused to see a gradient of ages and perspectives of participants. So thank you Metro for hosting the forum. I hope the council and the task force was listening. The sentiments I heard were to prioritize public transit and safety and address climate change through investments in modes of transportation that reduce greenhouse gas emissions. What I also heard, to be fair were real concerns regarding cost and impact.

I want to applaud the task force for demoting the lane expansion of the C2C as lower priorities. I had not heard of the corridor before the meeting, but after the meeting reviewing the documents and the proposal to increase lane expansion, I can see how it was contentious decision and continues to be.

I would like the task force to encourage folks who are proponents of road widening for cars (on and off the taskforce) to take a field trip to the other side of town to 185th, in Hillsboro, Beaverton and Aloha. It's the perfect case study of how unpleasant road widening is. Have folks drive it, walk it, or bike it. Its miserable in all modes.

I used to live out there with my brother and was transit/bike dependent I feared biking it and when I drive to his house, now, I avoid it. It's a classic example of car lane expansion built for peak loads and still not performing to meet our goals of our community. It just fills up with more cars and over the years I've seen all the intersections become wider and then busier causing more delays to the point where some of the intersections could literally fit the entire footprint of Director's Park, in downtown Portland. On foot people must cross more than 100 ft intersections with no medians, no walk in the park.

In addition, now on this same ballot measure proposal for 185th, there is a project spending a disproportionate amount of funds, 70- 87 million dollars to build one bridge for the MAX to cross it. 1/3rd of the project budget. Yes, the MAX may cause slight delays especially when the Red line extends, but what about the other 4-5 lanes car-centric east-west corridors, the Evergreen Blvds, the Cornells, the Baselines. It's comical to think that the 30 seconds for the MAX to cross 185th carrying hundreds of passengers at once is the source of congestion and not the few dozen cars that cross it at every intersection.

Take that 70 million dollars and fully fund transit and bike improvements on 185th all the way to Farmington that connects Aloha High school, Westview High school and 2 PCC campuses or actual Max Line and station improvements. This bridge on 185th seems to be geared toward increasing car flow and disguised as transit funding. People in cars can wait a few seconds, they are protected from the rain, they have heat, that's the cost of using a single occupancy vehicle. First fund transit improvements like priority bus signalling and bus pullouts and lanes then see how that impacts "congestion" at the proposed bridge.

If lane widening occurs on C2C, then we should expect another proposal in 10-20 years of another massive ineffective MAX bridge crossing at 181st. I urge the task force to think critically about the cost and impact of not just today but in the future.

Respectfully,
Kent Wu

Sent: 1/15/2020

From: Brian O'Grady <bdograty@gmail.com>

Subject: Transportation Funding for 2020

To Whom It May Concern,

As a resident of Portland I am increasingly concerned about our continued failure to address the regions reliance on SOVs. As a result of the continued investment in car centric infrastructure, we continue to as citizens of the inner city to sacrifice their quality of life to make it easier for people living farther away to continue to destroy our environment. That needs to stop.

We need to invest in transportation alternatives to Single Occupancy Vehicles. Public transportation, bicycle infrastructure and pedestrian infrastructure should be the overwhelming priorities. Particularly since the bonding of investments will require future generations to pay for the decisions you make today.

Thanks you,

Brian O'Grady

Sellwood

bdograty@gmail.com

January 13, 2020

Metro Council
600 NE Grand Ave.
Portland, OR 97232-2736

Subject: 2020 Transportation Funding Measure – Task Force Recommendations

Dear Council and Task Force Members:

I am writing to express disappointment with some of the subject recommendations. As the land use chair and transportation of a Portland neighborhood, I hear frequently from neighbors and businesses about our transportation network. I also am a planning professional and understand the difficult position you are in when asked to balance current needs and perceptions with forecast conditions. The proposed system investments will live with us well beyond the 10 to 15 years they may take to implement.

I am a bit perplexed, however by the inclusion of several corridor recommendations, which seem to be at odds with the stated goals and values for the program. The discrepancy in the estimated performance of corridor investments in addressing climate change/greenhouse gas emissions (GHG), and/or investment in less affluent areas and neighborhoods of color are particularly bothersome in the following corridors.

- C2C/181st - \$0 targeting GHG and only 37% serving equity focus areas.
- Sunrise Corridor - \$0 targeting GHG and only 34% serving equity focus areas.

There are other corridors where the investments appear not to address GHG but the improvements largely benefit equity focus areas (e.g. 162nd Ave.) and where the investment offers significant GHG reduction but serve relatively limited equity focus areas (e.g. SW Corridor). The aforementioned, however, fall short on both counts. They also do poorly leveraging other funding.¹

I was struck by the lack of investment proposed in the north and northeast part of the region. The Sandy Blvd. corridor, MLK corridor, and St John's/Lombard corridors include significant equity focus areas and transit enhancements in these corridors would deliver substantial GHG benefits. I am not insensitive to the need for geographic balance in the proposed package. In that context there must be other corridors in Clackamas County in which \$200 million in roadway enhancements would serve a greater percentage of equity focus areas and/or deliver GHG reductions. Can't we do better?

¹ Source: Metro 2020 Transportation Funding Measure, Technical Memo 20061

One final comment is that I am concerned we're asking too much of the region to support a ballot measure comprised mostly of road enhancement projects when we face the daunting task to underground MAX beneath the river and through downtown? The entire LRT system's ability to expand its ridership rests on reducing travel time through the central city. I am concerned that asking voters to support this array of roadway enhancements now could send mixed signals about our need to make vital strategic investments in the near future to ensure our electric rail system can expand. In this context is it worth paring the roadway program back to reduce the fiscal burden on region and keep our powder dry for future investment in more strategic assets?

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Heffernan', with a long horizontal flourish extending to the right.

Daniel J. Heffernan
2525 NE Halsey Street
Portland, OR 97232



October 29, 2019

Dear "Get Moving 2020 Task Force" and Metro Council:

On behalf of the Washington County Board of Commissioners, I am writing to express our support for the city of Hillsboro's request for the Task Force and Metro Council to designate the US 26 Corridor a Tier 1 corridor in the Get Moving 2020 measure for corridor planning funds. The proposed measure funding would leverage the effort directed by the Governor for ODOT to collaborate with regional partners to complete a Transportation System Improvements Study to examine system conditions and needs on the Sunset Highway Corridor on Portland's west side. Washington County and the city of Hillsboro each earmarked \$100,000 in local funding to support this effort. We appreciate this investment from the State; however, additional funding is needed to complete a robust corridor plan.

The US 26 Corridor is one of the region's most congested and least-reliable corridors, despite the success of the parallel MAX red and blue lines. The 2018 Regional Transportation Plan identified the Corridor as a need for Corridor Refinement Planning, which recognizes that the projects in the RTP do not address the identified corridor deficiencies.

Major solutions to the deficiencies in this corridor will require long-term efforts. However, other near-term improvements are possible. The additional \$1.3 million in corridor planning funds as requested from the Regional Transportation Funding Measure will support the shorter-term efforts while continuing to explore long-term solutions to improve mobility, safety and reliability between I-405 to Brookwood Parkway on US 26.

Washington County is pleased to partner with ODOT, the City of Hillsboro and others as we endeavor to identify improvements in this corridor through this study consistent with the Task Force and Metro Council values for the Get Moving 2020 Funding Measure.

Thank you for your consideration.

Sincerely,

Chair Kathryn Harrington
Washington County Board of Commissioners

cc: Board of County Commissioners
Steve Callaway, Mayor, City of Hillsboro



October 29, 2019

Dear "Get Moving 2020 Task Force" and Metro Council:

On behalf of the Washington County Board of Commissioners, with support from project partner ODOT, along with the cities of Beaverton and Hillsboro, I am requesting the Task Force and Metro Council designate Highway 217 as a Tier 1 corridor in the Get Moving 2020 measure for project construction funding. This proposed funding would allow construction of improvements to more safely and efficiently manage traffic flow by redesigning and rebuilding the ramps and merges on Hwy 217 at the Canyon Road and Beaverton-Hillsdale Highway interchange.

The proposed investments will build on long-term efforts to improve safety and traffic flow on this critical highway. Previous investments include traffic management using ramp metering and variable message signs. In addition, HB 2017 provided funds for targeted safety and bottleneck relief through construction of ramp modifications and auxiliary lanes between Allen Boulevard and 99W. These improvements are currently in the design phase, with construction expected to begin in 2021.

Highway 217 is a regionally-important north-south limited-access facility linking US 26 and I-5. Hwy 217 is currently a four-lane facility south of Walker Road. The need to improve north-south routes in Washington County has been identified in multiple plans over decades—notably including the late 1990s LUTRAQ (Making the Land Use, Transportation and Air Quality Connection) project. The highway provides access to the jobs along the corridor, serves the Washington Square and Beaverton Regional Centers and provides access to and from Washington County and the region for goods movement, jobs access and many services. Congestion on Hwy 217 results in spillover traffic on adjacent arterials not designed for these volumes. The proposed Get Moving 2020 investments would improve safety and flow on Hwy 217, which should also improve safety and reduce through traffic on adjacent arterials.

In the current project on Hwy 217, ODOT identified opportunities for bicycle and pedestrian improvements and leveraged local funding. This proposed project would also incorporate multimodal improvement opportunities.

These proposed Highway 217 Corridor investments are estimated to total between \$130 and \$150 million dollars. The project partners recognize that requesting additional corridor funding may require trade-offs from other investments and anticipate this discussion when the Get Moving 2020 funding mechanism and revenue sources are identified.

The attached application responds to the information requested by Metro staff to move a Tier 2 corridor to a Tier 1 corridor.

Thank you for your consideration.

Sincerely,

Chair Kathryn Harrington
Washington County Board of Commissioners

cc: Board of County Commissioners



October 29, 2019

Dear "Get Moving 2020 Task Force" and Metro Council:

On behalf of the Washington County Board of Commissioners, and with support from our project partners ODOT and the cities of Tigard, King City, Tualatin and Sherwood, I am requesting the Task Force and Metro Council to designate Highway 99W as a Tier 1 corridor in the Get Moving 2020 measure for corridor planning funds. The regional impact and value of Hwy 99W transcends local jurisdictions. Even with more than 27 related local plans, no unifying strategy guides how this critical transportation corridor will serve local, regional and state needs as growth pressures continue to stress our shared infrastructure network. With Get Moving 2020 funding, the cities of Tigard, King City, Tualatin and Sherwood, the County and ODOT will work together in a planning process to define the future of this increasingly outdated, yet critically important, transportation corridor.

Highway 99W is a regionally-important facility. Like many other urban state highways, it is not suited for today's traffic congestion and increasingly multi-modal needs. It links the cities of southern Washington County and connects the Portland Metro area to the greater Willamette Valley. It provides access to 10 percent of Washington County's population and 20,500 jobs are located within a half-mile of the highway. The cities of Tigard, King City, Tualatin and Sherwood are experiencing high growth rates and are projected to continue to do so over the next 20 years, particularly as new urban residential areas are developed and employment grows in the south county industrial area.

While some of the needs along Highway 99W have been identified through other planning efforts, the corridor lacks a unified vision for future growth and needed investments. The corridor planning process will develop a corridor vision and include outreach targeted to communities of concern, an inventory of needs and opportunities, project cost estimates and priorities, and a funding strategy. The 99W Corridor plan will inform a future pipeline of projects that support multimodal needs and land use goals. This plan can leverage opportunities with other regional efforts, including implementation of the 2018 Housing Bond, the 2019 Parks and Nature Bond and the SW Corridor light rail project.

The corridor planning effort is estimated to require between \$3.5 and \$5 million dollars to complete. The attached application responds to the information requested by Metro staff to move a Tier 2 corridor to Tier 1 for corridor planning.

Thank you for your consideration.

Sincerely,

Chair Kathryn Harrington
Washington County Board of Commissioners

cc: Board of County Commissioners

Board of County Commissioners

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545



GETTING THERE TOGETHER

January 15, 2020

www.gettingtheretogether.org | info@gettingtheretogether.org

Dear T2020 Task Force Members,

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

Guiding Questions on Revenue

The Coalition felt it was best to provide Task Force Members with a series of guiding questions we have used to better understand revenue options, and in turn might be helpful guiding your thinking as you give feedback and input to the Metro Council and staff. The questions are as follows:

- Before even considering new sources of revenue, is revenue generated by this measure being effectively leveraged with local jurisdictional dollars?
- Is a revenue option progressive in design in which those with the least ability to pay bear the least financial burden? How do we know this?
- Does/could a revenue option create a burden that falls disproportionality on communities of color?
- Does/could a revenue option place a usership burden on cars so that the chosen funding mechanism plays into our climate goals?
- Are the current programs and projects funded at a level that matches the regional needs, and if not is there potential to raise more revenue for programs to ensure those needs are met?

When approaching how this potential measure will be funded, the Coalition has continued to analyze all options by leading with the value of racial equity, especially ensuring it is financed progressively, with the burden falling the least on those who can least afford it. The Coalition reserves final judgement on any financing options until we see specific, quantifiable, and easy to understand information on each mechanism, including how much revenue these options could generate, what the impact would be to those of low to moderate incomes, how projects are staged with financing to prioritize communities of the highest need, and the total cost of the measure. We suggest exploring the following revenue options for additional information: an employer payroll tax, a high earners income tax, and a vehicle registration fee.

Additional Questions on Revenue

Beyond these guiding questions, we would also like to flag two important questions for you to consider as you think about this measure, and the future of transportation in our region.

First, is \$50m a year for the proposed programs enough to meet the needs of community? To what extent can programmatic investments be expanded for even greater safety, climate resilience, and racial equity outcomes -- in the same way project investments were expanded? Project investments increased by 36% from the original staff recommendations in order to adequately fund community needs. What level of funding do we need to adequately fund Active Transportation Regional Connections, Safety Hot Spots, Better Bus? Protecting and Preserving Multifamily Housing, including robust and meaningful investments in anti-displacement measures and policies? Safe Routes to School, including both Infrastructure and Non-Infrastructure funding? A Regional YouthPass for all youth aged 18 and under?

Second, numerous additional revenue tools exist, that Metro was once looking to fund this measure and are no longer on the table. We understand that due to state regulations, Metro cannot administer many of these mechanisms at this time. However, we urge Metro and Task Force members to not discuss only the mechanisms that are contenders for a 2020 measure, but think forward to funding crucial transportation improvements in the future, beyond 2020. If this is a first step towards a set of transformational transportation policy in our region, we must have the financing conversation in conjunction with a future financing discussion.

As such, Metro should articulate intent and future plans to unlock some of these options such as a gross receipts tax, a carbon tax, a vehicle privilege fee (a progressive tax on the value of cars sold), and the unlocking of state highway trust fund dollars for multimodal uses. Asking Task Force members to pick among limited options is an exercise in frustration and not sufficient engagement - we should be asking Task Force members to also identify mechanisms to unlock at the state level, and direct some of the effort towards that end. Until these options are unlocked, we will not be able to aspire to and achieve something truly transformational for our region's transportation system.

Thank You!

As we begin to move closer to the final stages of the Task Force process, we want to thank you as members for your time and dedication to our region. The questions put before the task force on this measure's projects, now funding mechanisms, and in the future programs are all complicated. The Coalition continues to feel that a collaborative process rooted in the Task Force's values of safety, climate action, and particularly racial equity in regards to this measure's funding mechanisms, is the best way to create a T2020 measure that can aspire to and achieve something transformational for everyday Oregonians.

Sincerely,

The Getting There Together Coalition