

Written Testimony  
Transportation Funding Task Force  
Meeting 16  
December 18<sup>th</sup>, 2019

Sent: 12/12/2019  
From: Sally Workman <mysticnerin@gmail.com>  
Subject: Park Ave Park & Ride Garage

Good afternoon. I would like to add my support for the Park Ave. Park & Ride Garage expansion. As a property owner in the neighborhood, accessing our driveways and negotiating the streets is getting to be a hazard with all the added cars from the MAX riders.

Thank you for your consideration.

Sally Workman

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Sent: 12/12/2019  
From: Matthew Schacht <mschacht94@comcast.net>  
Subject: Park Avenue Park & Ride Expansion

Hello, My name is Matthew Schacht.

I am a resident of Oak Grove, and I use the Park Avenue station every day for commuting. It is very convenient to have such a close place to get on the light rail. However, parking there is not the best. If you get there past 8am, even with the inclusion of the Elk's Lodge lot next door, there will most likely be no parking spots available. I believe this shows just how much this stop's inclusion was necessary for the community.

I was just informed about the potential expansion of the parking structure there, and I would like to show my support. Two more levels would make a big impact on getting a parking spot if you can't make it to the station early in the morning. Please give this decision careful consideration.

Thank you for your time,

Matthew Schacht

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Sent: 12/13/2019  
From: Elizabeth Dobbs [lwdobbs9@comcast.net](mailto:lwdobbs9@comcast.net)  
Subject: Park Ave. Parking Garage

Hello,

I just wanted to send a message to let you know I support the parking garage expansion at the Park Ave. Park & Ride. I am unable to use the garage or overflow next door if I get there beyond a certain time in the morning. I know a lot more people would take the Orange Line if there was more available parking. I purposely get to work a lot earlier than I need to in order to get a parking spot.

Thank you for taking my message.

Regards,

Liz Dobbs

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Sent: 12/14/2019  
From: Todd Hudson <toddghudson@gmail.com>  
Subject: Support Bond Measure

My family and I live in Oak Grove and we strongly support the bond measure for:

- Sidewalks for walking to and along bus routes 29-34 & for Safe Routes to Schools
- Adding two floors to the Park Ave. station Park-and-Ride parking structure.
- Construction of the Trolley Trail Bridge across the Clackamas River between Gladstone and Oregon City.
- The I-205 - OR 99E two-lane on-ramp project to decongest the interchange.

Our area is growing rapidly and we must improve our infrastructure to keep up. Specifically, my wife and I must frequently drive into Portland because of the inadequate parking at the MAX Park Ave station and the I-205/OR99E interchange is becoming intolerable (and dangerous) at rush hour.

Todd Hudson

17028 SE Wiley Way, Milwaukie, OR 97267

971.420.6151

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Sent: 12/14/2019  
From: chris guttinger <guttzowie1@yahoo.com>  
Subject: Park avenue park and ride garage expansion

I Support the expansion.

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Sent: 12/15/2019  
From: Fredrick Sawyer <fredasawyer@comcast.net>  
Subject: McLoughlin Corridor Enhanced Transit Corridor(ETC) and Safety

Hello All

I have been following the McLoughlin Corridor Plan closely and have been in contact with Anthony Buczek METRO Transportation Engineer in charge of this project. The high-cost concept of widening McLoughlin Blvd for bus lanes on each side of the street from 17th and Harrison to Oregon City is no longer being considered. see the email below.

I am a retired ODOT Traffic Engineer. Since retirement, I have been volunteering to better the McLoughlin Area. I am one of the Oak Grove Community Council representative on the McLoughlin Area Plan Implementation Team (MAP-IT). One of my main interests has been completing the sidewalks along McLoughlin Blvd and getting sidewalks in the neighborhood. Completing the sidewalks along McLoughlin will cost around \$1million(M).

One of MAP-IT's biggest successes to date is getting street lights installed along McLoughlin Blvd between Milwaukie and Gladstone. MAP-IT gather the petitions of 60% of the property owners along McLoughlin to pay for the street lights by joining the Clackamas County Street Lighting District. The remaining dark areas of McLoughlin are in Gladstone and the west side of McLoughlin from the south end of downtown Milwaukie to Park Avenue. The cost of completing the street lights will be around \$.2M or \$.3M.

The most costly item is the proposed BAT Lane between Glenn Echo and Arlington/River Road which is expected to cost in the single digits in millions of dollars. Rapid Flashing Beacons for crossing McLoughlin Blvd between bus stops at unsignalized locations and bus stop improvements will cost a few million dollars. Signing to convert the existing RIGHT TURN ONLY LANES at Courtney, Oak Grove, and Roethe to Queue Jump Lanes only requires a sign in each lane.

I expect the total cost of the McLoughlin ETC and Safety projects as Anthony describes below to be one-tenth or less than the estimate of \$125M to \$162M in the Staff Report. The staff report increased the funding for Safety and Sidewalks from earlier concepts without increasing the scope of work.

To make a major desired investment in improving transit service in the McLoughlin Area the McLoughlin Corridor Equity Sidewalk Plan can be included in the project with no increase in funding. 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, Jennings Lodge and Candy Lane Elementary Schools; Alder Creek Middle School; Putnam, New Urban, and Sabin-Schellenberg High Schools.

The sidewalk plan can be inserted into the description of the work to be done using the following phrase, **sidewalks to and along bus lines 29-34 and Safe Routes To Schools**. Without this change, the investment in the McLoughlin Corridor will be about \$50M.

As a side note, the attached Heat Map shows the worst congestion in the corridor at Clackmatte Drive in the OR99E I-205 Interchange. The I-205 Two-lane on Ramps Project is designed to relieve this congestion.

Thank you  
Fred Sawyer Retired ODOT, P.T.E., & P.L.S.

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Sent: 12/16/2019

From: Tea Godfrey <tea.godfrey@gmail.com>

Subject: Park Ave. Park & Ride Garage Expansion

Good morning,

I am writing in support of spending money that is available to add two levels to the existing park & ride garage facility at Park Ave station on McLoughlin Blvd.

I ride the Orange Line on a daily basis and get to the garage about 7:15 a.m. By that time, the entire garage is completely full and the overflow at Elks Lodge is nearly full. It's crazy. We need more parking, please!!

OR, if you can't do that, add more buses running down McLoughlin to drop us there. The buses run every 20 minutes which is not enough. if I miss a bus, I'm screwed.

Either way, we need help.

Thank you,

Tea Godfrey

4761 SE La Cour Ct, Portland, OR 97267

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Sent: 12/17/2019

From: Kurt Larsen <kuale@mac.com>

Subject: Parking Expansion for Park St. Station

Clackamas County Board of Commissioners and the Metro Transportation Funding Taskforce:

My name is Kurt Larsen and I reside on SE 26th Ave. in Milwaukie; only a couple of blocks away from the orange line terminus. I understand that the expansion of the park & ride facilities for Park St., Station are being considered as an expenditure utilizing the 2020 transportation funding measure. As a very local resident, and someone that lives life with a disability (I use an electric wheelchair for mobility) I urge decision-makers to elevate the priority of the park-and-ride expansion.

Currently, overflow users park on 26th Ave. and often in front of my house. My reason for this opinion is not because I dislike the parking in front of my house, but that I often do not feel safe rolling to the station to ride Max. There are no sidewalks on 26th Ave., and the congested parking, particularly near the intersection of 26th Ave. and Park, create a very unsafe situation, particularly for me when I can't move quickly out of the way. There is often only room for one car and I have witnessed a situation where a delivery driver could not make it through the narrow passageway and backed-up, turned around, and found another egress. additionally, I understand that there was a fire on our street some time ago and emergency vehicles had to find an alternate route to address the situation.

For these reasons, I highly recommend you take seriously the need catch to elevate the priority of the parking garage expansion. Furthermore, if there's anything that you can do to immediately alleviate the parking issue on SE 26th Ave., please do anything you can to help. **NO PARKING SIGNS AT THE NARROW GAP ARE NEEDED IMMEDIATELY.** A sidewalk all at the way to Park Ave., on at least one side of the street, would make travel for people like me living with a disability much safer. I'd rather these safety concerns be addressed now, while I'm living, then they are addressed because of my or someone else's death.

Thank you for your service to our community, I urge your support of my viewpoint and requests!

All the best,

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Kurt Larsen

Resident, SE 26th Ave., Milwaukie OR 97222

Phone: 530.891.1433

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Sent: 12/17/2019

From: Ed Schwarz <ed.schwarz@gmail.com>

Subject:

Dear Transportation Funding Task Force,

My name is Ed Schwarz and I live in West Linn. I am writing today to voice my support for the projects listed in the document entitled "Proposed Task Force Amendments to Staff Recommendation for Tier 1 Corridor Investments." I see much value for residents of Clackamas County in several of these projects.

The projects which will most affect Clackamas County include: Sunrise Gateway, Clackamas to Columbia (C2C), McLoughlin Blvd, and 82nd. I hope they all get your full support. Investment in these projects is critical to support existing needs and get ahead of anticipated growth. These projects will improve transportation alternatives in some areas and create alternatives where none exist today.

I also want to voice my support for inclusion of the regional Hwy 43 project as a Tier 1 or high-priority Tier 2 project to complete the regional network/transportation gaps, address critical safety concerns, enhance transit, and provide viable alternative modes of transportation to reduce climate impacts. Hwy 43 is a critical transportation corridor and your support of continuing the work which has already been started there is much appreciated.

Please enter this communication into the public record for your meeting on Wednesday, December 18, 2019.

Thank you for your consideration of my above requests.

Regards,

Ed Schwarz

West Linn

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Sent: 12/17/2019

From: Gwendalynn Painter <gwendalynn.painter@gmail.com>

Subject: Metro Transportation Corridor bond measure

Hello,

I am writing this email to plead you to seriously consider expanding the parking garage at the Park Ave Park and Ride for Trimet Commuters. As a Trimet commuter for 3 years, I have relied heavily on the Orange line to get to school at Portland State and now to work in Downtown. I live in Oregon City, just outside of the city limits, so driving to the Park and Ride is about my

only option, other than a long bus ride. I can not afford to live in Portland and I prefer to not pay the high parking costs in Downtown. During the Fall, Winter, and Spring terms, the parking garage fills up by 7:30 at the latest, and the Overflow parking at Elks lodge is full by 8 or 8:15. Fridays are slightly more reasonable because of less students commuting on those days, but the garage is still full by 9am. When the garage is full and Elks lodge are full, I have to find a side road to park on. These side roads are not well lit, and because it gets dark so early during fall and winter terms, I often feel uneasy walking back to my car after school or work. Plus I feel bad for the poor people who have to live on those side streets where all the overflow Trimet commuters park.

If there were more levels to the garage, I would feel safer using the public transit system that is in place. It would also give ease to my every-day routine, because I wouldn't have to be as worried about being there early enough to get a spot. I know it would still fill up even with more spots, but at least it wouldn't continue to fill up earlier and earlier every year. The orange line is such a great way for people in my area to save money and time by utilizing the public transit in our metro area. It would be a shame to not make it as accessible to the general public as possible. In light of this, please consider using the budgeted money to expand the parking garage. Thank you.

Sincerely,

Gwendalynn Painter

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Sent: 12/17/2019

From: Felicita Montebianco <felicitam4@gmail.com>

Subject: 185<sup>th</sup> and Baseline in Aloha

To the Transportation Task Force Members,

I write today regarding the prioritization of the intersection of 185th and Baseline in Washington County. I have lived in the area for over 20 years and have seen just what a bottleneck this intersection has become over the last two decades. I served on the Washington County LIT this year and our priorities were safety as well as the residents that are transit dependent. This guided our discussions and recommendations.

I will always appreciate living in walking distance to a light rail stop. Several times a year I utilize Tri-Met to travel to downtown Portland, the Portland International Airport and it is always reliable during inclement weather. I know many of my neighbors use public transit everyday to get to work, I see them walk to the transit stop every morning.

I certainly understand that a variety of factors have made this intersection complicated. Many of the problems being the direct result of decisions made long before any of us were in leadership positions. That being said, we need to be proactive and prioritize an overhead structure at this intersection for the MAX for a number of reasons:

- Safety for pedestrians: when the MAX approaches this intersection, the traffic signals start all over, making this a miserable waiting period for our pedestrians, many ultimately choosing to take risks and jaywalk. You are likely aware we have a new affordable housing complex at this intersection that will open soon - this will bring additional pedestrians to an already crowded intersection.
- Safety for cars and MAX riders: this intersection has more rail crossing gates getting knocked down by vehicles than any other in the region.
- Access to educational attainment. Not only are several high schools on 185th, the PCC Willow Creek Center is near this intersection. This site offers critical workforce opportunities.
- Transit reliability: the taskforce is committed to increasing the reliability of transit, but without addressing this significant congestion point we will not be able to actually address this issue on 185th.

Finally, in your commitment to racial equity please keep in mind that Aloha is a growing unincorporated area that time and time again is identified as having significant needs, limited political representation, limited economic wealth (in comparison to nearby cities) and rich racial diversity.

I hope the taskforce will choose to prioritize a structure over 185th and Baseline to address the above concerns.

All the best,

Felicita Montebianco  
Washington County LIT Member  
Aloha, Oregon

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**Felicita Montebianco**  
[LinkedIn Profile Page](#)  
Twitter: [@FelicitaM\\_PDX](#)

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Sent: 12/18/2019

From: Wayne Bauer, James Renfro  
Subject: Get Moving Projects List

Committee:

First, I would like to thank the task force for all their work on this. All of your efforts are appreciated since this at least provides a vision for transportation improvements. I do disagree with a number of projects proposed, and the focus of your recommended projects.

I have reviewed the documents on the Metro website and the proposed project list. I am not a part of any organized group regularly attending all of your meetings, but have spent my career



and lifetime in the transportation business. I have worked on roadway and transit design improvements for the past 30 years, and know our system.

My main objection to the recommendations is the total lack of dealing with transportation capacity. This metro region has done absolutely nothing to deal with major corridors needing capacity improvements, and the "Get Moving 2020" does absolutely nothing. Specifically:

1. Southwest Corridor Project: Spending another \$900 Million to help fund yet another light rail project is a bad use of approximately 30% of this funding measure. Light rail serves a sliver of the population base in corridors. Although the SW corridor project studied other options, the conclusion the lit should yet again an overly expensive light rail system was a foregone conclusion. This is an expensive addition to an already overbuilt system. We cannot afford it, and the users do not pay for it.
2. McLoughlin corridor: This is labeled as a safety and transit capacity , yet all that survived is enhanced transit, park and rides, trails and sidewalks. The lone safety/capacity improvement is one access to I-205. Once again, does not deal with the roadway function of this corridor, which is what it was originally built for. It is a highway first and foremost, carrying trucks, shipping, etc. as well. A good alternative to the over overused and under capacity freeway system of I205 and I 5. in a rapidly growing area.
3. Sunrise Corridor and 181st: These two project corridors actually makes sense. Provides for growth a connections where it is happening, and deals with all uses. This should be the model of what this measure doesnd, throughout the region.
4. TV Highway: This is another project similar to McLoughlin that does nothing for roadway capacity. Rethink what is included, and it might be an improvement. I do not like hearing about another death on this highway, since it is a huge safety issue, but sometimes there are needs to change the system to fix the problem, and not just pour good money after bad. This corridor need more than new sidewalks and improved transit capacity, but that is basically it.
5. OR 217: Conveniently missing from the list. Why? The state funded a fraction of what is needed. Take money and fund the rest of this. Likewise, where have you dealt with the fact that hazardous material trucks travel on Cornelius Pass Road? Another route is needed to solve that issue.
6. Burnside: This is much needed. We need one bridge that won't fall down in an earthquake besides the Tillikum and Sellwood. Missing is improvements to an alternative roadway/ freeway- Burnside west of Portland. US 26 is so slow and unusable that this is an alternative to add capacity. This should be reconsidered to replace other projects listed above. And also deal with Burnside in downtown Portland.
7. SW 185th: I have heard there are once again objections to this since it adds traffic capacity. What is wrong with that? The Metro region has grown and the transportation system should grow with it. This must stay on the list as a needed improvement.
8. Portland projects: Central City in Motion is a waste of funds. Investigating a light rail tunnel is also. If the City of Portland want to fund these, let them. Same goes with the "Albina Vision". The Rose Quarter project is already being studied and manipulated enough. I live in the city and see these all as a waste of our precious tax dollars. Improving Burnside East, 162nd and 122nd is Portland's fair share.

Finally, I do object to some of the premises of project selection for this measure. It has an over focus on equity , low income users, people of color, and lack of focus on the fact that our transportation system is failing. This is a transportation system for all. Funding needs to focus on what is good for all, with no bias one way or another. And believe it or not, the automobile and trucking industry is needed by everyone as well an overfunded and under used transit system.

Good luck with this. As for me, I will vote "no" unless this is overhauled.

Wayne Bauer, Longtime Portland Resident

James Renfro, P.E., P.L.S.

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Sent: 12/18/2019

From: Ryan Yorke [rdyorke@gmail.com](mailto:rdyorke@gmail.com)

Subject: Park Ave. Park and Ride Garage Expansion

I'm writing to support measures to improve pedestrian/traffic concerns. I own a home (12655 se 26th ave. Milwaukie, or 97222) a couple blocks from the Park Ave. Max Station, and adding parking capacity to the garage would make a big difference in safety from what I see daily. Due to lack of parking in the garage we get commuter cars parked along our street daily, blocking residential parking as well as creating a tight funnel for cars and pedestrians - parked cars force pedestrian traffic into the middle of the road, which is a particular hazard with cars turning onto 26th from Park. A specific problem is commuter cars parking right up the the stop sign, so effectively you have one lane and a blind turn if another car comes through (and again, dangerous for pedestrians) - there should be clear No Parking enforcement at that point (cops could collect tickets daily from that location).

As little as 50 extra parking spaces in the garage would greatly alleviate the overflow. As more and more people are being hurt (pedestrians responsible as well as drivers) I think it's vital to minimize the contact and overlap of motor and pedestrian traffic and I support any efforts to accomplish this.

As a daily commuter to wine country I also endorse the other measures to improve traffic and safety for drivers and pedestrians - people on foot crossing McLoughlin between Milwaukie and Oregon City is a real danger (I see it almost every time I make the run) and I'd rather have to stop at two or three more lights than run the gauntlet of people dodging across.

Also, we need to have a continuous eastside Max line - it seems very inefficient to have to twice cross the Willamette in order to go from Milwaukie or Sellwood to the airport.

Thanks for your time,  
Happy Holidays,  
Ryan Yorke

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# GETTING THERE TOGETHER

[Info@GettingThereTogether.org](mailto:Info@GettingThereTogether.org) | [GettingThereTogether.org](http://GettingThereTogether.org)

December 18, 2019

## Getting There Together Coalition | Who We Are

The Getting There Together Coalition (the Coalition) formed in 2017 in response to growing concerns that the Portland metropolitan region wasn't adequately planning to build the comprehensive infrastructure and transportation system in a way that effectively responds to the needs of people who live, work, learn, practice spiritually, and play in the Metro region. The Coalition is comprised of more than 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, and the most vulnerable users of the roadway and transportation system.

The Coalition represents many of the people in the community that T2020 transportation improvements would impact and benefit, and we appreciate the opportunity to provide that perspective as you consider which projects to recommend for inclusion in a possible T2020 measure.

## Our Approach to Projects

As you approach this critical juncture for making a recommendation on projects across the region for a 2020 funding measure, the Coalition, our 60+ member organizations, and the people we represent across the region urge you to lead with your own values of equity, safety, affordability, and climate. The Task Force's values include: improving safety, prioritizing investments that support communities of color, supporting clean air, clean water, and healthy ecosystems, and increasing access to opportunity for low-income Oregonians. The Coalition urges you to continue to use a racial equity lens and a community- and people-driven approach in your decision-making, ensuring this measure only includes those projects that will build an equitable and clean transportation system that works for people of all ages and abilities.

What this should look like: Investments must support communities most in need of transportation safety and options, drastically increase transit ridership and reducing emissions through increased transit and community-driven projects that provide options and reduce Vehicle Miles Traveled, and help people get where they need to go, safely and quickly. To truly reflect community values and needs, we urge Task Force members to continue to hold these values of equity, safety, affordability, and climate as the community values that should come through in each dollar spent as a result of this measure.

The Coalition conducted a full assessment of the Staff Recommendation and analysis of every proposed project through the lens of equity, safety, affordability and transportation options (as described in [our comments in October](#)) to reach these recommendations.

In order to truly see transformational impacts through this measure, the Coalition supports the Task Force recommendations, which turn T2020 into a transformative first step in addressing our region's transportation needs by doubling down on the corridors where the needs are greatest and investing in Enhanced Transit improvements on every funded corridor. While there is certainly a desire to balance investments geographically, there is also an obligation to support those projects that have clearly articulated community needs and solutions. Leaders in the T2020 process, including Task Force members, need to ensure those projects with clear community need are put forward, and remove from consideration projects where the needs and impact do not match the values above.

## Getting There Together Coalition Project Recommendations

Our written comments today track the format proposed by Metro in their December 13th Memo, "Proposed Task Force Amendments to Staff Recommendation for Tier 1 Corridor Investments". In summary, we ask that you vote in support of Package 1; vote to only support parts of Package 2, namely safety and regional planning investments proposed in option (b); vote to support removals proposed in Package 3; and vote in support of Package 4.

- **Package 1 - Consensus Vote:**

**"A single vote on most of staff's recommended investments in the Tier 1 corridors, along with all proposed amendments that add or increase funding for transit, safety and active transportation projects."**

**OUR RECOMMENDATION: Support as proposed**

- The Coalition **supports all of these proposed changes**, which includes ETC in all funded corridors and doubles down on TV Hwy, McLoughlin, and 82nd Ave with increased funding. These additions greatly increase both the number of projects that support equity, transit, transit access, active transportation, safety, and affordability along these corridors.

- **Package 2 - Major Corridor Modification:**

**Sunrise / Highway 212**

**OUR RECOMMENDATION: Support option (b - with alterations) to include [Hwy 212 Safety], and [Sunrise Planning & Design] for this corridor.**

- The Coalition supports option (b), **with several important considerations:**
  - (4) Hwy 212 Safety: Add/enhance sidewalks, bicycle facilities and crossings to improve access for people walking and biking.
    - The Coalition does not support **ANY** right of way acquisition.
  - (3) Sunrise Planning & Design: Planning/Design for limited access roadway with parallel multi-use path to serve future development.
  - **Regional planning dollars should be constrained to planning to move people through transit, transit access, active transportation, and safety improvements.** These are the types of investments supported by the Task Force's and community values, and will actually result in congestion relief through multimodal shift.

- **All other projects on this corridor support roadway expansion, which is not a congestion reduction strategy, is empirically proven to increase VMT, and therefore only continue to exacerbate climate change and safety concerns.** Supporting any component of this roadway expansion directly conflicts with the Task Force’s values of improving safety, prioritizing investments that support communities of color, supporting clean air, clean water, and healthy ecosystems, and increasing access to opportunity for low-income Oregonians.
- **Package 3 - Removal of Projects**  
**Airport Way and C2C Connector Road**  
**OUR RECOMMENDATION: Support removal of Airport Way and C2C Connector Road**
  - The Coalition opposes the inclusion of these projects in the measure, and ask that Task Force Members vote in favor of removing them from the package.
    - We should not spend public dollars on these roadway projects that are both not aligned with our values, and is not as in need as other investments in our region. Both of these projects are pure roadway expansion, and will result in an increase in VMT and emissions that contribute to climate change.
- **Package 4 - Minor or Single-Member Project Modifications**  
**“A fourth group of proposed amendments were put forward by only one Task Force member or are relatively technical or minor in their impacts to the overall Task Force Tier 1 Recommendations.”**  
**OUR RECOMMENDATION: Support modifications as proposed**
  - The Coalition Supports all of these changes, and recognizes that requests to accelerate decision-making around programs and revenue related to this measure will not happen prior to tonight’s votes.

## **What do these recommendations do?**

Simply put, these recommendations begin to move the T2020 measure into the territory of something transformational, and sets our region up for the next step in re-envisioning and investing in our transportation system in a way that works for people of all ages and abilities.

Using these vote recommendations, the Coalition has built our own financial tools to better understand where T2020 investments will occur, and what the investments will be in. Our recommendations do several important things: largest of all, they stay true to the Task Force’s values of climate action, racial equity, and safety.

The Coalition’s recommendations for projects result in a package that:

- Invests 471% more in transit beyond the SW Corridor,
- Invests 50% more in safety improvements in our region,
- Puts less dollars into planning more into projects needed now,
- Does not make any direct investments in roadway expansion, and
- Focuses investments with a racial equity lens on the three highest need corridors in our region (TV Highway, 82nd, and McLoughlin).

Setting aside the SW Corridor corridor project, the Coalition's recommendations create greater geographical balance of investments, where each county receive roughly the same percentage of dollars that matches each of their regional population percentages.

While the overall cost of the project mix we are recommending is 40% higher than the first Metro Staff Recommendations, we think it is the right place to be as we begin the finance mechanism conversation and determine what the financial realities truly are, as up until now we have been operating under potential limitations. **We should be finding the mix of projects that best serves community values first, then determine whether it is actually too high of a number.**

## **Thank You!**

**The future depends on what we do today, and we must continue to center serving the people in our community in getting where they need to go with safe, convenient, and affordable transportation options.**

As a coalition we are grateful to be a part of a process to consider serious and transformational investments in our region to help people get to where they need to go, especially as you return to discussing program elements and how they will coordinate with projects on corridors, as well as financing options. We urge you to make decisions today that are specifically designed to benefit the people and communities in our region.

Sincerely,

The Getting There Together Coalition





**Mayor**  
Honorable Tom Ellis



**City Manager**  
Jason A. Tuck, ICMA-CM

December 18, 2019

Metro T2020 Taskforce  
600 NE Grand  
Portland, Oregon 97232  
[getmoving@oregonmetro.gov](mailto:getmoving@oregonmetro.gov)

Dear Co-Chairs Pederson & Treece and Task Force Members:

The City of Happy Valley strongly supports funding for the Sunrise Gateway/212 and Clackamas-to-Columbia (C2C) Corridors. We are grateful for the work the Task Force has already completed and encourage you to take advantage of this once in a lifetime opportunity to make a significant impact on the transportation system.

The Metro T2020 package is positioned to support transformative projects throughout the region. Unfortunately, many of the potential project recommendations are only incremental improvements. Fully investing in the Sunrise and C2C Corridors would be transformative for the east side of the Metro area.

Over the course of the last two decades, as part of the 2040 Growth Plan, Metro substantially expanded the urban growth boundary in Happy Valley and to the east. In response, the City of Happy Valley has continually engaged the community to develop a local vision for future land uses and the transportation system. Full investments in the Sunrise and C2C Corridors are critical components to achieving the regional goals and our local vision. More recently, the City formed an Urban Renewal District to help fund projects in the C2C Corridor, as well as invest in affordable housing. However, more investments are needed.

We look forward to your support in making a transformative impact. The T2020 effort is a once in a generation opportunity to fund catalytic projects like the Sunrise and C2C Corridors.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tom Ellis', is written over a horizontal line.

Tom Ellis  
MAYOR

16000 SE Misty Drive, Happy Valley, Oregon 97086-4288  
Telephone: (503) 783-3800 Fax: (503) 658-5174  
[happyvalleyor.gov](http://happyvalleyor.gov)



December 18, 2019

## **The Street Trust | About Us**

The Street Trust is a membership based non-profit organization working to promote and improve public transit, walking and bicycling conditions in Oregon. We envision a community where everyone from all racial backgrounds has access to safe, healthy, and affordable transportation options in the neighborhoods where they live, work, learn, pray and play. We want all residents, especially those historically least served, to share in the prosperity created by investments in active transportation regardless of race, income and socioeconomic status. The Street Trust is also an active member of the Getting There Together Coalition.

## **Street Trust Project Recommendations**

The Street Trust supports the Getting There Together Coalition's recommendations on project amendments for inclusion in a 2020 regional transportation measure. In leading with equity, affordability, climate, and increased transportation options, our recommendations on the amendments you will be voting on today (based on GTT's recommendations) are as follows:

- Package #1: "A single vote on most on staff's recommended investments in the Tier 1 corridors, along with all proposed amendments that add or increase funding for transit, safety and active transportation projects."  
→ **Support as proposed**
- Package #2: Sunrise / Highway 212  
→ **Support A VERSION of 2b - that only includes: (1) Hwy 212 Safety investments (2) Planning for Sunrise, and does not include (3) No right-of-way acquisitions**
- Package #3: Airport Way and C2C Connector Road  
→ **Support as proposed**
- Package #4: Minor or Single-Member Project Modifications - "A fourth group of proposed amendments were put forward by only one Task Force member or are relatively technical or minor in their impacts to the overall Task Force Tier 1 Recommendations."  
→ **Support as proposed**

## **Thank you**

Thank you Task Force members and community members for making sure that we are taking a step in the right direction with a 2020 measure. We urge you to continue exercising your leadership towards a measure that makes transformational investments in safe and convenient walking, biking and transit in our region.





To: Metro T2020 Task Force  
From: Kasandra Griffin, Executive Director, Community Cycling Center  
Re: T2020 December Decisions  
Date: December 18, 2019

Dear Task Force Members,

The Community Cycling Center is honored to serve on the steering committee of the Getting There Together Coalition, a group of organizations working to ensure that Metro's Transportation bond proposal *actually* honors and advances Metro's commitments regarding equity and climate.

I am writing today to express our full support for the comments that you are receiving directly from the Getting There Together coalition.

I also want to comment on some of a claim being made about roadway expansion.

Adding capacity to roads does not decrease congestion, AND it especially does not decrease emissions.

The well-documented forces of "triple convergence," aka "induced demand," cause automobile traffic to expand to fill the new space, so congestion remains constant, and emissions increase on account of increased vehicles. This has been exhaustively documented in approximately every major roadway expansion anywhere, and it is *absurd* that anyone would claim that the opposite might happen.

We may be in a "post-truth-world" at the national level, but I hope you will not indulge that behavior here. Roadway expansions increase emissions. Claiming otherwise is a lie or a fantasy. We can do better.

Sincerely,

Kasandra Griffin  
Executive Director





To: Metro T2020 Task Force

From: Brett Morgan, Metro Regional Advocacy Manager, 1000 Friends of Oregon

Re: **T2020, Roadway Expansion, and Regional Growth**

Date: December 18, 2019

---

Dear Members of the Metro Transportation Task Force,

As has been the case in many of our region's transportation conversations, there has been much debate about the inclusion of roadway expansion projects within the T2020 Measure. 1000 Friends continues to work closely within the Getting There Together coalition and fully support their project recommendations. From this, 1000 Friends remains optimistic that this measure will be transformational, but can only do so by making zero investments in roadway expansion.

The most popular arguments you will hear in favor of roadway expansion is that (1) it is a congestion reduction strategy, and that (2) regional growth necessitates roadway growth. Both of these are not supported by evidence.

**Regarding the first point, roadway expansion is not a congestion reduction strategy. It is empirically proven to increase Vehicles Miles Travelled (VMT)<sup>1</sup>, and therefore only continue to exacerbate the climate crisis and only temporarily improves roadway safety conditions.**

Roadway expansion creates something called induced demand, which:

- In the short term leads to more congestion and VMT as as:
  - some drivers who avoided the congestion by using parallel roads will use the new roadway,
  - some drivers who delayed their trip will no longer delay their trip, and
  - some drivers who skipped their trip completely will now make the trip.
- In the long term leads to more congestion and VMT as:
  - some drivers will travel farther for trips or live farther away, and
  - some cyclists, walkers, transit users will drive; some will need to buy a car.

Roadway expansion is never a congestion reduction tool in the long run, and often leads to further expansion of roadways in future, creating an unsustainable cycle from a financial and policy perspective.

The only known truly effective way to reduce traffic congestion and greenhouse gas (GHG) emissions of automotive vehicles is to use pricing to balance the supply of and demand for travel (i.e., congestion pricing), and to provide a broad range of accessible and affordable multimodal transportation options to everyone. If a project does not do the latter, then it is simply not a solution.

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<sup>1</sup> <https://pubs.aeaweb.org/doi/pdfplus/10.1257/aer.101.6.2616>

**Regarding the second point, you as decision makers cannot change the growth that might come to our region, but you can change what that growth looks like, and how it happens with the decisions you make in this measure.**

Unequivocally, housing, land use, and transportation policy are also climate policy. Each is intrinsically linked to our regional approach to policy and planning, and traditionally that has meant basing decisions around cars, and how folks can get around effectively in them-- in part leading to the climate crisis we are currently facing. **This is not the future, this is the past.**

We already know from the International Panel on Climate Change (IPCC) Reports that if all fossil fuels in the consumption pipeline (including those for cars) are burned, we will exceed the two degree celsius warming target, which was set to avoid the worst impacts of our climate crisis. Based on this alone, it is clear that radical change is needed. Are the decisions you are making now supporting a region that is connected by low-carbon public transit and active transportation, and prioritizes climate smart regional planning? Simply put, we cannot continue business as usual and expect different results that bring the necessary changes to preserve our environment, economies, and communities.

In regards to climate change, the bottom line Task Force Members should ask: does a project help create the future we need? This future needs fast, affordable, and low carbon ways to get around the region-- not more roadways. Real climate leaders do not support roadway expansion.

Sincerely,

Brett Morgan  
Metro Regional Advocacy Manager  
1000 Friends of Oregon







December 18, 2019

Dear members of the T2020 Task Force,

Thank you for your work on the Task Force and the T2020 measure to date. As you approach this critical juncture for making a recommendation on projects across the region for a 2020 funding measure, know that the Safe Routes Partnership and the Task Force's values align closely, including: improving safety, supporting clean air, clean water, and healthy ecosystems, and increasing access to opportunity for low-income Oregonians.

The Safe Routes Partnership works toward a just regional transportation measure for the greater Portland region that meets our safety, equity, and climate goals by investing in transportation projects our communities want and need: safer, connected, ADA, walking, and bicycling access, and an affordable, frequent, and reliable transit system that takes us where we need to go.

Our region needs a transportation system that works for everyone, including youth. Today, there are too many students who do not have a safe street to walk along or across, or miss class because they don't have a reliable bus or a bus pass their family can afford. There are too many families who can't build community in their neighborhoods because they don't have a safe way to get to the park, the grocery store, the community center. There are too many people who don't feel comfortable walking or rolling to get where they need to go because of personal safety concerns due to traffic, police, or the color of their skin. We support people of all ages and abilities every day in building communities where everyone can safely walk and roll to school, to work, to parks, to the store, and to community events because we all deserve safe connections to people and places in our community, regardless of the color of our skin, where we were born, or who we love.

**The Safe Routes Partnership continues to work closely within the Getting There Together Coalition, we fully support their project recommendations, and we ask you to support their recommendations tonight.**

Sincerely,

*Kari Schlosshauer*

Senior Policy Manager, Pacific Northwest





December 11, 2019

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

Dear Co-Chairs Pederson & Treece and Taskforce Members,

I am writing on behalf of the City of Estacada. Our city is not within the Metropolitan Service District and will not have the privilege to vote on this measure, but we are impacted greatly by the regional transportation system. Many of our residents utilize Clackamas County's T2020 Tier 1 Corridors on a daily basis, and for this reason we are writing to tell you why these investments matter to us.

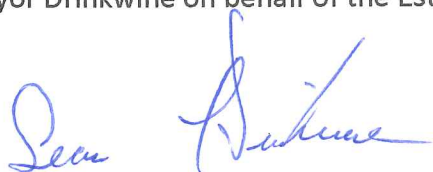
In the last 10 years we have experienced a dramatic increase in development, new families and new jobs in a city that was once rural to Portland, but has since become a nearly connected suburb of the urban region. In fact, most of our residents leave our city and commute into Metro's boundary, often on the corridors outlined by the T2020 Task Force. Unlike the urban core, most of the connecting corridors in Clackamas County lack the existing infrastructure or transit service to take advantage of the current multi-modal projects presently outlined by the T2020 process. Our residents drive, and as we continue to grow and until the multimodal connections are improved, it is a priority for us that T2020 please not ignore the value that lane capacity provides for people travelling in and out of the urban core on a daily basis.

We believe that T2020 has a great opportunity to resolve the dated infrastructure that bridges the urban and rural parts of our region. Particular to our city, we believe the Sunrise Gateway Corridor will have a significant impact for our community. The Sunrise Gateway/212 Corridor is critical to the viability of Clackamas County and our region as a whole. Many people work and reside in this corridor today and have no safe transportation options beyond driving. Due to limited East/West connectivity in this area, many are dependent on Highway 212 for local, regional and freight trips. The current proposal from Clackamas County would create a new East/West connection and would convert existing 212 to an urban arterial with protected bicycle and pedestrian amenities. The new connection is designed to be transit ready with bus on shoulder and future bus only/HOV lanes as well as potential park and ride locations. These investments are critical now for the current residents and for the future as Metro projects that this corridor will be home to 14,000 new jobs and 43,000 new residents within the next 20 years.

Thank you for your efforts to create a complete and resilient transportation system for our region. We encourage you to continue to support inclusion of Clackamas County's Tier 1 corridors within the T2020 funding package.

Sincerely,

Mayor Drinkwine on behalf of the Estacada City Council

A handwritten signature in blue ink, appearing to read "Sean Drinkwine". The signature is written in a cursive style with a large initial "S" and a long, sweeping underline.





Date: 12.18.19

Members of the Metro Transportation Task Force:

Oregon Walks strongly supports the Getting There Together Coalition's project recommendations for T2020. Thank you for your commitment to equity, safety, and climate.

Sincerely,

Jess Thompson  
Executive Director  
Oregon Walks





### **SUNRISE MOVEMENT PDX**

**Sunrise PDX Testimony T2020 Task Force 12.18.2019**

**Sunrise PDX is a growing movement of young people concerned about the climate crisis and committed to a just and sustainable future. We are committing our support today to the comments and testimony on behalf of the Getting There Together project.**

**Thank you for all the work you have done so far in regards to transportation in the state of Oregon. Please vote in Support of Package 1 and 4, and vote in support of 2 and 3 with the recommendations by the Getting There Together Coalition.**

**The time is now to have political courage and willpower. The climate crisis is impending, and we must act swiftly at all levels of decision making with the future of the planet on our minds. Time is running out for us to continue with the “status-quo”- my generation simply doesn’t have that luxury. We look to you, the leaders, those in power, to make the right choice.**

**On behalf of Sunrise PDX, we urge you to invest in the Enhanced Transit Corridors that ensure we are investing in safety, sustainability, and justice. You have heard and seen us at previous testimony; we are watching your choices here today closely. Do the right thing and invest in our futures.**







December 10th, 2019

Chair Jim Bernard  
Mayor Mark Gamba  
Metro T2020 Task Force

Chair Bernard, Mayor Gamba, and members of the Metro T2020 Task Force,

The Oak Grove Community Council (OGCC) is a Community Planning Organization (CPO) representing the residents and businesses of unincorporated areas of Clackamas County south of the City of Milwaukie, north of the City of Gladstone and the Jennings Lodge CPO, between the Willamette River and Kellogg Creek. CPOs are part of Clackamas County's program to implement state land use planning Goal 1 for community involvement in land use planning. The OGCC meets monthly to inform the community about land use applications and long range planning efforts and to submit responses on behalf of the community. The OGCC is a member of the McLoughlin Area Plan Implementation Team (MAP-IT), an advisory committee to the Clackamas County Board of Commissioners charged with implementing the projects and programs of the *McLoughlin Area Plan* (2011), a plan developed with substantial public input.

Thank you for your continued support to include the McLoughlin Boulevard corridor as a Tier 1 priority corridor in the Metro T2020 bond measure planning process. McLoughlin Boulevard is the primary arterial serving our community and is our hub of economic activity and services. Over the past decade, in addition to continuous bicycle lanes, most of McLoughlin Boulevard has had sidewalks added, and the remaining missing segments are scheduled to be constructed in the coming years. However, much of the public street network providing access to McLoughlin from the surrounding community does not have sidewalks at all.

Accordingly, we request your support to add the *McLoughlin Corridor Equity Sidewalk Plan* to the Metro T2020 project list for the McLoughlin Corridor. This *Sidewalk Plan*, designed by Fred Sawyer, one of our members and representatives of the OGCC to MAP-IT, would help address safety issues and enhance pedestrian and bicyclist connectivity in the area. The *Sidewalk Plan* proposes to connect mobile home communities, multifamily dwellings, retirement communities, bus stops, ten schools, and the Trolley Trail with continuous sidewalks, and includes sidewalks on main streets between and along TriMet bus lines 29-34 & 74 in the entire area between Milwaukie, Gladstone, the Willamette River, and I-205. At its December 4 meeting, the OGCC

voted overwhelmingly to endorse the *McLoughlin Corridor Equity Sidewalk Plan*, as it supports the values, principles and projects of the McLoughlin Area Plan.

The T2020 planning process offers a rare opportunity to invest in essential infrastructure improvements for our community and those throughout the region. As the densest residential community in unincorporated Clackamas County, we are a highly populated but predominantly built-out community with substandard pedestrian infrastructure; infill and redevelopment can only resolve our infrastructure needs in a piecemeal fashion that does not adequately address the pressing safety and mobility challenges facing our residents and workers every day. T2020 is a special opportunity to help bring our communities up to modern standards for walkability along our major connectors and transit routes, and to address safety problems that disproportionately impact members of historically marginalized communities who live, work, and travel within our area.

Thank you for your consideration and support for investments in our community.

Respectfully,

Joseph P. Edge  
Chair, Oak Grove Community Council





December 17, 2019

Commissioner Jessica Vega Pederson, Co-Chair  
Commissioner Pam Treece, Co-Chair  
Metro Transportation Funding Task Force  
Metro Regional Center  
600 NE Grand Avenue  
Portland, Oregon 97201

RE: Westside Economic Alliance Comments on Get Moving 2020  
Corridors – December 2019

Westside Economic Alliance (WEA) appreciates the opportunity to provide the Metro Transportation Funding Task Force our comments on the corridor project recommendations as you consider your recommendation to the Metro Council.

WEA agrees that there is a need to provide significant investments to the region's transportation system. We support the principle of developing a regional funding program for regional transportation improvements. We believe that this approach will support economic development, workforce transportation needs and implement the land use and housing goals the region has set for future development.

WEA has participated in numerous studies of the sufficiency of the westside's transportation system. These studies include the Washington County Transportation Futures Study and the Washington County Freight Study. Both studies identified deficiencies such as the lack of north-south transportation capacity and access, congestion in the few existing north-south corridors, and constrained transportation access between employment areas in Washington County and housing in Multnomah and Clackamas Counties.

A regional transportation program should include regionally significant projects. That is, projects that can demonstrate how regional transportation needs and other regional objectives can be addressed. We've reviewed the Washington County corridor project package and support the two Tier 1 corridors that the Task Force has identified:

10220 SW Nimbus Ave  
Suite K-12  
Tigard, Oregon 97223  
Office 503.968.3100  
Fax 503.624.0641  
[www.westsidealliance.org](http://www.westsidealliance.org)

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Kyle Latta  
KG Investment Properties

Shannon McWhinney  
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Melvin Mark Companies

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Washington County

Councilor Craig Dirksen  
Metro

Mayor Frank Bubenik Mayor Steve Callawa  
City of Tualatin City of Hillsboro

Mayor Denny Doyle Mayor Jason Snider  
City of Beaverton City of Tigard



- Tualatin Valley Highway (Camelot Court to Forest Grove)
- 185<sup>th</sup> Avenue (Rock Creek PCC to Farmington Road)

Both corridors are important to regional travel and mobility, connecting housing to employment areas and offering multimodal choices for travel. It is our understanding that there is some concern about including the MAX overcrossing at 185<sup>th</sup> Avenue as a part of this corridor project. Our support for the 185<sup>th</sup> Avenue project includes a strong belief that the overcrossing is a critical component of the project and will provide transit travel time savings, reduce safety conflicts and improve the operation of the 185<sup>th</sup> Avenue Corridor. We note that TriMet, the City of Hillsboro and Washington County all support the overcrossing.

We also support the inclusion of the SW Corridor Project in a Get Moving 2020 program. The WEA strongly supported development of the regional MAX projects (viz., the Orange and Green Lines) in order to build a complete transportation system throughout the region. We have also long supported the SW Corridor Project and recognize it as truly regional in scope, directly supporting transit access in the Cities of Portland, Tigard, and Tualatin.

As we noted in our previous letter, the WEA Board and Transportation Committee believe that limiting the list to these corridors omits other longstanding and significant westside and regional transportation facility deficiencies. Specifically, WEA urges the Transportation Funding Task Force to include the following corridors as Tier 1 corridors for purposes of the Get Moving 2020 program.

#### Highway 217 Corridor

WEA has consistently identified the critical need to address the problem of an inadequate north-south transportation system on the westside of the region as our priority transportation need. Our belief and strong recommendation to the Transportation Funding Task Force is to include improvements in the Highway 217 Corridor as a Tier 1 corridor. ODOT is currently moving forward with Phase 1 improvements to Highway 217. While these improvements are greatly appreciated, they will address only a portion of what is an all-day transportation problem on Highway 217. This corridor is critical to the performance and operation of the transportation system of the entire westside of the region. We believe that including the future phases of improvements in the Transportation 2020 program to provide a complete corridor improvement on Highway 217 will be strongly supported by businesses and residents on the westside and will address the regionally recognized need for improved north-south mobility on the westside.

#### Highway 99W Corridor

The WEA supports including funding in the Get Moving 2020 program for a comprehensive study that will look at the Highway 99W corridor and determine the appropriate course of action to address

the severe congestion between the cities of Tigard and Sherwood. The study should consider balancing highway, transit, bicycle, and pedestrian corridor enhancements through the corridor, as well as how Highway 99W can best serve the diverse populations adjacent to the corridor and provide access for workforce trips to the regionally significant industrial areas between Tualatin and Sherwood. We recognize that it is premature to identify specific projects in this complex corridor. Therefore, we believe that a comprehensive study developed with substantial community and business participation is the right first step.

### Highway 26 Corridor

The WEA supports including funding in the Get Moving 2020 program for a comprehensive study of the Highway 26 corridor to determine needed improvements and implementation strategies. Highway 26 is a critical link between the employment areas in Hillsboro and housing in other parts of the region that we believe a study evaluating transportation and land use corridor strategies will benefit the entire region. The outcome of this effort should be clear direction to local, regional and state agencies on how to collaborate to secure needed transportation funding and make coordinated land use decisions.

We recognize that funding for a program such as Get Moving 2020 will be provided by voters and businesses throughout the region. Because of this, regional equity and distribution of projects will be critical. We strongly believe that the addition of the corridors we've noted above (Highway 217, Highway 26 and Highway 99W) will provide additional support for the Get Moving 2020 program. We have yet to see recommendations on funding mechanisms to pay for the Get Moving 2020 program. The support expressed in this letter is for inclusion of the noted projects in an overall regional transportation funding program. The WEA has not taken a position on appropriate funding methods and we will evaluate and provide comments when such mechanisms are put forward.

### Sunrise Corridor

One final note, representatives from Clackamas County attended the December 11th Transportation Committee and presented the Sunrise Corridor project to our members. The Sunrise Corridor has been a regional priority for several years and WEA has previously supported construction of this critical project. We continue to see the regional benefits of the Sunrise Corridor and wish to express our support for including this critical project as a Tier 1 project in the Transportation Funding Task Force's recommendation to the Metro Council.

Thank you for your consideration of WEA's comments, and we wish you success in developing your recommendations to the Metro Council.

Sincerely,

A handwritten signature in black ink that reads "Brantley Dettmer". The signature is written in a cursive style with a large initial "B".

Brantley Dettmer, President  
Westside Economic Alliance

cc: Metro President Lynn Peterson  
Metro Councilors







# CITY OF West Linn

December 18, 2019

Members of Metro T2020 Transportation Funding Task Force,

I'm Russ Axelrod the Mayor of West Linn and I appreciate the opportunity to comment on the "preliminary project package recommendation" of this Task Force as it identifies first Tier 1 Projects, and then Tier 2 Projects anticipated in February 2020.

I'm testifying today to express support for the overall goals of the T2020 program to improve our corridor networks to address deficiencies in the commute shed that is shackling our Metro region.

While I applaud the effort, I, along with many of our regional mayors remain concerned that we are not doing enough to address our regional transportation network for the future – we need to continue to think bigger and build truly transformational transit systems to meet our regional goals.

As you prepare your recommendations I encourage you to recognize and integrate Clackamas County projects into the regional framework. At the Tier 1 level these include: McLoughlin Blvd, Sunrise Gateway Corridor, Clackamas-To-Columbia 181st, and 82nd Avenue projects. Clackamas communities will be helping to fund this regional measure – so please ensure the corridor recommendations reflect that investment.

I'm also here to express my profound support for the regional Hwy 43 Project. It's our understanding that the Hwy 43 Project is anticipated to be a high-priority Tier 2 project. I cannot stress enough the importance and value this regional project will bring to filling the corridor gap through the south-central Metro region extending into downtown Portland.

The Hwy 43 Project addresses critical safety concerns, enhances transit and provides viable alternative modes of transportation, enables transformative rezoning and economic development along the corridor, and collectively helps reduce climate impacts.

Advancing the Hwy 43 project under T2020 also leverages current regional funding and investments we have secured for Phase 1 of the Hwy 43 Project scheduled for construction in 2021. So being shovel ready is also a critical factor supporting its high-priority designation under T2020.

We greatly appreciate Metro's support to improve this vital transportation work which has already begun. Consistent with this effort and our regional goals, I must also note the importance of moving forward the OGLO Bridge Project which is critical to our corridor development and establishing a truly viable framework for our bicycle transportation and commuting needs.

Thank you for your hard work on the Task Force and your consideration of these comments and the valued Clackamas County projects before you.

Russell B. Axelrod  
Mayor  
City of West Linn





Commissioners Pam Treece and Jessica Vega Pederson  
Co-Chairs, Transportation Funding Task Force  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232

December 18, 2019

**RE: Support for T2020 Measure's Inclusion of Proposed Clackamas County and Southwest Light Rail Corridors**

Dear Co-Chairs Treece and Vega Pederson and members of the Task Force:

The City of Wilsonville supports funding for Clackamas County's proposed Tier 1 T2020 Corridors, including Sunrise Gateway/212, Clackamas-to-Columbia (C2C), McLoughlin Blvd., and 82nd Ave. Investment in these corridors is critical to ensure a robust regional transportation system that supports the economic viability of Clackamas County and the greater Portland metro region.

Additionally, the City supports inclusion of Highway 43—a primary corridor through Clackamas County that connects Oregon City, West Linn and Lake Oswego with Portland—as a proposed Tier 2 corridor.

The City of Wilsonville strongly supports the proposed investment in the Southwest Light Rail Corridor project as critical to maintaining long-term capacity and timely mobility on the I-5 mainline and adjacent arterials.

I do want to express, however, as a member of the T2020 Task Force, some disappointment that our transportation-funding process did not include a better ability for the region to make even greater, transformative investments in public transit across the region.

As a city with a population of 25,000 that hosts over 20,000 jobs within Metro's boundary, our residents and employees commute and travel throughout the region for employment, medical appointments, attending school and shopping. All of these proposed transportation investments provide for improved long-term mobility that benefit the greater region.

Thank you for your efforts to create a more complete and resilient transportation system for the benefit of our region.

Sincerely,

Tim Knapp, Mayor  
City of Wilsonville



# City of GLADSTONE

December 10, 2019

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

Dear Co-Chairs Pederson & Treece and Taskforce Members:

The City of Gladstone supports the inclusion of the Clackamas County's Tier 1 T2020 Corridors, specifically the Metro staff-recommended investment of \$200 million for work in the McLoughlin Corridor. Investment in this corridor is critical to ensure a robust regional transportation system that will support the economic viability of Clackamas County and the Metro region. We thank you for selecting this corridor in the proposals.

As a city of 11,905, people within Metro's boundary, one of our transportation priorities includes the replacement of the Trolley Bridge over the Clackamas River to create a more direct trail connection between Gladstone and Oregon City. The bridge will serve as a vital link in the Trolley Trail, which is envisioned to connect the Springwater Corridor Trail, Downtown Milwaukie, and the Orange line MAX with Downtown Gladstone, Downtown Oregon City, and points in-between. Currently, this trail "dead ends" in Gladstone.

The proposed bridge will connect across the Clackamas River to mixed use development in Oregon City, providing alternative transportation modes to the Willamette Falls Legacy site, the Willamette Falls RiverWalk (slated for construction start in 2020), West Linn, and points beyond.

Currently, pedestrians' and bicyclists' best option for connecting to these important destinations is McLoughlin Boulevard/Highway 99. This connection is treacherous for people walking or biking – serving as a major deterrent to these alternative modes.

The McLoughlin Corridor has long suffered from the domination of motorized vehicles – cars and trucks. This is reflected in auto-dominant uses and built forms along McLoughlin and other commercial areas. We believe that the Trolley Trail represents an opportunity to catalyze positive change in the area, spurring patterns of development that better align with our region's growth principles – higher density, mixed use development, transit

**City Hall**  
525 Portland Avenue  
Gladstone, OR 97027  
(503) 656-5223  
FAX: (503) 650-8938  
E-Mail: (last name)@ci.gladstone.or.us

**Municipal Court**  
525 Portland Avenue  
Gladstone, OR 97027  
(503) 656-5224 ext. 1  
E-Mail: municourt@ci.gladstone.or.us

**Police Department**  
535 Portland Avenue  
Gladstone, OR 97027  
(503) 656-4253  
E-Mail: (last name)@ci.gladstone.or.us

**Fire Department**  
555 Portland Avenue  
Gladstone, OR 97027  
(503) 557-2776  
E-Mail: (last name)@ci.gladstone.or.us

**Public Library**  
135 E. Dartmouth  
Gladstone, OR 97027  
(503) 656-2411  
FAX: (503) 655-2438

**Senior Center**  
1050 Portland Avenue  
Gladstone, OR 97027  
(503) 655-7701  
FAX: (503) 650-4840

**City Shop**  
18595 Portland Avenue  
Gladstone, OR 97027  
(503) 656-7957  
FAX: (503) 722-9078

supportiveness, and walkability. It also will promote Metro's priorities for transportation investment – safety, equity, climate smart, and addressing congestion. As the proposed Trolley Bridge is a vital link in the trail, we appreciate that this project is considered in the McLoughlin Corridor T2020 to help address transportation safety and other areas of needs.

Thank you for your efforts to create a complete and resilient transportation system for our region.

Sincerely,



Tammy Stempel  
Gladstone Mayor