

Council meeting agenda

Monday, January 13, 2020

5:30 PM

Metro Regional Center, Council chamber

Metro Council Public Hearing on Transportation

If you wish to provide verbal testimony,
please sign up in person between 5:30-6:30pm

1. Open House (Begins at 5:30pm in Room 370A/B)

2. Call to Order and Roll Call (6:00pm)

3. Safety Briefing

4. Presentations

4.1 Regional Transportation Measure

[18-5328](#)

Presenter(s): Andy Shaw, Metro

Attachments: [Memo: Regional Transportation Measure](#)
[Task Force Recommendations](#)

4.1.1 Public Hearing on Regional Transportation Measure

5. Adjourn (9:00pm)

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានកាតបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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|--|---|
| Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times. | Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 Call or visit web site for program times. |
| Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 Call or visit web site for program times. | Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times. |
| Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times. | |

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Agenda Item Number 4.1

Regional Transportation Measure

Presentations

Metro Council Public Hearing
Monday, January 13, 2020
Metro Council Chamber

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Monday, Dec. 30, 2019
To: Metro Council
From: Craig Beebe, Government Affairs and Policy Development
Subject: Regional transportation measure public hearing

On Jan. 13, 2020, the Metro Council will hold an open house and public hearing regarding potential investments to make getting around the greater Portland region safer and easier for all.

The public hearing follows a work session on Jan. 7, 2020, in which the Metro Council will receive recommendations from the Transportation Funding Task Force for proposed investments in improved safety, transit and mobility in 13 “Tier 1” corridors designated by the Metro Council. After careful discussion of desired measure outcomes and values, the Task Force recommended these be considered for a potential 2020 regional transportation investment measure at its Dec. 18 meeting. The Task Force’s recommendations build on months of Metro engagement with community-based Local Investment Teams as well as project development with jurisdictional partners.

The Task Force recommendations are described in a memo from Task Force co-chairs Pam Treece and Jessica Vega Pederson, to be attached to this memo in early January.

Open house

Prior to and during the public hearing, staff will hold an open house with maps of the 13 Tier 1 corridors and Task Force recommendations in each, along with information about the additional regionwide funding programs that could be included in a transportation measure to make investments beyond these corridors. Metro staff will be joined by staff from partner agencies to help describe these projects to interested community members. The open house will begin at 5:30 p.m. and continue through the public hearing.

The public hearing is expected to be opened by the Metro Council President at 6 p.m.

Additional background

In December 2018, the Metro Council adopted a Regional Transportation Plan update, following years of engagement that included more than 19,000 engagements with residents, community and business leaders, and regional partners. Through the extensive engagement that shaped the plan, Metro heard clear desires for safe, smart, reliable and affordable transportation options for everyone and every type of trip. The 2018 Regional Transportation Plan is therefore built on key values of equity, climate, safety, and congestion relief.

At work sessions in January 2019, the Metro Council provided guidance on key outcomes, principles and the structure of a potential investment measure to help advance these values. The council also approved a charge for a diverse and regionally inclusive Regional Transportation Funding Task Force. Co-chaired by Commissioners Jessica Vega Pederson and Pam Treece, the Task Force has met 16 times. To date, the Task Force has reviewed Metro Council direction and policy applying to the regional investment measure, identified additional desired outcomes, provided input to Council on priority corridors and regionwide programs, discussed possible revenue mechanisms, and made recommendations on potential Tier 1 investments.

In June, informed by input from the Task Force and an online survey completed by approximately 3,500 area residents, the Metro Council directed staff to move 13 “Tier 1” corridors into further

project identification, development and engagement. The council also identified 16 “Tier 2” corridors that could also be considered for funding if there is revenue capacity. Over summer 2019, three Local Investment Teams toured the Tier 1 corridors and provided feedback to inform staff and Task Force project recommendations.

In September, informed by input from community forums in the spring and Task Force discussions in the summer, the Metro Council provided direction on nine regionwide programs to continue developing for potential inclusion in the measure; these programs would advance Council outcomes and meet community needs beyond the priority corridors identified in the measure. Staff are now developing these program concepts further through engagement with community and jurisdictional partners, with an expectation that they would include approximately \$50 million in total annual investment for 20 years. At the Metro Council’s direction, staff are also continuing to develop a community stability program that would support the development of community-based anti-displacement strategies in corridors funded through the measure. Staff plan to bring a refined program recommendation to the Metro Council in April.

Next steps

Following the public hearing, staff will seek Council direction at work session on Jan. 14, 2020, regarding which potential investments in Tier 1 corridors should continue to be considered for inclusion in a measure. Staff will then work with jurisdictional partners to conduct further project development and assessments of project costs and risks. Community engagement on a potential measure package will continue into the spring.

The Metro Council will continue to direct staff in future iterative policy discussions, including direction on options for project investments, possible additional corridors to include in the measure, regionwide funding programs, revenue mechanisms, oversight and accountability, and implementation. The council could consider referral to voters in late spring.



2020 TRANSPORTATION FUNDING MEASURE

Task Force Recommendations for Tier 1 Corridor Investments

In early 2019 the Task Force identified several key values and desired outcomes for the measure. These provided a key guide for the staff recommendation. These values include the following. More details can be found at oregonmetro.gov/transportation.

- Improve safety
- Prioritize investments that support communities of color
- Make it easier to get around
- Support resiliency
- Support clean air, clean water, and healthy ecosystems
- Support economic growth
- Increase access to opportunity for low-income Oregonians
- Leverage regional and local investments



Memo

Date: January 3, 2020
To: Metro Council
From: Commissioner Jessica Vega Pederson and Commissioner Pam Treece, Task Force Co-Chairs
Subject: Tier 1 Corridor Investment Recommendations

Early in 2019, the Metro Council assembled a diverse group of community leaders from throughout greater Portland. You asked us to provide you with advice and recommendations on a potential 2020 transportation funding measure that could make much-needed regional investments in helping people go places reliably and safely in a growing, increasingly congested region. In your charge, you directed us to apply “honest, solutions-focused dialogue” in representing the needs of our constituencies and communities.

It has been an honor for us to serve as the co-chairs of this Task Force. Through sixteen meetings to date, this unique group has articulated shared values, considered community needs, and explored potential priorities for investment. We have thought big, sought consensus as much as possible, and respected the remarkably few places where our views diverge.

Developing our recommendations

In June, with input from the Task Force, the Metro Council prioritized 13 of the region’s busiest and most dangerous travel routes as Tier 1 Corridors for the potential measure; an additional 16 corridors were identified as Tier 2.

Following a summer of engagement with community and jurisdictional partners, Metro staff submitted Tier 1 corridor investment recommendations to the Task Force in October. These recommendations were informed by Council and Task Force outcomes; input from Local Investment Teams and partner jurisdictions; and assessments of readiness, risk and benefits of potential investments. They proposed approximately \$3.11 billion in investments from the measure, leveraging an expected \$2.13 billion in expected federal and local funds.

On Nov. 6 and 20, the Task Force discussed the staff recommendations and amendments proposed by several Task Force members. At our Dec. 18 meeting in Clackamas, we took votes on several motions to formalize our own Tier 1 project recommendations to the Metro Council. We sought to achieve a 75% share of present members in order to advance formal Task Force recommendations. Additionally, as co-chairs we pledged to share the full discussion directly with you to inform your ongoing discussion and direction regarding the potential measure.

The attached packet summarize our Tier 1 project recommendations and key themes of discussion. In addition, staff will send to you the Dec. 18 meeting notes as soon as they are available.

Key themes of Task Force recommendations and discussions

There are several key points we would like to highlight in these recommendations and the Task Force discussions that shaped them.

Remarkable consensus on almost all recommended projects in the Tier 1 corridors. These recommendations increase the total proposed for Tier 1 corridor investments by approximately \$700 million beyond the Metro staff recommendations. Including potential leveraged funds of \$2.2 billion, this increases the total to approximately \$6 billion. Task Force members voting at the December 18 meeting were in unanimous consent about the overwhelming majority of these investments—approximately 99 percent of the total investment. This consensus is testament to both the scale of need and the considerable common ground the Task Force has found in our work together.

One proposed investment, the 82nd Avenue and Airport Way intersection project, reached the 75% support threshold to be an official Task Force recommendation, but did not achieve unanimous consensus. Finally, just one proposed investment—the new connector road from SE 172nd to SE 190th Avenue in the Clackamas-to-Columbia corridor—failed to reach the 75% support threshold to be an official Task Force recommendation, though a majority on Dec. 18 did support this investment.

Prioritizing safer streets and better transit for everyone. The Task Force agreed unanimously on recommending approximately \$650 million dollars in safety and transit investments beyond those included in the initial Tier 1 staff recommendation. These additional recommendations are a clear declaration of the Task Force's priorities to make key arterials safer for people walking, bicycling, and getting to transit, and to make transit a more reliable, competitive and comfortable option for people throughout the region.

Thinking of a greater regional system. Hundreds of thousands of people in the greater Portland region travel across city and county lines on a daily basis—whether we're commuting to work or school, running errands or going to appointments, our travel patterns stitch us together as one region with common interests and needs. So it's no surprise that the Task Force recommendations reflect a truly regional funding measure, with investments across the metropolitan area will help create a more reliable, safer regional transportation system no matter where we live, work or travel—and no matter how we reach the places we need to go.

Contributing to the region's racial equity, climate and safety goals. The Task Force wants to ensure a transportation investment measure helps advance the region's ambitious goals for advancing racial equity, reducing carbon emissions, and reducing deaths and serious injuries from crashes. Staff have provided preliminary data on how the Task Force's Tier 1 recommendations support these goals. Task Force members are eager for more information and contextualization of this data alongside other strategies and policies the region has undertaken in pursuit of its climate, racial equity and safety goals. The Task Force also wants to ensure the measure includes clear commitments and enough funding to implement effective, community-based anti-displacement strategies alongside transportation investments.

Maintaining and aligning with funding for regionwide programs. While these Task Force recommendations focus on Tier 1 corridor investments, Task Force members have voiced their desire to keep funding for the proposed regionwide programs at the scale previously discussed—at least \$50 million per year. These programs would make vital investments in safety, reliability, racial equity and community beyond the identified corridors, extending the proposed measure's benefits even further across the region.

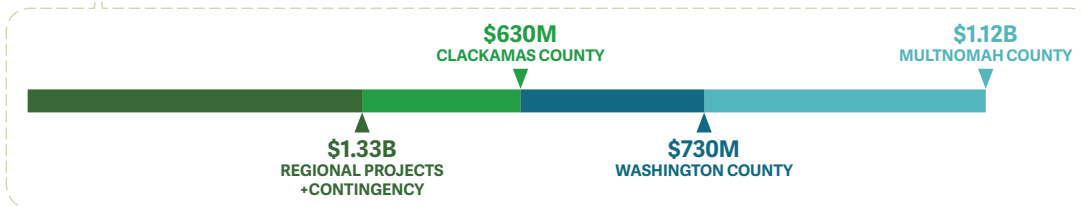
Conclusion

The Task Force has made these recommendations recognizing there is more work ahead to align Tier 1 investments with viable revenue mechanisms, potential Tier 2 corridor investments, and overall measure scale. The Task Force looks forward to supporting the Metro Council in this process of alignment. We are pleased to submit these recommendations and feedback on behalf of the Transportation Funding Task Force. We thank you for the opportunity to serve as co-chairs and look forward to continuing to support and advise the Metro Council in the months ahead.

Let's get moving.

Corridor Scenario Investment Summary

PROPOSED CORRIDOR FUNDING + **POTENTIAL LEVERAGED FUNDS** = **TOTAL CORRIDOR INVESTMENT**
\$3.81B + **\$2.22B** = **\$6.03B**



| CORRIDOR | PROPOSED REGIONAL MEASURE FUNDING | EXPECTED LEVERAGED FUNDS | IDENTIFIED CORRIDOR NEED |
|-----------------------------|-----------------------------------|--------------------------|--------------------------|
| Southwest Corridor | \$975M | \$1.4B | \$2.4B |
| McLoughlin | \$280M | \$20M* | \$350M |
| Clackamas to Columbia/181st | \$50M / \$100M | | \$280M |
| Sunrise/Hwy 212 | \$180M | | \$570M |
| Tualatin Valley Highway | \$520M | \$50M | \$630M |
| 185th Ave | \$200M | \$20M* | \$250M |
| 82nd Ave | \$35M / \$80M / \$395M | \$160M | \$840M |
| Burnside | \$150M / \$??M / \$120M | \$540M | \$890M |
| Central City | \$50M / \$170M | \$50M | \$390M |
| 122nd Ave | \$90M | | \$160M |
| 162nd Ave | \$90M | \$10M | \$170M |
| Albina Vision | \$55M | | \$75M |
| Powell | \$140M | | \$230M |

* TO BE CONFIRMED

REGIONAL PROJECTS | CLACKAMAS COUNTY | WASHINGTON COUNTY | MULTNOMAH COUNTY

DELIVERY AGENCIES

| | |
|---|-----------------------------|
| ODOT Oregon Department of Transportation | PP Port of Portland |
| M Metro | G City of Gresham |
| TM TriMet | MW City of Milwaukie |
| PBOT Portland Bureau of Transportation | GL City of Gladstone |
| WC Washington County | OC Oregon City |
| CC Clackamas County | |

Projects in black have been recommended by the Task Force.

- 9 Portland Ave Streetscape**
Abernethy to Arlington (.5 miles)
 Redesign Gladstone main street to improve walking, biking, and downtown revitalization.
\$5-8M

Projects in gray are a future need.

- 3 Kellogg Creek Dam**
 Remove Kellogg dam, drain lake, replace bridge, add multi-use underpass to address major fish passage barrier and add pedestrian and bike facilities.
(\$10-30M)

MW ODOT

SW Corridor

Southwest Corridor Light Rail will address congestion in the I-5 corridor and expand the MAX system to growing communities in SW Portland, Tigard and Tualatin, serving more people with fast, affordable high-capacity transit. It will increase access to living wage jobs in Tigard and Tualatin and connect to educational opportunities at PCC Sylvania, OHSU and PSU.

The project includes bicycle and pedestrian network improvements, like protected bike lanes and better sidewalks on Barbur Boulevard. Bus service improvements will complement light rail, including a two-mile shared trackway near Downtown Portland where buses can drive on the tracks to avoid traffic delays. The project will improve safety in a corridor where **42** serious injuries and fatalities occurred between 2007-2017. **32%** of this corridor is in an equity focus area.

The project is paralleled by the **Southwest Corridor Equitable Development Strategy (SWEDS)**, a collaboration of public and private partners working to generate equitable economic opportunity, and preserve and expand affordable housing along the light rail route.



[SEE PROJECT MAP NEXT PAGE]

SW Corridor

SW Corridor MAX Portland to Tigard to Bridgeport Village (11 miles)

Construct light rail line to improve transit in key regional corridor, including stations and multimodal roadway features.

\$975M

[leverages \$1.4B federal/other funds]

TM

- Light rail route
- Station
- P Station with park and ride

Marquam Hill connector

Build a new connection between Barbur and Marquam Hill to improve access to medical services, jobs and educational opportunities.

Shared trackway for buses

Allow buses from Hillsdale, Multnomah Village and Beaverton to avoid traffic delays by driving on 2 miles of paved trackway.

Barbur bridges

Rebuild the 85-year-old Newbury and Vermont trestle bridges on Barbur to current seismic standards with sidewalks and bike facilities.

PCC-Sylvania access

Improve 53rd Avenue to allow people to safely walk and bike between light rail and the Portland Community College Sylvania Campus.

Walking and biking improvements

Build continuous high quality sidewalks, bike facilities and crossings on Barbur between I-405 and the Barbur Transit Center.

Tigard Triangle street improvements

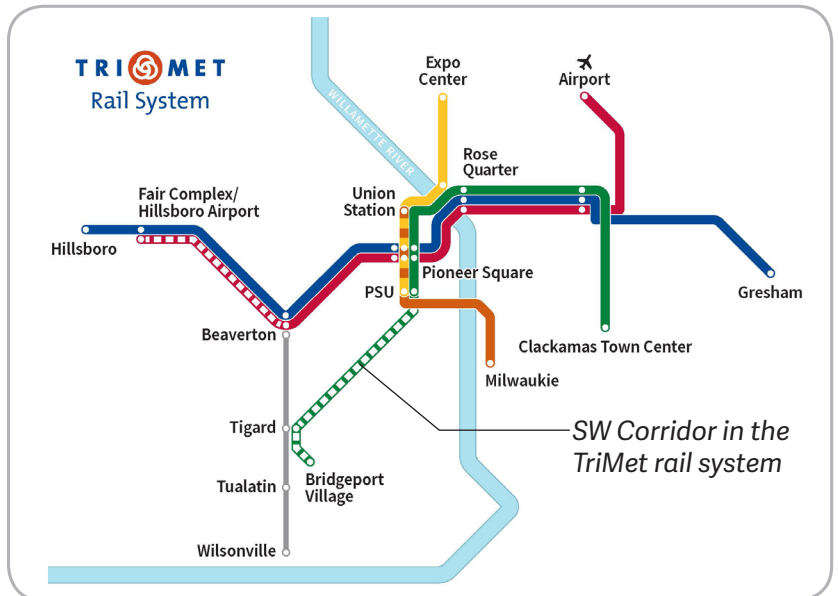
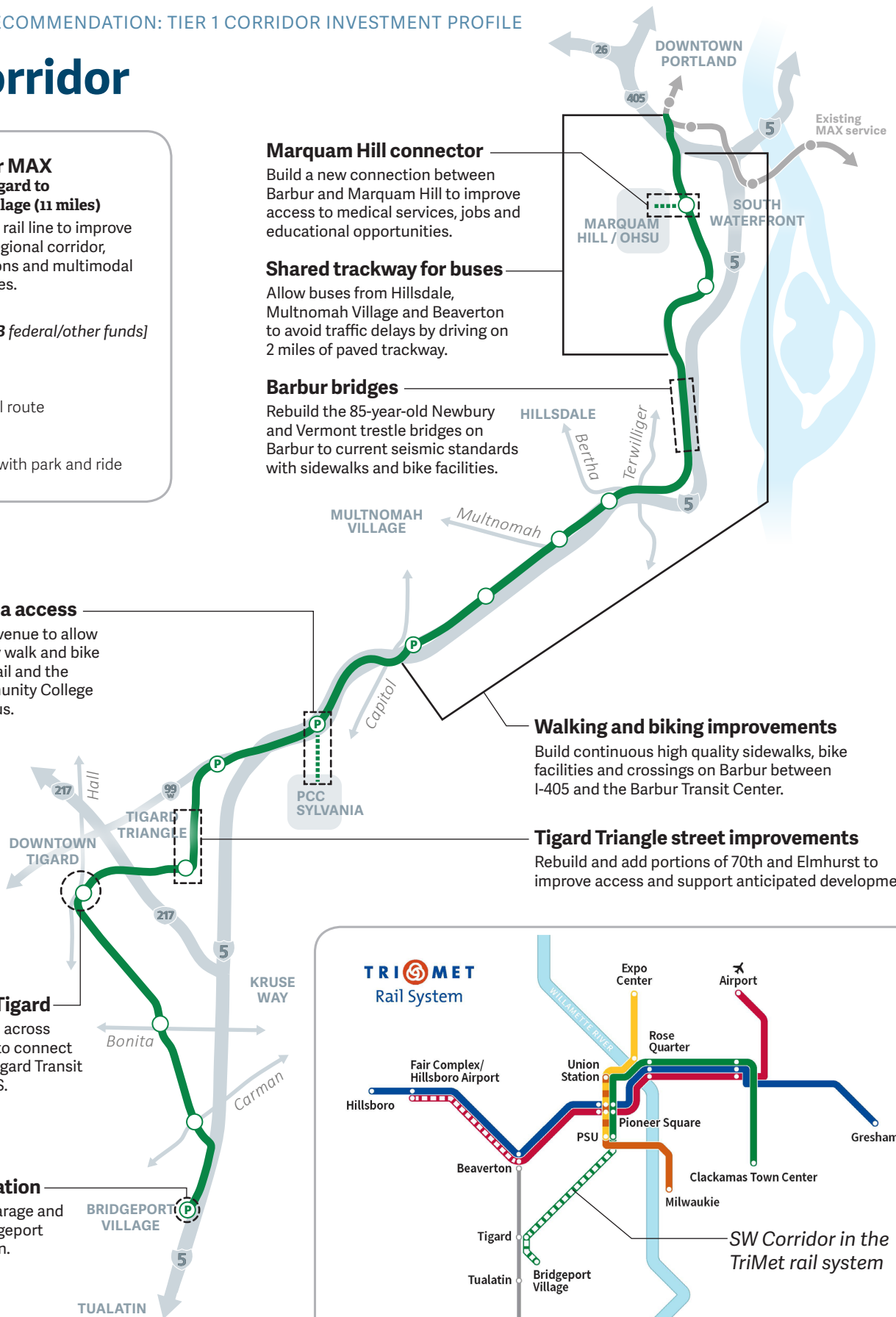
Rebuild and add portions of 70th and Elmhurst to improve access and support anticipated development.

Downtown Tigard

Improve access across Hall Boulevard to connect people to the Tigard Transit Center and WES.

Terminus station

Build parking garage and bus hub at Bridgeport terminus station.



McLoughlin Blvd

McLoughlin Boulevard connects communities in Clackamas and Multnomah counties to jobs, housing, and transit. The corridor serves as an alternative to I-205 and other routes between Portland and Clackamas County, and has been identified by TriMet as a key corridor to increase ridership. Locally, it is a main street for various communities, and provides local access and circulation. There were **133** serious injuries and fatalities on this corridor between 2007-2017. **59%** of this corridor is in an equity focus area.



[SEE PROJECTS MAP NEXT PAGE]

McLoughlin Blvd

⑧ Park Ave Park & Ride Expansion

Add two levels to existing park & ride facility at current Orange Line terminus.

\$16-19M

TM

① Enhanced Transit Milwaukie to Oregon City (6.5 miles)

Bus enhancements for Lines 33 and 99 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience.

\$110-132M

TM

ODOT

② Safety Milwaukie to Oregon City (6.5 miles)

Add/improve sidewalks, crossings and lighting to reduce severe injury and fatal crashes.

\$50-75M

ODOT

⑩ Corridor Planning Milwaukie to Oregon City (6.5 miles)

Design for longer term transportation improvements including transit.

\$5M

M

not on map

⑥ Reedway Bike Overcrossing

Create bike/ped bridge over McLoughlin to cross railroad barrier.

\$12-18M

PROT

③ Kellogg Creek Dam

Remove Kellogg dam, drain lake, replace bridge, add multi-use underpass to address major fish passage barrier and add pedestrian and bike facilities.

(\$10-30M)

MW

ODOT

⑨ Portland Ave Streetscape Abernethy to Arlington (.5 miles)

Redesign Gladstone main street to improve walking, biking, and downtown revitalization.

\$5-8M

GL

⑤ Trolley Trail

Design and construction to extend Trolley Trail over Clackamas River to create a more direct trail connection between Gladstone and Oregon City.

\$10-14M

CC

④ I-205 Ramp Improvements

Add dual left turn lanes to McLoughlin at both I-205 ramps to ease congestion, and add bike/ped facilities.

\$7-9M

ODOT

⑦ Willamette Falls Bike/Ped Plan 10th to Railroad Ave (.4 miles)

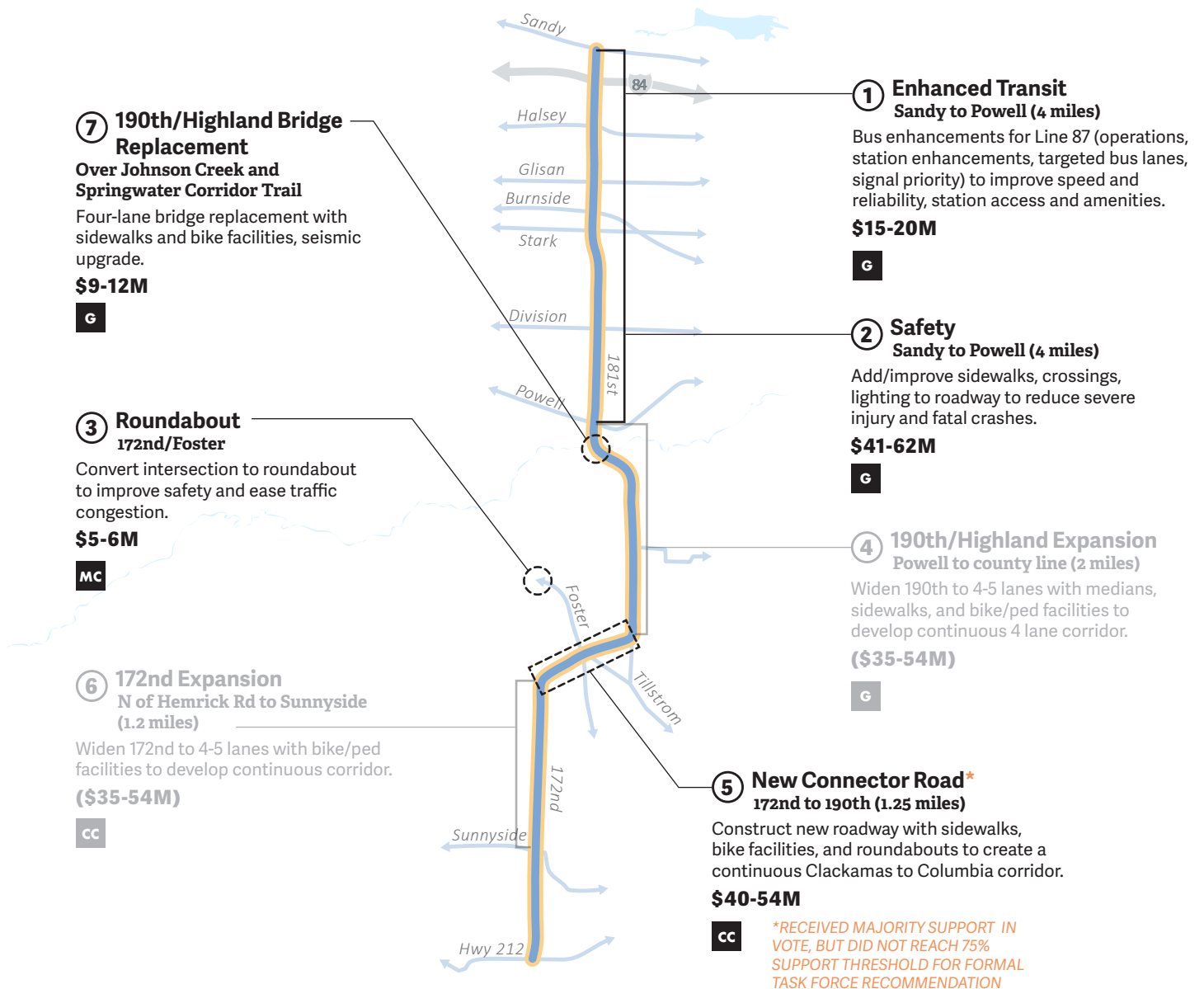
Design to extend boulevard treatments along McLoughlin, including river side multi-use path, medians, and sidewalks to improve safety for people walking and biking.

\$1-2M

OC

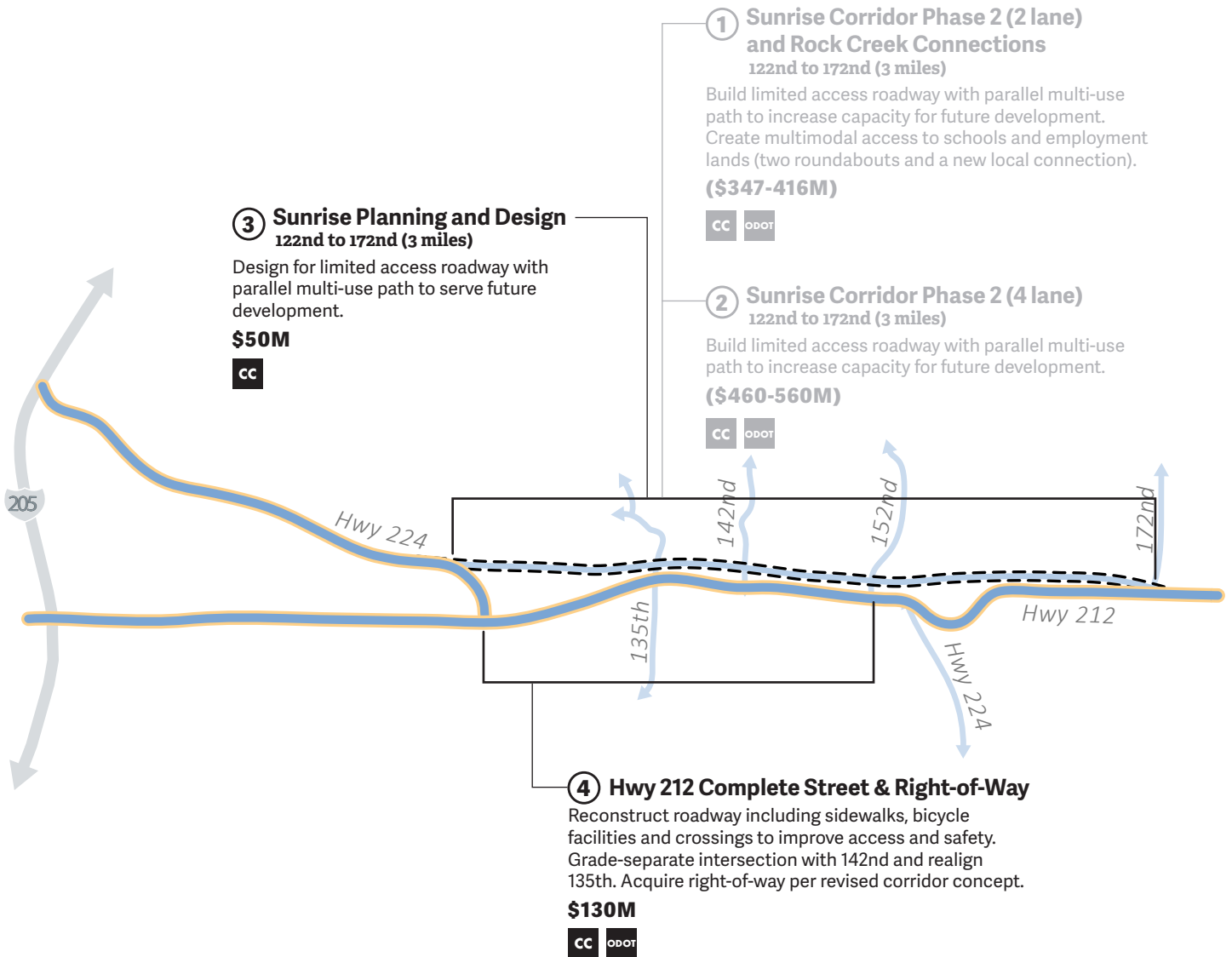
C2C/181st Ave

C2C (Clackamas to Columbia) /181st Avenue is a major North-South connection between rapidly developing Happy Valley and the Columbia Corridor through Western Gresham. It connects I-84 and US 26 (Powell) and is a North-South alternative to I-205. This corridor also connects employment with low-income areas, affordable housing, schools, parks and other neighborhood amenities. There were **68** serious injuries and fatalities on this corridor between 2007-2017. **37%** of this corridor is in an equity focus area.



Hwy 212/Sunrise Corridor

Highway 212 and the Sunrise Corridor connect future residential and employment areas to existing job centers near I-205. The potential future connection is intended to provide access to jobs and affordable housing in Clackamas County and serve as an alternative connection from the future Clackamas-to-Columbia corridor to I-205. The corridor supports freight movement to US 26, provides connections to recreation areas, and is an important bicycle connector. There were **48** serious injuries and fatalities on this corridor between 2007-2017. **32%** of this corridor is in an equity focus area.



TV Highway

Tualatin Valley (TV) Highway connects multiple community centers, including Forest Grove, Cornelius, Hillsboro, Aloha, Beaverton and Portland. The corridor serves many communities of color, limited English proficiency speakers and lower income communities, and supports one of the highest ridership bus lines in the region. The corridor also supports significant freight movement. It has multiple regional trail crossings and serves several Urban Growth Boundary expansion areas. There were **204** serious injuries and fatalities on this corridor between 2007-2017. **85%** of this corridor is in an equity focus area.



[SEE PROJECTS MAP NEXT PAGE]

TV Highway

① Enhanced Transit Forest Grove to Beaverton Transit Center (16 miles)

Bus enhancements for Line 57 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and amenities throughout the corridor.

\$83M [could leverage federal funds]

WC TM

⑥ Council Creek Trail Hillsboro to Forest Grove (5.5 miles)

Regional trail connecting Hillsboro, Cornelius and Forest Grove.

\$25-38M

WC

⑧ Hillsboro Transit Center

Convert transit center and adjacent streets to 2-way to allow buses to circulate more directly (traffic reconfiguration, signal replacements, platform modifications).

\$10-12M

WC H TM

⑦ Canyon/West Slope 117th to Camelot (2.9 miles)

Add/improve walking and biking facilities including crossings.

\$20-24M

WC ODOT

②③④⑤ Safety and Multimodal Improvements Forest Grove to 117th in Beaverton

Comprehensive street upgrades to include: pedestrian facilities (sidewalks, lighting, transit improvements, railroad "quiet zone"), bicycle facilities, safety features (medians, crosswalks), stormwater facilities.

\$289-350M

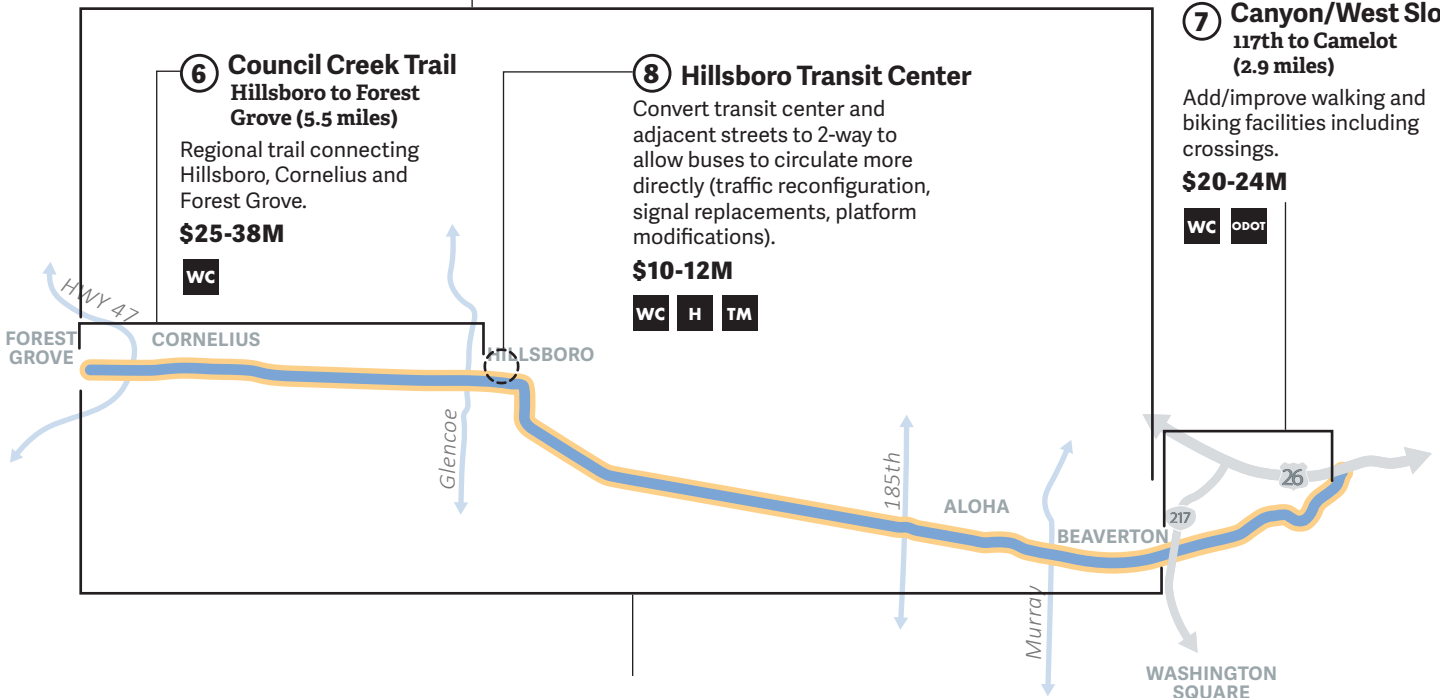
WC ODOT TM

⑨ Corridor Planning Forest Grove to Portland Union Station (26 miles)

Planning work for longer-term corridor investments including transit enhancements to improve speed and reliability, station access and amenities. Alternatives analysis for transportation, transit, land use, railroad interface.

\$12-14M

M WC TM



185th Ave

SW 185th Avenue carries up to 65,000 vehicles and over 3,900 people on transit a day. It serves a concentration of communities of color, lower-income communities and provides access to education centers and medical clinics. It has high transit ridership potential, a high safety need, and a concentration (90% of corridor) of equity focus areas. There were 45 serious injuries and fatalities on this corridor between 2007-2017.



① Enhanced Transit Rock Creek Blvd to Farmington (entire corridor, 5 miles)

Bus enhancements for Line 52 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience throughout corridor.

\$50-60M



② MAX Overcrossing 185th/Baseline

Build bridge for MAX Blue Line over 185th to reduce traffic, and bus and train delays.

\$70-87M



④ Intersection Improvements Alexander to Blanton (.25 miles)

Fix intersections to improve safety and efficiency for all users (intersection alignment at Blanton, crossing signal at Alexander).

\$10-14M



③ Mid-block Crossings Cascade to West Union (4 miles)

Add actuated pedestrian crossings at four locations to improve access for people walking.

\$8-11M



⑤ "Complete Street" Kinnaman to Farmington (.7 miles)

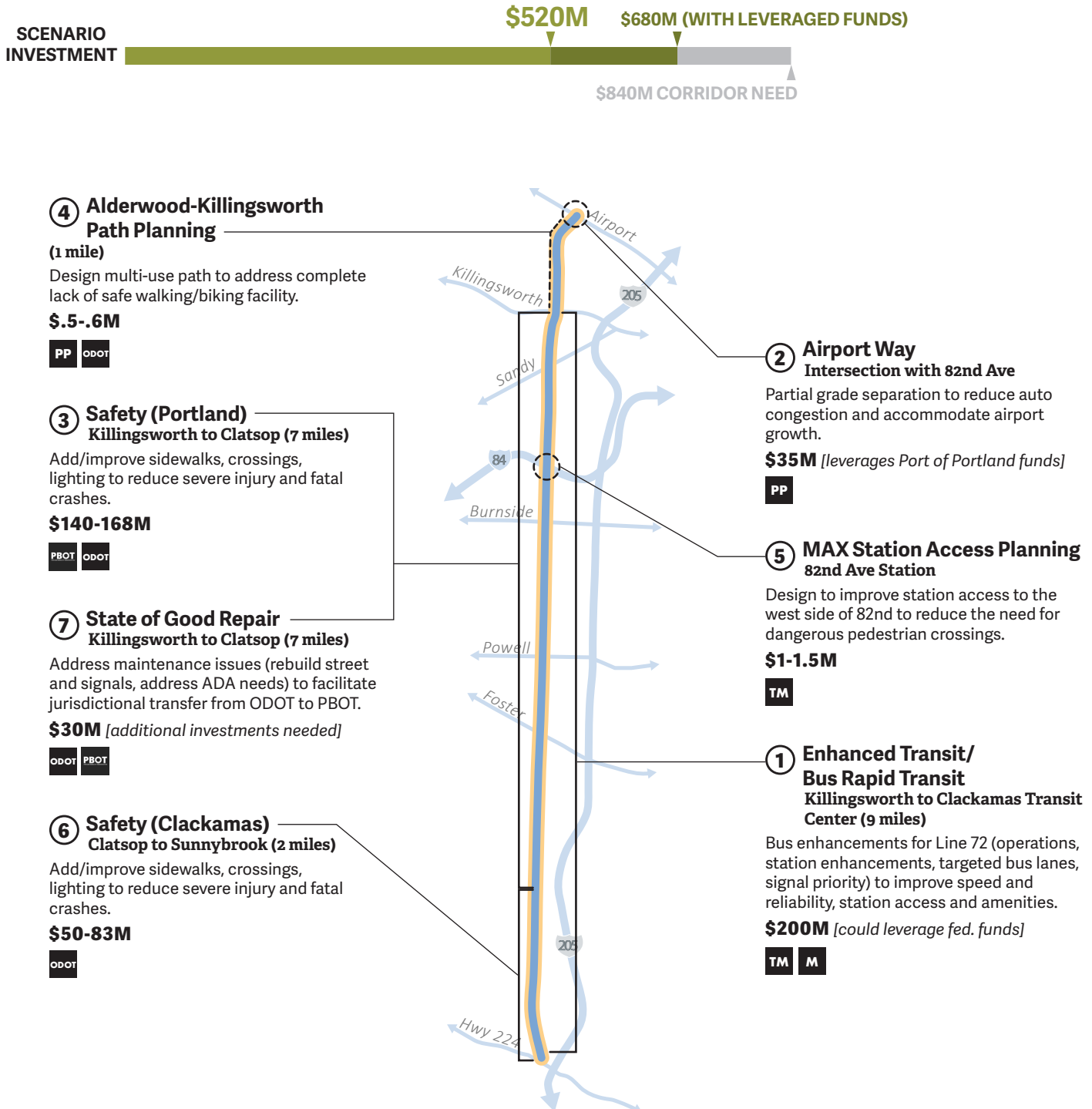
Widen to 3 lanes, add curbs, sidewalks, crossings, lighting, bike facilities, stormwater facilities.

\$24-32M



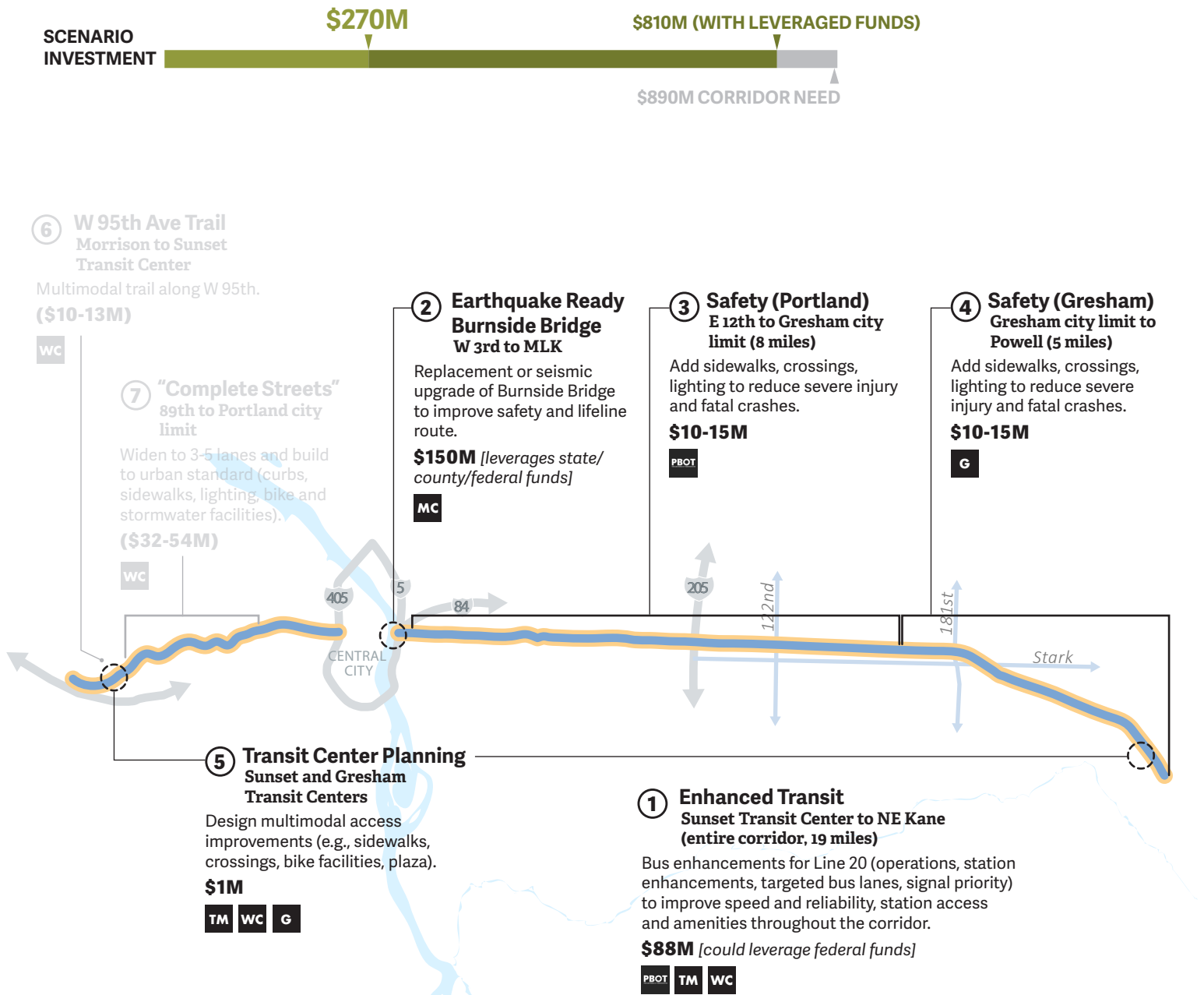
82nd Ave

82nd Avenue connects Clackamas Town Center, the Jade District, Montavilla and Roseway neighborhoods, and the Portland International Airport. It is an alternative route to I-205 and serves one of the most diverse populations in the region. 82nd Avenue also has the highest bus line ridership in the region and provides access to the Blue, Red, and Green MAX lines. It serves as a main street for various communities, provides local access and circulation, and is a Civic Corridor within the City of Portland. There were **196** serious injuries and fatalities on this corridor between 2007-2017. **74%** of this corridor is in an equity focus area.



Burnside

Burnside Street connects Washington County (where it's known as Barnes Rd) and East Multnomah County through downtown Portland. It is a designated "emergency lifeline" route and aids emergency vehicles during disaster recovery efforts. It is a critical Willamette River crossing for all users and a Main Street for numerous commercial centers. It also provides connections to MAX and Gresham Transit facilities. There were **141** serious injuries and fatalities on this corridor between 2007-2017. **71%** of this corridor is in an equity focus area.



Central City

The **Central City** is the center of the Metro region and a key engine of the state's economy. It has the largest concentration of jobs and affordable housing in the state and is expected to receive over 30% of the city's projected future growth. The corridor also has a multimodal transportation network with a wide variety of demands on the streets- walking, biking, MAX, streetcar, buses, scooters, freight delivery vehicles, cars and more. All MAX lines and 75% of the region's frequent bus lines serve and pass through the Central City. There were **101** serious injuries and fatalities on this corridor between 2007-2017. **97%** of this corridor is in an equity focus area.



1 Central City in Motion Across Central City

Treatments to improve walking, biking and transit to make it easier and safer to take transit, walk and bike in the Central City.

\$80-96M

PBOT TM

4 Ross Island Bridgehead Harrison to Barbur/Naito (1 mile)

Reconstruct streets at west end of Ross Island Bridge to improve access and reduce neighborhood barriers.

\$50-75M

PBOT

3 MAX Tunnel Planning Goose Hollow to Lloyd Center (3 miles)

Plan and design downtown tunnel to improve speed and reliability of MAX service, and address the region's most significant transit bottleneck.

\$50M

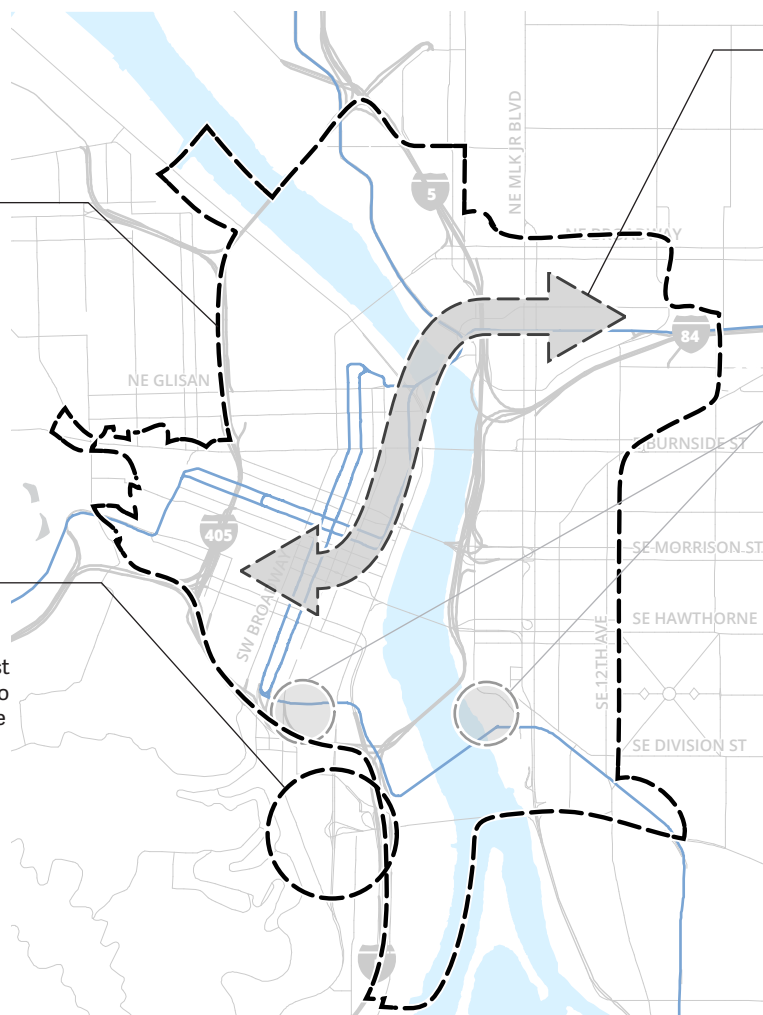
M TM

2 Green Loop Key Connections SE and SW quadrants

Create bike/ped connections across key barriers for future Green Loop.

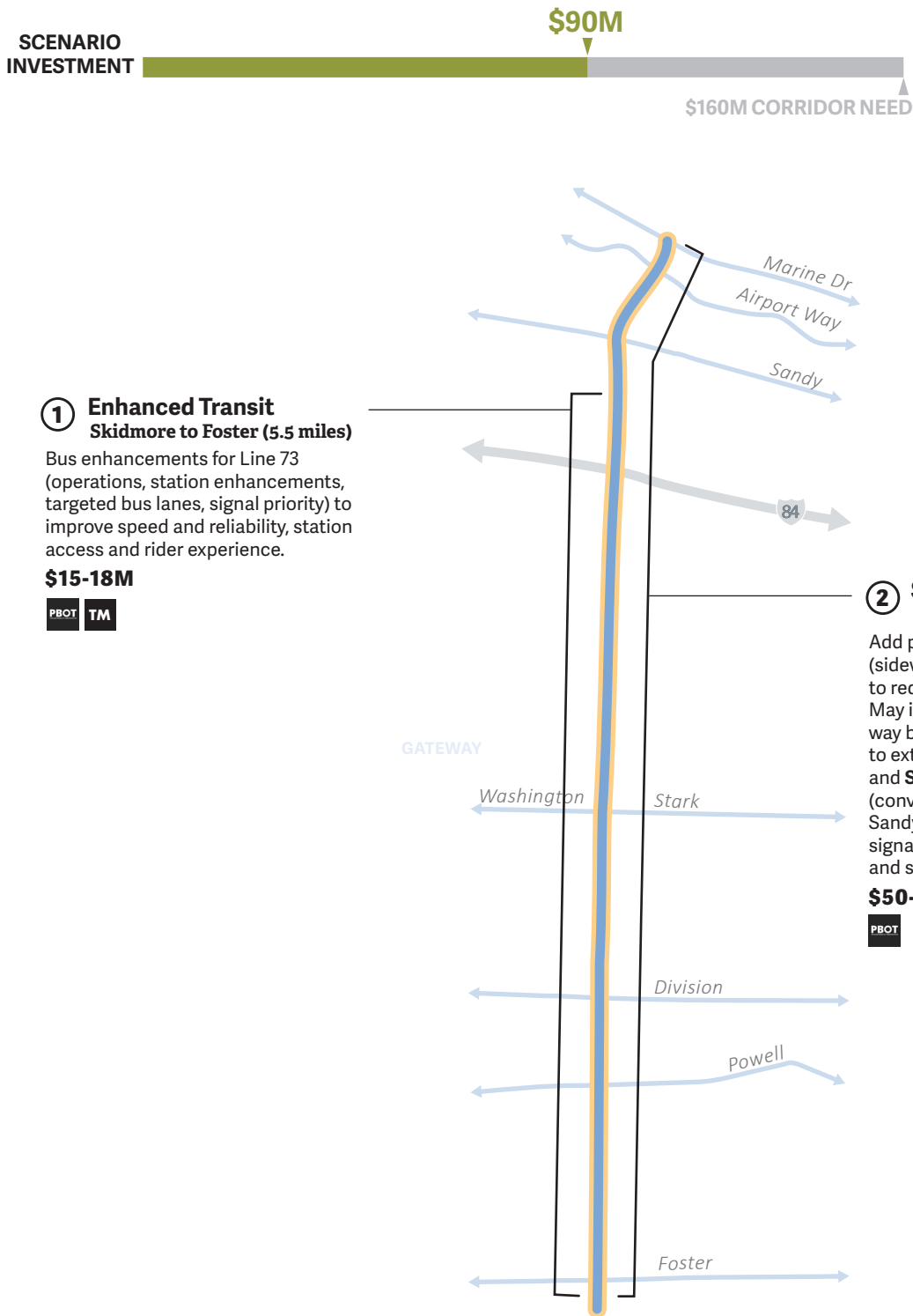
(\$10-40M)

PBOT



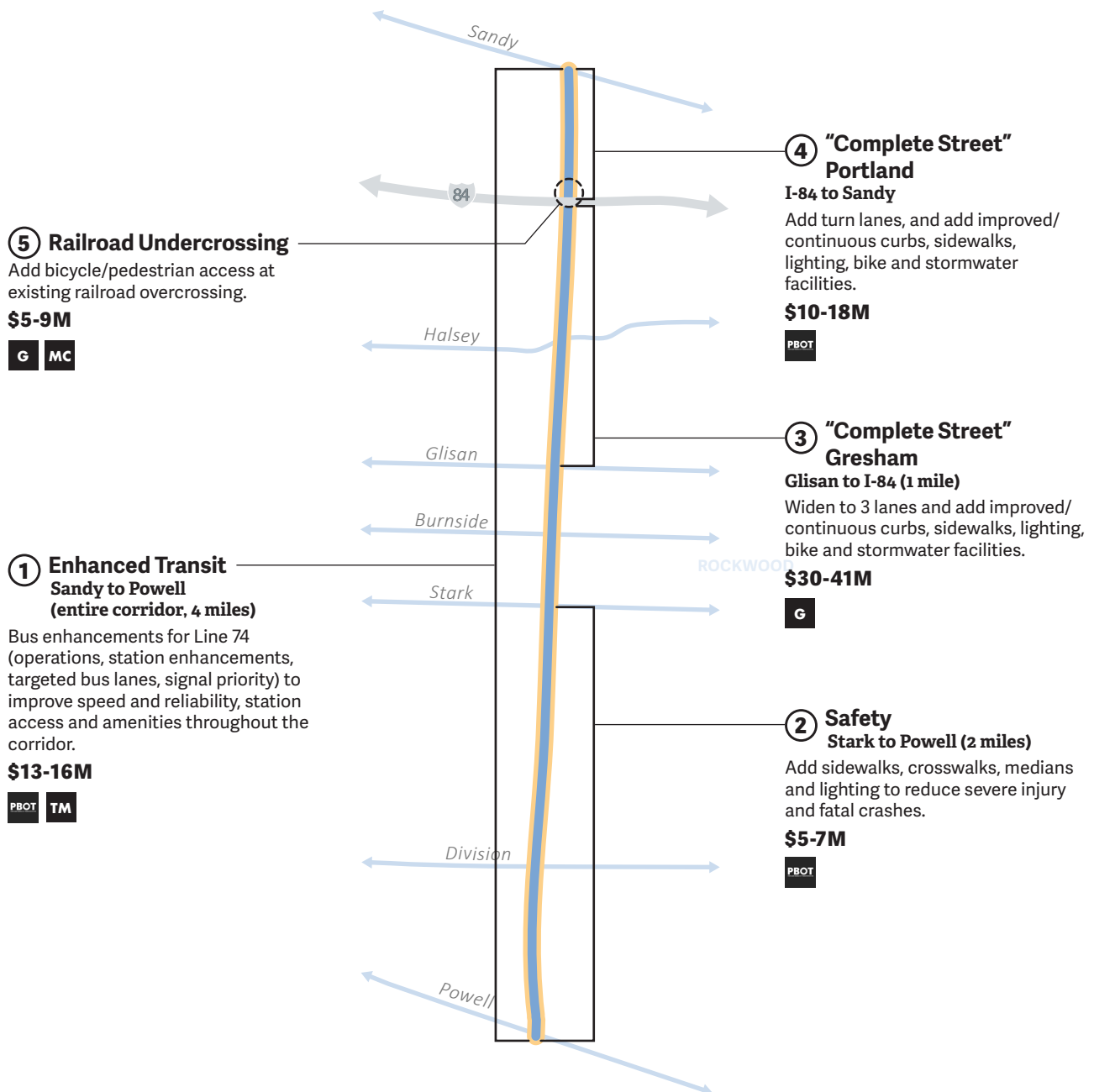
122nd Avenue

122nd Avenue connects Foster Road to Marine Drive. The corridor serves TriMet Line 73 and connects to various East-West transit lines, including the MAX Blue line. It is identified as a Civic Corridor by the City of Portland from NE Sandy to Foster, and provides access to trails, including the Marine Drive trail, I-84 trail, and Springwater Corridor. There were **75** serious injuries and fatalities on this corridor between 2007-2017. **88%** of this corridor is in an equity focus area.



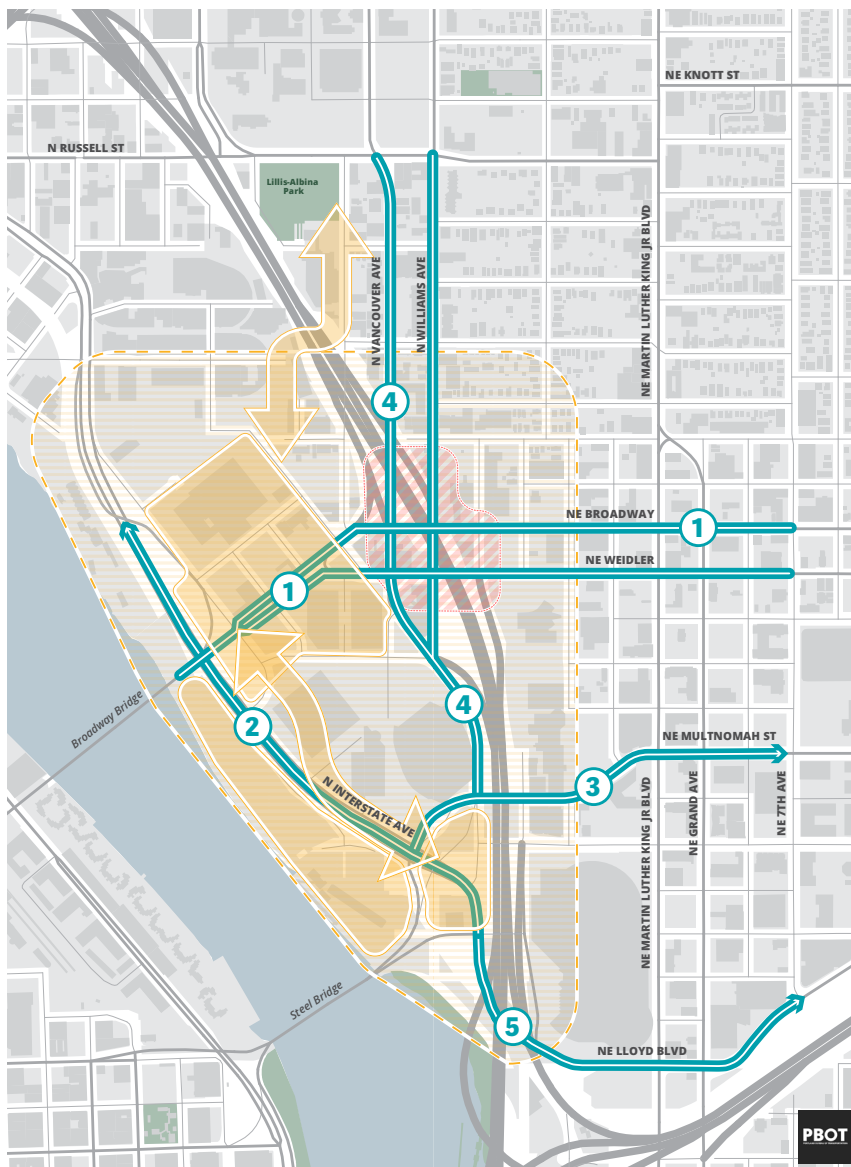
162nd Ave

162nd Avenue connects NE Sandy Blvd and SE Powell Blvd on the border between Portland and Gresham. This corridor serves historically marginalized communities in the Rockwood neighborhood and provides access to schools, residential neighborhoods and commercial areas. It serves as a North-South bus connection to various East-West transit lines and provides access to Powell Butte trails and I-84 trail. There were **34** serious injuries and fatalities on this corridor between 2007-2017. **92%** of this corridor is in an equity focus area.



Albina Vision

The Albina Vision concept offers a bold image of a new neighborhood in the historic Lower Albina area of N/NE Portland. The concept includes a reconfigured street grid, large open spaces, and direct access to the Willamette River for all people, especially children. Achieving this long-term vision will require thorough study, extensive public engagement, coordination with existing land-owners, and major public investments. Plans and strategies would synthesize the Portland City Council-adopted Central City 2035 Plan with the Albina Vision concept to establish a groundwork for future investment and expand upon Metro-funded work around public engagement and early design concepts. These projects are intended to provide short-term improvements to the neighborhood as a larger restorative vision is developed. There were **38** serious injuries and fatalities on this corridor between 2007-2017. **100%** of this corridor is in an equity focus area.



1 Broadway/Weidler Streetscape Broadway Bridge to NE 7th (.6 miles)

Develop an Albina “main street” with street lighting, public art, and enhanced transit stations to improve access and safety for all.

\$8-10M

2 Interstate/N. Portland Greenway Steel Bridge to NE Tillamook (.8 miles)

Enhanced crossings and a multi-use path to connect the Rose Quarter Transit Center to employment and housing areas further north.

\$13-16M

3 Multnomah Blvd Streetscape NE Interstate to 7th Ave (.5 miles)

Green street features, lighting and upgraded transit stations to provide safe connections between Lower Albina, Convention Center and Lloyd neighborhoods.

\$5-6M

4 Vancouver/Williams NE Russell to Multnomah (.8 miles)

Street lighting, better transit stops, and improvements to existing bikeway.

\$7-8M

5 Lloyd Blvd Steel Bridge to NE 7th Ave (.5 miles)

Multi-use path to strengthen multimodal connection between Albina, Lloyd and SE Portland.

\$3-4M

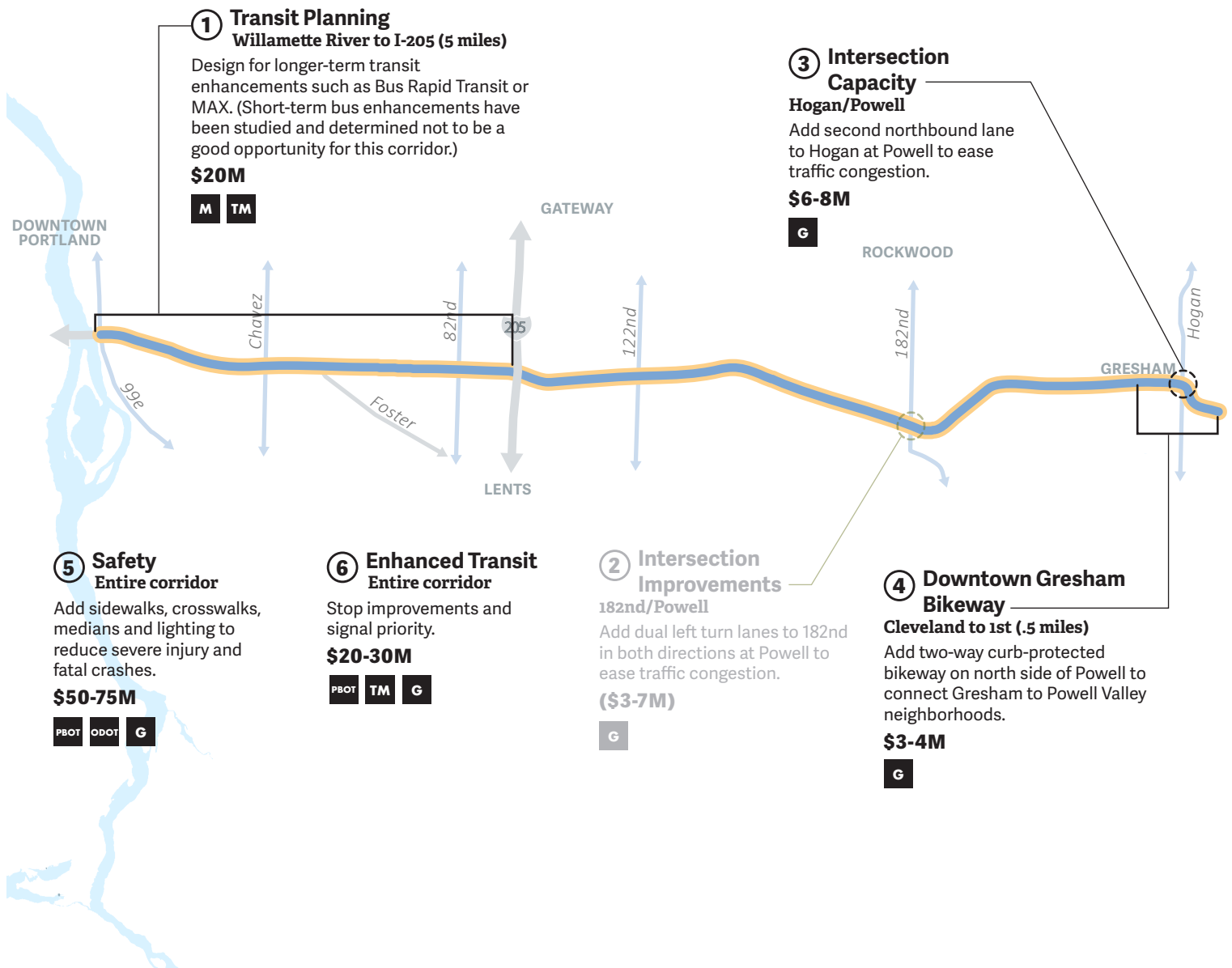
6 Albina Urban Design Strategy Areawide

Develop plans and strategies to guide Albina Vision implementation. Key elements include: urban design strategy, Rose Quarter TC, bridgehead and river connections, multimodal connections.

\$12M

Powell Blvd

Powell Boulevard links Portland's west side to East Multnomah County for all modes, including freight, and connects historically underserved communities. TriMet identifies Powell as a key corridor to increase ridership. This corridor serves as main street for numerous commercial centers. There were **159** serious injuries and fatalities on this corridor between 2007-2017. **84%** of this corridor is in an equity focus area.



Materials following this page were distributed at the meeting.



January 10, 2020

*Submitted via email to
getmoving@oregonmetro.gov*

Lynn Peterson, President, and members of the Metro Council
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232

**RE: Support for 2020 Transportation ("T2020") Funding Measure Task Force
Recommendations for Tier 1 Corridor Investments**

Dear President Peterson and members of the Metro Council:

The City of Wilsonville supports the overall recommendation of the 2020 Transportation ("T2020") Funding Measure Task Force Recommendations for Tier 1 Corridor Investments as outlined in the January 3, 2020, memo and accompanying report from T2020 Task Force Co-Chairs Commissioners Jessica Vega Pederson and Pam Treece.

In particular, we support the following specific recommendations and consideration of the addition of other corridors as either Tier One or Tier Two corridor investments.

Clackamas County's proposed Tier 1 T2020 Corridors, including:

- Sunrise Gateway/Highway 212
- Clackamas-to-Columbia (C2C)
- McLoughlin Blvd.
- 82nd Ave.

And Highway 43 as a proposed Tier 2 corridor.

Washington County's proposed Tier 1 T2020 Corridors, including:

- Tualatin Valley Highway
- 185th Ave.

And, the following as Tier 1 or Tier 2 Corridors: Highway 99W, Highway 217 and US 26.

Tri-Met's proposed Southwest Corridor Light Rail project as critical to maintaining commuter workforce mobility and long-term capacity and timely freight movement on the I-5 mainline and adjacent arterials.

Investment in these corridors is critical to ensure a robust regional transportation system that supports the economic viability of the greater Portland metro region.

I want to express appreciation for the leadership of the Metro Council and tremendous amount of staff work undertaken to support the T2020 Task Force and the T2020 process. My only regret, however, as a member of the T2020 Task Force, is that our transportation-funding process did not provide for a better ability for the Task Force to recommend even greater, transformative investments in accessible public transit across the entire region.

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

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

Sincerely,



Tim Knapp, Mayor
City of Wilsonville

From: [Metro Transportation Funding Measure](#)
To: [Nellie Papsdorf](#)
Subject: FW: [External sender]T2020
Date: Monday, January 13, 2020 10:26:48 AM
Attachments: [image001.png](#)

From: Todd Aschoff <tbaschoff@me.com>
Date: Saturday, January 11, 2020 at 11:04 AM
To: Metro Transportation Funding Measure <getmoving@oregonmetro.gov>
Subject: [External sender]T2020

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

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

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

I happily pay the parks and zoo bonds, but I believe METRO is not to be trusted in facilitating overlaying regional transportation objectives. From experience I am well aware that the METRO council feels itself somewhat wiser than the electorate, as exemplified by the Convention Center Hyatt deal.

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

But my real question is:

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

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

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

Sincerely,

Todd Aschoff

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

From: [Metro Transportation Funding Measure](#)
To: [Nellie Papsdorf](#)
Subject: FW: [External sender]T2020
Date: Monday, January 13, 2020 10:26:12 AM

On 1/11/20, 2:49 PM, "Andy Ellis Valdini" <aevaldini@gmail.com> wrote:

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

Dear Transportation funding task force and Metro Council,

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

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

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

Increase the frequency of service on MAX and bus lines.

Extend MAX

Invest in zero-emission public transit.

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

Thank you.

Best wishes,

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

From: [Metro Transportation Funding Measure](#)
To: [Nellie Papsdorf](#)
Subject: FW: [External sender]Written Testimony for Get Moving Public Hearing
Date: Monday, January 13, 2020 10:25:41 AM

From: Anna-Marie Guenther <annamarieguenther283@gmail.com>
Date: Sunday, January 12, 2020 at 5:38 PM
To: Metro Transportation Funding Measure <getmoving@oregonmetro.gov>
Subject: [External sender]Written Testimony for Get Moving Public Hearing

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

Hello,

My name is Anna-Marie Guenther, and I am a senior at Lakeridge High School in Lake Oswego, Oregon. Recently, a group of about 30 Lake Oswego high school students went on strike in solidarity with the Sunrise Movement. We spent the day starting a dialogue with Lake Oswego City Councilors about climate issues specific to our city that require action.

We spent the majority of the time discussing the severe lack of public transportation in Lake Oswego and its adverse effects on our community. Quickly, we were told that Metro was not inclined to improve or add more bus lines because these lines are so infrequently used. This exactly is the issue. There are not adequate lines or spots throughout the City to promote high usage, particularly to young people, so only a handful of Lake Oswegans use the bus lines. This is problematic for our community because it intensifies the "bubble" we live in. We are a community known for its privilege, wealth, and exclusivity, so it is easy to see why a lack of accessible transport to nearby cities contributes to that reputation. This is not lost on youth in the community.

We also suffer from, quite frankly, ridiculously dangerous walking routes to school, particularly for the younger children. Lake Oswego City Councilors and the school district have both recognized this issue. However, little action has amounted. I have heard countless stories of close encounters with oncoming traffic. Despite our efforts to raise these concerns to those with authority, we often feel helpless.

We, as young people, want to adapt our lifestyles in a way that is sustainable for ourselves and the environment. However, our options are very limited. I sincerely hope that in the near future, it doesn't have to be this way.

Best,
Anna-Marie Guenther

January 13, 2020

Dear Metro Councilors:

I am writing to comment on the 2020 transportation funding ballot measure. I've been a resident of Washington County since 1981, and have witnessed many changes in the region since then. I have training as an engineer, and am well versed in techniques to analyze data to understand causes of problems and identify trends and solutions. My main concern with Metro's proposed direction is that our roads, especially the highway system, have been neglected for far too long and have not kept pace with growing population. The bond isn't recognizing this reality. Investments in transit haven't provided ridership increases to make up for the lack of attention to roads. There are many reasons for this which I will share below. However, the overriding concern is that it is long overdue to make significant investments in our highways and we should not be building new transit capacity until we understand and address the reasons for static and even declining ridership on some routes where we've already invested billions of dollars.

Between 1981 and 1990, there wasn't a traffic problem in Portland. There was no rush hour, and trips were dependably short. Today, roads are crowded at nearly all hours of the day and travel times are unpredictable, forcing people to budget extra time to arrive on time for appointments. The growing delays and unpredictability amount to a significant drain on economic productivity for residents and businesses, as well as a frustrating waste of everyone's time. This was Metro's strategy from the start, as they always planned for rapid growth in the region without providing the necessary transportation infrastructure to support it. At times, Metro staff even said that congestion was "healthy" for the region.

According to the Oregon Department of Transportation (ODOT) 2018 Traffic Performance Report, from 2015 to 2017 population grew by 3.3%, while only one lane mile was added to the region's freeway system. The result, a 20% increase in hours of delay for vehicles (Figure 1, below).

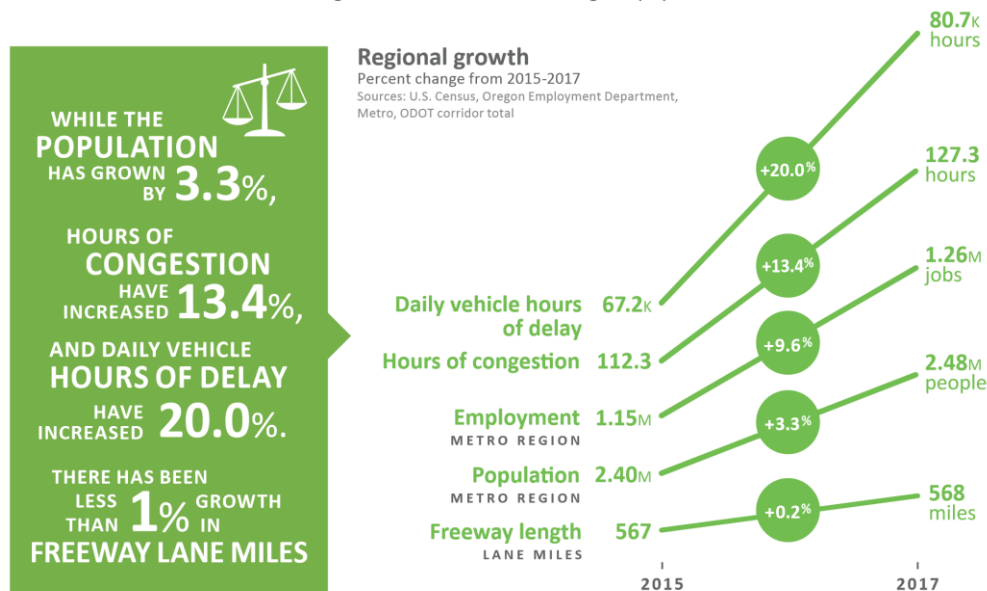


Figure 1. Oregon DOT Portland Region 2018 Traffic Performance Report,
<https://www.oregon.gov/ODOT/Projects/Project%20Documents/2018TrafficPerformanceReport.pdf>

I asked ODOT to provide figures for highway lane miles and daily travel prior to 2015, and the results were most revealing (Figure 2, below). Since 2006, the number of miles traveled on area highways (green line) has closely tracked the total highway lane miles (red line), indicating the freeway system is at a saturation point, and has been saturated since at least 2006, the first year they had complete data. Area population (blue line) has grown much faster than the number of lane miles and daily travel, reaching a 7% disparity. As the population has grown, the number of persons per lane mile the system can carry (yellow line) has grown at a slower rate, indicating the highway system has fallen behind in meeting the needs of residents.

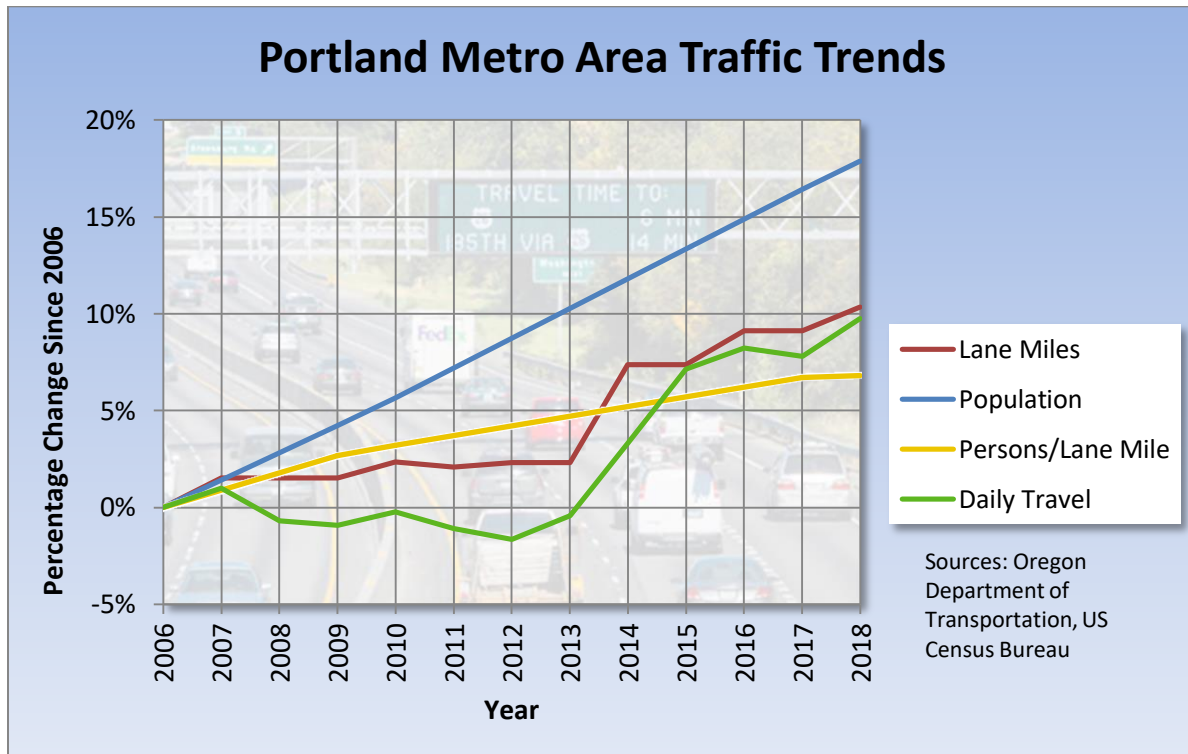


Figure 2. Oregon DOT trends of population, daily travel, and highway lane miles. Source: public records request

The 2019 report from the Texas Transportation Institute found a commute in Portland takes 35 percent longer than under free flow conditions, ranked seventh worst in the country. This results in the burning of an additional 31 gallons of fuel per car annually, and an additional cost of \$1305 per year in terms of 66 hours of delay and fuel.

2019 Urban Mobility Report

Table 1. What Congestion Means to You, 2017, Continued

| Urban Area | Yearly Delay per Auto Commuter | | Travel Time Index | | Excess Fuel per Auto Commuter | | Congestion Cost per Auto Commuter | |
|---------------------------------|--------------------------------|-----------|-------------------|----------|-------------------------------|----------|-----------------------------------|-----------|
| | Hours | Rank | Value | Rank | Gallons | Rank | Dollars | Rank |
| Large Average (32 areas) | 54 | | 1.24 | | 22 | | \$1,030 | |
| San Jose CA | 81 | 5 | 1.45 | 3 | 32 | 6 | 1,643 | 6 |
| Riverside-San Bernardino CA | 70 | 11 | 1.34 | 11 | 20 | 47 | 1,288 | 16 |
| Austin TX | 66 | 14 | 1.34 | 11 | 25 | 20 | 1,391 | 13 |
| Portland OR-WA | 66 | 14 | 1.35 | 7 | 31 | 7 | 1,305 | 15 |
| Denver-Aurora CO | 61 | 20 | 1.31 | 17 | 25 | 20 | 1,163 | 23 |
| Baltimore MD | 59 | 22 | 1.25 | 25 | 22 | 32 | 1,046 | 32 |
| Sacramento CA | 59 | 22 | 1.28 | 21 | 24 | 27 | 1,118 | 26 |
| Nashville-Davidson TN | 58 | 24 | 1.22 | 33 | 26 | 15 | 1,217 | 20 |
| San Juan PR | 58 | 24 | 1.33 | 15 | 28 | 14 | 1,274 | 17 |
| Charlotte NC-SC | 57 | 28 | 1.22 | 33 | 22 | 32 | 1,269 | 19 |
| Orlando FL | 57 | 28 | 1.24 | 28 | 22 | 32 | 1,103 | 29 |
| Minneapolis-St. Paul MN-WI | 56 | 31 | 1.25 | 25 | 18 | 63 | 980 | 35 |
| Cincinnati OH-KY-IN | 52 | 32 | 1.17 | 49 | 25 | 20 | 1,110 | 27 |
| Las Vegas-Henderson NV | 51 | 34 | 1.26 | 23 | 20 | 47 | 932 | 41 |
| San Antonio TX | 51 | 34 | 1.23 | 30 | 22 | 32 | 964 | 38 |

Figure 3. Subset of rankings from TTI 2019 Urban Mobility Report, <https://static.tti.tamu.edu/tti.tamu.edu/documents/mobility-report-2019.pdf>

Metro has stubbornly believed that transit would solve the region's congestion problems and we've spent \$3.7 billion on the MAX system to date. The findings from published data and other sources that must be requested through public records show the opposite, that transit isn't the solution Metro promised us. Data from TriMet that I had to pay a public records request fee to obtain show that ridership in the past five years has remained flat, with some lines showing a steady decrease in ridership. This is despite the opening of the new Orange Line during the timeframe. It should have boosted monthly system ridership by close to 300,000, but there's no measurable change.

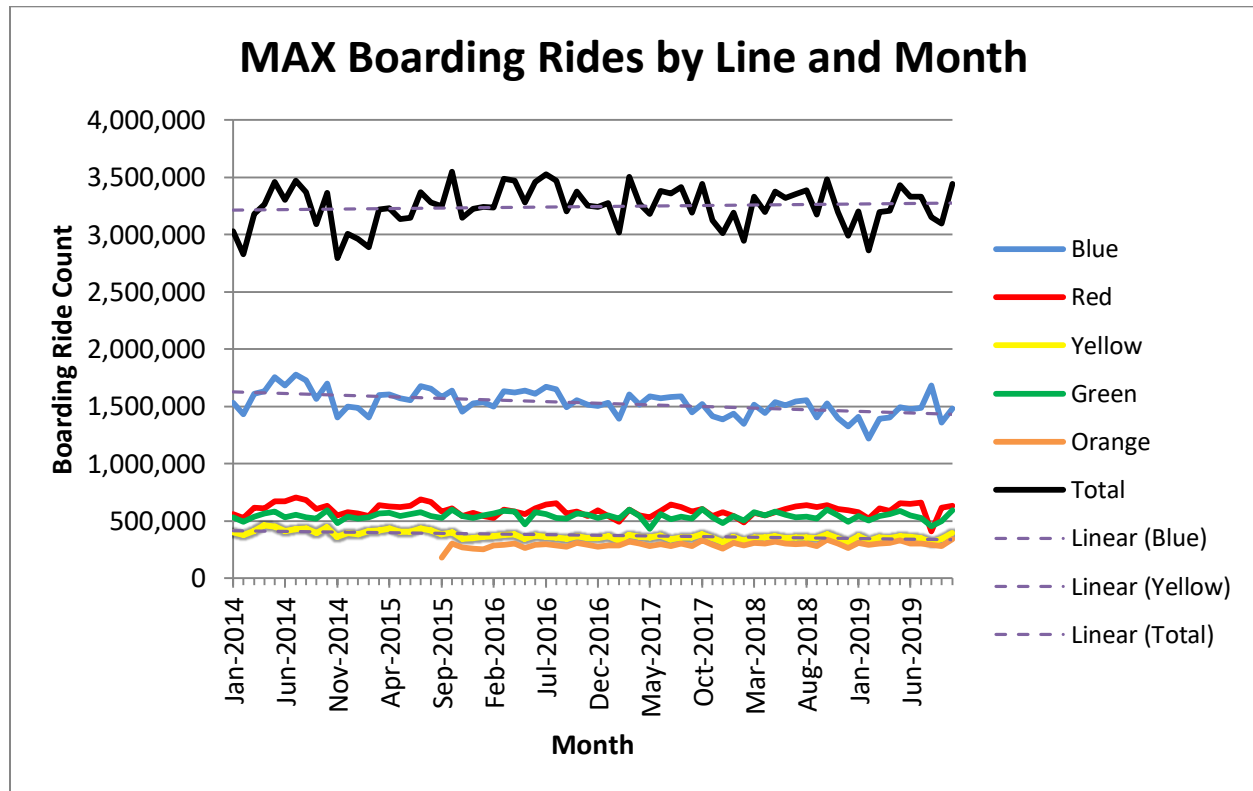


Figure 4. MAX ridership trend, from TriMet public records

Worse yet, we've found that opening a MAX line steals riders from the bus system, meaning the number of new transit users isn't increasing when we spend money on light rail. Bus ridership has been declining since 2009, when the MAX Green Line opened, and MAX ridership has been declining since 2012 (Figure 5, below). Given the lackluster return on the investment in MAX, there is no reason the 2020 bond measure should include any spending for a SW Corridor MAX line. These figures indicate that our road system today is sorely underfunded, and our transit system is overfunded. The correct course of action is to address the area of greatest need, and today that is the road system.

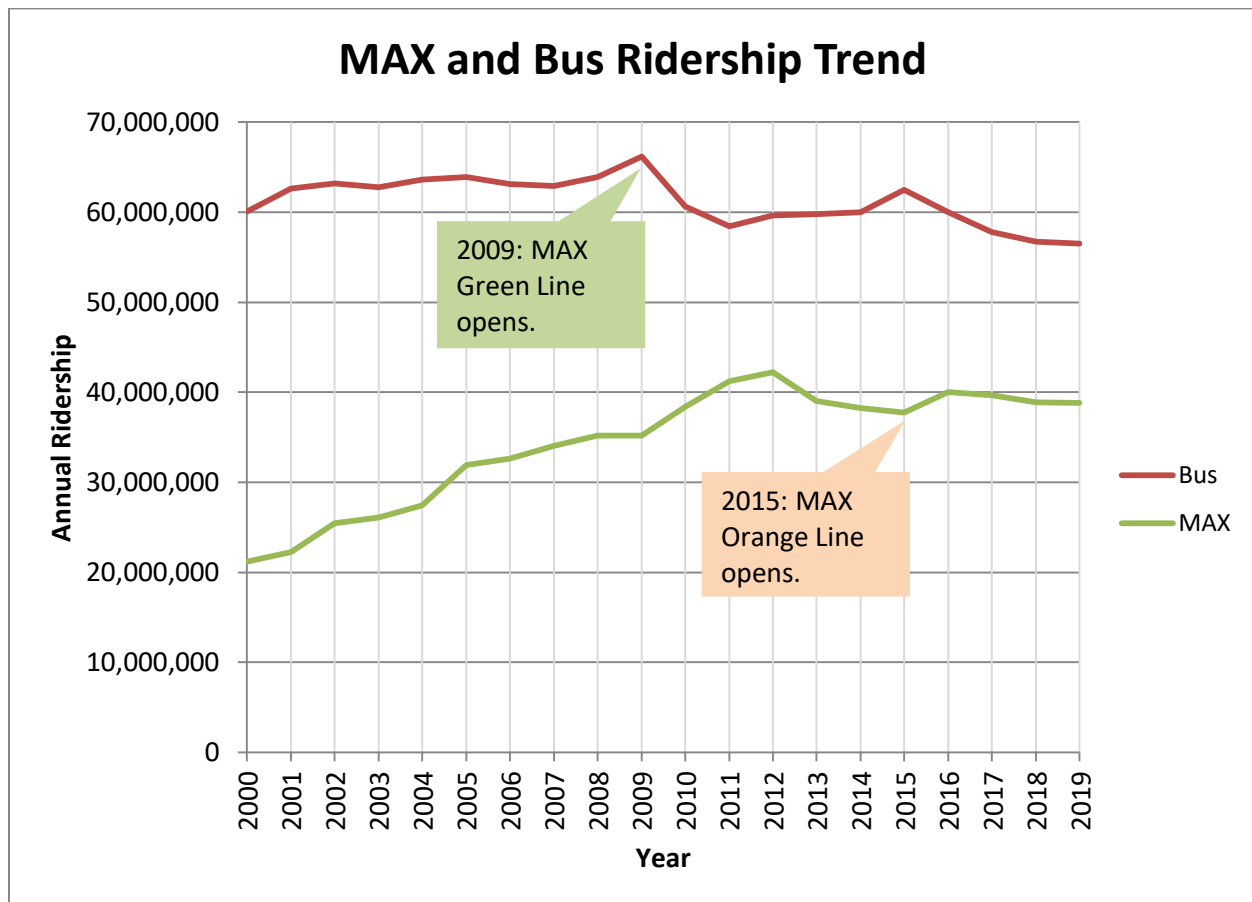


Figure 5. Comparison of MAX and bus ridership, showing bus ridership declines when new MAX lines open. Source: <https://trimet.org/about/pdf/trimetridership.pdf>

There are many reasons people don't take transit. In my own experience and discussions with both road and transit users, I find that many are concerned about transit's safety, reliability, the long time needed to reach a destination due to slow speeds and transfer delays, lack of comfort, lack of privacy, the stress of dealing with unsavory people, inability to park at stations, lack of secure storage for goods being transported, inability to find connections from one's home to a destination, theft, physical violence, the need to wait on unprotected platforms in cold, wet, freezing, or hot weather, the lack of restrooms on the system, and the unpleasant smells and behavior of intoxicated passengers. It hurts to say these things, but unless they are said we don't fully understand the factors behind transit's poor return on investment, and the reasons people choose cars or rideshare services. Until these issues are fixed, transit will continue declining in popularity. The trend of an aging population also makes it more difficult for many to walk to a station from home or to their final destination from a train stop. As someone who cares for aging people, I can unequivocally state that TriMet isn't serving the needs of aging and handicapped residents, and has cut back on its will-call ride service when it should be expanding it.¹

If we spend more money on a transit system that's not meeting the public's needs, we will find the costs of making changes to increase ridership grow ever larger because more miles of the system will need upgrades. Some routes might need to be abandoned and relocated. The concern of safety is a big part of this uncertainty. According to data from the National Transit Database, for fatal crashes MAX is 296 times more dangerous per vehicle mile than auto traffic², and TriMet's buses are about 24 times more dangerous. TriMet hasn't established an independent safety committee to review crashes and recommend improvements, despite the passage of SB

1053 in the 2019 legislative session requiring it to be done. Until we understand how to make the existing system safer, expanding it is foolhardy.

Injustice and inequality are frequently quoted as reasons to direct transportation spending away from roads and towards transit. The problem with this argument is that it's being used as a straw man by a number of interests: People who wish to punish those who drive, businesses that profit from transit spending, and those who claim transit provides benefits of equity, racial, or environmental justice. The main issue here is that providing transit won't solve the basic injustices at work. We first need to address the root causes of inequality, otherwise transit won't be able to attract the people it's intended to serve. These root causes took decades to become entrenched and they will take decades to resolve. Until they are, we need to have a transportation system that serves all users, including those who must drive, and keeps our economy moving.

There are complex factors behind the need for people in our region to drive instead of using transit. For decades, federal and state policies have exacerbated income inequality and discrimination based on race and economic status. Our land use system has reduced sprawl, but urban growth boundaries increase housing costs within them, driving up prices and creating a scarcity of housing supply. Portland's failure to provide affordable housing, the trend of gentrification, and a lack of desirable living conditions have displaced many residents, forcing them to live far from work in areas that can't be served efficiently with transit. Travel by car is the only choice for them. The growing number of cars on our highways isn't something we need to "fix" by making driving more difficult. It's a natural consequence of encouraging growth in our region, which has been Metro's policy for the last three decades. The vehicle ownership rate for Portland is 1.5 per household, already lower than many large cities.⁴

The "gig economy" and the nature of mobile service businesses have made it more difficult for people to live near where they work, because work is everywhere. The idea of transit-oriented development sounded good when first proposed, but that was in an era when people had steady jobs in a fixed location. That's no longer the case in an Internet- and smartphone-enabled economy, where the average job tenure is 4.2 years.³ The increasing mobility of workers and shorter duration of time with an employer make driving a necessity for many employees and contractors.

People move to Portland for its quality of life, which includes access to outdoor recreation. Most of us who hike, camp, or mountain bike prefer to use a car to get to the trails. Cars allow us to plan our day to get the most out of it, instead of returning early or leaving late in order to fit into a restrictive transit schedule. There will never be a bus or train that goes to an isolated mountain trailhead. Transit isn't a practical way to carry the items one needs for a day of outdoor activities such as a picnic, swim, or fishing trip. Those who seek to emulate the transit and bicycle use of European cities fail to recognize the American West isn't Europe. Our residents live very differently from people who live in Stockholm or Utrecht, and our climate is rainy, cold, and icy in the winter and very hot in the summer compared to Europe, making cycling long distances difficult, inconvenient, uncomfortable, and dangerous.

Our geography, lifestyle, and population density all contribute to the need for driving. Vehicle ownership is higher in the West, South, and Midwest, with darker circles in the map below indicating higher ownership.⁴

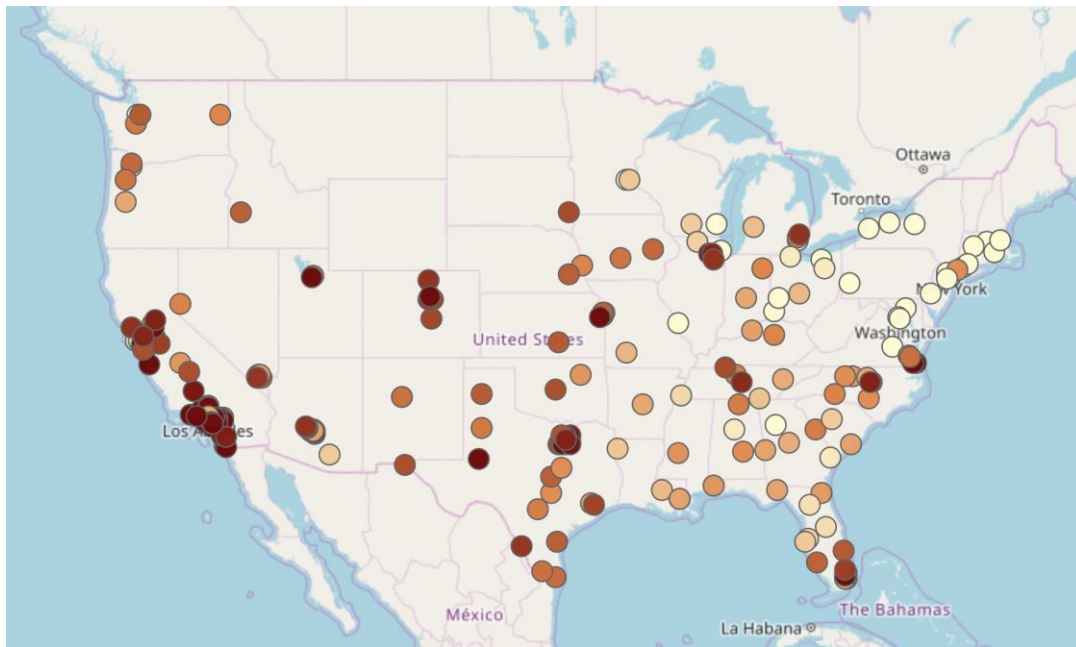


Figure 6. Map from Governing.com report on car ownership showing geographic distribution

According to the Oregon Department of Transportation, the daily cost of congestion on Portland highways has increased from \$1.7 million in 2015 to \$2.0 million in 2017, or \$730 million annually. But there are also significant intangible costs. Congestion causes parents to spend more time away from families. It reduces the time families can spend on recreation activities, makes it harder to keep a job with strict work-hour requirements, increases stress, and makes it harder to get to appointments on time or causes them to be missed entirely. It also increases pollution and the costs to deliver goods. If this trend continues, both the economic and intangible impacts from congestion will motivate people and businesses to move away from the region.

| Cost of Daily Congestion <i>(thousands of dollars)</i> | | | |
|--|-------|-------|----------|
| Corridor Location | 2015 | 2017 | % Change |
| I-5 | \$623 | \$734 | +17.8% |
| I-84 | \$219 | \$264 | +20.5% |
| I-205 | \$401 | \$498 | +24.2% |
| I-405 | \$114 | \$130 | +14.0% |
| US 26 | \$218 | \$291 | +33.5% |
| OR 217 | \$132 | \$133 | +1.0% |



OREGON DEPARTMENT OF TRANSPORTATION

Figure 7. Table from ODOT Traffic Performance Report (p. 7) showing costs of congestion

Finally, climate change is another straw-man argument used to justify increased transit spending and reductions in funding for highways. The issue here is that there's always a balance between transit and roads. As we've

already seen, spending more on transit isn't increasing ridership while the road system is clearly showing signs of being saturated for more than a decade. While cars and trucks that burn fossil fuels do contribute to climate change, they are becoming more efficient and electric vehicles are closer to practicality and widespread affordability now than at any point in history. Their adoption is greatly increasing, along with a reduction in climate impact. Curtailing road construction is a minuscule factor in reducing vehicle use, as it only applies to a small region of the planet. If we are to make progress on climate change, we need systemic solutions that affect emissions globally. Those solutions are things such as making vehicles more efficient, encouraging the use of smaller vehicles, electrifying the vehicle fleet, and carefully considering all emissions sources beyond cars, then spending scarce money where it can produce the greatest benefit. Living standards worldwide are improving and global population is growing. These realities mean that even if everyone on Earth stopped driving tomorrow, in ten years the increase in carbon emissions from global population growth alone would completely cancel out the reduction in emissions from automobiles.

For instance, we could take the \$2.75 billion budgeted for the SW Corridor MAX line and instead use it to convert all the homes in the Portland metro area using natural gas heating to heat pumps, which reduce carbon emissions from home heating by 50%. Assuming an average cost per household of around \$5,000, the reduction in greenhouse gases from this conversion would be equivalent to decreasing the area's transportation emissions by between nine and eleven percent, a major improvement we can't achieve through any practical changes to behavior today. This is the kind of thinking we need to be applying to the climate crisis. We don't have money to waste on proposals that won't achieve results. The climate is rapidly changing, and if we start installing heat pumps today, they begin reducing emissions now. The new MAX line won't even be built until 2027.

To conclude: The Portland area's transportation system isn't keeping up with growth. Transit isn't delivering the benefits its champions promised. The increasing traffic on our highways has clearly shown that people are choosing to drive to meet their needs because they have no alternative. No one drives in a congested urban area because they want to; they do it because they have to. We've denied reality for many years and the numbers show the right course of action is to upgrade the road system, encourage efficient use of vehicles, and address the problems in the existing mass transit system before building more train lines that won't deliver any meaningful climate benefit.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Carvalho", with a stylized, cursive script.

Chris Carvalho

¹ Sherwood, Courtney. "Disabled TriMet Riders Criticize Cuts To Will Call Service." Oregon Public Broadcasting. July 23, 2019. Web: <<https://www.opb.org/news/article/trimet-disabled-riders-criticize-cuts-to-will-call-service/>>

² Carvalho, Chris. "An Analysis of Fatalities on Portland, Oregon's Light-Rail System." Portland Tribune. February 5, 2019. Opened with supporting document: <https://pamplinmedia.com/documents/artdocs/00003631514135-0644.pdf>, p. 1.

³ "Employee Tenure Summary." US Bureau of Labor Statistics. September 20, 2018. Web: <<https://www.bls.gov/news.release/tenure.nr0.htm>>

⁴ “Vehicle Ownership in U.S. Cities Data and Map.” Web: <<https://www.governing.com/gov-data/car-ownership-numbers-of-vehicles-by-city-map.html>>

METRO HAS A CONGESTION CRISIS—AND T2020 WILL MAKE IT WORSE

| Corridor | Regional Funds | Leveraged Funds | Total (\$ millions) | Share of Total | Funds for Congestion Relief |
|-----------------|----------------|-----------------|---------------------|----------------|--|
| SW Corridor | \$975 | \$1,400 | \$2,375 | 39% | |
| Burnside | 400 | 540 | 940 | 16% | |
| 82nd Ave | 510 | 160 | 670 | 11% | \$35 Partial grade separation at Airport Way |
| TV Highway | 520 | 50 | 570 | 9% | |
| McLoughlin | 280 | 20 | 300 | 5% | 7-9 Add left turn lanes to McLoughlin at I-205 |
| Central City | 220 | 50 | 270 | 4% | |
| 185th Ave | 200 | 20 | 220 | 4% | |
| Sunrise/Hwy 212 | 180 | | 180 | 3% | 10-12 * Grade-separated intersection at 142nd |
| C2C/181st | 150 | | 150 | 2% | 5-9 Convert intersection to roundabout at 172nd & Foster |
| Powell | 140 | | 140 | 2% | 6-8 Add 2nd northbound lane to Hogan at Powell |
| 162nd Ave | 90 | 10 | 100 | 2% | |
| 122nd Ave | 90 | | 90 | 1% | |
| Albina Vision | 55 | | 55 | 1% | |
| Total | \$3,810 | \$2,250 | \$6,060 | 100% | \$53-61 |

Approximately 1% of total funds for congestion relief

*Estimate

Sources: Metro, *Task Force Recommendations for Tier 1 Corridor Investments*, Jan. 3, 2020; Clackamas County, *Sunrise Gateway Corridor/Hwy 212*, Nov. 12, 2019.

The Portland region has a congestion crisis. ODOT's *2018 Traffic Performance Report* clearly states the cause: **"Little expansion of the region's infrastructure has occurred over the past 30 years** resulting in rapid expansion of congestion as capacity has now been reached on all the region's freeway corridors ...". Since 2009, **commuting times to work have increased 12%** in the Portland region according to the U.S. Census Bureau. A recent survey conduct by FM3 Research on behalf of Metro found **73% of likely voters in Portland area say traffic congestion is a "very" or an "extremely" serious problem.**

Metro's transportation package will do nothing to reduce congestion, and is likely to make it worse.

The Task Force Recommendations claim the SW Corridor light rail project will "address congestion." **In fact, the SW Corridor project will make congestion worse.** The Draft EIS concludes the project will increase congestion at 46 intersections during the PM peak travel period and 30 intersections during the AM peak. The project is anticipated to increase congestion at 6 I-5 ramps during the PM peak and 5 ramps at the AM peak. Cascade Policy Institute's July 30, 2018, letter to Metro (attached) provides more detail and sources.

The Task Force Recommendations identify **only five projects to "ease" or "reduce" congestion**, shown in the table above. These **congestion relief projects account for about 1% of the total anticipated corridor funding** and are narrowly targeted at specific intersections. The Recommendations provide no congestion relief projects west of the Willamette River. Because the projects focus on individual intersections, these projects—even if successful—will do almost nothing to noticeably reduce regionwide congestion. **The region's westside will see no congestion relief from Metro's transportation package.**

While the Sunrise/Hwy 212 grade separated intersection at 142nd Ave. may reduce congestion, Clackamas County indicates **the funded project in the Task Force Recommendations will result in a "slower corridor."** This indicates that the project to be funded by Metro's transportation package will worsen congestion on Hwy 212 between 122nd Ave. and 152nd Ave. The Sunrise Corridor—a project that would go a long way toward reducing congestion—in not include in Metro's transportation package and has been pushed off to an uncertain date as a "future need."

The Portland metro region is in middle of a congestion crisis, which the T2020 package will likely worsen. **Metro should abandon the current package and come back with a proposal that eliminates the unpopular SW Corridor light rail project and instead adds roadway capacity to reduce congestion.** That is what nearly 3/4 of the region's voters are demanding.

July 30, 2018

Ms. Eryn Kehe
Metro
NE Grand Avenue
Portland, OR

Dear Ms. Kehe,

Cascade Policy Institute is a non-profit policy research organization based in Portland. We represent over 700 individuals, and many of them reside within the Portland metro region. We have reviewed relevant chapters of the Draft EIS for the SW Corridor Light Rail Project, and offer the following comments.

Route selection

We have no preference as to the various proposed routes. All of them suffer from the same fatal flaws, and none are likely to attract sufficient ridership to justify the enormous expense of construction.

Substantive flaws in the DEIS

According to the “Purpose and Need” statement, the purpose of the SW Corridor Project is to “directly connect Tualatin, downtown Tigard, southwest Portland, and the region’s central city with light rail, high quality transit and appropriate community investments in a congested corridor to improve mobility and create the conditions that will allow communities in the corridor to achieve their land use vision.”¹

Most of this sentence is meaningless, but there is one clause that is measurable: “improve mobility.” In order to accomplish that goal, Metro and TriMet must be concerned with various components of a mobility analysis, including: traffic movement through congested intersections; effects of the project on I-5 ramps; levels of service and peak-hour frequency; cost of construction; estimated travel speed of light rail trains; and forecasted ridership.

We will focus our comments on those elements of the project.

Ridership projections are not plausible

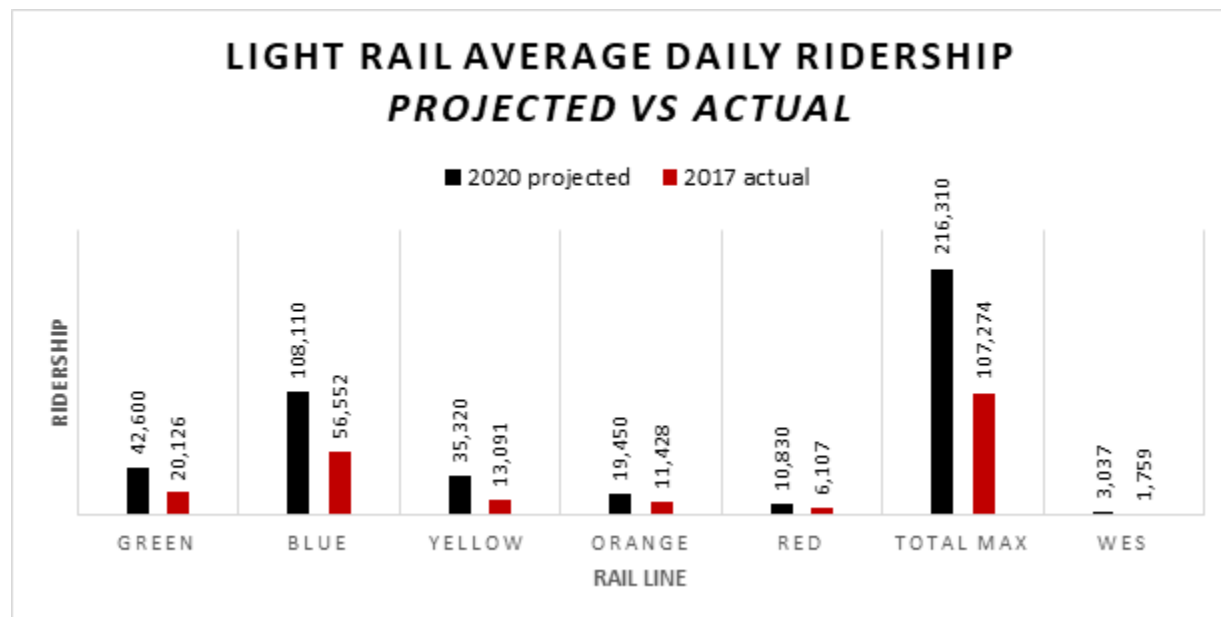
The Draft EIS builds on more than 30 years of light rail construction and operation in this region, which provides a rich empirical record that can be used to help guide the decision about whether to expand the rail system in the SW Corridor.

¹ Southwest Corridor Draft Environmental Impact Statement (DEIS) Summary, pages S-2, S-3.

In many previous projects, Metro/TriMet made MAX ridership projections for 2020. Since we are now mid-way through 2018, it's useful to re-examine those predictions and compare them with reality.

Figure 1 is a side-by-side of the 2020 average weekday daily ridership forecast for each previous rail line (including WES):

Figure 1



Sources: 2002 Green line Environmental Impact Statement, 2009 Orange line Environmental Impact Statement, TriMet 2017 monthly ridership reports. For 2020 Orange line forecast, the difference between the 2016 and 2030 forecasts were divided by 14, multiplied by 4, and then added to 2016 forecast. Additionally, due to 2003 expansion of the Red line, data was gathered from the original stops between Gateway and Portland International Airport.

As Figure 1 shows, previous EIS predictions have all been inflated. Actual ridership has never even reached 60% of projected ridership on a specific rail line; the Orange line is the closest at 59%. Total average weekday ridership is less than half the predicted ridership for MAX in 2020.

EIS ridership predictions for 2035: Given these consistent forecasting errors, the DEIS prediction that MAX average weekday ridership will total 317,200² in 2035 is not credible. Ridership would have to overcome decades of underperformance and triple between 2017 and 2035.

With all lines combined, the through light rail alternative is predicted to have 337,900 average weekday boardings (**Figure 2**). This is an increase of 174.27% within 18 years from the 2017 fiscal year's average of 123,200. To put this in perspective, average weekday light rail ridership has increased by 85.85% between fiscal year 2000 and fiscal year 2018 up till the month of May— also a span of 18 years. Four rail lines were implemented between 2000 and 2018 while the Southwest Corridor DEIS bases its estimation on the implementation of only one light rail

² DEIS, page 3-13.

line between 2018 and 2035. Current light rail ridership has not been increasing over recent years. Instead, weekday boarding trends have either been decreasing or plateauing as seen in **Figure 3**. This undermines the plausibility of the estimated number of weekday boardings in 2035.

Figure 2

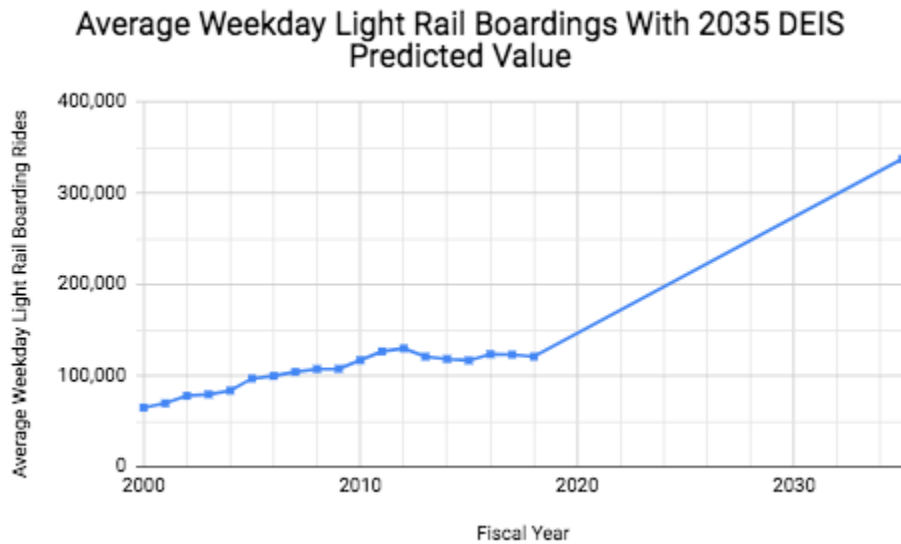
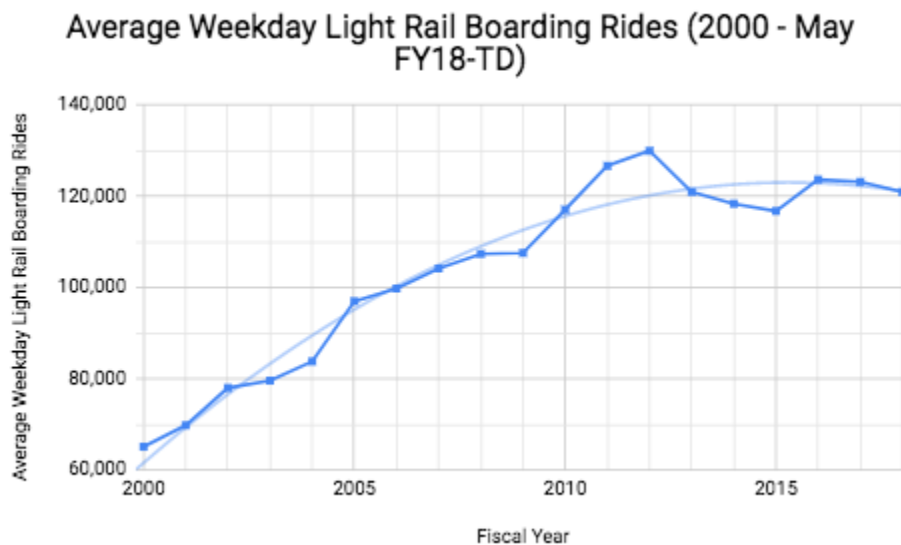
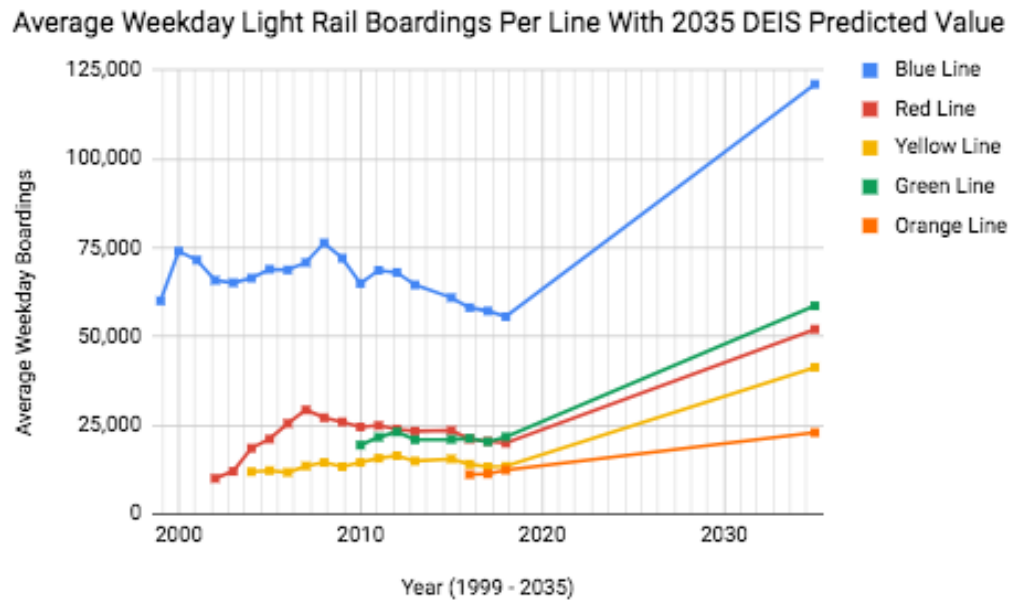


Figure 3



The DEIS predicts that weekday boardings across all lines will more than double, even though individual line trends are either decreasing or plateauing, demonstrated in **Figure 4**.

Figure 4

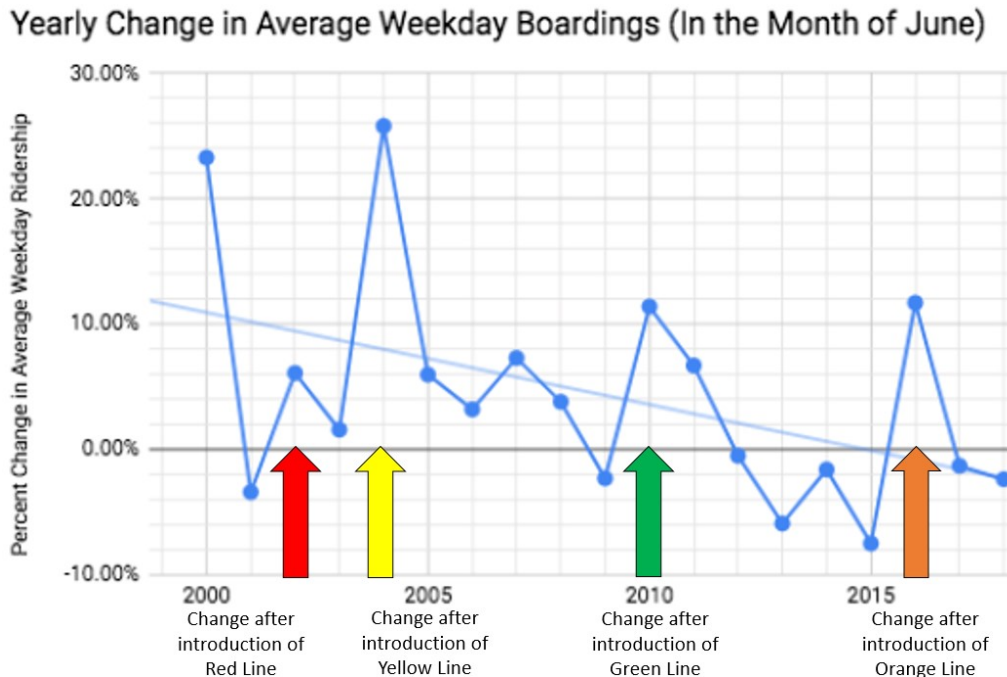


*Year 2003, 2005, 2015 use the month of July

*Did not have access to data from 2014. Plotted null values.

The percent yearly change (**Figure 5**) in weekday ridership has been decreasing from year to year, and recently has been dipping into the negative percentage range, which demonstrates a decrease in boardings. A pattern has developed which shows percent change drastically increasing the year after a new line opened. After that initial first year the percent change tends to decrease up until the implementation of the next line. When a new light rail line is introduced, its percent increase in boardings is marginal - new light rail lines are adding fewer new riders.

Figure 5



Light rail ridership is not increasing. It is steadily decreasing, and the number of new riders each new line attracts is shrinking. Based upon these patterns, the Southwest Corridor project will only temporarily increase ridership.

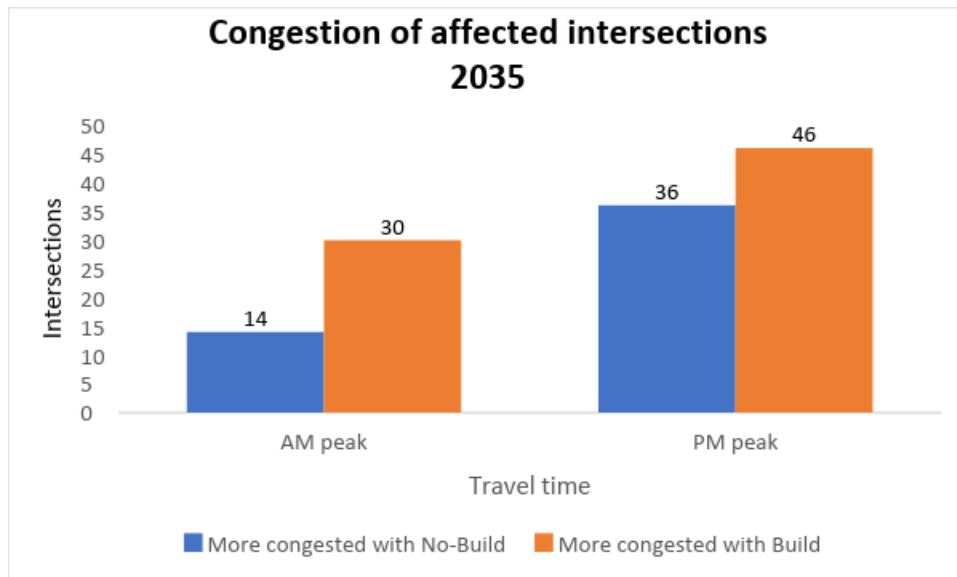
If this project is to move forward, the Final EIS must have a defensible ridership forecast that accounts for the consistent over-estimation of boardings on every single TriMet rail line to date.

Traffic Congestion

Reducing traffic congestion is one of the claimed benefits of this project, and the DEIS addresses likely congestion at relevant intersections and I-5 ramps.³ AM and PM peak periods were studied, with 44 affected intersections during the AM peak and 85 affected intersections during the PM peak being measured. V/c scores for each vehicle direction were given; by adding them together we can see the overall estimated congestion for each intersection under both the No-Build and Build alternatives. The results are in **Figure 6**:

³ DEIS Attachment B – Transportation Impacts Results Report, Part 8 (Appendices L through Q); DEIS Attachment B – Transportation Impacts Results Report, Part 11 (Appendices S through CC).

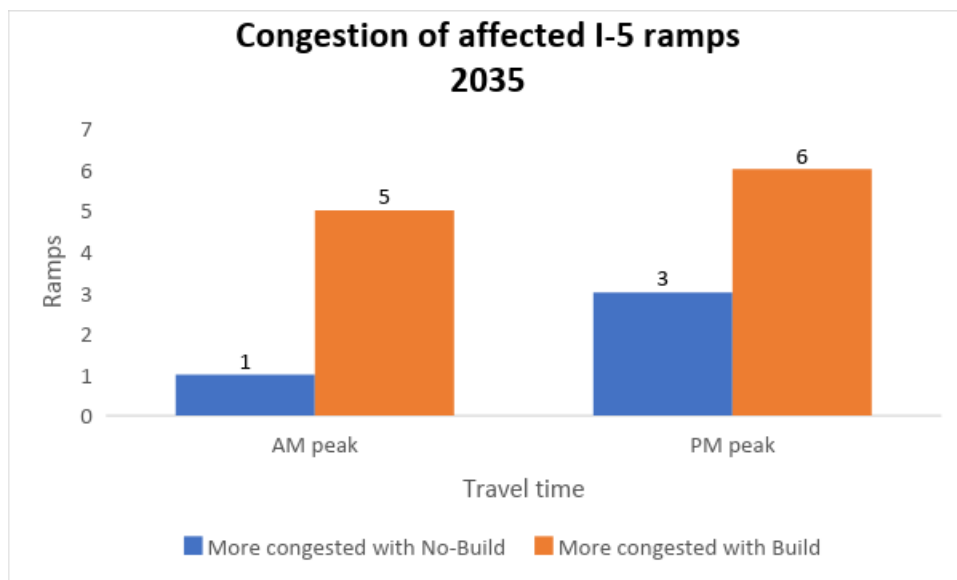
Figure 6



Sources are in footnote 3. Note: there were three ties present in PM peak intersections, which are excluded from the graph.

Contrary to claims made by the project's proponents, the Southwest Corridor Light Rail Project is expected to **increase** overall traffic congestion for both AM and PM peak travel periods. In addition, the same pattern is exhibited in the expected the congestion of I-5 on/off ramps, shown in **Figure 7**:

Figure 7



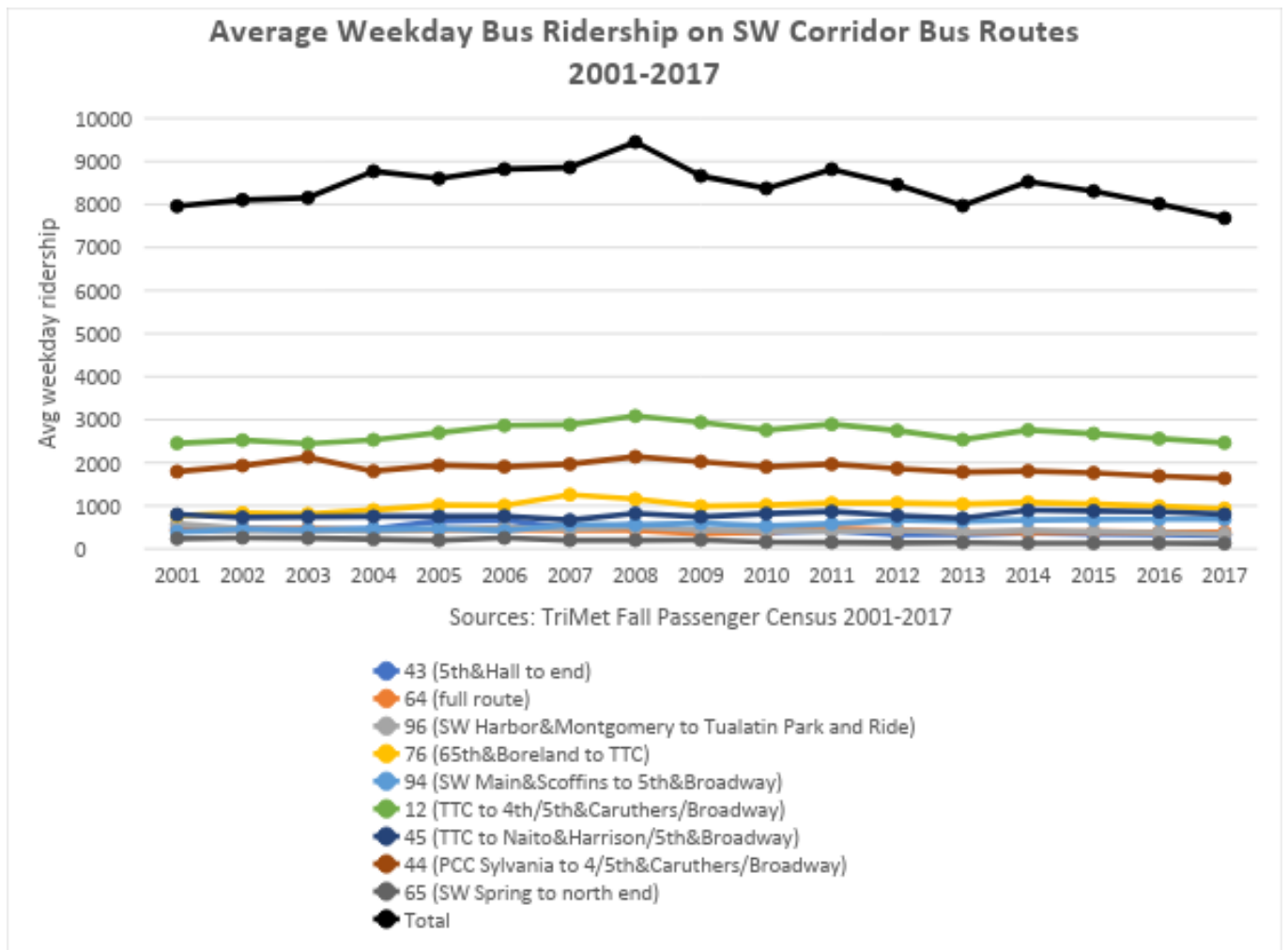
Sources in footnote 3.

While the AM peak will be affected by a greater quantity of congested intersections under the Build alternative, both AM and PM peak times will be more congested than they would have been without the project.

SW Corridor transit ridership

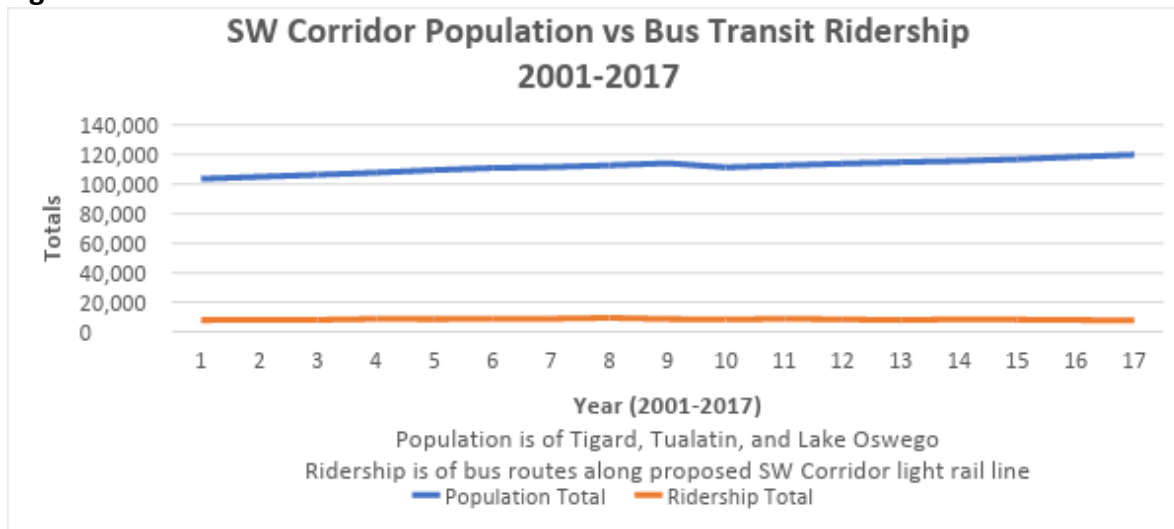
Present transit ridership trends within the Southwest Corridor suggest that ridership on a new rail line will be low. Nine bus routes service the same route as the proposed light rail line; seven cover the entire route, while two cover fragments of it. As the predictions look 17 years into the future, it would be wise to look at trends 17 years into the past. Since 2001, bus ridership along these routes has decreased, as seen in **Figure 8**:

Figure 8



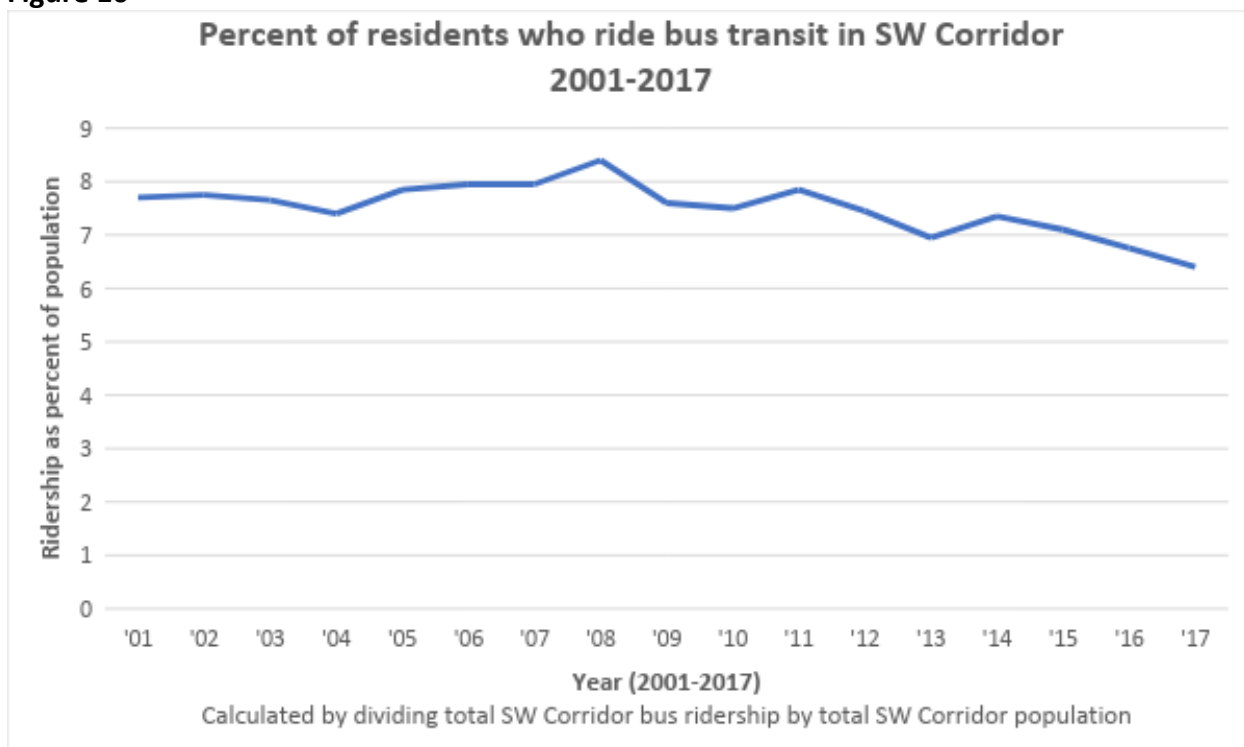
While showing a downtrend in bus ridership, this graph does not account for population increases along the Southwest Corridor. The populations of Tualatin, Tigard, and Lake Oswego all increased by 16% from 2001-2017, shown in **Figure 9**:

Figure 9



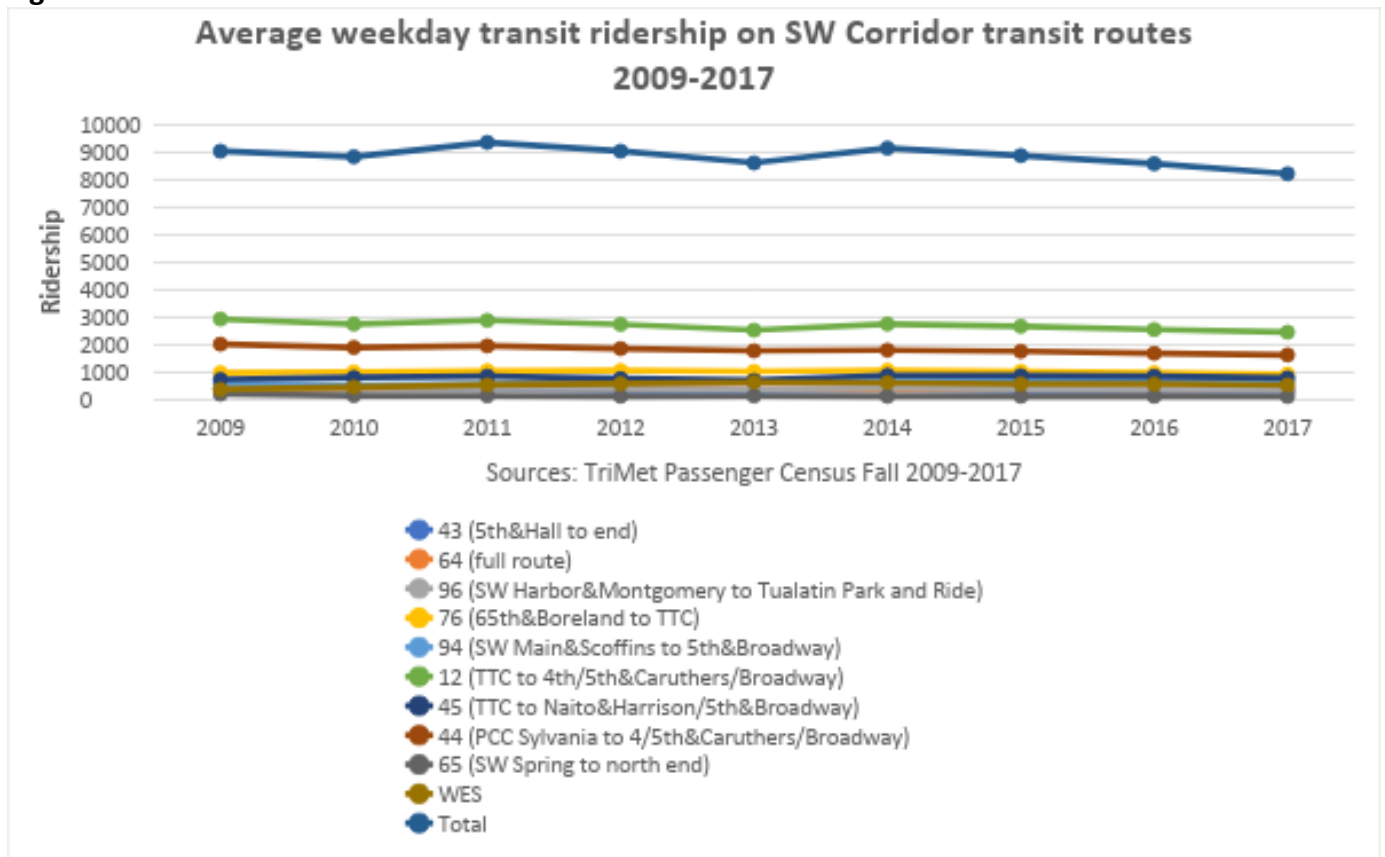
Thus, bus transit ridership measured as a proportion of the relevant population was bleaker, seen in **Figure 10**:

Figure 10



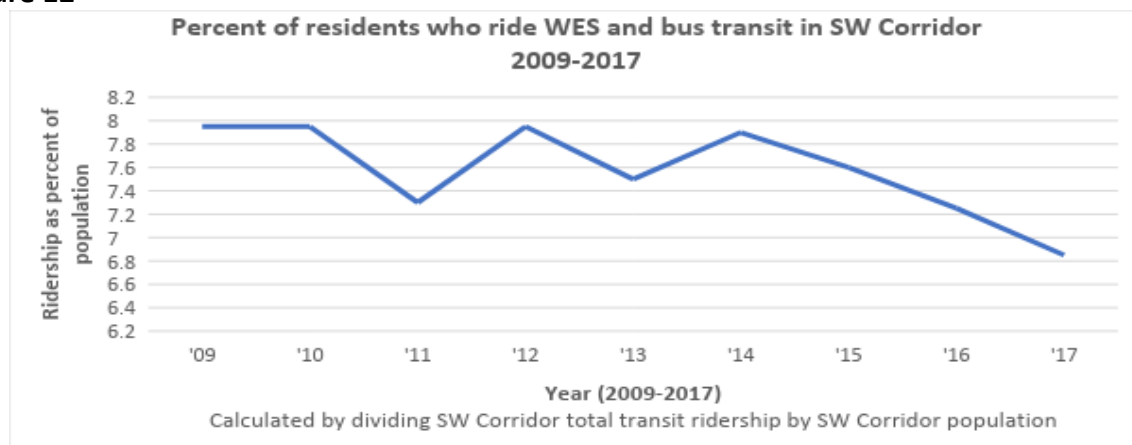
It could be objected that bus transit is not the only type of available transit in the Southwest Corridor – part of the WES route runs between Tualatin and Tigard, and some of these riders could use the proposed light rail in the future. **Figure 11** illustrates combined ridership of both WES and bus routes in the Southwest Corridor, beginning with the WES opening in 2009.

Figure 11



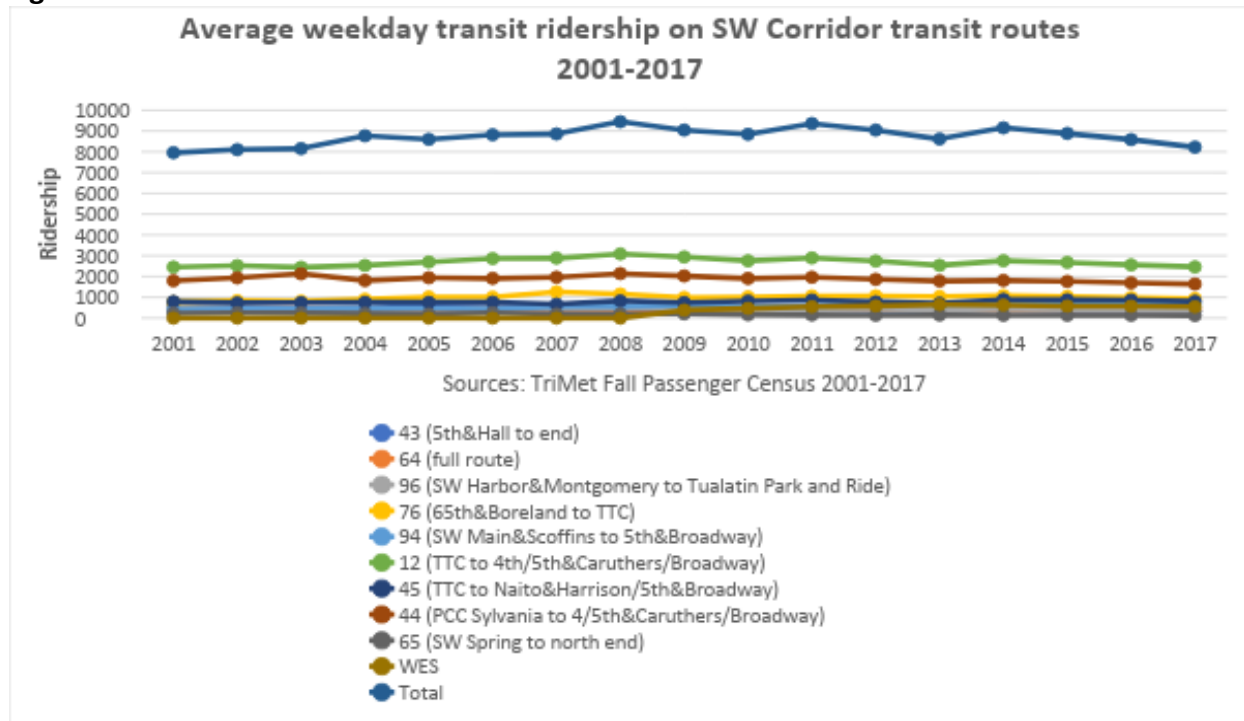
Only three out of ten routes increased ridership during this period (bus routes 64, 45, WES). As shown, overall ridership decreased. Again, this does not account for the population increase in the attendant locations. Even including WES, total transit ridership as a proportion of population has decreased (**Figure 12**):

Figure 12



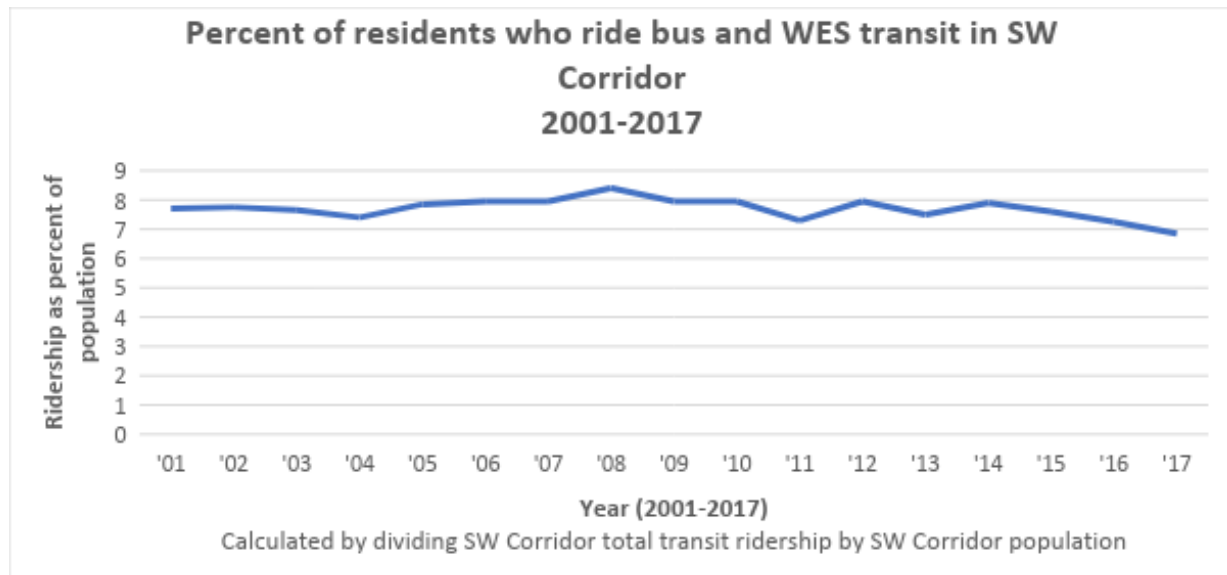
The only increase in any of these measurements is the 2001-2017 total transit ridership, as evidenced by **Figure 13**:

Figure 13



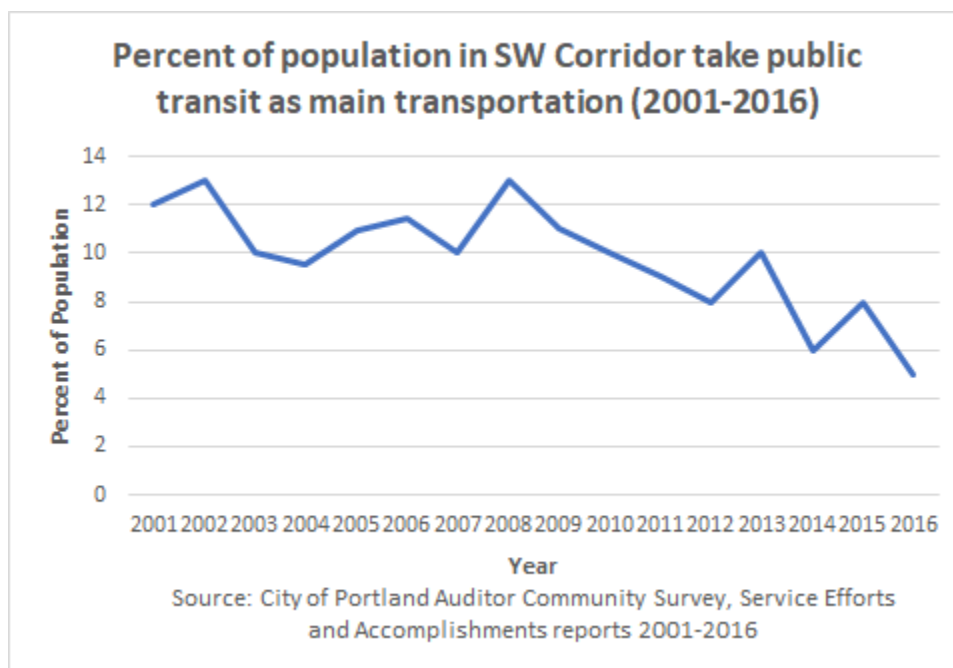
Even here, the overall increase is owed to the fact that total ridership from 2009-2017 did not decline as quickly as it increased from 2001-2008. The overall increase (+3.3%) was still outpaced by population growth, which yet again led to a decrease in transit ridership proportional to population, seen in **Figure 14**:

Figure 14



Another way to calculate transit ridership in the Southwest Corridor is to conduct telephone surveys. For several decades the City of Portland Auditor conducted such surveys annually, known as the Community Survey and Service Efforts and Accomplishments reports (these were discontinued after 2016 for cost reasons). Those surveys recorded a steady decline in the percent of individuals in the Southwest Corridor who self-reported public transit as their main mode of transportation, as seen in **Figure 15**:

Figure 15



According to the 2010 US Census, the average household size for each city along the Southwest Corridor (Tualatin, Tigard, Lake Oswego) was between 2.29 and 2.6 with 70-81% of households comprised of three or fewer people. Thus the decrease in ridership proportional to the population cannot be attributed to newly arrived families with several young children (who would not take public transit).

There are viable ways to work towards the desired goals of the Southwest Corridor Project without adding light rail. Bus ridership increased from 2001-2008. Population increased by 8% while overall bus ridership increased by 18%, indicating that increased bus access can in fact provide the desired transit options. Increased bus service, whether through more buses, expanded operating times, or additional express service, would also cost far less than \$2.5 billion.

Further, this cost-effective option would create less traffic congestion than building the proposed rail line.

Underestimated Capital Costs

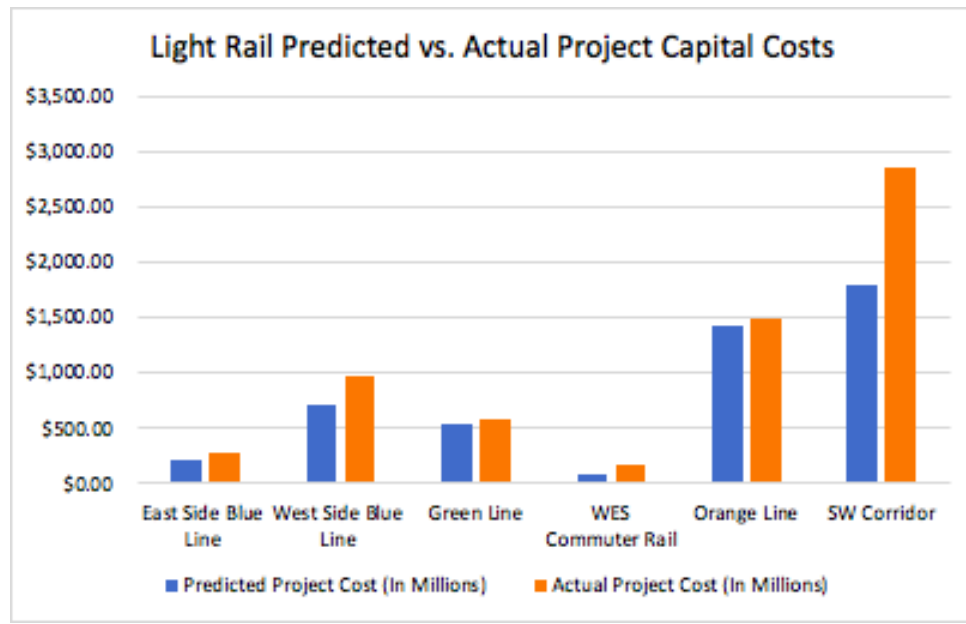
Table S-5, “Estimated Project Capital and Operating Costs” in Section S.8 “Evaluation of Alternatives” estimates the total capital cost range of the full corridor project to be between \$2.64 and \$2.86 billion dollars in year-of-expenditure (2024) dollars. Past light rail projects have consistently underestimated costs in the projects’ DEIS, SDEIS, or FEIS (**Figure 16**). The eastside blue line, westside blue line, green line, WES commuter rail, and orange line all demonstrate this.

The predicted capital cost of the Southwest Corridor project has already been increased by a billion dollars, from \$1.8 billion in 2016 to its current prediction in 2018. If the pattern of higher actual capital costs on light rail projects continues, then the Southwest Corridor project capital cost will continue to increase throughout this process.

This is a problem that has plagued light rail construction for many decades, both in Portland and elsewhere. As noted by Dr. Don Pickrell in his classic study from 1989, “capital costs that differ markedly from their anticipated level can substantially increase the financial burden on the government program and agency funding the project, resulting in postponement or cancellation of other projects competing for its support.”⁴

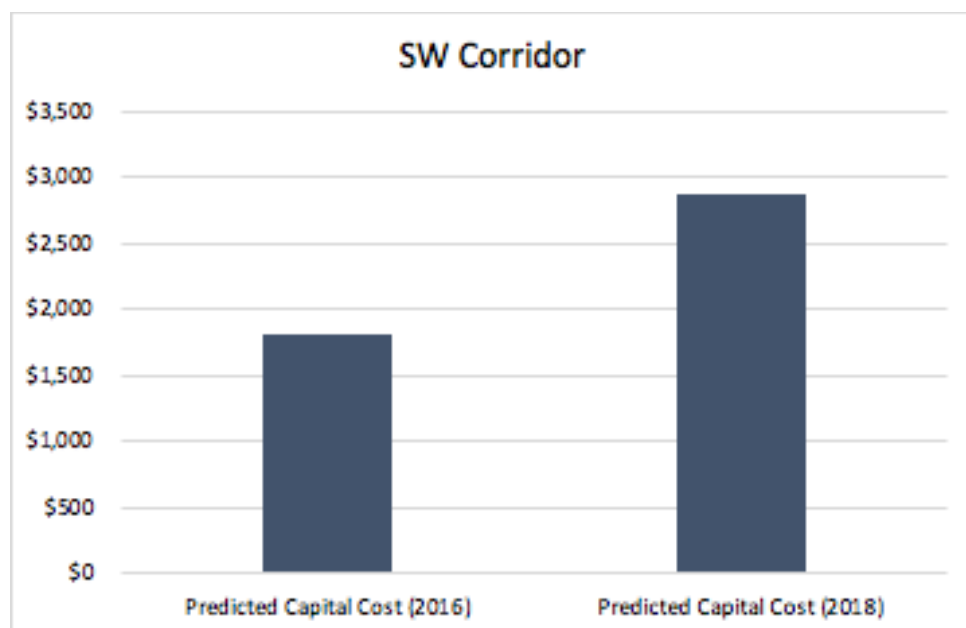
⁴ Dr. Don Pickrell, “Urban Rail Transit Projects: Forecast Versus Actual Ridership and Costs”, Urban Mass Transportation Administration, October 1989, vi.

Figure 16



The estimated cost in 2016 for the Southwest Corridor project was 1.8 billion dollars. In 2018, the DEIS increased that estimate to \$2.64 - \$2.86 billion. This is an increase of \$1.06 billion within a two year timespan. (**Figure 17**). Metro claims the earlier estimate was based on 2016 dollars instead of 2024 dollars and has less detail, which is why it was lower. This raises the question of how 10 years of inflation increases the price by over \$1 billion.

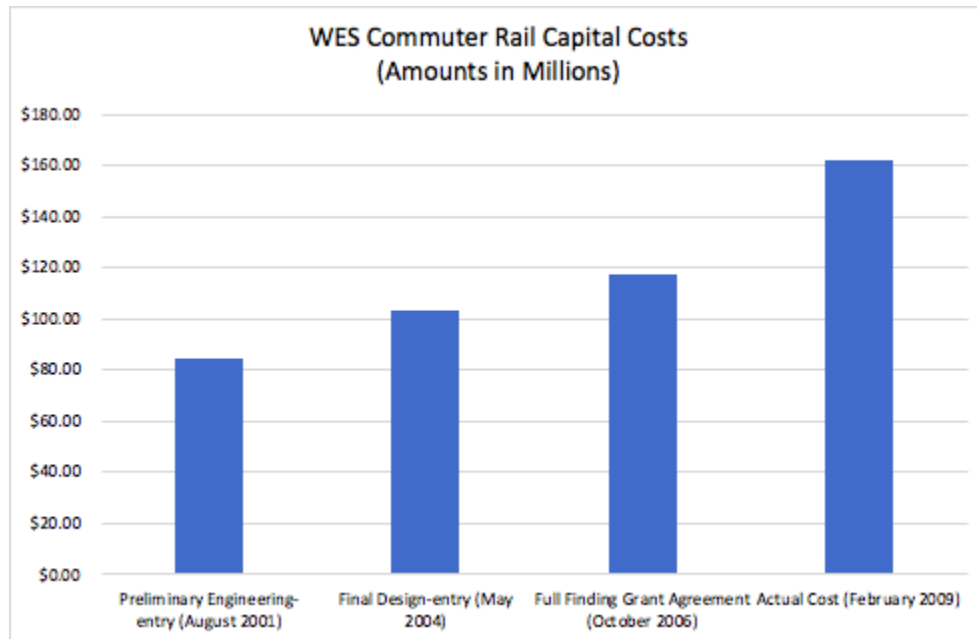
Figure 17



WES Commuter Rail

The year-of-expenditure (YOE) prediction for the project consistently underestimated the actual costs of the WES commuter rail, which turned out to be \$162 million dollars in YOE dollars. Predicted cost at the preliminary engineering stage (August 2001) was \$84.8 million (48% below actual); at final design (May 2004) \$103.5 million (36% below actual); and at full funding grant agreement (October 2006) \$117.3 million (28% below actual). These numbers are compared below in **Figure 18**.

Figure 18



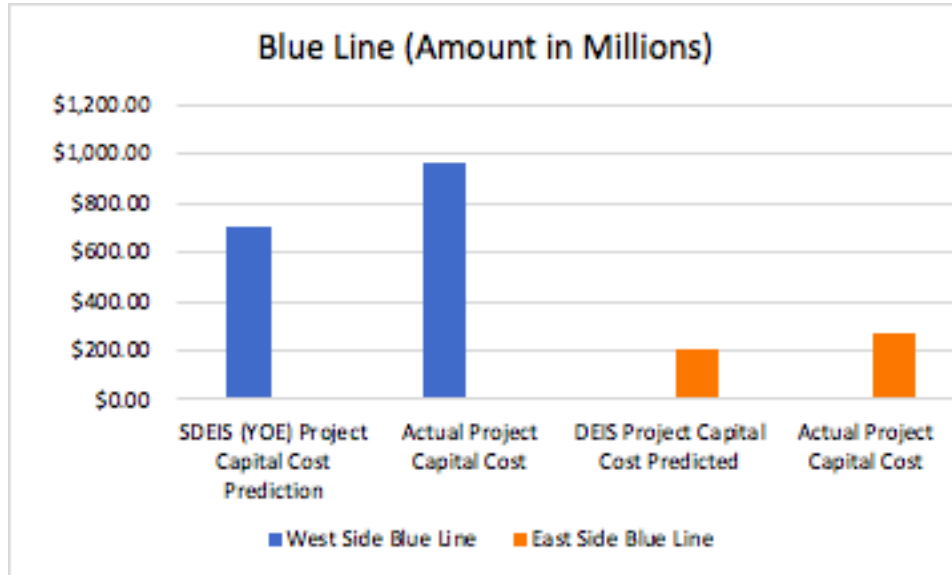
Blue Line

East Side: The Banfield EIS (1980) estimated the project costs to be \$208.1 million in 1980 dollars. The actual cost of the project was \$214 million in 1978 dollars, or \$270.45 million in 1980. Both costs are well above what TriMet originally projected.

West Side: The westside SDEIS (1991) predicted that the light rail to 185th in Hillsboro (the original destination) would cost \$439.5 million - \$501.6 million in 1990 dollars. YOE cost estimates for the project were \$703 million. The actual cost of the project was \$963.5 million in 1998. TriMet's decision to extend the line to downtown Hillsboro after the release of the SDEIS accounts for some of the increased cost.

The difference in capital costs for both sides of the Blue Line are shown below in **Figure 19**.

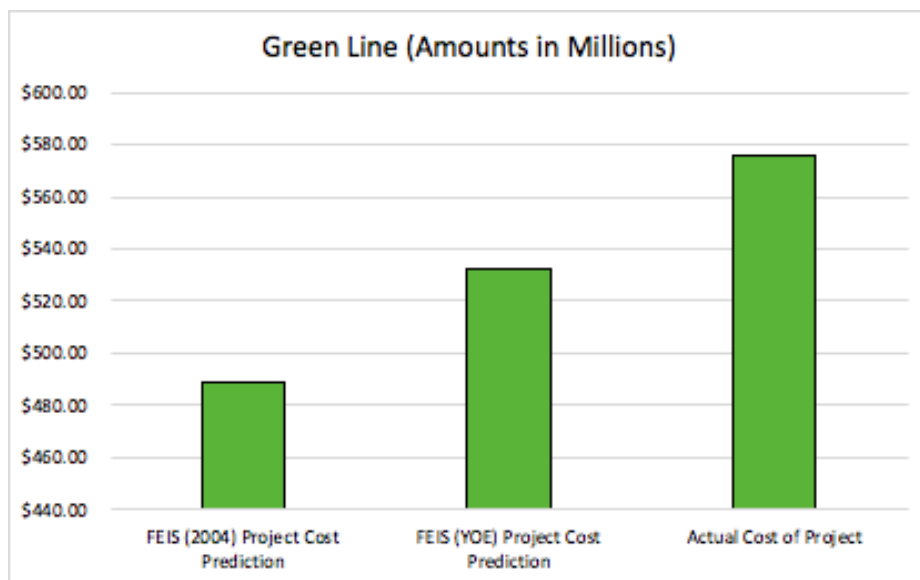
Figure 19



Green Line (South Corridor: I-205 to Mall)

The proposed cost for the green line project in 2004 was \$489.12 million (\$532.24 million in YOE). The actual cost for the project when it was implemented in 2009 was \$575.7 million (Figure 20).

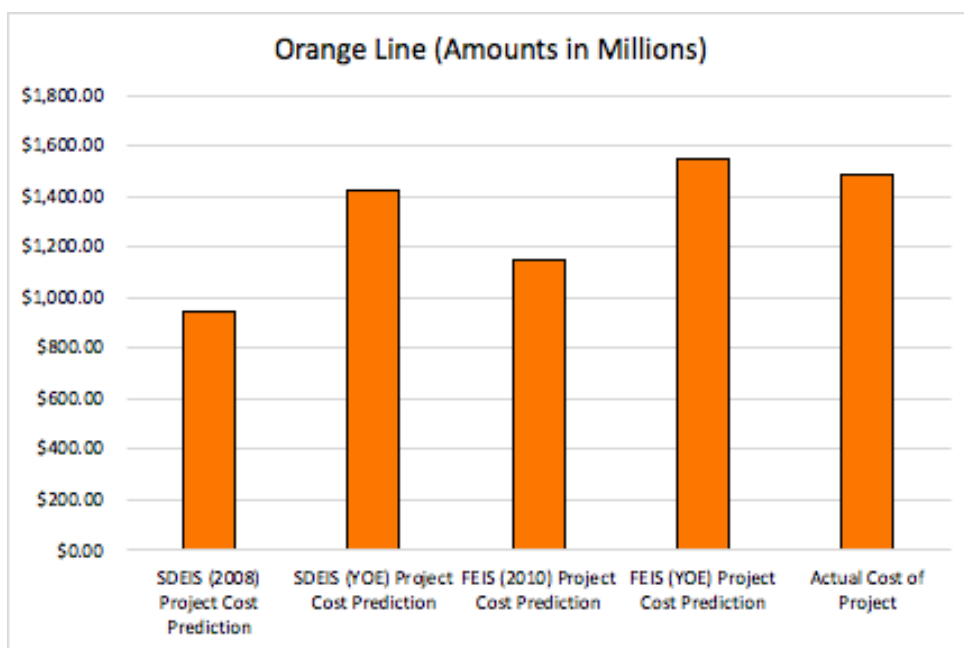
Figure 20



Orange Line (Portland-Milwaukie Light Rail)

The South Corridor SDEIS (2008) estimated costs for the Orange line from LPA - Park at \$942.5 million in 2007 dollars or \$1.4 billion in the year of expenditure (YOE). The FEIS (2010), released 2 years later, predicted the Subtotal LPA - Park Ave would cost \$1.15 billion in 2010 dollars (or roughly \$1.08 billion in 2007 dollars). The total for YOE was estimated to be \$1.55 billion (**Figure 21**). The actual cost of this project was \$1.49 billion. The actual cost was less than the prediction in 2010, but was \$90 million greater than the predicted capital cost in 2008.

Figure 21



Loss of Parking

Section 3.2.6, “Street Parking,” claims that “demand for parking would be expected to increase” (3-22), however the Southwest Corridor plan would eliminate 166 number of parking spaces in the corridor to accommodate light rail. In locations where the alignment alternative would operate near street rights of way, on-street parking would be eliminated. Residents in the corridor predominantly drive cars rather than public transportation, so they rely on the availability of parking.

Segment A would take away either **16 parking spaces on Duniway Park** or **21 parking residential zone permit parking spaces** on SW Naito depending on the alternative chosen, even though the DEIS states that “eliminating the spaces would increase demand for remaining on-street spaces on nearby streets” (3-23).

Segment B would see **61 on-street parking spaces on SW Barbur eliminated** with the preferred alternative along SW Multnomah Boulevard.

In segment C, **89 spaces would be eliminated** with the preferred alternative on SW 70th, SW Beveland Street, and SW Ash Avenue.

If the preferred alternative is chosen for all three segments, then **a total of 166 parking spaces will be eliminated**. This would induce parking on side streets or in residential neighborhoods.

The DEIS claims that this wouldn't be an issue as "the combination of improved transit and improved bicycle and pedestrian facilities could help offset the impact" (3-23). However, this seems unlikely as light rail ridership is declining and the majority of those traveling in the corridor do so in a motor vehicle.

Similar claims were made by local transportation officials in the Sellwood Bridge EIS regarding the deliberate under-building of road capacity by Multnomah County. The DEIS asserted multiple times that congestion in the Tacoma Street-Sellwood Bridge corridor would be mitigated by substantial increases transit use, biking and walking, due to the bridge design. In fact, that never happened, and traffic congestion in the Tacoma Street corridor is worse today than it was a decade ago.

Loss of Road Capacity

Segment A: The loss of traffic lanes is discussed in detail in Attachment B - Transportation Impacts Results Report. In segment A, one northbound lane on SW Barbur between SW Naito Pkwy and SW Broadway would be converted to a transit-only lane. There are only two northbound lanes on SW Barbur in this segment, thus drivers heading towards the city center would be restricted to only one lane.

Along this segment, the plan would also convert all bike lanes (which are five - six feet wide) currently along Barbur to eight foot bike lanes on either side of the street, taking away four to six feet of vehicle roadway. The EIS claims that Barbur would be widened south of SW Hooker Street to accommodate the addition of sidewalks and bike lanes, but nowhere does it state by how much.

A total of seven intersections in the preferred segment A alternative will be negatively affected by the light rail project. Six left turn lanes will be eliminated (SW 4th @ SW Lincoln, SW Grant, SW Bancroft, SW Sheridan, SW /Caruthers/Broadway, and SW Barbur @ SW Hamilton), two through lanes will be eliminated (SW 4th @ Sheridan and SW Barbur @ SW Bancroft), one right turn lane will be eliminated (SW Barbur @ SW Bancroft), and the access to both View Point Terrace Street and eastbound SW Hamilton will be eliminated from Barbur due to light rail stations.

Segment B: Changes made to Segment B, described in Attachment B section 4.3.1 and 4.3.4, include widening SW Barbur in order to accommodate light rail in the center. 8-foot-wide bike lanes would be added in both directions between SW Brier Place and SW 60th Avenue. Bike lanes on Barbur are currently between 5-6 feet. If bike lane is currently 6 feet either way, they will take away 4 feet from the road the entire length of Barbur. If the length is 5 feet, 6 feet will be taken away from drivers. While the DEIS claims that SW Barbur would be widened to accommodate new bike lanes and sidewalks, nowhere does it say how much Barbur will be widened nor how wide the sidewalks are expected to be.

Three intersections would be affected in Segment B. The left turn lanes onto SW Barbur from SW 22nd in both directions will be eliminated (at the intersection SW Barbur @ SW 22nd). The right turn lanes from SW Barbur in both directions onto SW Custer and SW Multnomah as well as the right turn lane onto SW Barbur from Multnomah will be eliminated due to the proposed construction of a light rail station at the SW Barbur @ SW Custer/Multnomah intersection. Finally, the access to Barbur from SW 3rd will be eliminated due to the placement of the light rail route (at the intersection SW Barbur @ SW 3rd).

Segment C: The changes to segment C are described in 5.3.1 and 5.3.4 in Attachment B to the DEIS. Segment C extends from the intersection of SW 68th Parkway and SW Atlanta Street to near Bridgeport Village. The preferred alternative would run along existing or new roads between the Tigard Triangle and downtown Tigard, and then would follow the freight rail and WES tracks before turning east to run along I-5 to Bridgeport. 2 stations would be in the Tigard Triangle, one would be in downtown Tigard, one along I-5 at SW Bonita Road, SW Upper Boones Ferry Road and Bridgeport Village.

The only intersection change in segment C between the no-build and light rail options would come at SW Hall Blvd @ Ash/Knoll. Here the turn from Hall onto Knoll would be eliminated due to the light rail route cutting across the entrance of Knoll Dr. The light rail will continue across Hall, through the buildings across from Knoll Dr. and down Ash Avenue. There will only be one through lane in either direction on Hall at this intersection with the light rail alternative.

In all three proposed segments, the DEIS proposes creating 8-foot-wide bike lanes where there are none or increasing the width if such a lane already exists. It also proposes adding in sidewalks where there are none along SW Barbur. There is no mention as to how wide the sidewalks will be, nor does it mention how much SW Barbur will be widened to accommodate these new additions. It is critical to calculate these changes so that motor vehicle drivers know how much of the current roadway will be taken from them. Taking away a motor vehicle lane on a heavily used road (SW Barbur) to serve light rail would increase traffic in the corridor, not reduce it as the DEIS claims.

PCC Sylvania-Shuttle

The proposed PCC Sylvania-Shuttle described on page 2-20 in section 2.3 of the DEIS would provide a small amount of ridership for a high cost based upon similar shuttle services in the

region. One of the proposed shuttles would transport riders from the 53rd light rail stop to PCC-Sylvania, a distance of .5 miles. Table 4.4-3 of the DEIS admits that the impact from the addition of this shuttle would be offset by improved sidewalks, bike lanes and street lighting.

Clackamas Community College has run their own version of the proposed shuttle between their Harmony and Oregon City campuses and the Green Line station at the Clackamas Town Center since 2011. The CCC shuttle is fully funded by the college and is operated by a private business.

On average, only 217 individual trips were taken per day on the three shuttles by students during the spring of 2018. There were 7,974 students at both the Oregon City and Harmony campuses during that same time period. If each individual trip was completed by a different student than the shuttle was utilized by 2.72% of the student population. If each trip was part of a round trip, then the shuttle would have only been used by 1.36% of the student population. The cost to run three shuttles was \$180,000 for the 2017-2018 school year.

The proposed shuttle from the Barbur Transit Center would use five standard 40-foot TriMet buses to operate, which would have a higher cost than the three van-sized shuttle buses used by CCC. CCC has demonstrated that a community college can run their shuttle service without the involvement of TriMet or the use of taxpayer dollars. Based upon the CCC shuttle, the PCC-Sylvania Shuttle would benefit very few people at high cost to taxpayers.

Frequency of Service

The Draft EIS for the Southwest Corridor Light Rail Project states that the through route configuration would include nine trains per hour traveling to downtown Tigard during peak periods in 2035, with headways as low as 6.7 minutes in between operation of trains⁵. However, these predictions are implausible given the performance of current light rail installations. Even the less ambitious projections of 7.5 minute headways for previous lines are currently nowhere close to being met.

By averaging the times between stops at a single station in both directions between peak hours of 6:00 a.m.-9:00 a.m. and 3:00 p.m.-6:00 p.m. according to weekday MAX schedules on Trimet's website, we gain the best estimation of actual MAX headways during June 2018. Based on these calculations, light rail service operation has consistently fallen short of the frequencies promised in past environmental impact statements.

The Orange Line EIS predicted that by 2030, trains along the corridor would operate every 7.5 minutes⁶, requiring 8 trains per hour to stop during peak periods. In the opening year 2016, the Orange Line was intended to operate with 10-minute headways⁷. In 2018, that frequency has not been met, with MAX schedules showing average weekday peak-hour headways of 13.1 minutes.

⁵ Southwest Corridor Light Rail Project Draft Environmental Impact Statement, June 2018. Chapter 3, page 11.

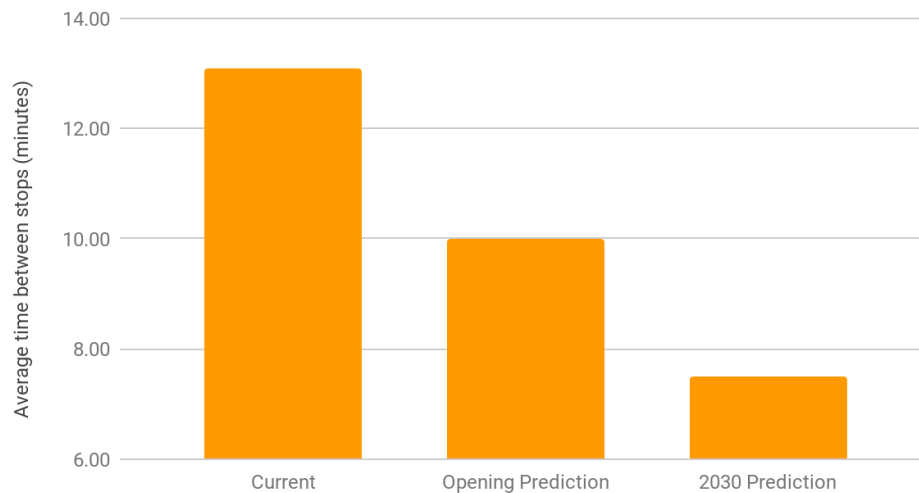
⁶ Portland-Milwaukie Light Rail Project Final Environmental Impact Statement, October 2010. Chapter 2, page 28.

⁷ Portland-Milwaukie Light Rail Transit Project Full Funding Grant Agreement, October 2011. Attachment 1.

Figure 22 shows Orange Line headways during peak periods based on June 2018 schedules at the SE Park Ave MAX Station contrasted with earlier predictions of service frequency.

Figure 22

Orange Line Service Frequency vs. EIS Predictions



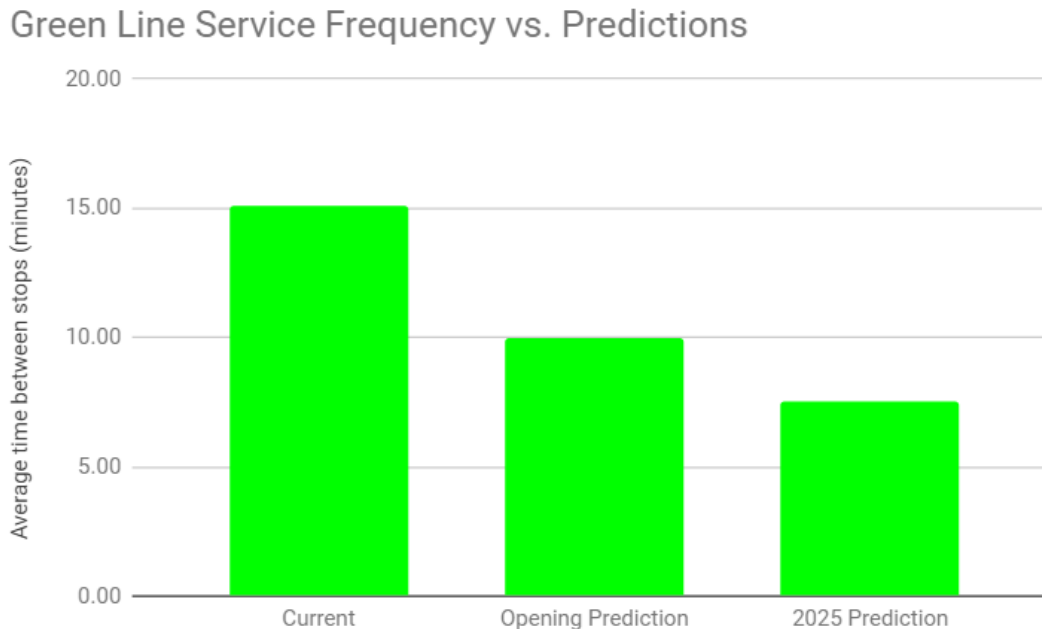
In similar fashion, TriMet promised FTA that the Green Line would operate every 7.5 minutes by 2025⁸, but has failed to live up even to promises of 10-minute headways in its opening year⁹. An FTA Before-and-After Study of the Green Line's performance stated that "[t]he project opened with 15-minute intervals throughout the day and 35-minute intervals in the evenings,"¹⁰ in sharp contrast to initial projections. 2018 MAX schedules at Clackamas Town Center TC MAX Station confirm that the Green Line has been operating with an average of 15.1 minutes between stops, as shown in **Figure 23**.

⁸ South Corridor I-205/Portland Mall Light Rail Project Final Environmental Impact Statement, November 2004. Chapter 4, page 12.

⁹ Green Line Light Rail Project Before-and-After Study, 2014. Federal Transit Administration. Page 6.

¹⁰ Ibid.

Figure 23



MAX service frequency has consistently underperformed for nearly its entire history. The only MAX line that has been living up to its projections is the Red Line, with a much lower bar of 15 minute headways by 2015¹¹.

The 1991 SDEIS for the Westside Corridor Blue Line project stated that "[t]wo-car trains would operate every five minutes east of the Beaverton Transit Center"¹² by the year 2005, but in 2018, these trains only operate every 9.1 minutes.

Likewise, the Yellow Line EIS promised headways of 7.5 minutes during peak travel periods in 2020¹³ and 10-minute headways in opening year 2005¹⁴, but Yellow Line trains offer only half that level of service in 2018, with trains at N Prescott St Station operating every 15 minutes on average. **Figure 24** shows the consistent failure of MAX lines to offer the level of frequency promised during the planning process.

¹¹ MAX Extension to the Portland Airport Environmental Assessment, December 1998. Chapter 3, page 10.

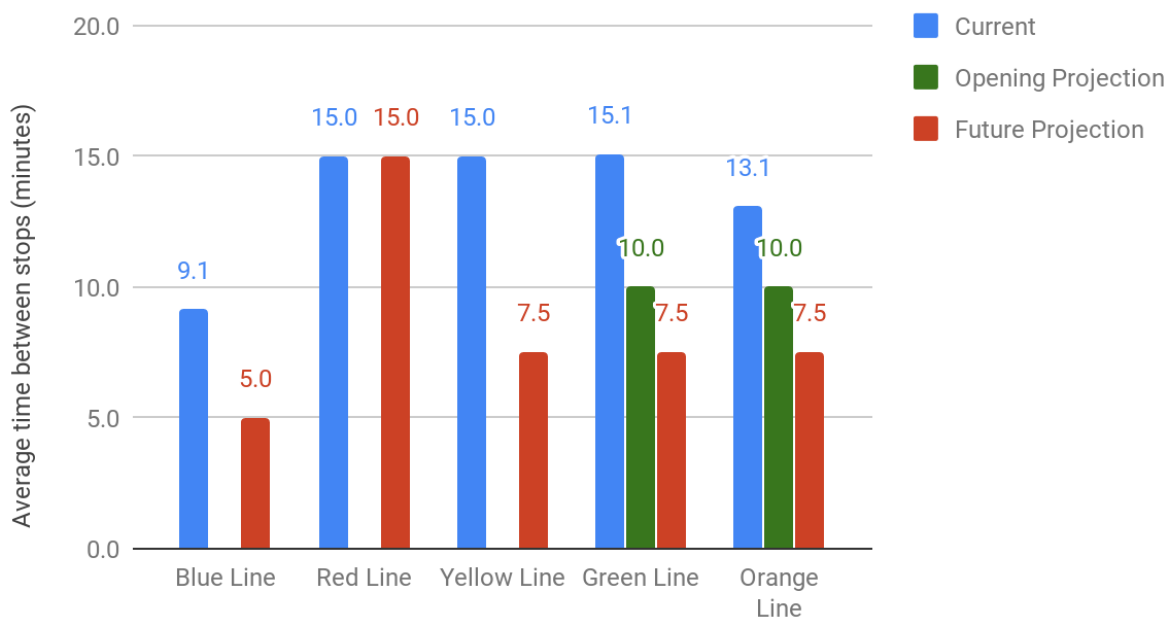
¹² Westside Corridor Project Supplemental Draft Environmental Impact Statement, January 1991. Chapter 4, 1.

¹³ North Corridor Interstate MAX Light Rail Project Final Environmental Impact Statement Executive Summary, October 1999. Section 3.1.2.

¹⁴ North Corridor Interstate MAX Light Rail Project Final Environmental Impact Statement, October 1999. Chapter 1, page 2.

Figure 24

Light Rail Headways



It is unreasonable to expect light rail along the Southwest corridor to operate at 6.7 minute headways during peak periods. No previous light rail installation has met the benchmark of 7.5 minutes, and only the Blue Line has managed to offer even 10 minute headways. MAX has yet to live up to expectations of service frequency, and the promise of nine trains per hour in the Southwest Corridor has no basis in reality.

Travel Times

According to the EIS, light rail in the Southwest Corridor “would reduce the PM peak-hour in-vehicle transit travel time from Portland State University to Bridgeport Village from 38 minutes (via TriMet bus line 96 Tualatin Express) to 29 minutes with the Branched Route or 33 minutes with the Through Route.”¹⁵ This prediction is implausible given the track record of current MAX lines.

Table 1 shows the travel times between selected Orange Line stops according to TriMet MAX schedules in 2018 compared to EIS predictions for 2030.¹⁶ Assuming 100% on-time performance, Orange Line travel times are currently 4.8 minutes longer on average than predicted in the Portland-Milwaukie Light Rail Project EIS.

¹⁵ Southwest Corridor Light Rail Project Draft Environmental Impact Statement, June 2018. Chapter 3, page 12.

¹⁶ Portland-Milwaukie Light Rail Project Final Environmental Impact Statement, October 2010. Chapter 4, page 18.

Table 1

| Orange Line | | | |
|--|--|--|------------------------------------|
| Distance | South Corridor EIS Predicted Travel Time in 2030 | Actual PM Peak Period Travel Time in 2018 | Scheduled Stops (PM Peak- hour) |
| Pioneer Square to Milwaukie Park Ave | 26 | 32 | 5:04 - 5:36 |
| PSU to Milwaukie Park Ave | 20 | 26 | 5:10 - 5:36 |
| South Waterfront to Milwaukie Park Avenue | 16 | 21 | 5:15 - 5:36 |
| Pioneer Square to Lake Rd | 24 | 29 | 5:04 - 5:33 |
| PSU to Lake Rd | 19 | 23 | 5:10 - 5:33 |
| South Waterfront to Lake Rd | 15 | 18 | 5:15 - 5:33 |

Similarly, Green Line has lagged behind in travel times, with actual travel times 4.7 minutes longer on average than predicted for 2025 in the South Corridor FEIS.¹⁷ **Table 2** shows Green Line travel times compared to EIS predictions.

¹⁷ South Corridor I-205/Portland Mall Light Rail Project Final Environmental Impact Statement, November 2004. Chapter 4, page 14.

Table 2

| Green Line | | | |
|-----------------------------------|--|--|-----------------------------------|
| Distance | South Corridor FEIS I- 205 Year 2025 Predicted Travel Time | Actual PM Peak Period Travel Time in 2018 | Scheduled Stops (PM Peak-hour) |
| Pioneer Square to Clackamas TC | 38 | 43 | 5:08 - 5:51 |
| PSU to Clackamas TC | 42 | 48 | 5:03 - 5:51 |
| Rose Quarter to Clackamas TC | 30 | 33 | 5:18 - 5:51 |
| Pioneer Square to Lents | 31 | 36 | 5:08 - 5:44 |
| PSU to Lents | 35 | 41 | 5:03 - 5:44 |
| Rose Quarter to Lents | 23 | 26 | 5:18 - 5:44 |

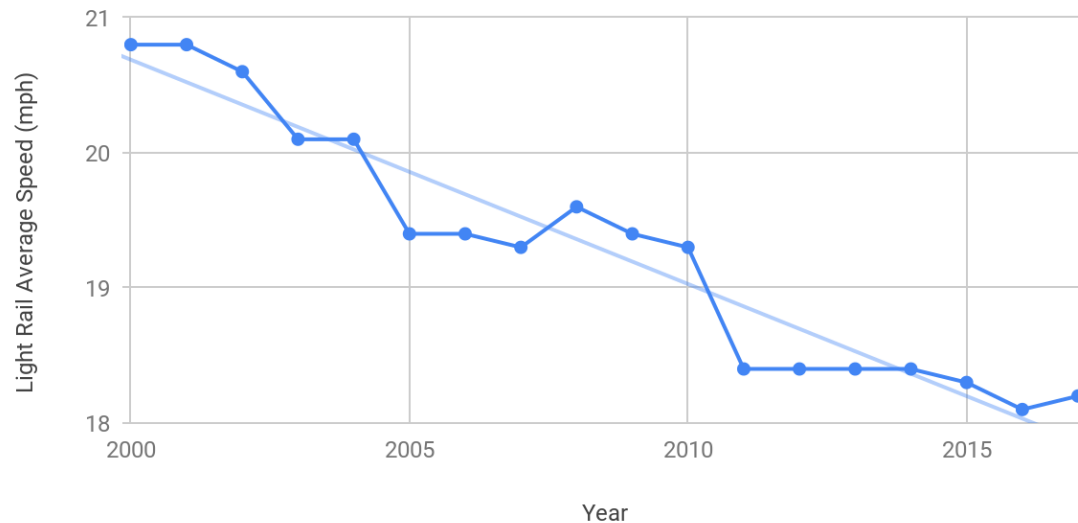
If MAX lines increased in speed over the next few years, perhaps these gaps could be closed in time to meet projections. However, given trends since 2000, this is highly unlikely. The average speed of light rail has been steadily decreasing,¹⁸ as seen in **Figure 25**.

¹⁸ TriMet Service and Ridership Statistics, October 2017.

Figure 25

Light Rail Average Speed (mph) vs. Year

Source: Trimet



Taking the data into consideration, the Southwest Corridor EIS projections for transit travel time are likely overestimated. If the new light rail line has travel times nearly 5 minutes longer than predicted, as current lines do, the advantage over bus service will be negligible.

Service Efficiency

A stated purpose of expanding light rail to the Southwest Corridor is to “provide light rail transit service that is cost-effective to build and operate with limited local resources,”¹⁹ but statistics have shown TriMet light rail operation to be less cost effective than bus. While measures of Operating Expense per Vehicle Revenue Mile and Operating Expense per Vehicle Revenue Hour have increased at roughly the same rate for light rail and bus, light rail consistently ranks above bus in both measures, as seen in **Figure 26** and **Figure 27**.²⁰

¹⁹ Southwest Corridor Light Rail Project Draft Environmental Impact Statement, June 2018. Chapter 1, page 5.

²⁰ National Transit Database, Federal Highway Administration. Region 10 Transit Agency Profiles 2000-2016.

Figure 26

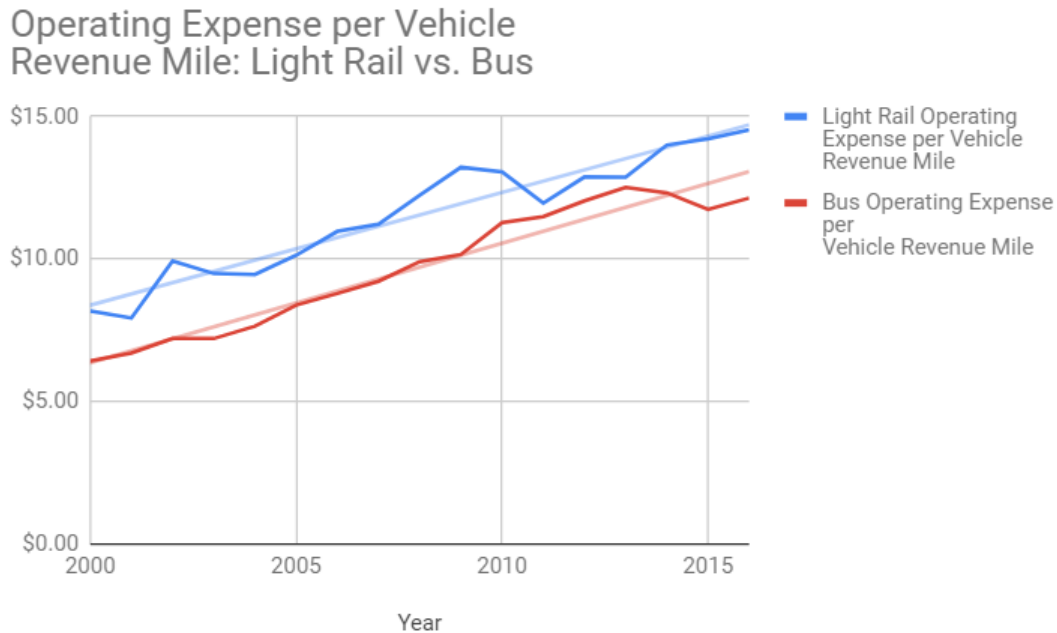
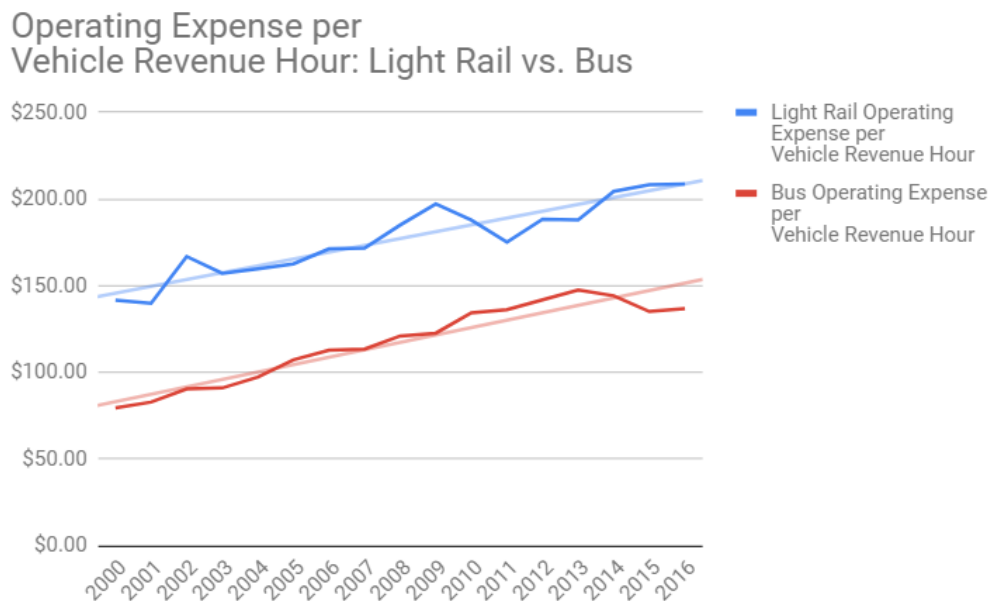


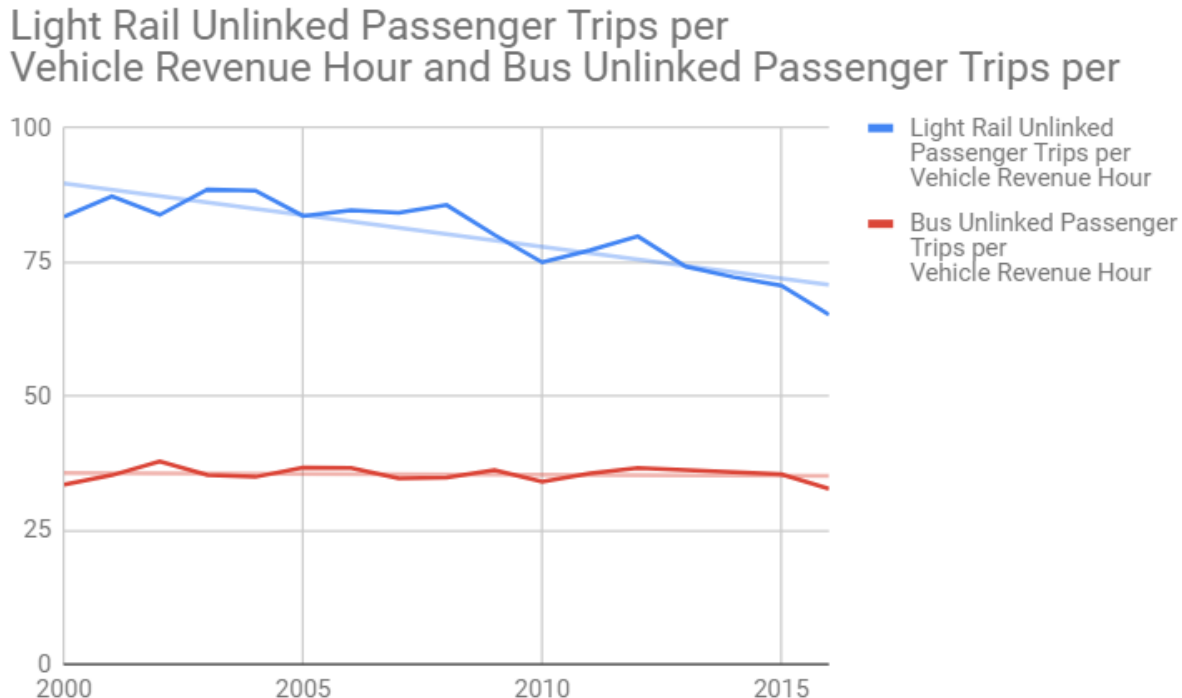
Figure 27



Operating Expenses per Unlinked Passenger Trip are higher for bus than light rail, likely due to the higher carrying capacity of MAX cars, but as **Figure 28** shows, Unlinked Passenger Trips per Vehicle Revenue Hour have been trending downward for light rail while staying steady for bus.²¹

²¹ Ibid.

Figure 28



Light rail has not shown itself to be comparatively cost-effective in operation. Why assume that the Southwest Corridor Project will perform significantly better than light rail already present in the Portland Metro region?

Overestimation of VMT Reduction

In Chapter 4, the Draft EIS claims that the Light Rail Alternative would result in total driving of 51,415,071 daily vehicle miles traveled (DVMT) for passenger vehicles in the Metro Region in 2035, down from a projected 51,474,286 daily VMT for the No-Build Alternative.²² Through increased mode-sharing, the Southwest Corridor Project is anticipated to reduce car travel by 59,215 daily miles. However, light rail in Portland has yet to yield the significant passenger vehicle travel reductions initially hoped for.

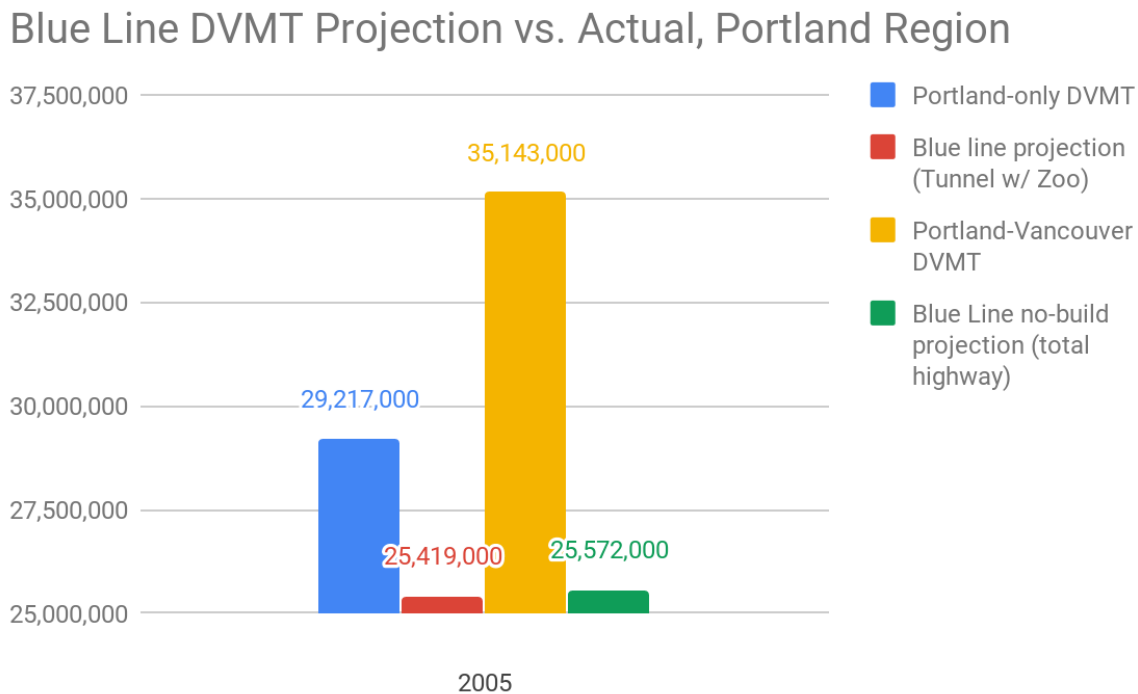
The 1991 SDEIS for the Westside Corridor Blue Line project claimed that the light rail installation would reduce Total Highway-related VMT by 153,000 in 2005, projecting 25,419,000 VMT compared to 25,572,000 VMT for the No-Build Alternative.²³ However, information from the Federal Highway Administration shows that actual DVMT surpassed both these projections, with DVMT in the Portland Federal-Aid Urbanized Area reaching 29,217,000 and the greater

²² Southwest Corridor Light Rail Project Draft Environmental Impact Statement, June 2018. Chapter 4, page 129.

²³ Westside Corridor Project Supplemental Draft Environmental Impact Statement, January 1991. Chapter 4, page 1.

Portland-Vancouver region (including most of the Metro area) displaying 35,143,000 DVMT.²⁴ EIS projections for the Blue Line compared to actual results from 2005 are displayed in **Figure 29**.

Figure 29



The projections of more recently constructed MAX lines cannot be accurately examined until DVMT statistics from 2020 onward are published, but current results show insufficient reduction in VMT to meet Blue Line estimations. If a goal of light rail is to get people out of their cars, this hasn't worked as well as expected.

Actual VMT in 2005 was 3.8 million higher than what the Blue Line's SDEIS promised. If the Blue Line couldn't reduce VMT in the Portland Region by 153,000 (or seemingly at all), how can the Southwest Corridor Project reduce VMT by 59,215?

Affected Properties

According to the draft EIS, a full-corridor project would "acquire and displace 78 to 293 residential units" and "have acquisitions affecting 106 to 156 businesses or

²⁴ Highway Statistics 2005. Federal Highway Administration. Roadway Extent, Characteristics, and Performance, Table HM-72.

institutions and 961 to 1,990 employees.”²⁵ The plan for the Southwest Corridor includes compensation and relocation assistance for displaced businesses and property owners, but fails to address the full costs of the light rail’s displacement.

Regardless of compensation, the proposed property acquisitions will negatively impact homeowners with significant financial and personal investments in their property, as well as businesses who may have clientele, local connections, or other factors that are dependent on their current location. Condemning these properties introduces an unnecessary shock to residents’ stability.

The planners of the project seem confident in their ability to successfully mitigate the effects of lost property, but cannot possibly understand the needs of residents and businesses better than these residents and businesses themselves. By what standard are the proposed transit improvements better than allowing people to stay where they currently live?

In considering the effects of acquiring these properties, we must also consider the effects on opportunities for future development. Converting private property to public property is likely to make it harder for future homeowners and businesses to find space - these acquisitions would reduce the overall supply of property available in the area, and with no guarantee of future availability, we lose the opportunity for private development in these areas. The costs of lost property will be felt most immediately by current property owners and renters, but the opportunity costs for the area as a whole reach much further into the future.

Reducing the supply of property in the Southwest Corridor may result in increased housing prices, given that less space will be available to live in. In the midst of a housing crisis, how can demolishing residential property do anything but exacerbate the situation?

These effects are even more prominent considered alongside zoning requirements that mandate high-density projects near light rail. These requirements will increase the cost of new housing, further reducing supply and raising prices.

Conclusion

An EIS by definition consists almost entirely of forecasts, most of which are destined to be wrong because predicting the future is difficult. However, when key forecasts are consistently skewed in the same direction for over 30 years, it suggests a troubling trend: that transit planners are deliberately creating forecasts that are most favorable to procuring political and financial support necessary to proceed with the project.

Specifically, TriMet rail construction projects have consistently over-estimated ridership and peak-hour service levels, while under-estimating construction and operating costs. They also

²⁵ Southwest Corridor Light Rail Project Draft Environmental Impact Statement, June 2018. Summary, page 20.

claim to reduce traffic congestion and increase the use of alternative modes; yet none of those things has occurred after more than three decades of light rail operation.

It's unlikely that these flaws can be addressed in the FEIS. For those and other reasons, we urge TriMet, Metro, and JPACT to adopt the no-build alternative.

Sincerely,

John A. Charles, Jr.
Justus Armstrong
Miranda Bonifield
Rachel Dawson
Jakob Puckett

From: [Scott South](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]
Date: Wednesday, January 08, 2020 1:45:52 PM

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

Hello,

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

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

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

Best regards,

Scott South

Sent from [Mail](#) for Windows 10

From: [Renee Bartley](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]2020 Transportation Investment Measure - Frog Ferry!
Date: Friday, January 10, 2020 10:23:50 AM

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Hello!

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

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

Thank you!
Renee Bartley

From: [ARLEN L. SHELDRAKE](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]2020 Transportaton Funding Measure
Date: Friday, January 03, 2020 8:24:40 PM

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Four suggested additions:

1) Light Rail between Hillsboro & Forest Grove....with PNWR abandoning their line that goes directly from the Hillsboro

MAX station to Forest Grove and ODOT owning the land.....light rail to Forest Grove seems a natural.

2) Return the Washington Park & Zoo Railway running to the Rose Garden.

3) Put I-5 crossing the Columbia in a tunnel...use the best of the two highway bridges for local traffic.

4) Put MAX Steel Bridge Willamette River crossing in a tunnel

thanks,

Arlen L. Sheldrake
1718 SW Parkview Court
Portland OR 97221-2640

From: [Joseph DeBin](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Comment
Date: Friday, January 03, 2020 11:29:51 AM

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

From: [Ethan Seltzer](#)
To: [Metro Transportation Funding Measure](#)
Cc: [Bob Stacey](#)
Subject: [External sender]Comments on Transportation Investments
Date: Wednesday, January 08, 2020 3:34:58 PM

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

Dear Metro:

Thanks for the opportunity to comment on the Transportation Investments package. Transportation, as you know, is the single biggest emissions sector in our region, and is also trending in the wrong direction. Simply put, we are losing ground on all of our climate goals due to the transportation system and our use of it. I strongly believe that this particular initiative needs to profoundly focus on decreasing carbon emissions due to transportation, and creating a sustained and dramatic increase in transit ridership.

Consequently, I am writing to urge you to embrace several key principles when putting the final package together:

- We should not be funding projects whose purpose is to increase throughput past a point, particularly by single occupant vehicles. Stated another way, we should only be investing in projects able to demonstrate a significant downward change in carbon emissions.
- On a related note, we should not be funding projects whose net result will be increasing VMT in corridors. In fact, the "corridor approach" tends to skew the conversation away from origins and destinations, to why trips are made, and towards the trips themselves, to the ease with which trips are made.
- We should not be funding projects that are rationalized as maintenance, maintaining what we've got, or sustaining current system function. In fact, the current system IS the problem, and perpetuating it as we know it is only going to make things worse.
- We should focus less on trips and more on trip-making behavior. Our tool chest for addressing behavior is broader and more effective. Building "stuff" should not be the reason for any of this.

With these thoughts in mind, I would urge you to prioritize three central objectives for investment:

- 1) Decarbonize the fuels used for transportation.** We need to dramatically increase the rate at which we electrify not just the existing bus fleet, but a larger bus fleet. We need to require that all vehicles for hire be electric. And we need to similarly require that service and last-mile delivery vehicles using public rights of way are powered by electricity as well.
- 2) Actively use pricing before investing in new capital projects.** Defining our transportation challenges in the context of an unpriced system leads to "remedies" insensitive to the impact that prices will likely have on behavior. It's not intellectually honest or ethical to put off pricing until after new construction projects are proposed, designed, and implemented.

3) Dramatically increase the funding for transit, and for transit riders. TriMet has proven that it is unable to leverage billions of dollars of transit investments into higher, sustained ridership. This should trouble you deeply, particularly as you prepare to invest in a new LRT project able to demonstrate lackluster, at best, benefits for overall transit ridership. In addition, rather than pursuing a 21st century transit system, TriMet and JPACT seem stuck in the past. We need a robust transit system able to offer the broadest number of people the best and most effective service. We don't have that now, and your proposals for corridor investments aren't comprehensive enough to get us there.

In brief, I ask that you question the rationale for every project brought before you, and invest first in those things that are directed at altering trip-making behavior, then in those things that support the behavior we're seeking, and finally, and only if absolutely necessary, in those capital projects able to effectively move us towards significantly lower carbon emissions.

In closing, you are asking for the funding to make a transformative change in our regional transportation system. Unfortunately, too little thought has gone into what that transformation should look like and accomplish, and though the investment will undoubtedly be profound, the likely outcomes promise much, much less. I would hope that you see your legacy here as less about the size of the initiative and more about the story that we leave those that follow us. The investments you are poised to make write the story both for us and for future generations.

Thanks for the opportunity to provide these comments.

Ethan Seltzer
3082 NE Regents Drive
Portland 97212

--

Ethan Seltzer
503-544-8228 c
seltzere@gmail.com

From: [Tobi Lehman](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Ferry service in Portland/Vancouver area
Date: Thursday, January 09, 2020 1:27:55 PM

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

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

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

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

-Tobi

From: [Bob Girdi](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Friends of Frog Ferry: support testimony
Date: Friday, January 10, 2020 2:47:52 PM

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

Greetings Oregon Metro,
Please strongly and thoroughly consider the passenger ferry service being brought to you by the Friends of Frog Ferry.

Friends of Frog Ferry objectives are to:

- Create a new transit mode to connect people to workforce and people to the river
- Build Emergency Response capacity
- Build a micro-industry, hiring to increase social equity and diversity
- Reduce greenhouse gas emissions
- Minimize costs and deliver a high ROI: Cost effective: 30+% farebox recovery.
- Implement Efficiently: Short 3-year time table to implementation.

They believe that the passenger ferry service provides an excellent means to reduce congestion on the two I-5 corridors while helping to improve air quality, (given our hybrid propulsion system and ability to remove approximately 6,000 autos a day off our roadways).

Thank you very much,

--

Bob Girdi
Ph: (503) 329-9063
E: girdib@gmail.com

From: [Dorie C](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Highway 43
Date: Wednesday, January 08, 2020 6:06:54 PM

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

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

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

From: [Patricia Badia-Johnson](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]HWY 43 repairs
Date: Wednesday, January 01, 2020 8:15:00 PM

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

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

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

Thank you,
Patricia Badia-Johnson

Sent from [Mail](#) for Windows 10

From: [Christopher Holland](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Metro bond 2020 feedback
Date: Friday, January 10, 2020 9:25:36 AM

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To whom it may concern,

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

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

You are making income inequality worse. Stop it.

-Chris

From: [LAURINE E MITCHELL](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]My endorsement for Frog Ferry
Date: Wednesday, January 08, 2020 3:14:15 PM

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

To Whom It May Concern:

My husband and I just returned from a Christmas vacation to Coronado, California.

While there, we frequently used the ferry boat between Coronado and the waterfront of San Diego. Observing cyclists, people using the ferry there to and from work, and people like ourselves (tourists!) I asked, "Why doesn't Portland have one of these."

Upon returning to Portland, we learned the idea is in motion.

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

Laurie Mitchell
Wilsonville, OR
503-756-9024

From: [Em Friedenberg](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Public Comment
Date: Monday, January 06, 2020 2:42:35 PM

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

To the members of the Metro Council,

Thank you so much for soliciting crucial public feedback regarding the allocation of transportation funding in the Portland area.

As a born-and-raised Portlander, I have been shaped by the unique infrastructure of Portland. From biking greenways before they had a designation to taking the MAX downtown for high school sports games, the freedom I experienced through non-automotive transportation options was invaluable.

I hope you will take the legacy of our city to heart and ensure that the proposed \$6 billion goes to the improvements that we know -- through science and instinct -- are the best for all of us in the Metro area. Creating more, better, and better-connected bicycling infrastructure will create safer, more livable, and more equitable streets. Expanding pedestrian space and calming traffic will improve the air quality and social life of our city. Creating farther-reaching and more frequent public transportation service will increase the ability for low-income Portlanders to get to their places of work on-time and with dignity. Reducing the speeds and quantities of cars in the city will save lives and spare traumas.

Children deserve to play outside without fear. Our elders deserve reliable transportation options. We all deserve a less car-dependent Portland.

Thank you for your time, and I hope you will prioritize your constituents' lives over the business interests of companies who may disagree with me.

Best,
Em Friedenberg

From: [Holly Neill](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Repair Funds for the Washington Park and Zoo Railway
Date: Thursday, January 09, 2020 3:52:16 PM

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

Hello Councilors,

First of all, thank you for your time and commitment to support METRO. I am grateful for the work that you put into our entire Metro area. I would like to ask Metro to earmark 1/3 of 1% of the upcoming Transportation bond measure towards repairing our beloved regional treasure in the Washington Park Zoo Railway line. I would ask that money be set aside to repair the Zoo Railway line to be longer than the current line and be put back into restoration of the historic length of line. This railway would be a fantastic addition to the Forest Park Area and would not only help to transport people from one side to the other, but also be a destination in its own right. I love the whole Forest Park area and I am grateful for any support that can continue to upgrade and improve its function.

Best,
Holly Neill
Hillsboro Oregon

From: [DENNIS GLEASON](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Subject for Jan 13 special Metro Council Hearing testimony
Date: Wednesday, January 08, 2020 6:13:27 PM

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

As a part time Lyft/Uber driver, and a 49 year naturally born Portland resident, I have been able to traverse many roads in the city and visit some areas frequently. I would like to provide some testimony and suggestions that will, in my opinion, improve our transportation in some way.

1) I find myself downtown frequently for work, friends and entertainment. As some of the busiest streets in the state I'll bet; I am very concerned that we have not invested in maintaining the streets in downtown. I saw a young man hit a pot hole big enough to flip him off the scooter he was on - fortunately into his buddy next to him so he wasn't hurt but could have been fatal if his friend had not been there and was hit by a car. I have a neck injury and back issues and driving the streets are painful to say the least.

I understand it costs money; I own a home in the city limits and personally pay taxes that should be going toward this maintenance. Burnside from the bridge to the tunnel being a huge one, but there are so many, it would take too long to list them but walk the streets from the river to 25th – Sheridan to Vaughn. I am sure a couple are already on a list but there are so many pot holes it makes our city look bad (some of my customers, many from out of state, comment on how bad the roads are – mostly in the downtown area).

2) In addition, there are still many short Portland streets that are gravel. I understand they may not be priority for the city to pave, but how hard is it to run a grader over them every six months and fill in the holes that are left until they are improved?

Every year a few should be paved until all of Portland residents that pay their fair share, can enjoy getting to and from their homes without risking whiplash and considerable and inappropriate level of wear and tear on their vehicles. They live in the city limits, not on a farm, but their vehicles take a beating with no compensation or consideration by the city and don't think that's right.

3) We have many roads that end with the right lane merging into the left that causes a road rage a minute during peak times. I would like to suggest updating all metro area streets that merge like that to be like the North bound Greenley Ave street before Adidas and have the lanes actually merge - not one ending.

It will cost relatively little to restripe the streets in just the short distances (including the freeway like Hwy 26 East from Hwy 217 and the Hwy 26 West onramp from the I405 interchange and so on), adding the directional arrows in both lanes and adding a sign (2 if one way with 2 going to 1 lane) that says something like "Lanes merge - every other vehicle"

4) A very small project but important. Adding a divider where SW Broadway adds the lane for 4th & 6th street with concrete divider and Do Not Change Lanes signs that force traffic in that far lane to exit 4th or 6th. That would allow the left two lanes to still merge but the far right would be forced into downtown and still low enough for emergency vehicles.

Traffic wanting to go on to I405N or Hwy 26 from mostly Ross Island bridge has been out of control for decades that I am aware of. People will race up the far right lane and at the last minute, usually in the middle of an intersection, cut off both left lanes of traffic - I saw a trimet bus do it last year, police do it all the time, cabs well, we expect them to do it but at the end of the day, nobody should be permitted to jeopardize the safety of others and that short 2 city blocks are inappropriately uncontrolled. Installing a camera that goes off if the light is green and a vehicle crosses the lane would help manage that and make money to pay for the improvement – probably take less than a year.

5) No list would be complete without a nice good expensive projects so here's a few that probably 20,000 people have already suggested.

Adding 2 lanes each direction to the I5 bridge

Add 1 traffic lane each direction to the Tilikum bridge

Bottom line is, the traffic to Vancouver and across the Willamette River is horrific and only going to get worse.

6) Lastly, I hope it's on the list already but Foster Rd from I205 to Barbara Welch at least that have severe problems and only partial sidewalks. I would suggest a re-surface of Foster to Barbara Welch and adding sidewalks on both sides.

Summary for the meeting:

Re-pave/re-surface downtown streets that are dire need

Fix and start re-paving gravel streets in residential areas

Update lane ends with lanes merges and signage

Add right lane divider from 4th to 6th on SW Broadway at I405

Add bridge(s)/Lanes

Repave Foster from I205 to Barbara Welch and add sidewalks

Positive Notes:

I love the way the SE Powell sidewalk and assuming re-pave is coming along.

Also the additional lane to I205 North both before I84 exit and extension of the far-right lane just before the Sandy exit have greatly helped alleviate some congestion.

Thank you for listening and relaying my info at the meeting.

Dennis Gleason
15309 SE Henderson Way
Portland, OR 97236
503-708-3487

From: [Anatta Blackmarr](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]testimony for the Jan. 13, 2020 Metro Council Public Hearing on Transportation Investments
Date: Friday, January 10, 2020 3:20:36 PM

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

Dear Metro Councilors and Staff,

In a climate crisis, we need to look at all options for non-combustion engine travel. Electric bike/ped water taxi systems are an option that can serve the needs of a wide variety of travelers - - whether on bike, walking, the ADA population, elderly, or young families. It can serve residents and visitors alike. It can be part of active transportation trail connectivity but also serve the demographic that relies on public transit.

If water taxis are linked to 'last mile' electric jitneys on both sides of the river, the issues of steep riverside grades and connecting inland business districts along the Willamette are resolved. A water taxi can be used for east-west river crossing or for north-south transportation.

The 'road' (the river) already exists. The combined cost of the boats, jitneys, and docks, plus staff, is a small fraction of the cost of building and maintaining roads or other massive infrastructure projects. As opposed to a solid edifice, a river taxi system can be a nimble, flexible system with a frequency of operation responsive to ridership demand and ever increasing population density. It can be modular, and therefore something that can be replicated up and down the river, its growth based on ridership needs.

A water taxi system can be funded as a private, public, or a private-public partnership entity.

People in many other parts of the country and the world enthusiastically utilize such systems. The possibility of a water taxi system should not be overlooked as part of the Willamette River area transportation portfolio.

Thank you very much for considering my views.

Sincerely,

Anatta Blackmarr

Oak Grove resident

From: David - david@theguz.com
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Tier 1 Corridor Recommendations
Date: Thursday, January 02, 2020 10:56:04 AM

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

Good day,

I recently received notification that Metro will be holding a hearing regarding the Tier 1 Corridor. Unfortunately, I will not be able to make the meeting so I am sending this email instead. I am West Linn resident and I utilize highway 43 for my morning and evening commute. We have continued to vote for and approve of Metro's plan for improving traffic in the highway 205/highway 43 area with the understanding that both roadways would receive improvements and address the safety and traffic concerns that have been steadily getting worse over time.

I have two general areas of concern - Traffic Congestion and Pedestrian/Bicycle Safety

Traffic Congestion

It is worrisome to me that as toll roads are implemented on highway 205, the impact on highway 43 will be dramatically worse than what it is today. An example of the impact that it can have on a commute are the times when there is an accident or poor traffic on highway 205 and commuters use highway 43 as an alternative route. I would hate to see this level of traffic concerns when a toll road is implemented.

Pedestrian/Bicycle Safety

There are areas in West Linn where there is little to no median for bikes and pedestrians to travel. For a number of years we have seen plans to improve the safety and accessibility to the road way to make the area safer and more accessible to citizens. But these plans have seemed to have been put aside for other projects.

I understand that Metro does not have unlimited funds to meet the goals of every project, I would hope that this email would help you understand my perspective as a Metro citizen.

Thank you for your consideration.

David

David Guzman
david@theguz.com

From: [Joe Rowe](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Transit only fund allocation
Date: Thursday, January 02, 2020 4:14:19 PM

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

Public transit should be the only target of any future funding by Metro.

We need a region-wide grid of high-speed and high-frequency bus only lanes and streets.

We need a region-wide protected and separated bicycle Network.

We need contiguous and safe separated and protected spaces for pedestrians

Public comment submitted prior to Jan 13, 2020 deadline.

Signed Joe Rowe , Portland Oregon

From: [numena](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Transportation Comments
Date: Wednesday, January 08, 2020 2:58:42 PM

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

I recently saw you're collecting public comments on transportation investment for the Portland area.

I'm not someone who rides a bike all around the city--not to work, not to the store, etc. That's just not possible for me. I do take public transit to and from work in downtown and I drive my car at other times.

Sometimes I feel like Portland/Metro is really pushing bikes but ignoring serious improvements to public transportation. So many more people live in our city and the streets are jammed with cars and parking sucks.

If Portland/Metro really wants to get more people out of their cars, if you want to help alleviate parking and congestion problems, and address climate issues, we need to be able to make FAR BETTER use of public transportation so that people don't feel the need for cars so much.

It's good that there is now a 24-hour north-south bus line running through the city along with a 24-hour east-west bus line. That's a step in the right direction **but it's not nearly good enough**.

Lines need to run 24 hours a day in many more parts of the city. Bus and max lines need to run more often, even throughout the night.

My son who doesn't drive regularly needs to get home from a late-night activity and there's no bus option at that hour so he either walks 3 miles, or finds a ride with another person (very hit & miss), or gets a Lyft. I worry about safety and also about the expense.

Lyft/Uber/Taxis are options, yes, but my family considers them a last resort and too expensive.

I keep seeing info about free public transport and that sounds great, too. I would totally support that!! But first I think we need to have more late night routes. We need better connections when one has to transfer. And we need routes that cut diagonally across the city--not just the #12 up Sandy but in other areas of our region.

I've spent time in Europe and Japan. They have so much they can teach us about having awesome public transportation! Thank you.

A. Neuman

Zip 97227

From: [Robin Scholetzky](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Transportation funding considerations
Date: Monday, January 06, 2020 3:40:32 PM

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

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

- **Make transit more frequent, affordable and reliable** (to make more efficient use of our limited right-of-way and reduce greenhouse gas emissions)
- **Ensure freight routes are efficiently designed to accommodate the transportation of goods as well as people** with a priority on the safety of Vulnerable Road Users
- **Prioritize safety of Vulnerable Road Users** (2019 was the deadliest year on Portland streets since 1997)
- **Catalyze equitable housing and land use investments**
- **Accelerate the switch to electric vehicle fleets**

Thank you for your consideration.

Robin Scholetzky
UrbanLens Planning
Portland, Oregon

--

Robin Scholetzky, AICP, LEED AP ND
Principal, [UrbanLens Planning](#)

O 971.706.8720 **E** robin@urbanlensplanning.net
W www.urbanlensplanning.net
Oregon certifications DBE, ESB, WBE #9794



From: [Megan](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Transportation package
Date: Tuesday, January 07, 2020 5:15:44 AM

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

Hello Metro Councilors;

Through 350PDX I learned of the opportunity to share my thoughts on the future of transportation in Portland. I am a longtime resident of this area and come from a rural area originally where everyone drives. One of the best things about Portland to me is our public transit. I live in a central location where parking is not feasible and I am also a low income resident so I ride the bus out of necessity. However, I see how the bus could ease much of our traffic congestion if it was given a dedicated lane. I worked for several years in transportation here and have seen the traffic situation escalate. I think there are many people here who are community minded enough to ride the bus and are only driving now because it saves them precious time out of their busy days. Add a dedicated lane on streets like Foster, 82nd Avenue and other through streets and the bus will become attractive. It is time to transition. Congestion is nonsense and driving is a privilege not a right or necessity in a city that is so accessible by transit. Make the bus more attractive and remove any incentive to drive! These are my thoughts. Thanks for taking notice.

Regards,
Megan Person

From: [Jeremy Anderson](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Washington Park & Zoo Railroad
Date: Thursday, January 09, 2020 3:13:38 PM

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

To whom it may concern,

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

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

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

Sincerely,
Jeremy Anderson
Beaverton, Oregon

Sent from my iPhone



January 9, 2020

Metro Council
600 NE Grand Avenue
Portland, OR 97232

Dear Councilors:

In advance of the public hearing this Monday, January 13, I am writing on behalf of the Board of Directors of Portland Streetcar, Inc. to submit testimony on the proposed T2020 transportation funding measure and its potential to make meaningful progress on some of our region's toughest challenges and most critical goals.

As the Metro Council takes up the work of finalizing what projects end up in front of voters this year, it's important to remember the significant impact Portland Streetcar has had on our region in reducing congestion, catalyzing affordable housing and employment development, and confronting the climate crisis. We at Portland Streetcar, Inc. support the Tier 1 investments and want to make clear our track record for making large transportation investments without displacement. The corridor investment strategy will make transformational change in our region, but we must be cautious about how best to invest in relieving congestion and fighting climate change while also making sure the improvements do not lead to additional displacement and burdens on our most vulnerable community members.

Portland Streetcar serves roughly 15,000 riders per day in the region's densest employment and housing areas, taking thousands of vehicles off the road in the most congested parts of Portland's central city—including the lower Albina area, in which Metro and the City of Portland have shown public and financial support for increasing equitable development and future growth. A recent survey showed that 81% of Streetcar riders own one or zero cars, and 26% do not have a driver's license.

We also continue to reap the benefits of past investments in the Streetcar, with employment and hotel development in the Central Eastside continuing to thrive, in addition to 39% of the city's affordable housing units being along our system. The aforementioned survey also found that 35% of Streetcar riders earn less than \$30,000 per year and 32% identified as non-white—compared with 23% of Portlanders.

Portland Streetcar proudly runs on 100% renewable electric energy, providing a critical tool in how urban areas can confront the climate crisis and ensure clean air for our communities. As we

see already the catastrophic effects of climate change, it's vital now more than ever before to prioritize emission-free public transit and accompanying transit-oriented development.

Despite the progress we've made together, Portland Streetcar has a continued responsibility to invest in more frequency and reliability to make sure we can continue to serve a growing region's transit needs. Purchasing additional vehicles will allow us to replace the oldest cars in our fleet and plan additional service to reduce headways and offer our riders the reliability they should expect. We continue to work to leave no stone unturned at the local, state and federal levels in order to seek funding sources that will allow us to best serve our riders and be a transit service Oregonians can take pride in.

I understand the breadth and depth of the mobility needs of the Portland region and the many tools available to Metro as the agency seeks to make unprecedented investments in transportation in the proposed funding measure. However, we as a region should remember one proven tool in easing congestion and slowing climate change is dense, walkable development—something we have very successfully pioneered as an international model through the construction and expansion of the Portland Streetcar. Even modest investments in vehicle procurement and overhauls will make a world of difference to the thousands of riders who rely on our service every day—fulfilling the promise made with every new housing unit or workplace built along our system.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Dan Bower', followed by a long horizontal line extending to the right.

Dan Bower
Executive Director
Portland Streetcar, Inc.

From: [Metro Transportation Funding Measure](#)
To: [Nellie Papsdorf](#)
Subject: FW: [External sender]November T2020 Bond Measure
Date: Monday, January 13, 2020 10:27:00 AM

From: Charlene Zidell <czidell@zidell.com>
Date: Friday, January 10, 2020 at 4:20 PM
To: Metro Transportation Funding Measure <getmoving@oregonmetro.gov>
Subject: [External sender]November T2020 Bond Measure

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

Hello,

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

Thank you for your consideration.

Charlene Zidell

ZRZ REALTY | **VP Strategic Partnerships & Family Vision**

2020 SW 4th Avenue, Suite 600
Portland OR 97201

From: [Metro Transportation Funding Measure](#)
To: [Nellie Papsdorf](#)
Subject: FW: [External sender]Support the C Ave to Courtney Ave Oak Grove/Lake Oswego(OGLO) Bike/Ped Bridge Alignment
Date: Monday, January 13, 2020 10:26:02 AM
Attachments: [1-3-2020 - T2020 Metro Task Force vs. Staff Recommendations on McLouglin Corridor.pdf](#)

From: Fredrick Sawyer <fredasawyer@comcast.net>
Reply-To: Fredrick Sawyer <fredasawyer@comcast.net>
Date: Sunday, January 12, 2020 at 8:17 PM
To: Metro Transportation Funding Measure <getmoving@oregonmetro.gov>, "gambam@milwaukieoregon.gov" <gambam@milwaukieoregon.gov>, "bcc@clackamas.us" <bcc@clackamas.us>, Christine Lewis <Christine.Lewis@oregonmetro.gov>, "salter.nicolas@gmail.com" <salter.nicolas@gmail.com>
Subject: [External sender]Support the C Ave to Courtney Ave Oak Grove/Lake Oswego(OGLO) Bike/Ped Bridge Alignment

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

All

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

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

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

Than you

Fredrick Sawyer Retired ODOT, PTE, PLS.

McLoughlin Blvd

⑧ Park Ave Park & Ride Expansion

Add two levels to existing park & ride facility at current Orange Line terminus.

\$16-19M



Task Force and Staff made same recommendation.

① Enhanced Transit Milwaukie to Oregon City (6.5 miles)

Bus enhancements for Lines 33 and 99 (operations, station enhancements, targeted bus lanes, signal priority) to improve speed and reliability, station access and rider experience.

\$110-132M



Task Force increased \$. Staff had recommended \$85-102M.

② Safety Milwaukie to Oregon City (6.5 miles)

Add/improve sidewalks, crossings and lighting to reduce severe injury and fatal crashes.

\$50-75M



Task Force increased \$. Staff had recommended \$40-60M.

⑩ Corridor Planning Milwaukie to Oregon City (6.5 miles)

Design for longer term transportation improvements including transit.

\$5M



Task Force and Staff made same recommendation.

not on map

⑥ Reedway Bike Overcrossing

Create bike/ped bridge over McLoughlin to cross railroad barrier.

\$12-18M



Task Force lowered top \$ from \$30 to 18M and recommended. Staff had not recommended.

③ Kellogg Creek Dam

Remove Kellogg dam, drain lake, replace bridge, add multi-use underpass to address major fish passage barrier and add pedestrian and bike facilities.

(\$10-30M)



Neither Task Force nor Staff recommended this.

⑨ Portland Ave Streetscape Abernethy to Arlington (.5 miles)

Redesign Gladstone main street to improve walking, biking, and downtown revitalization.

\$5-8M



Task Force lowered top \$ from \$9 to 8M and recommended. Staff had not recommended.

⑤ Trolley Trail

Design and construction to extend Trolley Trail over Clackamas River to create a more direct trail connection between Gladstone and Oregon City.

\$10-14M



Task Force increased \$ & scope. Staff had recommended planning only, at \$1M.

④ I-205 Ramp Improvements

Add dual left turn lanes to McLoughlin at both I-205 ramps to ease congestion, and add bike/ped facilities.

\$7-9M



Task Force and Staff made same recommendation.

⑦ Willamette Falls Bike/Ped Plan 10th to Railroad Ave (.4 miles)

Design to extend boulevard treatments along McLoughlin, including river side multi-use path, medians, and sidewalks to improve safety for people walking and biking.

\$1-2M



Task Force and Staff made same recommendation.

C Ave to 1st Street
looking east.



OR-43 @ C Ave. looking west to bridge landing above.





W122°39'46.08"

W122°39'20.16"

N45°25'16.32"

From: [Martina Steinkusz](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Transportation Investment Comment for the Metro Councilors
Date: Monday, January 13, 2020 1:37:39 PM

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

Dear Metro Councilors,

I am a Portland resident who deeply cares about clean, affordable and accessible transportation options to all types of our city's residents.

I ask you to consider funding for fuel cell electric vehicle (FCEV) infrastructure for our Metro Area. In particular, FCEV infrastructure using renewable hydrogen.

Fuel Cell Electric Vehicles are electric vehicles such as battery electric vehicles (BEVs). FCEVs are currently commercially available in various countries and US States, but not in Oregon due to the lack of adequate policy and funding. FCEVs are important zero-emission vehicles to include in the transportation mix, with different characteristics from BEVs that are crucial in some applications, especially in heavy duty vehicles such as buses, trucks, trains, material handling, and ships. Reducing emissions from diesel vehicles in these applications should be a priority for Portland's air quality.

Although hydrogen is largely produced from fossil fuels today, organizations such as the Renewable Hydrogen Alliance are dedicated to creating hydrogen from renewable electricity. This is not only important for developing clean transportation fleets, but is also crucial to meeting the city and region 100% renewable goals.

Thank you for this opportunity to comment. I urge the city to make cleaning the transportation fleet as high a priority as providing mobility.

Kind regards,

Martina Steinkusz

----- Forwarded Message -----

From: Portland Bureau of Transportation <pbot@public.govdelivery.com>
To: "steinkusz@yahoo.com" <steinkusz@yahoo.com>
Sent: Wednesday, January 8, 2020, 02:13:20 PM PST
Subject: News Blog: Events to explore in January

Having trouble viewing this email? [View it as a webpage](#)

From: [Elizabeth Graser-Lindsey](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Transportation Investments testimony
Date: Monday, January 13, 2020 12:51:55 PM

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

Metro,

Our regional transportation system is both failing to move people effectively and it is responsible for dangerous GHG (greenhouse gas) emissions. Metro's solution needs to get people where they need to be WITHOUT harming our climate and ourselves.

Creativity in effectively finding a new, climate-responsible (and budget-constrained, congestion-controlling) direction is now needed.

Here are some suggestions on how both goals – being where you need to be and being in a safe and healthy world -- can be simultaneously accomplished within budget:

1. Make a real effort – multi-pronged, involving everyone – to **reduce the need for transportation**, that is, get people near where they need to be and get the jobs, services near to the people's homes. Spend a lot of thought on this with people, employers, businesses to see how it can be pleasant, desired. Lead by example by figuring out how to trade employees with Washington and Clackamas Counties and the cities of origin of your employees and determining the cost savings with a traffic consultant. Time and frustration savings are one incentive to reducing moving about needlessly. But there could be others

Stop subsidizing transportation that actually could and should be avoided.

One useful incentive would be a fully-refunded *carbon tax*^[1] to Individual Climate Accounts (ICAs) to be creatively spent to reduce climate impacts (including by transportation) audited by volunteers in the neighborhood. The size of the tax should be adequate to incentivize the desired changes; it could be supplemented by public monies saved on road projects.

Consider creative incentives like a specifically-assessed (based on employee distance

from work) *business transportation tax*^[2] so there is an incentive to hire nearby employees or to fund their move or to willingly bear the financial consequence; this tax should be fully refundable to allow businesses funds to reduce transportation associated with their business

2. **Don't plan for growth** such as expanding the urban growth boundary or expanding the housing stock **unless the region is able to simultaneously decrease traffic GHG emissions (and prevent new traffic)**. (Builders would have plenty of work on weatherization and energy efficiency if the regional housing stock was responsibly updated to reduce GHG emissions. This could be incentivized by a carbon tax and by other incentives, you devise).

It is past time to get familiar with the natural law of *carrying capacity*, because our

region and mankind have reached the earth's natural limits to sustain us and nature. The *atmosphere* is now being degraded by each additional measure of carbon dioxide we release creating a danger to life on earth as determined by the International Panel on Climate Change in 2018 that sees a closing 12-year window to make major changes to protect earth.

The *water* is being degraded too – our rivers are losing their flow as glaciers and snow melt in warmer conditions depriving thirsty cities and warming water which hurts and kills native fish, harming the fishing and tourist industries and aesthetics. Ocean waters are becoming acidic endangering shellfish and harming sea life and diminishing the fishing industry and the availability of seafood which has become expensive.

The *land* is being degraded as the heat and drought increasingly kill crops and perennial trees and shrubs harming farmers and increasing the potential for food shortages; they force changes in crops (as traditional crops become ill-suited) and outpace relocation of natural flora and fauna to suitable new locations; they set conditions for wildfires and smoke harm; they bring invasive pests (such as beetles and West Nile Virus, etc.) not natural in our region that threaten humans, animals and plants; etc.

The Statewide Planning Goals have instructed you to balance growth and carrying capacity. For decades the carrying capacity requirement has been ignored though the Land Conservation and Development Commission itself argued that the law must be followed a while back. You no longer can responsibly ignore that we have exceeded the region's carrying capacity for more carbon dioxide and GHG emissions.

Specifically, Oregon's Statewide Planning Goal 12: TRANSPORTATION (OAR 660-015-0000(12))

states:

A "6. Plans providing for a transportation system should consider as a major determinant the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources."

Your transportation plans cannot lawfully ignore "as a major determinant the carrying capacity of the air, land and water resources of the planning area" nor can it exceed the carrying capacity of those resources.

3. Decrease GHG emissions in the transportation system

a. By *getting people out of single-occupancy, fossil-fuel-powered cars*. The fully-refunded-to-ICA *carbon tax* would be a big incentive for people to find alternatives and would make the alternatives more appealing and would give people a financial means to make a change.

b. By accommodating remaining transportation need by *improved walking and biking conditions* and a *high-frequency, small grid system of buses and light rail*

that is known^[3] to be of the quality^[4] to entice a major ridership together with the carbon-tax disincentive to gas-car driving.

c. By figuring out how more *electric charging stations* can be built. Although electric cars require a public road subsidy they likely help make a smoother transition to a no-fossil-fuel future. Electric buses and trucks likely will remain a part of the needed transportation.

d. By *no longer building projects that predictably primarily support the use of fossil fuel vehicles*.

Thank you for considering these points.

Elizabeth Graser-Lindsey

^[1],² With the funds being fully refunded this “tax” wouldn’t be a tax! – rather it would be a requirement that money is spent on climate improvements (such as improvements to stop the public transportation subsidy). It would be like other regulations that require money be spent to meet other requirements – medical insurance, building codes, etc. Since it wouldn’t actually be a tax, it would be easier to implement.

^[3] By working with transportation consultants.

^[4] Of the frequency and closeness

From: [David Schor](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Written Comment
Date: Monday, January 13, 2020 12:24:13 PM

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

Dear Metro,

Fareless mass transit is the future of our transportation system. Honored fares were a good step in that direction but it is now time to plan for our fareless future.

Equity, environmental goals, and infrastructure savings more than justify the cost. Funding can be obtained with the promise of a fareless system making it a universal benefit.

Please listen to our community and help us achieve a future with transit for everyone.

David Schor
(via iPhone)

JOSEPH CORTRIGHT

January 13, 2020

Metro Council
Grand Avenue
Portland, Oregon 97212

TESTIMONY ON PROPOSED TRANSPORTATION PACKAGE

Dear Metro Council Members:

We are all quick to acknowledge that climate change is real, and is now a looming existential crisis. Your agency makes the strikes the right rhetorical pose when it comes to climate, but actions, and investments, speak far louder than words. The proposed transportation investment plan would spend billions of dollars, almost all of it borrowed from future generations, and would, if anything, make the climate crisis worse. Your own staff's analysis shows that it would produce, at best, no more than a six one-hundredths of one percent reduction in transportation greenhouse gas emissions. We afford can't spend such a large amount and make zero progress. Failure to devote our scarce public resources to dramatically reducing car-dependence and greenhouse gas emissions is climate denialism. You should back away from the proposed transportation package.

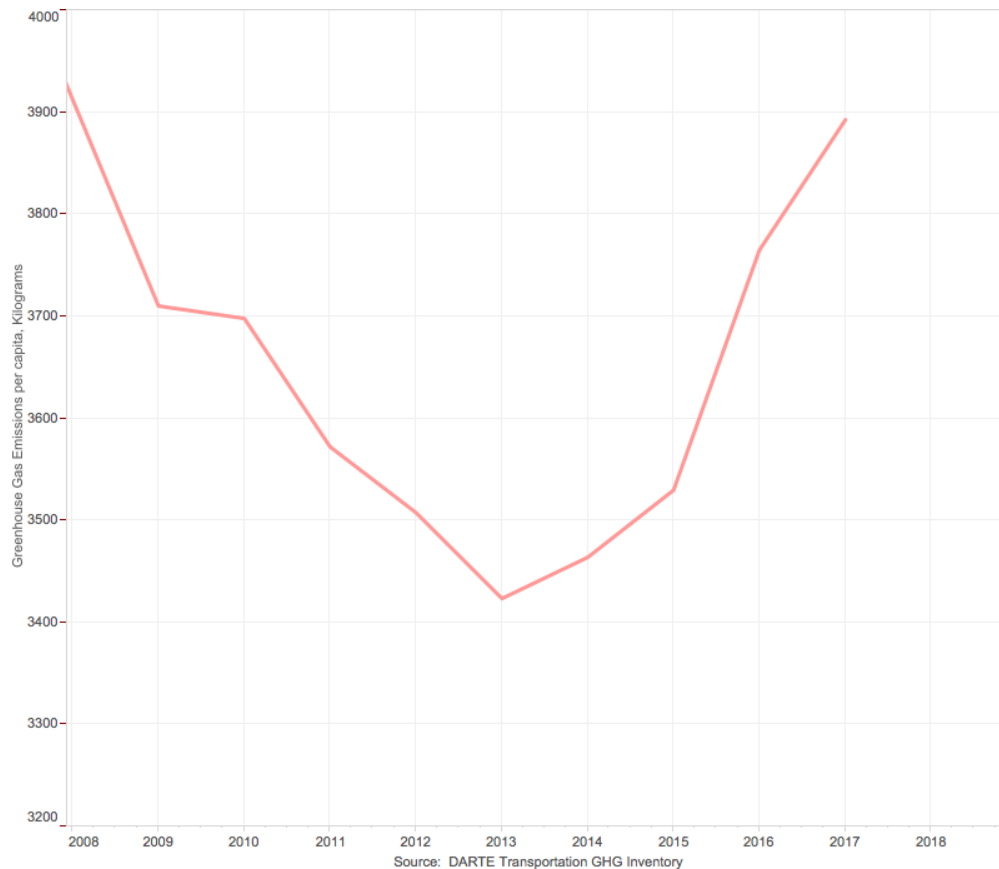
1. Portland is losing ground in greenhouse gas emissions because we're driving more; Metro's "Climate Smart" Strategy is a failure

Transportation is now the region's largest source of greenhouse gas emissions. It's the one category where we're not making any progress—in fact, we're going in the wrong direction at an alarming rate.

Our state and region have adopted bold climate goals, but when it comes to the single largest local source of greenhouse gas emissions, we're moving rapidly in the wrong direction. Transportation-related greenhouse gas emissions in the Portland area have grown by more than 1,000 pounds per person in just the past five years. Here are the data, gathered from the national DARTE transportation emissions database.

The City of Portland's Climate Action Plan, adopted in 2015, said that even with widespread vehicle electrification, we would need to reduce driving by more than half by 2050 in order to meet its adopted goal of reducing greenhouse gas emissions to by 80 percent from their 1990 levels.

Instead, driving and driving-related emissions have increased. What's worse is that around the region, public leaders are pushing to spend billions of dollars to widen existing freeways which will only encourage more driving and more carbon pollution.



Data are stated in kilograms of carbon per person. After declining for years, Portland's driving emissions went up from 3,423 kilograms per person in 2013 to 3,892 kilograms in 2017.

Our leaders are pretending to be climate champions, but their actions make them effectively the worst sort of climate change denialists, giving the impression that something is being done, while enabling the same failed policies and spending decisions that created the climate crisis to march on unquestioned.

2. Metro's Proposed Transportation Package Does Nothing to Reduce Greenhouse Gas Emissions.

On December 18, for the first time, Metro staff presented their estimates of the decrease in greenhouse gas emissions associated with the approximately \$3 billion proposed spending package. They estimate that the combined effect of the

investments would be to reduce greenhouse gas emissions by about 5,200 tons per year.

Task Force members were quick to ask for a bit of context (not everyone has immediate access to an inventory of the region's greenhouse gas emissions). Metro Planner Margi Bradway was at a loss to come up with any figure for a total.

Let me help: Data from the national DARTE transportation emissions database show that in 2017 (the latest year for which data are available) the Portland Metropolitan area had per capita greenhouse gas emissions of 3,892 kilograms per capita. The region's population was slightly more than 2.4 million. That puts total greenhouse gas emissions from transportation at about 8.4 million metric tons ($2,400,000 \times 3,892 / 1000$).

And its not like this number should be so difficult for Metro staff to determine. Their own "Climate Smart" Strategy, published five-years ago estimated that greenhouse gas emissions from "light-duty" vehicles (cars, SUVs and light trucks) were about 5.2 million tons in 2010. (That estimate omits emissions from larger trucks, buses, and other modes of transportation, and also is apparently just for the area inside metro's urban planning boundary--but it is clearly in the same ballpark as the DARTE estimates).

So here's what Metro's \$3 billion transportation plan buys in terms of carbon emission reductions. That 5,200 tons per year of reduced greenhouse gas emissions works out **to six one-hundredths of one percent** of all the greenhouse gases currently emitted from transportation: 0.06%.

That's a trivially small reduction, and so tiny that its within the margin of error of estimates of overall greenhouse gas production. Also, keep in mind that transportation, while the largest single source of greenhouse gas emissions in the Portland area is about 40% of the total. That means that the reduction in greenhouse gases based on the total is about 0.025%.

Your proposal is to borrow billions of dollars, and saddle future generations with the cost of these projects, which they will have to repay, with interest, over the next two to three decades, ironically, while the environment continues to deteriorate due to climate change.

3. This measure will increase greenhouse gas emissions by subsidizing people to drive.

Your proposed means of paying for these projects also largely insulates drivers from the paying for these projects. You're not considering tolling—which would those who benefit pay directly for the facilities they use—at all. You've apparently ruled out a gas tax increase, because your polling shows it isn't popular. What this should signify is that people want these projects only if they think somebody else will pay

for them. The indirect mechanism you're considering (business and income taxes) and even vehicle registration fees, bear no relationship to how much people travel. In effect, these approaches subsidize people to drive more because their responsibility for paying for these projects bears no relationship to how much they drive.

4. Metro is repeating a lie that reducing idling in congestion lowers greenhouse gases

Metro has commissioned polls that present as a fact the discredited claim that idling in traffic is a major contributor to greenhouse gas emissions. This amounts to using public money to promote a false idea, and to then rely on the results of this biased polling to justify more road-building. It's shameful that a public agency would do this, especially about such a critical issue. The polling presented these claims as facts:

... this measure would ... reduce traffic and gridlock to cut back on carbon pollution from idling cars

A measure that protects clean air and reduces the pollution caused by idling cars and trucks ...

The science on this question is unambiguous. Increasing capacity or enhancing traffic flow, regardless of whether it is done by building new roads, widening existing roads, or "improving" intersections, stimulates more driving, and this additional VMT produces vastly more greenhouse gas emissions than are saved by lessened idling. The definitive research on this question was done at Portland State University by Alex Bigazzi and Manuel Figliozzi, and is undisputed by anyone, including Metro Staff.

Metro Council should direct your staff to stop producing polling and marketing materials that propagate this falsehood.

The Climate Crisis Requires a Bold Change in Direction

Building more capacity to allow driving, and subsidizing it by disconnecting the price of driving from the cost of billions in investments, and saddling future generations with these costs is simply climate denialism. If you are in any way serious about taking action to stop climate change, you'll terminate this package and instead start over with a direction to develop a plan that reduces vehicle miles of travel, that saves households money by lowering the amount they spend on transportation,

There's no question that we are face to face with a climate crisis. We can no longer afford to throw billions of dollars at obsolete, car- and carbon-dependent solutions

that are guaranteed to make the climate problems worse. Now is the time to change direction.

Cordially,

Joseph Cortright

1424 NE Knott Street
Portland, OR 97212

From: [Metro Council](#)
To: [Diadira Pedro-Xuncax](#)
Subject: FW: [External sender]Improving transit efficiency doesn't require mega projects.
Date: Monday, January 13, 2020 1:31:58 PM

From: Terry Parker [mailto:parkert2012@gmail.com]
Sent: Monday, January 13, 2020 1:21 PM
To: Metro Council
Subject: [External sender]Improving transit efficiency doesn't require mega projects.

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

To the Metro Council,

It seems in the politics of improving transit, much of it comes down to attacking the automobile and/or big expensive mega-projects which users of transit don't pay for. This includes removing or narrowing full service travel lanes on city streets, removing on-street parking and/or adding curb extensions to streets whereby buses stop in travel lanes and obstruct other traffic when boarding passengers. All of these anti-car measures increase or compound congestion while increasing fuel consumption and emissions. They also create more cut through traffic in residential neighborhoods. A large amount of this doesn't need to occur to make transit more efficient.

Instead of spending huge amounts of taxpayer dollars to fund projects like Division Rapid Bus Transit which WILL NOT be that rapid given the constraints of lower Division; providing express buses from downtown to and from East of I-205 would be just as effective, cost less and have less of a negative impact to other road users. Because Powell Boulevard has two full service travel lanes in each direction, one example of this type of service could utilize Powell. No changes to the street infrastructure are needed. Express buses would have three pickup and drop off location stops between downtown and I-205; somewhere on the inner eastside such as SW Water Avenue if the express buses utilized the Tilikum Crossing, SE Cesar Chavez (39th) and SE 82nd Avenue. This would allow transfer connections so riders from East of I-205 could access locations on the central and inner eastside at stops where good North-South transit service exists. Stops East of I-205 would be at the same regular distances as they currently exist every few blocks. 60-foot articulated buses that carry 60% more passengers could possibly make the concept even more efficient. In Northeast Portland, MAX already supplies an express type service from downtown and the Lloyd District to Gateway East of I-205 where passengers can transfer to and from buses servicing East county.

Another example of improving the efficiency of transit without spending mega amounts of taxpayer dollars would be to have express bus service between employment and town centers with local and regular bus service feeding into those centers for transfers and connections. East-West service would bypass downtown and not duplicate MAX lines. Examples might include but are not limited to: Clackamas Town Center to and from Washington Square, Clackamas Town Center directly to and from the Beaverton Transit Center, Lloyd District to and from Washington Square. Again, 60-foot articulated buses that could carry 60% more passengers would possibly make the concept even more efficient.

As for the cost of these common sense projects and transit itself, riders need to continue to help to pay for it. Current fares cover only about 25% of the operating costs. In other words, the true cost of a ride on TriMet (for operations only) is about \$10.00 or more. At the current \$2.50 price for a single ride (which does not even reflect an increase for inflation), riding transit is a taxpayer subsidized bargain. Motorists (by way of cap and trade legislation or otherwise) should NOT be "fleeced" to subsidize transit even more.

Per a survey by Metro related to paying for Southwest light rail, increasing the gas tax was for the most

part rejected. The drivers of motor vehicles that actually pay transportation taxes need to be listened to by elected officials and be specifically and proportionally represented on all transportation related citizen committees. Instead of gas tax revenues being used for motorist take-a-ways such as capacity reductions and taxing motorists as an attempt to "dictate" mobility choice which in turn increases the cost of living for the eight to five working class and senior citizens; the money needs to be utilized to fund things like the I-5 fix at the Rose Quarter that will reduce idling in congestion and therefore reduce fuel consumption and emissions. While keeping some sort of a truly low income discount transit fare program; the alternative transport mode users need to start paying their own way. With dedicated lanes of "privilege" for both transit and bicycles, transit riders and bicyclists also need to help pay for making the Burnside Bridge earthquake safe. Likewise, bicyclists need to start paying for paying for all bicycle specific infrastructure with \$60.00 per year (or more) bicycle license and registration fee. \$60.00 a year is about the price of one latte a month that probably comes in a free paper cup.

Respectively,

Terry Parker
Northeast Portland

13 January 2020

Metro Council Testimony – Transportation Program Funding

[These remarks are pared down for the 2 min limit – see ~~strikeouts~~.]

Council President Peterson, Members of the Council, I am Tracy Farwell, a member of Engineers for a Sustainable Future, an organization of Portland area engineers meeting frequently to find opportunities to join the conversation about the climate crisis and appropriate actions to be taken, guided by the numbers.

We find a strong affinity with the climate leader Bill McKibben (~~350.org~~) who also is well known for going by the numbers. We enjoy a strong resonance with the Sunrise Movement, APANO, Extinction Rebellion, Neighbors for Clean Air and many others who see no advantages stemming from the 6 million gallons of diesel fuel consumed by TriMet's diesel bus fleet. In particular the TriMet planning for the Division Street diesel bus Project appears to be tone deaf in proposing diesel service to the underserved East County riders already struggling with justice issues.

It is not amusing that the 20-year TriMet Non-Diesel Plan is built on acquisition of diesel buses for the first 10 years (~~see their Fig 7, p 20~~). Both California and New York have mandated the transition to all-electric zero emission transit services, with NY committing \$1B. ~~This is entirely feasible in Portland, given the Willamette transit tunnel project with the same price tag. Even so, Portland is not mentioned on the list of 6 US regions leading on the way to electric buses.~~

<https://www.smartcitiesdive.com/news/6-us-regions-leading-the-way-on-electric-buses/564710/>

This is to request that Metro host a community roundtable review of the TriMet approach to fund a new re-plan for an early transition to zero emission fleet operations that can pass a “climate test.” Without this, the re-plan will not be funded under the 2020 transportation funding package, meaning the Non-Diesel Plan remains on the table with ample excuses to buy more diesel buses, meanwhile 40% of carbon emissions come from transportation in the middle of Portland's pending climate emergency.

<https://www.opb.org/news/article/portland-leaders-announce-new-climate-action-proposals/>



13 January 2020

Appendix - TriMet Emissions

Numbers collected

TriMet consumes 6 million gallons of diesel annually.

Expected cost of carbon in Oregon, \$0.20/gal.

A gallon of diesel fuel after combustion produces 22.4 lbs CO₂.

Oregon's total annual CO₂ emissions are reported to be 63 million metric tons (MMT).

Boardman coal plant produces 600 MW annually.

Boardman coal plant emits 3.92 MMT CO₂ annually.

PGE gas plant units #2 and #3 at Carty, OR were opposed by Oregon PUC and cancelled.

Running the numbers

Cost of carbon will increase TriMet operating costs. $0.20 \times 6 \times 10^6 = \1.2M per year

<https://www.salemreporter.com/posts/1459/democrats-renew-effort-to-pass-carbon-reduction-bill>

Here's the slide show that says TriMet uses 6 million gallons of diesel per year.

<https://trimet.org/meetings/board/pdfs/2018-09-12/non-diesel-bus-plan.pdf>

$6 \times 10^6 \times 22.4 \text{ lb CO}_2 \text{ per gallon} = 134 \times 10^6 = 134 \text{ million lbs CO}_2 \text{ per year} = 134 \text{ million lbs} / (2000 \text{ lbs/ton}) = 67,000 \text{ tons of CO}_2 \text{ per year.}$

Oregon CO₂ audit says annual emissions are 63 million tons per year. So TriMet emits about 1/1000 or 0.1 % of Oregon's total CO₂ emissions.

Oregon state data sources peg emissions from the transportation sector at 25 million metric tons in 2017 (latest available).

<https://www.oregon.gov/deq/FilterDocs/GHGdata.xlsx>

So for the percent TriMet produces every year, $67,000 \text{ tons} / 25 \text{ million tons} = \underline{0.27\% \text{ of the Oregon transport sector.}}$

For Multnomah County the total is 7.7 million metric tons in 2017.

<https://beta.portland.gov/climate-action/2017-carbon-emissions-and-trends>

Assuming TriMet only serves Multnomah County, the percent TriMet produces every year, $67,000 \text{ tons} / 7.7 \text{ million tons} = \underline{0.9\% \text{ of the Multnomah transport sector.}}$

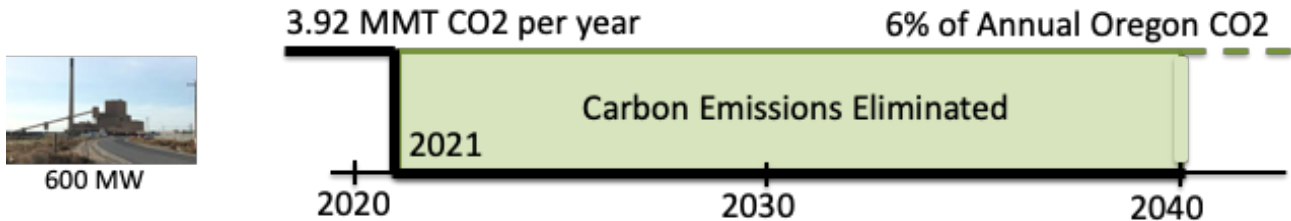
I conclude TriMet fleet electrification promises a 1% solution for the transport in Multnomah, since Washington County and Clackamas will not add much to the numbers.

CHANGING PORTLAND'S FUTURE

An Ongoing Program

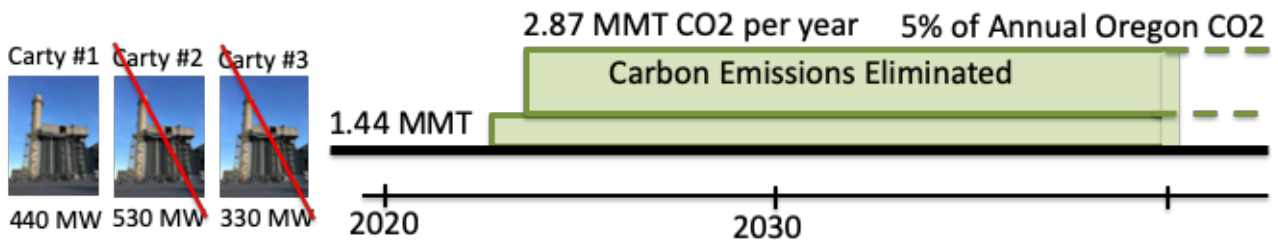
Engineers for a Sustainable Future

Boardman Coal Plant



[Ref: <https://www.opb.org/news/article/nations-first-greenhouse-gas-data-released/>]

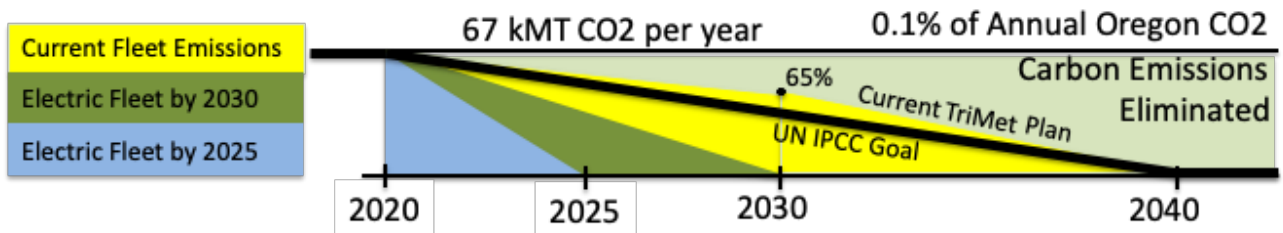
Carty Gas Generating Stations



Carty Unit 1: 1.44 MMT CO₂ per year

[Ref Boardman and Unit 1.doc]

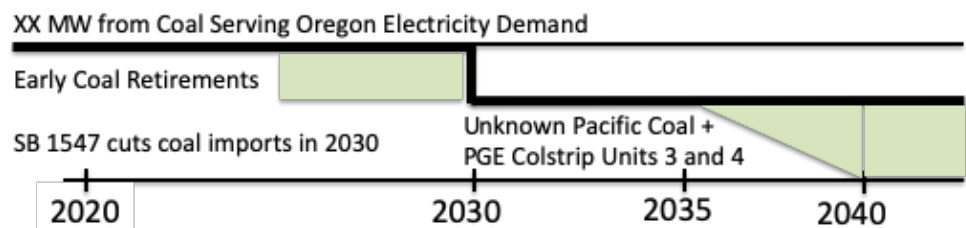
TriMet Diesel Fleet



[Ref <https://trimet.org/electricbuses/pdf/TriMet-Non-Diesel-Bus-Plan-September-2018.pdf>]

Pacific Power and PGE “Coal by Wire” Imports

Pacific Power
does not disclose
amount of power
from coal.



Ref: <https://www.martenlaw.com/newsletter/20160315-oregon-coal-by-wire-renewable-portfolio>

From: [T. Trent Stetz](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Input for Metro Council "Get Moving" Public Hearing to be held on January 13, 2020
Date: Monday, January 13, 2020 1:31:21 PM

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

For: Metro Council "Get Moving" Public Hearing to be held on January 13, 2020

Re: Transportation Funding Task Force, dedicated to the potential 2020 transportation funding measure

Prepared Statement:

In support of the Washington Park Zoo Railway Restoration as part of much-needed regional investments in helping people go places reliably and safely in our growing, increasingly congested Greater Portland Metro region.

My name is T. Trent Stetz, of Beaverton, Oregon. The Washington Park and Zoo Railway represents a transportation icon, one which can still serve the public in its original purpose. Since 1959 it has been moving visitors throughout the Oregon Zoo and Washington Park. It is intact and significant. It only needs your funding to restore this Washington Park transportation asset back to full operation. This would provide transportation service between the Blue Line MAX & Oregon Zoo Station and the Rose Garden.

The community and businesses were brought together to build the railway, partially as a way to celebrate Oregon's centennial in 1959. The Zoo railway reflects the economy and prosperity of the region and its railroads, as demonstrated by their financial and labor support at the time of the initial construction. The technology used to plan and build the railway represents the railroad standard engineering practices of the time. The zoo railway was and can continue to be a very popular recreation and transportation method within Washington Park, and has been used by more than 7 million visitors over the past 60 years.

The Zoo railway would reduce the car congestion within Washington Park while reducing the climate impact of moving visitors throughout the park.

The restoration of the Washington Park and Zoo Railway within Washington Park deserves your consideration and priority for investment. This would provide for safer streets and improved transit for all within Washington Park.

Thank you for your attention. Let's get moving.

~~Trent

T. Trent Stetz
7383 SW Linette Way
Beaverton, OR 97007
503-643-1494 (Home)

From: [Jesse Lopez](#)
To: [Metro Transportation Funding Measure](#)
Cc: [Jessie Maran](#)
Subject: [External sender]Metro2020 testimony
Date: Monday, January 13, 2020 2:06:05 PM

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

Metro President and Councilors,

The Metro2020 Task Force has heard from the community about the devastation induced by climate change, the urgent need for substantive action toward our climate goals, our need to improve mobility equity throughout the region, about the imperative for fareless transit that is free from harassment, and for protection from violence by autos as we walk and roll in our neighborhoods.

As community leaders, Metro Council is responsible for shaping the region's capacity to be resilient to the effects of climate change that we can not avoid. You are responsible for ensuring that all residents have access to opportunity, wealth, and health, especially for people of color, low-income earners, and transit-dependent populations.

We urge you to honor the tenacity and perseverance of the many community members who have testified before the Task Force and:

- Support Transit: Fund enhanced transit investments on all corridors
- Support Safety & Accessibility:
 - Increase funding for safety improvements on 82nd Ave, TV Hwy, McLoughlin & Powell
 - Increase safety and accessibility investments on 122nd, 162nd, 181st, SW 185th, and Canyon Rd
 - Fund all Central City improvements

- Fund Highway 212 safety improvements
- Support Racial Equity: Support the Albina Vision as well as fund improvements and safety enhancements long and 82nd, TV Hwy, Powell, and McLoughlin.
- Support Trails: Both Trolley Trail Bridge and Council Creek Trail

Despite these important projects, the Project Recommendations are woefully inadequate given the state of our slow, underfunded transit system and the region's inability to address increased GHG emissions from transportation. We urge you to be bold and to promote a broad regional plan focused on aggressively mitigating transportation emissions, increasing mobility equity, and protecting vulnerable road users. We also strongly urge you to reject the the Airport Way Overpass as an outdated, auto-oriented approach completely at odds with our community values and goals of increased safety, climate resilience, and racial equity. Instead, consider the alternatives described by the Getting There Together coalition and other community groups that enhances bus and rail service including:

- Create an overpass for light rail that matches the intent of the 185th Max Overpass Project, and correctly aligns public investments with the public transportation future we need.
- Extend the 72 Bus Line so that it services Portland Airport instead of turning off 82nd on Killingsworth
- Create site-specific congestion pricing for drop off at the airport to generate revenue and potentially pay for some portion of the project.

We need you to lead, demand a bold vision, and use your position to ensure that the final plan aligns with the values and aspirations of our community -- our future depends on it.

Respectfully,
 350PDX Transportation Justice
 Jessie Maran and Jesse Lopez

From: [Scott Kelly](#)
To: [Metro Transportation Funding Measure](#)
Subject: [External sender]Support for Reedway Overcrossing in 2020 Regional Transportation Bond Measure
Date: Monday, January 13, 2020 10:32:32 AM
Attachments: [Reedway Overcrossing Support Letter.pdf](#)

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

Dear Metro Councilors,

In May 2018 the Sellwood-Moreland Improvement League submitted the attached letter in support of including the Reedway Overcrossing, RTP project #11819 and TSP project #70049) in the 2020 Regional Transportation Bond Measure. We are happy to see this project is included in the Task Force Recommendations for Tier 1 Corridor Investments. In 2017 this project was endorsed by a coalition including the Brooklyn Action Corps, Eastmoreland Neighborhood Association, Reed Neighborhood Association, Sellwood-Moreland Improvement League, Woodstock Neighborhood Association and Southeast Uplift (SEUL).

As described in the attached letter, this project would address the following criteria:

- The overcrossing would solve one of the worst connectivity problems in the City of Portland, a gap of 1.1 miles between crossings of the Union Pacific Railroad tracks, Trimet's MAX Orange line, and McLaughlin Blvd (Hwy 99E).
- Existing Holgate and Bybee viaducts, along with the roads leading to them, are at best substandard, and at worse, dangerous and hostile for pedestrians and bicycles.
- The overcrossing would directly serve neighborhoods that have experienced, and continue to experience rapid and intense development.
- Transit service was degraded in the area of the overcrossing in anticipation of the Harold Street MAX light rail station, which was dropped from the Orange Line development. This gap in transit has not been filled.

The Sellwood-Moreland neighborhood association continues to support the inclusion of this critical project in the 2020 Regional Transportation Bond Measure.

Regards,

Scott Kelly
Chairman
Transportation Committee
Sellwood-Moreland Improvement League

S·M·I·L·E

SELLWOOD-MORELAND IMPROVEMENT LEAGUE
8210 SE 13th AVENUE, PORTLAND, OR 97202
STATION 503-234-3570 CHURCH 503-233-1497

May 16, 2018

Tom Hughes
Metro Council President
600 NE Grand Ave
Portland 97232-2736

RE: Include Reedway Ped/Bike Overcrossing in the Regional Transportation Bond

Dear President Hughes:

The Reedway Overcrossing (reedway.org, RTP project #11819 and TSP project #70049) would address a critical connectivity gap in the biking and walking network in Southeast Portland. Last year, a coalition including the Brooklyn Action Corps, Eastmoreland Neighborhood Association, Reed Neighborhood Association, Sellwood-Moreland Improvement League, Woodstock Neighborhood Association and Southeast Uplift (SEUL), jointly identified this project as a top priority and requested that PBOT staff prioritize the project in the city's Transportation System Development Charge (TSDC) Capital Project List as part of the current TSDC update process. Recognizing the need for this project, PBOT placed it on the TSP's financially constrained project list and adjusted the project timeline from 10-20 years to 1-10 years. While this project would be built in an area of Portland experiencing rapid development, the project is unlikely to be fully funded with TSDCs. Meanwhile regional funding is lagging, with the RTP listing the project for years 2028-2040.

With the prospect of a Regional Funding Bond in 2020 or beyond, now is a great time to prioritize regional funding for this project. The project would be a great asset to the region, and it fits squarely in the project criteria:

- **The overcrossing would solve one of the worst connectivity problems in the entire city:** The stretch between current crossing options at Holgate and Bybee Boulevards is over 1 mile. Solving this connectivity gap would provide access to a plentitude of destinations, including Reed College, Crystal Springs Rhododendron Garden, Oaks Bottom Wildlife Refuge, hundreds of family wage jobs in the Brooklyn Industrial Area and thousands of homes and apartments in the Westmoreland, Brooklyn, Reed and Eastmoreland neighborhoods. This poor connectivity results in lengthy, out-of-direction travel and encourages driving instead of walking and biking. For example, a resident of the new apartment building at 22nd & Reedway would have to travel 1.7 miles to reach a job at industrial employer Wayne-Dalton on 26th Avenue. With a Reedway Ped/Bike Bridge, that person could walk a quarter mile to work.
- **Existing Holgate and Bybee viaducts, along with the roads leading to them, are at best substandard, and at worse, dangerous and hostile for pedestrians and bicycles.** Holgate is a four-lane auto-oriented

viaduct hosting 15,000 vehicles per day and significant freight traffic with no bike lanes and with sidewalks impeded by utility poles and street lights. Bybee/28th is a curvy, hilly roadway with narrow four-foot bike lanes that are perpetually covered in debris. Both routes would require major reconstruction to become marginally safe and comfortable for people not in cars, and even then they would still be busy driving routes. The Reedway Overcrossing would provide a far superior "low stress" connection.

- **The overcrossing would directly serve neighborhoods that are experiencing rapid and intense development.** As a result of high-density zoning, over 500 apartments have been recently completed, are under construction or are proposed in the immediate walking vicinity of the overcrossing. Most contain no car parking. Further to the south and north (but still a quick bike ride away), over 1,400 apartments are proposed. Meanwhile, Reed College has constructed new dorms for 125 students at the northwest corner of its campus, a quarter mile from the overcrossing site. Union Pacific and other industrial employers are at full employment. All of this growth translates into travel demand, creating an ever-increasing need for a connected network for walking and biking.
- **Transit service has been degraded in the area of the overcrossing.** In anticipation of the Harold Street MAX light rail station, which would have been built adjacent to the Reedway Overcrossing, this area was zoned for high-density residential and mixed use. However, construction of the light rail station was postponed indefinitely, leaving residents with a 20-minute walk across 99E to the nearest MAX station. A fully-connected biking and walking network will address the need for transportation options that the Harold Street MAX station left unmet.
- **The Region is forging ahead with at least three other major pedestrian/bicycle bridges.** Sullivan's Crossing (NE 7th Avenue over I-84) and NW Flanders over I-405 look to be funded and moving forward, and the demolished Brooklyn Pedestrian Bridge near Clinton MAX station will be funded using leftover funds from the MAX Orange line. These are all good projects, but each crossing is located just a few hundred feet away from other bridges and crossings where people can walk and bike today. The Reedway Overcrossing is two thirds to one mile from the nearest crossings and would serve an area with poor connectivity relative to the Central City. Without Regional Funding, we will be leaving one of the largest gaps in our biking and walking network even as we move to close smaller gaps.

By funding the Reedway Ped/Bike Overcrossing, the Regional Funding Bond could help deliver a marque biking and walking project that would transform connectivity options in Southeast Portland. We urge Metro to consider including this project.

Sincerely,



Joel Leib, President
Sellwood-Moreland Improvement League
Board of Directors

Cc: Bob Stacey, Metro Councilor
Mayor Ted Wheeler, City of Portland
Dan Saltzman, Portland City Commissioner
Leah Treat, Director, Portland Bureau of Transportation
Chris Warner, Interim Director, PBOT

January 13, 2020

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

To the Metro Council:

It has been my pleasure to serve on the T2020 Task Force on behalf of the Port of Portland (the Port). As the operator of three airports (including PDX), four marine terminals and five business parks – our mission is fundamentally tied to the safe and efficient movement of people and goods. Successfully carrying out this mission requires partnership and steady collaboration between government partners and the community. A great many of those tables are set by Metro, and we are thankful to each of you for your leadership, vision and attention to detail.

Even though I consider myself an optimist, I'll admit to being somewhat skeptical that the T2020 Task Force would reach consensus on Tier 1 investments at the threshold identified – 75 percent. That we largely did is a credit to the solid process led by Metro and our co-chairs. Values guiding these investments do not exist in silos. Economic growth isn't happening in the right way unless we're lessening the burden of traffic for all, increasing transit options and making it the whole system safer.

For the sake of the Port's project in the mix, 82nd and Airport Way, the questions asked have helped us better frame how we think and communicate about airport access. We want every person arriving at PDX – whether that's for a flight, a job or to greet family – to get there safely and quickly in whatever mode works best for them. People come to work at PDX from all over the region, and for shifts that begin and end at all hours. For these reasons, we're pleased to partner with ODOT and PBOT on design for a pedestrian path on 82nd between Alderwood and Columbia. There is a real need for a safer option there.

Transit connectivity is essential to our success at PDX. In 2001, TriMet and the Port worked together to establish the first "train-to-plane" service on the west coast. Nineteen years later, our partnership continues with the double tracking of the MAX Red Line - a project that will ultimately improve the speed and reliability of the light rail system. As part of this project, the Port will construct an additional multi-use path that will connect directly to the terminal. Port employees get an annual TriMet pass for the cost of \$50, and the Port subsidizes 50 percent of the cost of airport concessions employee passes. Broadly, we advocate for a faster, better connected and more reliable transit system. Investments in the T2020 package will be a big step in this direction.

Finding alignment among government, business and community partners isn't simple – but it's worth it. The Tier 1 investments before you stand on sound process, thorough vetting and thoughtful collaboration. I'm proud of this recommendation and thankful to serve the region in this way.

Thank you for your leadership.

Emerald Bogue
Director of Regional Government and Community Affairs