

Written Testimony
Transportation Funding Task
Force
Meeting 14
November, 20th 2019

From: Dave Sullwold <dave@davidjsullwold.com>
Sent: Wednesday, November 20, 2019 1:32 PM
To: Metro Transportation Funding Measure
Subject: Metro T2020 Bond comment

Comment on Metro T2020 Bond

I moved to West Linn in 2002. One reason my family moved here is relative quality of life. I have never, nor do I want to, live in an urban environment. Suburbs are just fine with me. Included in that lifestyle is the ability to be mobile, go wherever I want whenever I want. As the metropolitan area has grown, it seems as though METRO has pushed to urbanize the surrounding area as much as possible. This will inevitably destroy the quality of life found in places like West Linn. Going along with that push for Urbanization is the focus on mass transit that has become obsessive with METRO. The base effect of mass transit, in particular light rail, has been to import crime and gang violence to areas that were once tranquil. It seems like METRO wants to encourage a reduction in quality of life by stacking people on top of themselves and then forcing them to stay that way by making mass transportation the only form of transportation that they will support. This is control. I don't like to be controlled by METRO or anyone else. For example, due to the inadequate improvements on I205 in our area, massive numbers of through traffic floods our local streets each and every rush hour. I have seen no practical plan to improve that, and when you add tolling to I205, it will become much worse. If you need money to fix the roads, take it from light rail funding. Therefore, the only funding that I would condone regarding transportation would be one that is entirely concerned with vehicle traffic, not pedestrian, not bicycle, not mass, but vehicle traffic improvement. Widen all the damn roads, please.

Dave Sullwold
West Linn
dave@davidjsullwold.com
503-657-4312

From: Erin Alexandra Patterson <ekettle@hotmail.com>
Sent: Wed 11/20/2019 1:32 PM
Subject: Highway 43 Funding

To whom it may concern,

Our family lives off Highway 43 and for more than a decade the traffic has become backed up heading south starting at 3:30 PM and north in the mornings so that it has really changed livability here in West Linn. I hope that consideration will be given to restore ease of traffic in this area, the conduit to downtown Portland and to the Eastside in Oregon City. I believe we need budget to support the suburb that is a conduit from many different cities.

Thank you,
Erin Patterson
503-344-4199

From: Brooke Kavanagh <brookellk@yahoo.com>
Sent: Wed 11/20/2019 1:22 PM

Subject: Public comment for 11/20 transportation funding task force meeting

Dear Metro:

The public needs transportation solutions and planning that genuinely address equity, climate change, air pollution, and safety for everyone in the region.

It is imperative that you create a proposal that prioritizes:

-integrated regional networks of electric bus and rail transit, in dedicated lanes, linking neighborhood centers, commercial centers, and job centers

– integrated regional networks of protected bikeways connecting to neighborhood centers, commercial centers, and job centers

– safe and connected pedestrian access to stations, beginning with the most transit dependent areas of the region.

-a requirement that all projects must be analyzed for their impacts on the environment and people

We are simply out of time to not have bold, equitable solutions that center the people and the environment. We are counting on you.

Brooke Kavanagh

NE Portland

From: Kim Bria <kbria@ewindconsulting.com>

Sent: Wed 11/20/2019 1:11 PM

Subject:

Dear T2020 Metro Task Force Members,

I am writing to compel your consideration of elevating the West Linn Highway 43 Improvements project funding from Tier 2 to Tier 1. Currently Hwy 43 is a significant connector for both West Linn and a rapidly growing rural Clackamas County to Portland. Multimodal transportation options are dangerous along this heavily traveled, congested stretch. With the only currently viable bus routes from Oregon City through West Linn to Portland, people with disabilities or mobility issues are challenged to safely access transit. Only the bold cyclists use this as a commuting route, with families or slower riders avoiding car conflicts.

Also, to consider in addition to county growth, is the upcoming Willamette Falls waterfront development that is unprecedented in our lifetime. The Oregon City side has 23 acres of industrial site ready for redevelopment, half of which was recently purchased by the Confederated Tribes of Grande Ronde. The West Linn waterfront side, which includes Portland General Electric property, has 100 acres in talks of future redevelopment. Multimodal transit options are critical to this area.

This project is not just about West Linn. The Oregon City Arch Bridge, just prior to the West Linn project segment, has been structurally rehabilitated and seismically retrofitted. The nearby I-205 Abernethy Bridge, carrying an average of 100,000 cars per day, is likely to fail in an earthquake. The Arch Bridge and Hwy 43 combined become critical infrastructure between Clackamas County, West Linn, and Portland.

The Hwy 43 Improvement project is ready to move forward to improve:

- Safety for vehicles and multimodal transit options
- Supporting safe transit access for disabled and other transit-dependent users
- Key resiliency county-to-city transportation route with the Oregon City Arch Bridge
- Critical aspect of future economic growth connecting industrial lands
- Leveraging current and upcoming regional and local investment projects

Please consider the urgency of this regional infrastructure and move this project into Tier 1 status.

Respectfully,
Kim Bria
West Linn, OR

From: Sita Reeves <sita.dev.jacobson@gmail.com>

Sent: Wed 10/30/2019 3:07 PM

Subject: Stop and Rethink - Transportation Plan

Stop moving forward on your current proposal and take stock of where the world is right now. We need radical changes. For my children to have a chance of a future we need to get to carbon neutral and beyond as fast as possible. Your current plan doesn't even pretend to take into account the severity of our current situation. It is your DUTY to protect and provide for the citizens of this city. Spend the money building integrated regional networks of bus and rail transit, linking neighborhood centers, commercial centers, and job centers. Spend the money building integrated regional networks of protected bikeways. Spend the money building safe, connected pedestrian access to stations. Spend the money to reduce our carbon emissions. Spend the money to lift up those most negatively impacted by our current transportation model.

Put people's safety and health first. Focus on pedestrians, bikers, and access to public transit OVER private automobiles.

Use your position and your privilege to address the most urgent concerns of our time.

Do something you will be proud of.

From: Rodion Radish roger.cascante.xyzy@gmail.com

Subject: Nov 20 T2020 hearing

My name is Roger Cascante, and I am a longtime Resident of the Ellington Apartments on NE 66th Ave. I will be testifying with the Getting There Together Coalition.

I have elected to remain carless for the last 5 years and use trimet for almost all my needs,. I ride the MAX from 60th Ave & Hollywood T.C., and use the 77 Bus line almost every day. I also ride the 12 Bus, the 75 Bus, the 20, 19 & 48 frequently, the 66, 71 , 72, 8 & 4 occasionally. I also ride the Portland Streetcar NS line.

I have recently become concerned for my safety and that of others consequent upon 2 pedestrian involved accidents at the 2442 stop. Last month, while exiting the 77 bus Eastbound, I witnessed a 10 year old (+/-) child exiting same bus hit by a driver who was passing the 77 bus across a double yellow line. It occurred in full daylight. He was thrown and lay motionless for a short time, and many people dialled 911. This is the second episode that I am aware of involving a pedestrian being hit at this intersection. The Ellington has roughly 200 apartments, many of whom are occupied by low income people and many of whom have children in their households, and amy of whom use Trimet exclusively for transportation.

The other episode occurred several years and involved an adult in their late 20's.

Traffic is extremely heavy on Halsey Street, especially around commute times. There is no marked crosswalk at this intersection, nor is there a traffic signal, and some drivers accelerate like a bat out of Hell. There is a hill to the East which limits visibility for both drivers And pedestrians.

I have discussed this problem with many drivers on other lines that I ride, and basically receive the impression that it is a system wide problem, and not confined to the 77 bus line. Contempt for pedestrian right of way seems universal, even among the police, whom I have observed passing the 77 bus in the same way. I feel it would be appropriate to **try to determine which intersections most dangerous** and bring pressure to bear on the city to install traffic signals, streetlights and marked crosswalks.

I understand that this session is for improvement ideas involving how to utilize newly available funds. Perhaps these comments are inappropriate on those ground. Your call.

Now to things I KNOW are within the scope of this meeting.

- 1) I think your efforts to switch to electric busses should be hastened if possible. We are all running out of time to avoid catastrophic & irreversible climate heating. How is the experiment with the 60 Bus working out ?
- 2) On the 77 bus line in particular, I feel that breakdowns are much too frequent, although I applaud the recent improvement in frequency of service. Can nothing be done to improve this. This is especially troublesome at night.
- 3) I would like to see service expanded to areas further out, e.g McMinnville, Salem, Eugene ? Probably involve cooperative efforts with commercial bus lines, & other municipal bus lines, rail, etc, to become truly regional. Like the expansion that has made the Gorge & Mt Hood reachable.

Running out of time now, but thank you. I will be at the hearing tonight.

- Sincerely,

Roger Cascante

From: Fredrick Sawyer <fredasawyer@comcast.net>
Sent: Wed 11/20/2019 11:02 AM
Subject: McLoughlin Corridor Sidewalk Equity Plan

METRO T2020 Task Force

I am presenting the McLoughlin Area Plan Implementation Team (MAP.-IT)'s McLoughlin Corridor Equity Sidewalk Plan. The plan connects mobile home parks, apartments, retirement centers, bus stops, and schools. The plan includes sidewalks along all TriMet bus lines between Milwaukie, Gladstone, the Willamette River, I-205 and between the bus lines. Enhanced transit on lines 29,30,31,32, 33, 34, 74, and 99 in the McLoughlin Area, including, Oak Grove, Jennings Lodge, and Clackamas.

This plan can be funded with proposed T2020 funds. The Staff Report included additional funds from earlier drafts so more could be done. The high dollar concept for Enhanced Transit is no longer being considered and is being replaced by a number of smaller cost fixes. METRO T2020 McLoughlin Corridor funding for Enhanced Transit is \$85-102 million, and for Safety and Sidewalks is \$40-60 million.

Thank you

Fredrick A. Sawyer

MAP-IT Transportation Committee

From: Robin Nicolassen <robinnicolazy@gmail.com>

Sent: Tue 11/19/2019 2:44 PM

Subject: Highway 43 improvement

Hello,

I live on Mapleton drive West Linn and the highway 43 is a great concern to me and my family. Cars drive too fast, there's not a proper sidewalk for my and my kids to walk and not enough crosswalks. We like to walk to the ups store, our local Thai restaurant, daycare and grocery store. But often I have to take all my kids by car cause walking and crossing highway 43 is just too dangerous.

Could you please make upgrading the highway a priority? More stop lights, crosswalks and a lower speed maximum would be great.

Thank you!

Robin Nicolassen

Mapleton Drive, en West Linn

From: Shasta Kearns Moore <shastakearnsmoore@gmail.com>

Sent: Tue 11/19/2019 1:55 PM

Subject: TF funding meeting comment re: Hwy 43

Hello,

Thank you for taking public comment on regional transportation funding priorities. I would like to strongly encourage the council to consider an upgrade to Highway 43, which is handling substantially more and different traffic than when it was built. My family uses multiple modes of transportation, including car, TriMet, walking and power wheelchair. There are numerous great local businesses within walking distance, too. But using 43 in anything other than a car feels very unsafe. Even that may be a false sense of safety as I have seen the aftermath of multiple accidents on the intersections of the forested neighborhood streets that lead on to this over-taxed thoroughfare. Please make upgrades to Hwy 43 a priority!!

Shasta Kearns Moore
West Linn

Subject: Hwy 43

I'm writing in regards to funding Hwy 43 projects in West Linn. Not only is Hwy 43 the main way West Linn residents get around town, it is also used by many other metro drivers as a thoroughfare for rush hour driving. Because of this, we've seen traffic increase substantially with our freeways getting more and more crowded. This makes it difficult for us as West Linn residents to get around town and do business in our city. As a result, we've noticed many people avoiding businesses on Hwy 43 because they are afraid they can't get out of the businesses' parking lots during peak driving times. This is hurting our local economy.

There have also been several very serious accidents recently on this stretch of Hwy in West Linn. It is not safe to cross the street for pedestrians which again hurts our businesses on the street.

I currently sit on the Economic Development Committee for the City of West Linn (though I am writing as a private citizen, not on behalf of the committee). Our future work docket consists of re-zoning much of Hwy 43 to allow more uses than just residential. We are considering mixed use with businesses on the bottom floor and multi-family living on the top floor to allow more affordable housing solutions and increase commercial opportunities. We have very little developable commercial land, and have very little business opportunity in this town versus other cities. We are looking to expand business and affordable housing opportunities on Hwy 43. Ultimately, this means we will need better road and traffic management in ensure that people can get to the businesses easily through biking, walking and driving if necessary.

We would really appreciate if Metro would consider funding our proposed projects on Hwy 43. The proposed project I will create protected cycle tracks. We hope this would encourage families to get out and ride their bike to visit a business instead of driving. Hopefully, those protected bike lanes get extended all the way down to Portland in the future to give an opportunity for commuters to ride a bike rather than drive a car ultimately reducing the overall traffic on the highway.

The proposed project would also make it safe for pedestrians to cross the street, again in hopes that residents will be able to walk to frequent our businesses instead of needing to hop into a car. All of these things will help take some of that car traffic off the road and make it safer for pedestrians, bikes and cars to mix on the highway. Currently it is a very unsafe environment. The cities around us are also expanding as we expand and this being a major commuter highway for multiple cities, the traffic is only going to continue to get worse. This highway needs to be addressed soon so to make it safe for us to live and do business in this community.

Sincerely,

Shannen Knight

Resident and business owner in West Linn

From: Diane Meisenhelter
Sent: Tue 11/19/2019 11:00 AM
Subject: 2020 transportation bond testimony

Metro Councilors and Task Force Members,

This testimony is in response to the recommendations laid out for the 2020 transportation bond measure. I appreciate the stated recognition of goals towards more equitable, safe transportation and healthy ecosystems. At a time of climate crisis when we have a very short timeline to transition to Net-Zero Emissions and away from a fossil-fuel based economy, we need to be rejecting expanded roadway capacity and not be preparing for car traffic associated with additional airport expansion. With transportation responsible for 40% of regional climate emissions, we need to be totally moving away from fossil fuels. We need your leadership to focus on a big, bold vision of transitional public transit systems that focus on efficient and equitable access to mass transit, protected and expanded bikeways, and safe walking networks to enhance access to transit stations. We need to be electrifying our current bus fleets and having dedicated lanes for bus and rail transit that will reduce commute time. We need to be subsidizing and reducing costs of transit access particularly for low-income riders. We need to make sure that all neighborhoods have adequate and time-efficient public transit access to job and commercial centers. While public input has definitely shifted some of the priorities in a positive direction, this is a once in a lifetime opportunity to really look at what the future of our regional transit could look like and create a better version and vision for a fossil-free public transit system that can meet the needs for future generations instead of just tweaking things along the edges. Our children and grandchildren will thank you if we move in directions that make global survival more likely. Thanks for your time and consideration.

Sincerely,

Diane Meisenhelter
4626 NE 19th
Portland OR 97211
503-349-1460

From: Bill Reilly bill@whreilly.com
Sent: Sun 11/17/2019 8:01 AM
From: Transportation fixes

I read with interest the list of projects noted in today's Oregonian. Two of the worst in the region are ignored. You want to talk about reducing carbon then fix these two horrible bottlenecks that are billowing tons of CO2 into the environment every day.

1. Hwy 26 eastbound from 217 to 405. This has been ignored for years. The merge out of the tunnel creates backups exceeding 20 minutes during the morning commute, evening commute on many times on weekends. It is much worse than most of the other congestion issues noted and is completely ignored by the state and your organization.

2. Fix the disaster created by Multnomah County when they built the new Sellwood bridge. In their infinite wisdom they created a traffic light disaster and traffic back up that is ruining the air quality on the west side and through Sellwood. Eliminating the loop for southbound traffic off the bridge on the west side and adding the traffic light on the east side causes hundreds of cars to idle endlessly on the west side and east side of this disaster of a new bridge.

Thank you.

Bill Reilly | Wm. H. Reilly & Co. | 503-223-6197 work | 503-314-8386 mobile

From: j. w. r. jessaseptember@gmail.com

Sent: Tue 11/12/2019 10:15 AM

Subject: Metro Transportation Package

Hello Councilors,

I am writing to you as a life-long Portland resident, local home and business owner. Addressing climate change in the face of growing regional population and congestion requires that we reduce the length and distance of trips taken by car. To do so, we must have a transit system, supported by protected bikeways and a complete and safe walking network. I am a bike commuter and pedestrian here who has been hit by an automobile within the past several years. I am endangered by aggressive, reckless, fast, and careless driving behaviors, and lack of infrastructure that supports other forms of transportation. We need designated bike commute streets that have no through-way car access. We need more protected bike lanes and pedestrian crossings, speed enforcement, and efforts to reduce reliance upon individual vehicle transportation, Metro's package includes projects that widen roadway capacity for autos, which always leads to increase levels of driving. The package also includes some transit projects and some bike projects and some improvements to sidewalks and pedestrian crossings across the Metro region (Multnomah, Washington, and Clackamas counties).

To truly make a dent in our climate emissions, we must spend the billions of dollars being ask for by this bond measure ONLY on a big bold vision for the region, a vision that will significantly improve non-auto access for all of the region's residents. A resilient transportation network that generates ridership, improves safety, and provides equitable access to all of the social and economic benefits this region has to offer. The transit system should:

- Build integrated regional networks of bus and rail transit, in dedicated lanes, linking neighborhood centers, commercial centers, and job centers.
- Build integrated regional networks of protected bikeways connecting to centers and neighborhoods
- Build safe, connected pedestrians access to stations, beginning with the most transit dependent areas of the region.

Essentially, I am asking that Metro stop its progress toward approving the recommendations that have been issued and generate a proposal that it can prove will substantially reduce transportation-related carbon emissions within five years of bond passage.

Thank you,

Jessamyn Wesley

From: Gareth Prior <garet.prior@gmail.com>

Sent: Wed 11/6/2019 8:22 PM

Subject: 2020 Transportation Task Force - Wilsonville resident comment

Dear 2020 Transportation Funding Task Force,

I read Metro's staff recommendation for the 2020 Transportation Investment Measure and have the following comments:

1. I do not support funding for studying Burnside Bridge (\$150M) or the MAX downtown tunnel (\$50M). Both of these are not ripe. They should go through a regional process for prioritization (e.g. JPACT). TriMet should look harder at removing downtown stations to speed up east-west connectivity. Although it will be politically hard, there are ample non-vehicle options for people in downtown Portland. Light rail should be serving regional equity needs first.
2. I support the Ross Island Bridgehead reconstruction. This is a mess today and causes the entire area to backup. This also builds upon improvements with the Southwest Corridor investment.
3. I support increased investment in the Southwest Corridor (SWC). Making it to Bridgeport benefits Wilsonville. Recently, SMART changed its northern connection to Bridgeport's park-and-ride. This is a sign of Bridgeport being a mobility hub for regional connectivity that benefits Wilsonville's connection to the region. Also, the way Metro is measuring equity and safety does not capture the true impact of SWC. Equity percentages should include the footprint of people that are projected to ride the light rail. This footprint would extend into equity areas from SW Washington County to east Portland. Safety percentages should include all of Interstate 5 between Tualatin and SW Portland. SWC will remove people from driving on the interstate.
4. I support the safety improvements, complete streets, and all the investments that separate rail from other transportation users. Grade separation of light rail at 185th and at the airport will be crucial to transit reliability and safety.
5. I strongly support the 2% set aside for anti-displacement efforts, investment in Albania, and investment in improving connections to people living in east Portland/Multnomah County. These connections should not just be to downtown Portland, but to job centers in Clackamas and Washington County.

Thank you for your time serving on the Task Force!

--

Garet Prior

[A Garet in Wilsonville](#)

Our greatest inequalities in education, urbanism, and faith translated into understandable and actionable steps.

From: Joanne Wakeland wakeland.j@comcast.net
Sent: Wed 11/6/2019 7:07 PM
Subject: Metro transportation plan

I am writing about the new Metro transportation plan. I am very concerned about climate change and believe that we must get people out of their cars and onto bikes and public transportation. We must have a transportation system that works to reduce the length and distance of trips taken by car. To do so, we must have mass transit, supported by protected bikeways and a complete and safe walking network.

Metro's package includes projects that widen roadway capacity for autos, which always leads to increase levels of driving. The package also includes some transit projects and some bike projects and some improvements to sidewalks and pedestrian crossings across the Metro region (Multnomah, Washington, and Clackamas counties). What we really need is a plan that will significantly improve non-auto access for all of the region's residents.

I am 73 and live in Beaverton. I go downtown frequently, at least twice a week, and I always take MAX unless I am going with a friend who wants to drive. I have done so ever since Westside MAX was built. I also use the Red Line to go to the airport. And I bike within Beaverton. If I can do it, so can others. But we need a resilient transportation network that generates ridership, improves safety, and provides equitable access to people without cars. The transit system should:

- Build integrated regional networks of bus and rail transit, in dedicated lanes, linking neighborhood centers, commercial centers, and job centers.
- Build integrated regional networks of protected bikeways connecting to centers and neighborhoods
- Build safe, connected pedestrians access to stations, beginning with the most transit dependent areas of the region.

Joanne Wakeland
7725 SW Veronica Pl.
Beaverton, OR 97008

From: V Campbell <recycledmonkeys@gmail.com>
Sent: Sun 11/3/2019 4:39 PM
Subject: More funding for public transportation and walkable areas please
Hi Metro

I missed the meeting last week about your upcoming transportation plan. I hope you have more meetings.

Thanks you for including funds to make TV highway safer. I also hope you fund the Canyon Rd section soon. In general, we need more funding so that you can do these things and more sooner. I believe the downtown max tunnel will entourage ridership.

I don't know how you interact with TriMet on fares but more families will use public transportation if there is no youth fare or say a RT fare is \$1. As soon as our children needed to pay we stopped using transit. We are only starting to again as we (a 1 car family) seek to fight climate change ourselves. Please not widen roads.

Other great things to spend funds on:

- Build integrated regional networks of bus and rail transit, in dedicated lanes, linking neighborhood centers, commercial centers, and job centers.
- Build integrated regional networks of protected bikeways connecting to centers and neighborhoods
- Build safe, connected pedestrians access to stations, beginning with the most transit dependent areas of the region.

Help us cut the 40% of emissions from transportation.

I kindly request a response in writing.

Thanks for all you do!

Victoria Campbell
3875 SW 94th Ave
Portland, OR 97225

From: Monique Gaskins <moniqueg2002@gmail.com>
Subject: 2020 Task Force Comments

Hello Task Force,

I am really concerned about climate change and I ask that you please only prioritize projects that are going to help us meet our climate goals. Any freeway projects will be moving us backwards at a time when we need to be leading. We have 11 years now for transformational change before our climate fate is sealed and we need to act. I ask that you please be bolder and remove all highway related projects from your recommendations.

Specifically, I ask that you remove the C2C and sunrise corridor projects from your list. Redirect those funds towards enhanced transit corridors along 162nd and 181st.

Thank you so much for your time,

--

Monique Gaskins

2301 NE Rodney Ave, Portland, OR 97212

Dear Metro,

Please rebuild SW Scholls Ferry Road between SW Laurelwood Ave and SW Humphrey Blvd. If you get Multnomah County to rebuild their section, it could get TriMet to reroute bus 56 and lead to a revitalized business area for Sylvan and Raleigh Hills and addition of housing.

TriMet has a 2014 document that calls for a reroute of bus 56 in their Southwest Service Enhancement Plan.

Sincerely,

Rick Kappler
Raleigh Hills, Oregon

Subject: Comments on T2020 proposed project list

Dear Metro Councilors:

As a concerned resident of the Portland area, I am writing to express my outrage at Metro's proposed project list for the T2020 regional transportation ballot measure. I am writing to urge the T2020 Task Force and the Metro Council to radically revise the proposed project package, and to dramatically increase the revenue raised by the ballot measure through new funding mechanisms.

I am deeply dismayed by three elements of the proposed package:

- 1) The lack of any transformative vision or ambition for the region's transportation system that matches the scale of our increasing population and the need to massively increase mass transit, bike, and pedestrian infrastructure, ignoring many such examples in cities across the U.S.;
- 2) The evident failure to truly understand the need to dramatically and rapidly reduce the region's transport greenhouse gas emissions on the scale that the science shows is necessary to avoid complete climate catastrophe; and
- 3) The plan's embrace of a "politics as usual" approach that imagines that "balancing" an increase in mass transit with expansions of road capacity (that will increase GHG emissions) is somehow acceptable, as well as a stunning fear of the kind of big thinking that has led to transformative increases in mass-transit capacity that voters have approved in cities from Seattle to Los Angeles to Phoenix to Denver and beyond.

In the interest of brevity, I will focus on only one aspect of the proposal: The belief that Metro cannot ask voters to approve a large, transformative ballot measure that raises major new funds, based in part on polling data. To start with the latest opinion poll, it is clear that the phrasing of the questions was leading, and falsely led respondents to accept a "tradeoffs" paradigm that implies that improvements in mass transit will not help reduce congestion and will harm drivers.

As for the types of funding streams being considered: Metro must not accept that simply because Oregon does not have a sales tax and has property tax compression, that we are hamstrung and must limit ourselves to a tiny \$3 billion measure, when the Seattle region has approved over \$80 billion for **new transit alone** in the past 7 years, and Los Angeles (yes, car-centric L.A.) voters approved over \$100 billion for new mass transit. We must think outside the box, and put new sources of revenue on the ballot, including:

1. A **major** increase in registration fees--at least \$100 per car.
2. A regional income tax surcharge on high incomes.
3. And if necessary, a small, regional sales tax.

The other element that is baffling is that Metro seems to assume that voters cannot be educated or persuaded to support a transit-, bike-, and pedestrian-only measure. However, in Seattle and L.A., that is exactly what happened--a coalition was formed that used social marketing and the media to educate voters to see that **only** massive, transformative spending on new transit service would make a difference in the region's horrible congestion. These messages--and the ballot measures--were successful, and we could do exactly the same in the Portland region if we are bold and think big.

I am outraged that although Metro Chair Peterson's original proposal for the ballot measure was to be \$20 billion, with 75% spent on transit, bike, and pedestrian improvements, somehow we have ended up with \$3 billion, with half of it dedicated to projects that will actually *increase* automobile use. This must stop.

I urge the task force and Metro Council to go back to the drawing board, scrap this ill-conceived, meager list of piecemeal projects, and come back with a *large* (at least \$15 billion), *transformative*, transit/bike/pedestrian-only proposal that Metro will work hard to sell to voters.

In the Seattle area, the original ballot measure for transportation improvements in the 1990s included a lot of road projects. It was opposed by all the major environmental groups, and it went down to defeat. What followed a few years later were the massive Sound Transit 1, 2, and 3 transit-only measures, which has made Seattle the only city in the nation with increasing mass-transit ridership and a rapidly decreasing single-occupancy vehicle commuting share. If the proposed Metro ballot measure is left as currently proposed, I will do everything I can to work with local environmental, climate-justice, bike, mass-transit, and other groups to defeat this measure.

Thank you for your consideration.

Sincerely,
Dr. Daniel Jaffee
Portland, OR 97211

Subject: Carbon compounds as fuel are deadly.

Dear Councilors:

Fossil fuel combustion is a major cause of the ongoing Sixth Great Extinction, illness and death, and a hotter planet.

Taxes should be used for projects promoting active transportation, and alternatives to ICE-powered vehicles.

The State or localities need to ban diesel engines of all types.

Metro should change to EVs (recharged by solar or wind farms) as older vehicles are removed from the fleet.

Sidewalks!

No more fossil fuel infrastructure, and no oil trains in the area.

Propose whatever will convince people not to use their personal vehicles as their default transportation mode.

Bobbee Murr, on TriMet for 40 years, no car wanted
31 NW 22nd Place
Portland, OR 97210
971-207-3534

Subject: Metro 2020 testimony

Metro President Peterson and Councilors :

I am opposed to the 2020 plan as formulated, because it has too many highway widenings, and too little of the vision we need to change the way we move around in this region.

Addressing climate change in the face of growing regional population and congestion requires that we reduce the length and distance of trips taken by car. To do so, we must have a transit system, supported by protected bikeways and a complete and safe walking network.

I urge you to Build integrated regional networks of bus and rail transit, in dedicated lanes, linking neighborhood centers, commercial centers, and job centers.

Build integrated regional networks of protected bikeways connecting to centers and neighborhoods

And, Build safe, connected pedestrians access to stations, beginning with the most transit dependent areas of the region.

Do not include any highway or road widenings, neither by adding lanes or adding "auxiliary lanes, or in any way increasing the so-called "capacity", which in reality does not solve congestion, but in fact increases auto traffic and in turn increases congestion. The only fix need on highways is Decongestion Pricing, with attention to equity for disadvantaged communities.

Thank you.



Doug Klotz
1908 SE 35th Pl
Portland, OR 97214

From: Nora Lehmann noralehmann@protonmail.com
Sent: Wed 11/20/2019 3:01 PM
Subject: testimony for the Task Force meeting 9/20

"I want you to panic . . . I want you to act as you would in a crisis. I want you to act as if our house is on fire. Because it is." -- Greta Thunberg, January 24, 2019

We are a group of families, writing to the Council on behalf of our children, most of whom are too young to write on their own behalf, but whose city and state your decisions will shape for decades to come.

We are tired of watching our leaders claim to care about climate and equity, but then take only small and incremental steps towards addressing these urgent issues; or, worse, make choices that are counterproductive. With 40% of Oregon's GHG emissions coming from transportation -- and rising! -- we no longer have time for half measures.

We appreciate that the Council is working hard to balance many competing interests, including those of folks who cannot imagine a life outside of car culture, but the glaring truth is that we cannot address the climate crisis without taking on automobiles.

Our country's transportation system -- private car ownership -- is unsafe, unjust, and unsustainable. Cars kill 40,000 people annually, are most cities' largest GHG producer, are a massive burden on the poor, and the expense of perpetually maintaining and expanding their infrastructure and storage keep mass transit underfunded and second class. In addition, the research on induced demand is clear: creating more roads, and widening existing roads only encourages people to drive more. Adding capacity for more cars only adds more congestion.

Any transportation money must be spent on transforming our entire region (not just central Portland) into a place where car ownership is unnecessary for most people, and we can get around efficiently, safely, and pleasantly through a variety of other modes of travel. We believe that all families in the region deserve access to resilient, safe, equitable, accessible, non-polluting car-free transit, including:

- integrated regional networks of electric bus and rail transit, in dedicated lanes, linking neighborhood centers, commercial centers, and job centers
- integrated regional networks of protected bikeways connecting to neighborhood centers, commercial centers, and job centers
- safe and connected pedestrian access to stations, beginning with the most transit dependent areas of the region.

It is time to make sure that every dollar spent, and every project planned includes an analysis of its GHG effects and equity effects. **We ask that Metro generate a proposal that can prove it will substantially reduce transportation related carbon emissions within five years of bond passage.**

Many of the projects proposed are a step in the right direction, but are not themselves enough. We cannot waste more time on small-scale planning and maybe-somedays. We need to believe our leaders can act with the courage and vision to match the urgency of the moment.

Our -- your -- children and grandchildren deserve a livable climate on our beautiful planet. Please, be on the right side of history.

Nora Lehmann, mother of Sydney Lehmann (age 2) and Sally Miller (age 4)
Emily Chenoweth, Jon Raymond, Eliza Raymond, and Josephine Raymond
Alicia Cohen and Thomas Fisher, Harold Fisher-Cohen (age 10) and Pascale Fisher-Cohen (age 14)
Chris Bonner and Lee McKnight
Tedra Demetriou, Elliot Nopp, and Ruby Nopp
Melissa Fredette, Kalen Fredette, Aidan Fredette (age 12) and Isla Fredette (age 7)
Clea McDow, Kory McDow, Deja McDow (age 9) and Reza McDow (age 5)
Megan Leatherman, Chris Chaplin and Wyyette Leatherman-Chaplin (age 2)
Kathryn Behel, Graham Adams and Fenna Adams
Kate Suisman, Felix Montaña Suisman (age 9) and Bruno Montaña Suisman (age 6)
Caroline Buchalter, Adam Sorensen, and Alice Sorensen
Paula Cano, David Hurtado, and Elisa Hurtado-Cano (18 months old)

Kate Sharaf and children Esther (age 6) and Henry (age 3)
Jennifer Doob, Kevin Phillips and Dylan Phillips
Molly Wallace, John Rogers, Joanna Wallace Rogers (age 6), Wesley Wallace Rogers (age 1)
Theresa and Gillian Beck van Heemstra, parents of Adrian (age 5)
Bethany Wofford, Chris Price and Eleanor Price (age 6)
Roy Lichtenstein
Sita and Caleb Reeves, parents of Nora (age 4) and Clementine (age 1)
Kathryn Kolker, mother of Ayla (age 5) and Nico (age 2)
Christen Cannon, mother of 2 year-old son
Eric Wilhelm, Tina Connolly, Nick (age 8), Veronica (age 6)
Robert Hemphill
Karen Callahan & Jeremy Resnick
Phyllis Trowbridge
Margaux Mennesson, Chris Ryan, Sage Ryan (age 4) and Eloise Ryan (age 2)
Eben Klemm
Amber and Chris Roth, Bibiana (age 3) and Milo (age 1)
Eleanor Gordon
Kem A. Marks
Swetha Varadharajan, and daughter Kaveri
Keri Logan, Matt Sullivan, Erin Sullivan (age 10) and Ronan Sullivan (age 7)
Kae Sharpe
Yuki Bowman, Christian Cutul, Sora Bowman-Cutul
Maia Hixon & Luka Hixon (age 2)
Katherine Christensen and my 3 adult kids Julia, Alex and Andrew
The Kanes
Kelly O'Hara and Ryan Forsythe, parents of Eamon (age 3)
Mike Rosen and Terri Hoos
David C.
James Gambrell
David Shafer & Fiona McCann, also on behalf of their children



GETTING THERE TOGETHER

Info@GettingThereTogether.org | GettingThereTogether.org

November 20, 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 50 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 all prioritize projects across the region for a 2020 funding measure, the Coalition, our 50+ member organizations, and the people we represent across the region urge you to lead with your own values of equity, safety, affordability, and climate. What this should look like: Investments must support communities most in need of transportation options, drastically increase ridership and reducing emissions through increased transit and community driven projects, and help people get where they need to go, safely and quickly.

Now that you are examining specific projects and getting more granular, we encourage Task Force members to continue to hold these values of equity, safety, affordability and climate as the community values that should be informing the project amendment process.

The Coalition conducted a full assessment of the Staff Recommendation based on a series of questions and criteria (linked below and shared with the Task Force on 10.16.19), and found that many of these investments are a good first step in regional transportation investment, and will represent important improvements to the people living and moving along regional corridors with long-known safety and transit access needs. However, some projects do not meet the Coalition's values, nor rise to the top in terms of long-standing needs and priorities for the region. Additionally, we found that on many corridors the Staff Recommendations do not *go far enough* to build the existing transportation needs that would fulfill the needs of the community when it comes to the Task Force's and Metro Council's values of equity, safety, transit access, affordability, and climate and that prioritizes moving people, not cars.

In order to truly see transformational impacts through this measure, the Coalition supports and recommends turning T2020 into a transformative first step in addressing our region's transportation needs by doubling down on the corridors where the needs are greatest. 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. What is needed, who needs it, and how it will actually improve lives are all questions answered through robust public engagement and involvement. 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.

Project Amendments

Below are the Coalition's recommendations for amendments to the Staff Recommendation project list. To arrive at these, we used the methodology that we shared in [our written comments in October](#) - we ran each project through this series of questions based on the information we have to determine how well it met with our coalition values of safety, equity, transit options, and affordability.

The Coalition sees value in a regional package that prioritizes making transformative investments in communities and corridors with long-standing transportation safety, transit, access, and affordability needs. We must prioritize projects on our regional networks of arterials, and not jump to building new roadways when so many other corridors have long-standing demonstrated safety and transit access needs. The T2020 measure will be a valuable first step in regional investment if it both focuses on these needs and demonstrates to voters that their communities will see projects that will make a difference when it comes to transit, access, safety, and affordability.

The Coalition recognizes the difficulty of making decisions on Tier 1 Corridors and projects without simultaneous discussion around the potential Tier 2 Corridors and projects that could be swapped in, nor the impact of regionwide programs that could balance the measure across the region. We suggest there is value in considering Tier 2 corridors at this stage, even if no decisions are made on them at this stage, in order to create in a package that demonstrates a regionally balanced first step of transportation investments that prioritize communities and

corridors with long-standing transportation safety, transit, access, and affordability needs. However, when looking at potential Tier 2 Corridors, we remind the Task Force of **Metro Council's expectation that this remains a regional measure that invests in regional roadways and arterials**, and that the state continues to be responsible for investment in the statewide system.

The Coalition finds and recommends the following additions, modifications, and removal of projects on corridors:

- **Double down on TV Highway, SE McLoughlin and 82nd.**
On these highest-need corridors that meet all our coalition values, we recommend additional investments in T2020 to make a complete, safe, and transit-friendly community roadways. These are the highest need corridors in each county, and need even more investment to become complete, transformed community roadways. Currently, even with the proposed projects there will be stretches as long as half a mile on these corridors with no safe crossing for pedestrians. A transformational measure needs to increase safety and transit funding to these three corridors to close these gaps and get them closer to being true safe community roadways. These additional projects can be drawn from the Regional Transportation Plan (RTP) and locally identified community needs, and should seek to truly transform the corridor and change the way people get around, ensuring it is safe and easy to use and cross on foot, by bicycle, with a mobility device, and on transit.
- **All funded corridors should have Enhanced Transit Corridor (ETC) project investments if we are to make significant transformations in our transit system.**
In particular, ETC projects on both NE 181st Ave and 162nd Ave must be brought back in. These are both corridors aligned with TriMet's service expansion plan and will help create a transit-heavy measure serving low income and communities of color in east Multnomah County. [Note: ETC on both of these corridors could be swapped back in for the cost of the Airport Way project, see our recommendation below.]
- **McLoughlin:**
 - ADD: Reedway Bike Overcrossing & Portland Ave Streetscape: Both these projects move forward active transportation and pedestrian infrastructure priorities.
 - REMOVE: I-205 Ramp Improvements: This expands roadway capacity, and will directly result in an increase in Vehicle Miles Traveled (VMT) on the corridor, increasing safety risks for pedestrians and active transportation users.
 - REMOVE: Park Avenue Park and Ride: While framed as a way to increase transit use, Park and Ride facilities still add VMT as drivers head to and park at these facilities. Expanding bus networks to create a connected transit system better solves the issue Park and Rides attempt to fix, but does so in a more equitable way by ensuring non-car users have access. One other issue: Park and Ride charges for bike parking but does not charge for car parking.

- **TV Highway:**
 - ADD: Canyon/West Slope 117th to Camelot: These are needed safety improvements on one of the most dangerous roads in our region. Meets values of safety and equity.
 - ADD: Council Creek Trail: This is an active transportation investment that meets values of safety, equity and supports regional connectivity in Washington County as it connects Hillsboro, Cornelius, and Forest Grove.

- **82nd:**
 - REMOVE: Airport Way: This project as proposed is roadway expansion project, and does not incentivize, and could possibly disincentivize, utilization of transit to get to the airport. This project does nothing to improve Red Line efficiency to the airport. This project will directly increase VMT and emissions.

- **C2C:**
 - MODIFY: 190th/Highland Bridge Replacement: The Coalition is NOT supportive of this project as currently designed. While there will be active transportation improvements, they will be coupled with lane expansion projects. The Coalition could be supportive of this project if it were modified so that active transportation investments were made without roadway expansion.
 - REMOVE: Roundabout: This project will expand the roadway and prioritizes car transportation. At the size and scale proposed, there is little safety benefit to pedestrians and or active transportation users.
 - REMOVE: New Connector Road: This would do nothing to alleviate known congestion points, and would directly increase VMT and greenhouse gas emissions (GHG).

- **Sunrise:**
 - REMOVE: Planning dollars: the Sunrise project is a roadway expansion project that does little to ease congestion in current problem areas, does little to advance racial equity, and does not do enough to address safety concerns. Furthermore, it is not clear that community outreach has been conducted at a level that warrants inclusion in T2020.
 - SUBSTITUTE: Suggest adding other Tier 2 corridors in Clackamas County instead of Sunrise.

- **Southwest Corridor & Max Tunnel Study**
 - The Coalition has had many discussions amongst our members regarding these two projects, given their large costs relative to the entire measure.
 - MODIFY: The proposed SW Corridor LRT Project as proposed is missing critical direct stops, such as OHSU and Hillsdale. We should similarly ask Metro to share how these areas will be serviced by Transit or how the project could be modified to include these stops, AND ask for clear equity and climate outcomes as a project modification.

- **MODIFY:** We think that with investments as large as the downtown tunnel study and SW Corridor, Metro should have clear and communicated equity and climate outcomes that they expect to come from the investments. Even if the downtown tunnel funding is only for a study, TF members and the public should receive information on what exactly we hope to gain from this study. We'd like to see the tunnel project modified to include a report out to make sure that the study focuses on climate and equity impacts of a potential study - and to review the cost estimate for a study that focuses on those elements to see if it remains the same.
- **Tier 2 Corridors**
 - The Coalition believes that the Task Force needs to have a comprehensive conversation, sooner rather than later, about the potential Tier 2 Corridors and projects that could be swapped in, in order to balance projects or corridors removed. This could include, for example, Hwy 43 and the Willamette River Crossing in Clackamas County.
 - When looking at potential Tier 2 Corridors, we remind the Task Force of Metro Council's expectation that this remains a **regional measure** that invests in regional roadways and arterials. The Metro Council previously stated their expectation that ***"the state to continue its responsibility for investment in this statewide system. If necessary, regional investment will be considered on components of the interstate system within our region in order to advance strategic regional priorities by supporting planning and design and off-system improvements that help better connect the interstate system with the regional system"*** (from [Final Metro Council Direction on Regional Transportation Investments](#)).

While you're here... Let's talk about climate.

Firstly, thank you to all the Task Force members, LIT members, Metro Councilors, and community members who have testified on the urgency and importance of using T2020 as an example of combating climate change through transforming our transportation system.

As we continue to center racial equity and the disparate climate impact on low-income people and communities of color as core values in making decisions on projects, the Coalition underscores that climate emissions are not reduced by expanding roadways. Moving vehicles more quickly, removing bottlenecks, or reducing congestion will reduce idling -- but it also triggers induced demand for more vehicles. While it is true that most vehicles today emit climate emissions such as CO₂; when roadways are merely expanded for vehicle capacity to address "congestion", what we get instead is **more vehicles** taking up that opportunity, and creating **more climate emissions**.

In order to achieve our regional goals of climate emissions reductions, Metro's Climate Smart Strategy is clear -- the greatest progress on climate emissions reductions comes from:

- Making transit convenient, frequent, accessible, and affordable;
- Implementing the 2040 Growth Concept and local adopted land use and transportation plans;
- Supporting Oregon's transition to cleaner, low-carbon fuels, more fuel-efficient vehicles, and pay-as-you-drive private vehicle insurance;
- Managing parking to make efficient use of vehicle parking and land dedicated to parking;
- Making biking and walking safe and convenient; and
- Providing information and incentives to expand the use of travel options.

In the context of transportation investments, we must not fall into the trap of thinking that reducing idling is a climate emissions reduction strategy -- *it is not*. As a regional investment, the T2020 measure should only invest in those strategies that have the largest impact on emission reductions and that move the region toward and beyond our climate emissions reductions goal, not away from them. The investments you choose to make in the next Task Force meetings will directly influence the region's role in determining our climate future. Are your choices reflecting this?

Thank You.

Getting There Together Coalition



November 20, 2019

Dear Transportation Funding Task Force Members,

The Oregon Trails Coalition is a broad coalition of trail users and public agencies and business partners. This year we have hosted four regional trails roundtables to discuss important projects in our communities. As you craft your recommendations on corridors and programs in the transportation measure tonight and in the future, we ask that you consider the following.

The transportation measure is critical to funding regional trails that serve as the backbone of our regional active transportation network.

- Our region has a strong regional trails plan within our regional transportation plan that could be transformative for people trying to walk and bike to essential services, and for people who can't imagine biking as transportation now, because they don't feel safe on our roads. Our trails are critical green infrastructure that increase transportation equity and climate and emergency resilience.
- Many small projects within the regional trails plan can be accomplished through the Parks and Nature bond and through Regional Flexible Funds, but these existing funding sources are not large enough to invest in closing significant gaps in the network like building major bridges and completing longer trail segments. The transportation measure is a critical opportunity for trails specifically as local governments cannot fund trails outside road right of way with gas tax dollars.

Don't miss the opportunity to fund regional trail system gaps as part of the corridor approach.

- Please recommend funding the Council Creek Trail as part of the TV Highway Corridor project list. This trail provides a critical, safe, off-street connection for residents of Hillsboro, Forest Grove, and Cornelius. This trail is a crucial alternative to the high traffic road *in addition* to on-street safety and transit enhancement improvements.
- Elevate the Oak Grove to Lake Oswego Bridge/Willamette River Crossing to Tier One corridor list. Without it, those commuting across the river to service industry jobs in Lake Oswego have to go ten miles out of their way to walk or bike to work. This project is critical to the regional network; it should not be halted by those who would rather limit mobility and practice economic exclusion for any residents in our region.
- In all corridors under consideration, please ensure funding for safe bike and pedestrian trail crossings and access points, such as fully funding the Trolley Trail bridge in the McLoughlin corridor. Ensure that the corridors in the transportation measure do not



remain barriers to those trying to access school, work, services, and transit by walking and biking.

Invest in major trail system gaps outside of corridors through program funding.

- The draft Active Transportation Regional Connections program in the measure is a critical pot of funding for off-corridor safety improvements of all types. As currently described, it is not robust enough to fund major gaps in our regional trail and bike/pedestrian network. Please support a programs bucket in the measure robust enough to fund key gaps such as the French Prairie bridge connecting Wilsonville, Highway 26 bridge to connect Westside Trail, and new sections of North Portland Greenway that exist within Portland and Metro right of way.

We support a just measure.

- At our regional trails advocacy roundtables, there has been strong support for a measure that doesn't just include trail investments, but that is fully in line with our region's climate and equity goals and centers transit, safety, and biking and walking. Oregon Trails Coalition is a member of the Getting There Together Coalition, and we support Getting There Together's full suite of recommendations.

Thank for your commitment to the future safety, health, and welfare of our region in serving on this taskforce.

On behalf of the Oregon Trails Coalition,

A handwritten signature in black ink that reads "Stephanie Noll".

Stephanie Noll
Coalition Director



PO Box 86449
Portland, OR, 97286

30 October 2019

Metro President Peterson, Councilors, Transport Task Force,

I'm Tracy Farwell, President of Better Energy LLC, a little-known company established to make it possible to re-engine medium duty diesel trucks by converting to battery electric drive. We know how to do this, and we know why climate justice and relief for underserved communities compels us to succeed.

Last week I gave testimony to the Trimet Board in Beaverton with prepared remarks that attacked Trimet for passing Resolution 19-09-78 that authorized acquisition of 31 new buses. These are good buses. Diesel is the wrong fuel. During chit-chat with Trimet staff before the Board Meeting I learned that Trimet attempted to elicit bids proposing electric drive buses. Production capacity was already committed to other fleet buyers. This is a good faith effort to do the right thing, so I abandoned the attack prior to my planned testimony and simply gave a critique that with better planning Trimet could get in the production queue first instead of last.

Next I discovered Metro levies regional planning on Trimet and issues funding for Trimet operations. What is the Metro plan for electrification of fleets under its jurisdiction? The answer is on p24 of the Metro Preliminary Program Investment Recommendations under review tonight:

Transit Vehicle Electrification - Funding for TriMet and SMART to achieve their goals of phasing out diesel bus fleets.

I translate this to mean Metro has no planning for fleet electrification and no

funding to create planning. In other words, Trimet leads Metro in this critical transition that must be well underway in five (5) years if you are current with the urgent climate science that tells us we have nearly lost the chance for a habitable future.

Metro and other government agencies will be getting demands for action that responds to the climate emergency that the City of Portland is now trying to declare.

Let me offer the first: WE DEMAND A STOP ORDER ISSUED TO TRIMET AGAINST RESOLUTION 19-09-78 UNTIL A FAIR AND UNBIASED PLAN IS ISSUED BY **METRO** ALLOWING TRIMET TO CONSIDER ALL MANUFACTURING RESOURCES FOREIGN AND DOMESTIC, AND TO EXPAND SERVICE AND REPAIR INFRASTRUCTURE FOR THE CURRENTLY OVERLY-CONSTRAINED ELECTRIC FLEET TRANSITION EFFORTS.

End of Testimony to Metro Council

Appended is the abridged testimony targeting Trimet that I discovered at the last minute was inappropriate. The original from 23 October 2019 is held by Trimet's Kimberly Angrove in the GM's Office.

“I'm Tracy Farwell, President of Better Energy LLC, a little-known company established to make it possible to re-engine medium duty diesel trucks by converting to battery electric drive. We know how to do this, and we know why climate justice and relief for underserved communities compels us to succeed.

Last week when I attended “Multnomah County's Progress Report on the Path to 100% Renewable” the comment was made ... “Trimet is not on the Agenda.” Whether not invited or Trimet declined to participate, there was no story

explaining Trimet's planning to transition 700 diesel buses to zero-emission alternatives. Instead, at the last Trimet Board Meeting on September 18, the authorization to acquire 31 new diesels, and an optional 159 later, tells us about the Trimet fleet transition plan to zero emissions. No one knows where it is. On paper, the 5 electric buses now in operation could be the last 5 electrics Trimet ever sees.

The Board did not ask why 31 buses, and why diesel? Their GM did not answer what consequences would accrue without the purchase, or what e-bus opportunity cost results from this expenditure? Trimet is like a state-chartered public transportation utility and its carbon planning appears to be completely off the reservation. Without even viewing the staff report claimed as justification for the diesel resolution, we know Portland's Climate Action Plan had little significance as a Trimet decision criterion, like the Oregon emissions reduction goals famously not being met for 20 years. It appears the management ground rules mandated to staff for conducting the staff study effectively dictated the results.

This intimidates the informed public. Five of seven directors are disarming taxpayers who rebel against mandated mistakes like this. You are appointed to manage on our behalf. This is a terrible decision no one forced you into.

Where is the mercy in threatening the state with 3mpg diesel pollution for up to 20 years, x31. Do you know the meaning of mercy? Is there any justice on this Board? You want to terrify taxpayers, voters and riders? This is how to do it.”

Tracy Farwell
Better Energy LLC
503-477-8811

Community Housing Fund
3700 SW Murray Blvd., #190
Beaverton, OR 97005
503.846.5790



October 30, 2019

RE: Metro Transportation Measure Recommendations (T2020)

Dear Co-Chairs and Members of the Task Force:

The Community Housing Fund (CHF) appreciates the opportunity to participate in the discussion of regional transportation investment opportunities. Exploring our transportation challenges is a critical component in our 2040 Growth Concept. The work we do together as a region on transportation, housing, and open spaces helps us define where and how we grow in order to create vibrant, connected and equitable communities. Clearly, this is a work in progress.

To find the critical intersections in our work on housing and transportation, and to leverage the resources we have at all jurisdictional levels, we must work collaboratively with intention—to learn from the past in order to create a more equitable future.

The values that the T2020 Task Force have agreed upon are critical markers moving forward, to improve safety, support communities of color, improve mobility, support resiliency, clean air, water and healthy ecosystems, economic growth, access to opportunity, and leveraging of investments.

Marcus Munday of the Coalition of Communities of Color noted recently: *If Washington County is to continue as an economic engine, it must also be an equity engine.* As all three counties review recommendations for Corridor investments, we must keep economy, environment, AND equity top of mind.

Equity and Economy: Transit investments tend to escalate property values and rents, often dramatically and rapidly. A recent study by the National Association of Realtors and American Public Transit Association shows that even in markets like Seattle where housing prices are escalating across the board, in transit-oriented areas they are at a fever pitch. Getting ahead of this **potential gentrification and displacement** is something we know we must do, based on past experience with light rail. Accessibility to jobs and lower cost living are most critical to those living on the most modest incomes. And displacement tends to disproportionately impact communities of color. Research conducted by PSU indicates that we are already “late to the game” along SW Corridor.

2% for Community: Mitigating displacement and strengthening existing communities along corridors that will benefit from transit investments is a critical strategy. CHF strongly supports the proposal that 2% of each corridor’s funding be set aside to bring adjacent communities together to address the potential risks and rewards of these investments, and to work collaboratively to attract needed resources or policy change.

TV Highway/SW Corridor and LCMR: Protecting and preserving multifamily housing along transit corridors (often called “low cost market rentals” or LCMRs) is an important anti-displacement strategy. In Washington County, we have already seen increased challenges for those living along Pacific and TV Highways. Along the SW

Corridor, rents have been escalating at an astounding rate (48-90%). Since 2010, over 80% of the new multifamily development along the proposed SW Corridor has been in the form of luxury apartments. Where there is little regulated affordable housing, the risk of market speculation is acute. Getting ahead of the curve requires that we set metrics now, for both the preservation of LCMRs and the development of new regulated housing. We believe funding for this program must be robust.

Equitable Transit Oriented Development (ETOD) and Metro regional housing bond: There is a small carve-out in the current Metro regional housing bond (10% for land acquisition), which provides some support to acquire properties on transit corridors. And CHF sincerely appreciates the work Metro has done to improve equity outcomes with their overall TOD program--since the end of 2016, when the program was updated to make it more compatible with regulated housing, Metro has helped develop some 825 new affordable units, topping in just three years what they'd produced since program inception (729 affordable units). But beyond the 10% for land acquisition, there is NO guarantee that housing bond proceeds will address LCMR or ETOD specifically along transit corridors.

CHF will also join others in seeking a similar **reprioritization of Tri-Met's TOD policies**—to ensure that equitable housing outcomes are achieved. We know that in other transit agency programs across the US, transit agencies have created preferences for affordable housing, set-asides for a percentage of available land, and portfolio-based goals for unit production. These changes will only happen if we recognize the critical timing—and our need to create metrics and policies in advance of any large-scale transportation measure.

ETOD Makes Environmental and Economic Sense: We know that affordable housing residents are much more likely to ride transit than those who live in non-regulated housing. Increased ridership is critical in meeting our goals for fare revenue, reduced congestion, reduced air pollution, and increased access to economic opportunity.

Safety Should be Color Blind...but we know it isn't. For households who can afford one or more automobiles, when travelling to work or school, their car can serve as a protective shield. For those who depend on transit, or who bike or walk to move around the community, this “luxury” is not available. Sadly, we know that communities of color and low-income households are statistically harder hit when it comes to safely moving around their community. In Washington County, the investments we can make in safety hot spots along Pacific and TV Highways and 185th will help redress some of these inequities, such as lack of sidewalks and pedestrian crossings.

We've learned what happens when we don't get ahead of speculative market forces. Housing prices increase for both homeowners and renters along high capacity and high frequency transit lines. Access to housing and transportation are inextricably intertwined and tied to every household's opportunity to survive and thrive in our region. Thank you, in advance, for focusing on how we can create more equitable housing and transit outcomes for residents of Washington County and the region.

Sincerely,

Sheila Greenlaw-Fink
Executive Director



November 20, 2019

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

Re: Support for the Clackamas-to-Columbia (C2C) Corridor

Dear Co-Chairs and members of the Task Force:

On behalf of the Cities of Gresham and Happy Valley, thank you for considering the Clackamas-to-Columbia Corridor for regional investment. We are pleased to see \$130 million in corridor improvements identified within Metro staff's preliminary project package recommendation. As opportunities arise, we encourage the Task Force to consider additional investment in the C2C and C2C-supportive facilities, such as the Sunrise/Hwy-212 Corridor.

The C2C is the only major north-south through route east of I-205, encompassing the eastern portion of the Sunrise Corridor (Hwy. 212), as well as 172nd Avenue, 190th Drive, 182nd Avenue, and 181st Avenue. When fully built out, the C2C will connect I-84 to the north with I-205 to the south, thereby alleviating our current dependency on I-205 and other north-south arterials for east Metro multimodal mobility and freight movement.

Under current conditions, the C2C is used heavily as an urban through route, however portions of the C2C are only constructed to rural standards. Within these underdeveloped segments, drainage ditches function as sidewalks and vehicles navigate blind corners. Metro's proposed investment in the C2C will foster a clean, multimodal future for east Clackamas and Multnomah Counties. Planned corridor improvements will pave the way for future transit service and support a north-south bike route south of Powell between I-205 and the Springwater Corridor—a critical missing link in the bike network for recreational cyclists and commuters.

As our communities continue to develop at urban, transit-supportive densities, we are committed to seeing the C2C improved with an equity-forward approach toward transit-integration and transportation alternatives. In keeping with this commitment, Gresham has been awarded ODOT Transportation Growth Management program (TGM) grant dollars to facilitate multi-jurisdictional and multimodal C2C Corridor planning. Likewise, Happy Valley recently formed an \$83.3 million Urban Renewal District to fund transportation infrastructure investments in and near Clackamas County's portion of the C2C. While most of the urban

renewal funds will go towards transportation projects in the corridor, seven percent of Happy Valley's Urban Renewal funding is also reserved for affordable housing purposes in the area. With the leverage of local and grant dollars, we are excited to maximize the benefit of Metro's C2C investments.

While we are encouraged with the level of investment into the C2C Corridor, we would also like to stress the importance of the Sunrise Corridor. Given that it would connect the C2C's southern access and I-205, we urge the Task Force to increase funding for the Sunrise Corridor as opportunities arise.

Thank you for partnering with us to make our eastern Metro region a vibrant place to live, work and play.



Karylinn Echols
City Councilor, Position 3
City of Gresham



Tom Ellis
Mayor
City of Happy Valley

November 20, 2019

Commissioner Jessica Vega Pederson, Co-Chair
Commissioner Pam Treece, Co-Chair
Metro's Transportation 2020 Funding Task Force
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97201

RE: Comments on Transportation 2020 Corridors

Dear Metro's Transportation 2020 Funding Task Force,

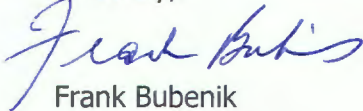
At the November 18, 2019 Washington County Coordinating Committee meeting the committee agreed upon a letter that asks for including Highway 99W, US 26 and Highway 217 as Tier I corridors. This letter should be in your packet.

US 26, Highway 99W, and Highway 217 serve not only Washington County residents, but also Tillamook County, Yamhill County, and Marion County residents heading to work in the Metro region. Highway 99W acts as a main arterial for local traffic and regional traffic comprised of both commuters and recreation travelers to the vibrant vinicultural regions and Oregon coast. Highway 217 is critical for north-south mobility to serve southeast Washington County residents. Congestion on Highway 99W and Highway 217 is one of the top issues for southeast Washington County residents, and it needs to be fixed.

On behalf of the mayors of Tualatin, Tigard, Sherwood, King City, and Durham I ask that **funding for Highway 99W planning projects, Highway 217 construction projects, and US 26 planning projects be elevated to Tier I.**

Thank you for your consideration of my comments and the letter from the Washington County Coordinating Committee.

Sincerely,



Frank Bubenik

Mayor, City of Tualatin

cc. Metro Council President Lynn Peterson
Metro Councilors
Washington County Chair Kathryn Harrington
Washington County Commissioner Roy Rodgers



November 7, 2019

Transportation Funding Task Force

RE: Comments on a potential 2020 regional transportation funding measure.

Thank you for the opportunity to comment on a potential 2020 regional transportation funding measure, currently being considered.

NW Natural is a natural gas utility headquartered in Portland, Oregon and serves over 2.1 million customers. Given the current climate imperative, NW Natural is committed to reducing the carbon footprint of our product, as well as helping fleets reduce tailpipe emissions through the use of renewable natural gas.

Therefore, NW Natural applauds Metro's vision to dramatically improve the region's transportation system efficiency, accessibility, and emissions.

In the Metro Council's Transportation Investment Measure Direction document¹, the Council envisions "region wide programs to provide stabilized, long-term funding to support regional goals, possibly including efforts to electrify transit vehicles". We would encourage the Task Force to consider setting targets for emissions reductions in lieu of specifying technologies required (or that would receive funding) to get there.

We are concerned that excluding other viable technologies, such as renewable natural gas (RNG) and renewable hydrogen will slow the efforts of local transit authorities to decarbonize. For example, Cherriots (transit provider for the Salem area) has recently moved to RNG for its 34 buses, and is reporting the move will make its fleet carbon negative.

Renewable natural gas (RNG) and renewable hydrogen, have the unique ability to enable transit vehicles to have zero or even negative greenhouse gas emissions². RNG is methane produced from sources such as dairies, landfills and wastewater treatment plants like Portland's Columbia Boulevard Waste Water Treatment Plant. By capturing these sources we "close the loop" on waste and take methane that may be vented to the atmosphere and put it to work as useful energy.

Using RNG and hydrogen also ensure clean air through zero or near-zero tailpipe emissions. Medium and heavy-duty natural gas vehicles equipped with near-zero RNG engines produce 90-99% percent fewer nitrous oxide (NOx) emissions than even the cleanest diesel engines on the road today. This near-zero emissions technology is used daily in solid waste fleets, transit

¹ <https://www.oregonmetro.gov/sites/default/files/2019/02/12/Metro-Council-direction-on-2020-transportation-measure.pdf>

² <https://ww3.arb.ca.gov/fuels/lcfs/fuelpathways/pathwaytable.htm>



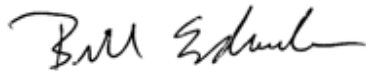
buses, delivery trucks and other medium- and heavy-duty vehicles throughout North America and the world.

Natural gas engine technology is mature and has been used successfully for decades. Renewable natural gas vehicles can also provide significantly lower operating costs and excellent reliability³, which enable public fleets to do more for less.

In addition to emissions and cost benefits, other technologies can provide resiliency benefits for the region. The Measure Direction document suggests that the ballot will support resiliency, in that “the package overall should invest in key resiliency needs in the region”. Natural gas (including RNG) is delivered through a resilient network throughout the most populated areas of the region. This gas grid is resistant to wind and ice storms, flooding, power outages, and seismic events. Transit fleets using multiple fuel types, and especially natural gas, can take advantage of this inherent resiliency.

Requiring technology-specific solutions creates the slowest, costliest, and riskiest path towards reducing emissions in our transit fleets. NW Natural believes any and all viable technologies should be included in transportation measure, and request that Metro include RNG and renewable hydrogen as additional technologies eligible for future funding. Thank you for considering this beneficial change for the region.

Sincerely,



Bill Edmonds

Director, Environmental Management and Sustainability

NW Natural

³ <https://www.nrel.gov/docs/fy19osti/72209.pdf>

Your October 18th "2020 TRANSPORTATION FUNDING MEASURE Preliminary Staff Recommendation for Corridor Investments and Regionwide Programs" does not align with your stated values I am actually committed to, which I want you to immediately and persistently, consistently commit to. Nor does it align with the documented recommendations from countless experts, residents, and business owners over the last 37 years I have been living in Portland. ***It doesn't make sense in light of all the well-documented facts and logic.*** It seems a deluded denial of the present life-and-death climate emergency and ecocide with crashing capitalism and trade wars we will lose after we gave away our steel production and manufacturing and under fund our schools and workers. It seems to be blind and deaf to the increasingly very angry taxpayers and workers who are losing more money as they work longer/harder/more as out-of-town speculators avoid paying their fair share but who can sue you for your foolish gambles.

While the proposal might have made sense over half a century ago to white clueless men not looking at science accumulating for over a century, ***the proposal is reckless and irresponsible, endangering the health, safety, and lives of Portlanders and visitors; harmful to our local and regional economy, worsening of our local transportation, destructive to our ecosystems and climate, and anti-democracy.*** It is wasteful, counterproductive, and not fiscally responsible, making many suspect Metro of corruption, ripe for lawsuits. It is not professional, ethical, moral, or humane and sane. It's not fair, and it perpetuates and worsens racist, classist, ableist, and other systemic injustices. It will cost the people living and working within Metro's jurisdiction more with extra avoidable payments for transportation, taxes, health care, housing, insurance, lost opportunity, and damaged or disrupted and displaced communities. It will cause more houselessness and forced migration and traffic.

We must reduce the number of vehicles using any form of petroleum, methane, and/or methanol, reduce traffic by having fare-free, reliable, quick, expanded public transit available to everyone, and we must stop using petroleum-based asphalt, tar, etc. polluting our air and water and bodies We must ban and fine/jail the use of diesel within one year, and heavily fine any diesel emissions. We must keep fossil fuels, including methane, in the ground to provide earthquake resilient ground lubrication, filtration, and sequestration; soil fertility ; and water purity and accessibility. ***We must invest in regenerative efficient and just electric shared vehicles and quickly phase out all other types.***

We must remove and replace harmful infrastructure such as that proposed and assumed We must remove explosive methane gaslines under our cities and replace that energy source with conservation and wise use, and with local community-owned and located solar and photovoltaic energy production and battery storage, mini wind power, gravity turbine, algae, and wheel-generated energy, as well as new glass technologies that use vibration from the wind and vehicles. We must have human-powered energy battery storage. We must reduce the use of concrete because of its lifelong green house emissions, and replace each with safe, healthy, regenerative energy, construction, use, and naturescaping. We must reduce impermeable surfaces, increase stormwater sequestration/filtration and ground water restoration, and use more natural regenerative building products such as bamboo, hemp, grasses, and mushrooms.

We must have a vigorous democratic process with wisdom from all cultures and traditions, and community ownership and oversight in the design and construction, with just transition prioritizing cultural, ethnic, racial, and ability minorities, and not just white women on-paper business owners. We must hold designers, decision-makers, and builders accountable for safe, regenerative, fair practices that will make us resilient during and between the multiple earthquakes, fires, explosions, storms, floods, landslides, sinkholes, droughts, pandemics, etc. We must build for interconnected diverse ecovillages and strong regenerative communities harvesting rainwater, growing organic food free from diesel and gasoline poisons, increasing dense biodiversity, and providing many dispersed green flat areas preparing for internal refugee camps in every part of town for people whose homes, businesses, worship centers, and schools collapsed spreading toxic rubble. We must design and build and invest in the infrastructure that will help us survive and thrive compassionately and creatively when other cities would have succumbed to destruction, despair, violent injustice, and martial law. We must make choices now that will be trusted and celebrated decades from now for the creative, wise, culturally-rich, just regenerative foundations and resources, including walkable communities rich with permaculture food forests, and shared local small energy and water wealth that would be impossible with this proposal enacted. This proposal violates due process and wastes resources and time (even without counting the law suits) we need to better invest into

building a just transition. Integrate the wisdom of our unhoused experts on transportation.

We must invest wisely in immediately building well-thought-out and well-designed integrated regional networks of bus and rail transit, in dedicated lanes, linking homes, stores, jobs, healthcare, schools, parks, and social services and community centers We must design with community input and build culturally-respectful, environmentally-regenerative pedestrian-friendly, bike-friendly accessible mixed use and mixed income housing where we work, worship, shop, and play commercial centers, and job centers. We must have more bicycle/tricycle transportation for people with various disabilities who must safely haul infants, children, service animals, groceries, etc. that easily transfers to and from electric buses and electric light rail trains and special electric shuttles for door-to-door accessibility. We must use the rail corridors to generate solar and wind and movement to electricity.

We must design and build integrated regional networks of protected bikeways serving all abilities of people (with various bikes, trikes, trailers, standing bikes, wheelchairs, different ability mobility, pedicabs, etc.) connecting neighborhoods with services, employment, recreation, worship, schools, gardens/food, nature, health care, etc. These various bikes/trikes and trailers must be safely and quickly/easily loaded on and off of public mass transit buses, trolleys, and trains with secure parking that protects them from weather and theft and that includes solar roofs and eco roofs.

We must design safe, healthy, culturally-inclusive, beautiful, inspiring, and just walkable communities with connected greenways, walking/wheelchair paths, pollinator and wildlife corridors, bike/trike routes safely accessible at all hours while not producing air or light pollution connecting to bus, trolley, subway, train, and ferry stations that are wisely and fairly situated with resting and nature-enjoying areas.

Scientists, engineers, residents, taxpayers, and youth have been writing and saying for decades that we need to stop wasting money and resources on expanding and increasing highways and roads, parking, and fossil fuel infrastructure. We must immediately stop polluting our air, water, food, soil, and poisoning/killing our plants and animals, and our precious children and other residents. We must protect and expand our large trees and overall tree canopy and green plants on every roof, wall, parking lot cover, bus stop cover, and under-planted ground in order to clean the air, produce oxygen, sequester carbon, and cool the local microclimates. We must use green plants and fungi to clean up water and soil polluted by fossil fuel from roads, bridges, airplanes, and ships/boats.

The October 18 proposal does not solve any of the transportation-caused problems I suffered 37 years when I lived in Tualatin, in John's Landing, on Cornelius Pass Road, in Parkrose, along Scholls Ferry by Sylvan Heights between Portland and Beaverton, in SW Portland between Hillsdale and Multnomah Village, or in two SE Portland neighborhoods. Nor of my father on Mount Scott, nor any of my clients in the metro area. Nor of my close friends and colleagues. It does not incorporate any of the best practices and research and public comment. It does not follow anything I learned from my degrees and work in management and in biology. Learn. Correct and replace the proposal.

Build integrated regional networks of bike/bus/rail transit, in dedicated lanes, linking neighborhoods, stores, jobs, schools, parks. Build safe, connected pedestrians access to stations. Start with the most transit dependent underserved communities. Stop poisoning and impoverishing Indigenous, Black, Brown, POC, poor, unhoused, elderly, ill, and folk w/ disabilities.



October 29, 2019

TO: TriMet Board of Directors
FR: Diane Linn, Executive Director, Proud Ground
RE: Comments on Proposed TriMet TOD Guidelines

As a member of Housing Oregon, Proud Ground stands with their recent testimony on TriMet's proposed Transit-Oriented Development (TOD) Guidelines. Any discussion to invest in transportation should incorporate the impacts that transit has on the affordability of housing in its investment areas. As other jurisdictions throughout the country [have proven](#) the increase to land and home prices along new transit lines, it is essential that we work together to produce better outcomes for the communities that we collectively aim to serve. Therefore, Proud Ground recommends an anti-displacement lens that would prioritize the management of land along new transit investments within TriMet's TOD Guidelines.

For over a year, Proud Ground has been working in partnership with Metro, community organizations, residents, and national leaders to leverage anti-displacement tools to ensure long-term affordability within the SW Corridor. Specifically, Proud Ground and these partners are focused on developing a land banking program to ensure long-term affordability for homeownership, rental, and commercial opportunities. The first year of a four year grant-funded land banking analysis resulted in a [Land Banking Feasibility Study](#), which was submitted this past summer to TriMet through the SWEDS Work Group.

As our region continues to develop, we need a scalable approach to real estate development that can create and preserve affordable housing for residents who are heavily cost-burdened. As part of the SWEDS Work Group, Proud Ground has noted the urgency of directing more resources now to acquiring land along the Southwest Corridor to be used for affordable housing in the future—as the property market continues to heat in the wake of light rail planning. In order to lay the groundwork for a long-term, scalable and regional approach to affordable housing production, TriMet's TOD policies should include a land banking program as a solution to dispose of acquired parcels along the corridor and hold them for affordable housing development. We must rise above the single purpose focus at a time when it is critical all local jurisdictions commit to aggressive and specific goals towards the development of affordable housing.

TriMet's TOD Guidelines, as presently written, do not make a clear commitment to affordable housing and the impacts that land value will have on affordable housing and commercial development along the SW Corridor. The purchase and preservation through an effective land banking strategy is critical to controlling costs and supporting affordable housing and commercial development. Keeping land affordable is the only way to prevent future displacement. Having worked for years in the N/NE Interstate Urban Renewal District in an attempt to reverse some of the devastating impact of the light rail line on the African American community, we must learn from the experience so as not to repeat the damage done. Based on past TOD efforts and TriMet's current engagement in the Southwest Corridor Equitable Housing Strategy, TriMet, in conjunction with Metro and local jurisdictions, can and must do better.

We ask TriMet's Board of Directors to delay adoption of these guidelines to allow for a more complete community engagement process that result in clearer commitments. This process would allow communities vulnerable to displacement, and most likely to be transit-dependent, to hold TriMet accountable to its commitments. Affordable housing and anti-displacement measures are critical to an equitable TOD program and can ensure that Communities of Color and low-income residents are not disparately impacted by future TriMet projects.

We support the specific suggestions Housing Oregon made and believe deeply that a more robust community engagement process will lead to a more equitable TOD policy.

Thank you for your consideration of our testimony.

Contact: Diane Linn
Executive Director, Proud Ground
503-943-0293 ex 16
dianelinn@proudground.org

Clackamas Climate Action Coalition (CCAC) is a group of climate activists focussed on the concerns of climate change in Clackamas County. Our growing coalition has recently learned of the T2020 transportation improvements plan, and the various proposals being discussed by the Task Force. We are adding our collective voice to ensure, as plans are developed, the values of equity and climate are commensurate with those of safety, transit access, and affordability.

We believe that the residents of our county have made it clear that they want more and better transit - a demand emphasized throughout the region in small and large town halls, community meetings, op eds, and Commissioner board meetings - but we need to stop pretending we are tackling our issues by expanding the fossil fuel infrastructure. We do not pretend this is an easy fix; we have collectively delayed this difficult conversation while watching our population expand on a daily basis, and be projected to expand almost exponentially. So now we add a transit crisis to the many regional woes.

CCAC is excited to see the Clackamas proposal continue to evolve in response to the Task Force values. On Monday, the excellent transportation staff of Clackamas County walked us through the details of the revised proposal for the Sunrise Gateway Corridor. The proposal includes multi-modal and transit ready designs that will serve our citizens well. We respectfully request that the Metro staff recommendation of 70 Million Dollars be increased to fund a more substantial investment in near term infrastructure construction on this corridor.

Additionally, we would like to support the elevation of Highway 43 from a Tier 2 to a Tier 1 project within the measure. We would like to support inclusion of the Better Bus initiative, expanded safety elements and expanded cycle track.

Finally, CCAC would like to go on record as saying we respectfully hold our Metro Councilors and our County Commissioners accountable to crafting a vision of the future that prioritizes People over cars and takes meaningful steps towards equity and reducing our carbon imprint. This includes multi-modal projects like the Willamette River Crossing, increased EV ports, Better Bus initiatives and other investments in public transport, and most importantly, considerations about people of color and other marginalized communities. We also support a more robust and comprehensive effort to reach out to the public with messaging about this important transportation planning process.

We appreciate the opportunity to share our thoughts and priorities. We also want to extend our sincere gratitude to so many of you working vigilantly to envision a future that is not dependent on fossil fuels. Please consider us an ally.

Clackamas Climate Action Coalition leadership team

Sally DeSipio	Michael Hall	Marilyn Gottshall
Linda Blue	William Heerd	Michele Bertaux
Marti Franc	Mary Baumgartner	Lynn Handlin
Gail Cordell	Tina Buettel	Elizabeth Graser-Lindsey



November 18, 2019

Metro Council and the Get Moving Task Force
600 NE Grand Ave
Portland Oregon 97239

Dear Metro Council and Get Moving 2020 Task Force:

The Washington County Coordinating Committee supports the following as Tier 1 corridors in the Regional Transportation Investment Measure:

- Highway 99W Corridor – corridor planning funds
- Highway 217 Corridor – project construction funds
- US 26 Corridor – corridor planning funds

The Washington County Coordinating Committee is composed of elected representatives from Washington County and the cities in Washington County. The WCCC's primary purpose is to coordinate activities of Washington County local governments and to work toward positions of consensus on regional and state land use and transportation planning matters.

Investments in these three corridors would advance the desired outcomes of the Task Force and Metro Council, leverage other funding, support the 2040 Growth Concept and are consistent with the Regional Transportation Plan.

- Funding for the Highway 99W Corridor would develop a corridor plan to address an increasingly outdated transportation facility and respond to the growing local, regional and state needs. The study would build from collaboration already initiated by cities of King City, Tigard, Tualatin and Sherwood, ODOT, TriMet and Washington County.
- Funding for the Highway 217 Corridor would improve safety and manage traffic flow between Allen Road and Beaverton Hillsdale Highway. The project would leverage the funding allocated by the State Legislature in HB 2017 for targeted safety and bottleneck improvements in the adjacent sections of Highway 217. The combination of these investments would address the priority needs in this major north-south corridor.
- Funding for the US 26 Corridor would supplement funds for a pending study of corridor needs directed by the Governor following the last legislative session to identify

Board of County Commissioners

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deficiencies, evaluate potential transportation system improvements and weigh the viability of potential projects to address identified transportation system constraints. Increased congestion and reduced reliability in this corridor reduce access to jobs and services and results in spillover traffic on adjacent arterials.

Thank you for your consideration of these three corridors for funding in the regional transportation investment measure.

Sincerely,



Roy Rogers, Chairman
Washington County Coordinating Committee

cc: Board of County Commissioners
Washington County Coordinating Committee members:

Pete Edison, Mayor
City of Banks

Teri Lenahan, Mayor
City of North Plains

Dennis Doyle, Mayor
City of Beaverton

Ken Gibson, Mayor
City of King City

Jef Dalin, Mayor
City of Cornelius

Keith Mays, Mayor
City of Sherwood

Gery Shirado, Mayor
City of Durham

Jason Snider, Mayor
City of Tigard

Peter Truax, Mayor
City of Forest Grove

Frank Bubenik, Mayor
City of Tualatin

Steve Callaway, Mayor
City of Hillsboro

Tim Knapp, Mayor
City of Wilsonville