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Priorities 2002

Metropolitan
Transportation
Improvement
Program

2002-2005

*These Public Comments were received on June 11th
after the comment compilation was completed
for the JPACT meeting of July 12th.*

Project Ranking Public Comments

June 12 – July 11, 2001



METRO

Pleasant Valley Neighborhood Association

July 11, 2001

Terry Whisler
600 N.E. Grand
Portland, OR 97232-2736

Dear Mr. Whisler:

The Pleasant Valley Neighborhood Association has always felt that the 162nd and Foster ✓ intersection, because of its extremely limited capacity and very poor sight distance, is dangerous and that it needed to be improved even before the area was approved for increased development. This residential area intersection, while dangerous for automobiles, is suicidal for pedestrians or bicyclists, and cannot accommodate alternative modes of transportation, contrary to the intent of the Oregon Transportation Rule.

Even before the first development, Hawthorne Ridge, received its' final approval, we took the stance that the intersection needed to be improved before it could safely handle any increase in volume. The impact, that the Hawthorne Ridge development would have on the intersection, was warranted substantial enough for the City to require that the developer pay part of the cost of improving the intersection as a part of the conditions of final approval. Traffic is already congested from west of 162nd and Foster to Jennie and Foster and the developments, Hawthorne Ridge, MacGregor Heights, Emerald View, and Emerald Crest, are less than 25% completed. Why must the local residents play Russian Roulette in order to access the only arterial in the area? What kind of value are we placing on the life of the child who was permanently paralyzed by an accident at this intersection? How many more fatalities must occur before the essential improvements are done? If funding, for this intersection, was questionable, then these developments should not have been given final approval until the safe egress, or ingress, of the residents could be assured.

The City needs to honor the commitment it made, when it required funds from the developer for improvements to the intersection, and fulfill its' obligation to provide as safe an intersection as possible. Because through traffic contributes substantially to the traffic volume along this portion of Foster, making this a regional as well as a local safety issue, Metro's help is needed in funding these essential safety improvements and pushing for timely completion of the project.

Sincerely,



Linda Bauer, President,
Pleasant Valley Neighborhood Association

cc: Brett kesterson
1120 S.W. 5th
Portland, OR 97204-1971



July 11, 2001

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Andy Cotugno
Metro
600 NE Grand Avenue
Portland, OR 97232

Re: MTIP Priorities 2002

Dear Andy,

I am writing on behalf of the Association for Portland Progress to comment on the Metro Transportation Improvement Plan and the priorities for 2002.

The region obviously has quite a challenge before it with almost \$80M in identified projects for which we expect to receive about \$38M in resources. From a regional perspective, we support funding for the South Corridor DEIS and the study of the Willamette Shore Rail and Trail alignment. Both these corridors are congested today and we need to be looking at transit options for moving ever-increasing numbers of commuters from the south end of the region into downtown Portland.

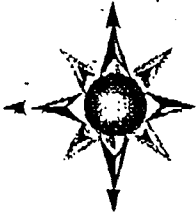
From a more local perspective, there are two Portland reconstruction projects that have been on these lists for several years that we hope will receive the funding they are seeking during this cycle. We are speaking, of course, of the reconstruction of Naito Parkway and NW 23rd Avenues. Both these important Central City streets are well beyond simple maintenance and need attention soon. With Naito Parkway, we know that this has been a multi-year struggle to put together the funding package.

We appreciate the opportunity to comment on these priorities. If you have any questions, please do not hesitate to give me a call.

Sincerely,

Ann L. Gardner
Chair, APP Transportation Committee

* Committee/Task Force
Chair



COALITION FOR A LIVABLE FUTURE

534 SW THIRD AVENUE, SUITE 300 - PORTLAND, OR 97204

Transportation Reform Working Group Comments on MTIP

Key Questions that are asked as part of the outreach on MTIP:

Of the transportation projects under consideration for funding, which do you think are most important?

Attached is a list of priority projects that should be funded and two projects we believe should not be funded at this time.

Do you think that regional funds should begin to fund freeway improvements (work formerly paid for by the Oregon Department of Transportation)?

No. ODOT already receives federal funds for state highway improvements. In addition proceeds from the gas tax are dedicated to roads. We believe regional funds should be used exclusively for projects that implement 2040 that cannot otherwise be paid for out of other resources.

Does the recommended technical ranking seem reasonable? If not, why not?
The criteria used for rankings within modes are well thought out and complete. However, the technical ratings need to create a common list of projects that can be compared. The division by mode makes it impossible to evaluate the relative merits of projects across mode.

Are there other project considerations that would interest decision makers?

Yes. We believe the Council criteria established in January provides a good basis for allocation of these funds. We relied heavily on these criteria in suggesting projects. We hope JPACT and the Council will as well. We believe special attention should be paid to projects which move existing systems close to completion by filling gaps in existing networks.

Do you have recommendations for the modal mix (freeways, roads, buses, bike lanes, sidewalks, etc.) of projects that should be included in the final package?

With the exception of multi-use projects such as boulevards and improvements to road operations (ITS), we believe regional funds should be allocated for projects that do not increase motor vehicle capacity or VMT. There are already large sums of money available through motor vehicle taxes constitutionally dedicated to road improvements. The funds allocated through the MTIP should be focused on meeting the region's other transportation needs.

C O A L I T I O N M E M B E R S

AMERICAN INSTITUTE OF ARCHITECTS, PORTLAND CHAPTER • AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS • ASSOCIATION OF OREGON RAIL AND TRANSIT ADVOCATES • AUDUBON SOCIETY OF OREGON • BICYCLE TRANSPORTATION ALLIANCE
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MTIP Project List

East Multnomah County

Stark Street Boulevard (mbl2)
Division Boulevard (mbl1)
Gresham-Fairview Trail ((mb1)
Gresham TCL Service Expansion (Mtr1)

Washington County

Sunset Transit Center Improvements (WP1, WP3)
Fanno Creek Trail (WB1)
BVT/Tigard TCL Service Expansion (Line 62 Transit Service) (wtr1)
Forest Grove (WP7)
(Cornelius - wbl2?)

Inner Portland

Morrison Bridge (MB2)
SE Foster and SE 162nd (Kelly Creek Culvert Replacement) (PM1)

Clackamas County

Springwater Trail (CB2)
McLoughlin Boulevard Projects
- Milwaukie (cbl3)
- Oregon City (cbl1)
South Corridor DEIS (RPLNG5)

Tri-Met

Willamette Shore Study (RPLNG1)
Ped Access to Transit (RP1)
Continue service on McLoughlin/Barbur (rtr1)

Programs

TDM/TMA Funding (RTDM1, RTDM2, RTDM3, RTDM4, RTDM5)
TOD Program (MTOD1)
ITS Projects (cm, mm1, wm2)

Projects we believe should not be funded:**Sunrise Corridor Final Design (cm5)**

Attached are comments sent to ODOT as part of the STIP process which fully explains the reasons we believe funding the sunrise project would be premature.

Highway 26 Expansion (wm1)

This project is already fully funded by agreement between Washington County and ODOT. Allocation of regional funds will simply reimburse Washington County for its portion of the cost. The money will go straight into Washington Counties general fund. While they currently using general funds to complete and expand their MSTIP program, that is a choice the current leadership has made. Rather than funding this project, the region should be asked to fund projects that Washington County cannot afford.



March 7, 2001

Allison Hamilton, STIP Manager
Oregon Department of Transportation
255 Capital Street NE
Salem Oregon 97301

Dear Ms Hamilton,

Thank you for the opportunity to comment on the 2002-2005 Statewide Transportation Improvement Program. Citizens for Sensible Transportation is concerned about the Sunrise Highway, a project which is not in the draft STIP, but for which Clackamas County is seeking funding both through congressional earmarking and regional transportation funds. We do not believe that the Sunrise Highway, as currently proposed, would best meet the transportation needs of the area.

The Draft Environmental Impact Statement for this project was completed in 1993. It explicitly did not consider any alternatives other than highway improvements. "As an Access Oregon Highway that carries significant through traffic in an area of low-density development, this Corridor does not currently support public transit, transportation system management or demand management techniques. **Therefore, the alternatives focused on various highway improvements.**" (emphasis added).

Since its completion there have been several new developments which have altered the situation. First, Damascus was designated as an urban reserve. While this designation is no longer in effect, it continues to be considered a prime target for inclusion within the Portland regional urban growth boundary. Second, several listings of endangered salmon have been made in the Clackamas River and its tributaries, with others still under consideration.

The potential for Damascus to become urbanized substantially changes the purpose and need for Unit 1 and the potential impacts of building Unit 2. Rather than serving "low-density development" the area served will be much higher densities. Demand management and transit alternatives need to be considered prior to building a new freeway. The impacts from Unit 1 alone, or the entire highway if Unit 2 is built, are much different when considered as part of an urban area, rather than the rural communities anticipated in the DEIS.

If Unit 1 alone is built, the through traffic being served by the new highway will all be directed through the Damascus Town Center. This area is supposed to provide the center for a new urban community. The DEIS does not consider the likely impact of this on the development of the town center, since none was anticipated at the time of the DEIS. If Unit 2 is built to bypass Damascus it is not clear that the anticipated industrial and other development will occur in Damascus rather than Boring, Sandy or other communities further up Mount Hood. In short Unit 1 alone brings one set of problems and Unit two another set, neither considered by the DEIS.

The listing of endangered species in the area is a second new development since the DEIS was done. The highway crosses several salmon bearing streams and the Clackamas River is a source of drinking water for several cities in the region. The impacts of the highway on water quality when combined with the more intense urbanization anticipated if the UGB is expanded in this area were not adequately considered. Similar issues exist with regard to air quality impacts from the shifting purpose of the highway.

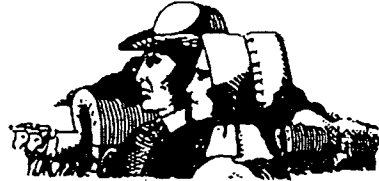
We understand that the Department is currently attempting to address some of the changes that have occurred and move forward with a FEIS for Unit 1. We don't believe that the current DEIS provides a basis for doing this. Given the public's interest in both the land use decisions and endangered salmon, we believe it is important and necessary to provide an opportunity for public comment before an FEIS is approved. While approval of resource agencies is important, past experience has shown that sometimes such approvals do not stand up to public scrutiny. We also doubt the independent utility of Unit 1 or the adequacy of the current DEIS to consider its impacts if Unit 2 is not built.

We believe that before moving forward with any part of the sunrise highway a full evaluation of its impacts needs to be made. We need to settle the land use plans for this area before moving ahead with a new four-lane facility. There needs to full consideration of potential alternatives that could be less costly and provide higher overall value. These include transit, land use and local street and arterial improvements.

Sincerely,

Ross C. Williams

¹ DEIS Sunrise Corridor Highway, July 15, 1993, page S-4



CITY OF OREGON CITY

Incorporated 1844
 320 WAKNER MILNE ROAD | OREGON CITY, OREGON 97045
 TEL 657-0891 | FAX 657-7892

July 10, 2001

Metro
 Transportation Planning
 600 NE Grand Avenue
 Portland, OR 97232

Post-it* Fax Note	7671	Date	7/11/01	# of pages	3
To	Metro 2002 MTIP	From	Linda Carter		
Co./Dept.	Public Comm	City	O.C. Planning		
Phone #		Phone #	Commissioner		
Fax #	503-797-1130	Fax #			

The City of Oregon City Planning Commission passed a motion endorsing all three projects for which the City has applied for MTIP funding. We offer the following brief rationale for endorsement, project by project:

McLoughlin Boulevard Improvements (Preliminary Engineering):

This project implements an important corridor improvement within the City's regional center area. It implements the directives of the City's adopted Oregon City Downtown Community Plan, Phase I. The region's and City's goals for this portion of the region will be far more achievable with the transformation of McLoughlin Boulevard (Highway 99E) to a multi-modal, pedestrian and transit friendly corridor that complements adjacent 2040 land uses.

Molalla Avenue Pedestrian Project - Willamette/Pearl and Mountain View/Holmes:

This project provides the second segment of improvements using streetscape design recommendations from the Planning Commission. It implements the City-adopted Molalla Avenue Boulevard and Bikeway Improvements Plan. This project not only exemplifies regional goals for 2040 corridors, but also removes pedestrian obstacles, reduces vehicle traffic from four travel lanes to two, includes pedestrian crossings and improves connections to transit, and beautifies the roadway for economic redevelopment. Please see attached article from the Oregonian that describes the project goals and in more detail.

Washington Street Bike Lanes: 12th Street to 16th Street:

This project is considered pivotal to connectivity between two subareas of the adopted Oregon City Downtown Community (regional center) Plan (Phase I). In addition to an important bicycle link, it provides multi-modal linkage between the End of the Oregon Trail Regional Visitor Center and future Amtrak station, the historic McLoughlin and Barclay Houses (to be managed by the National Park Service) and Carnegie Center, and the City's downtown area and the downtown Tri-Met Transit Center.

On behalf of the Planning Commission, I urge your favorable consideration for funding of these projects.

Sincerely,

Linda Carter, Chairperson
 Oregon City Planning Commission

Attachment: June 21, 2001 Oregonian Article

June 21, 2001



Neighbors

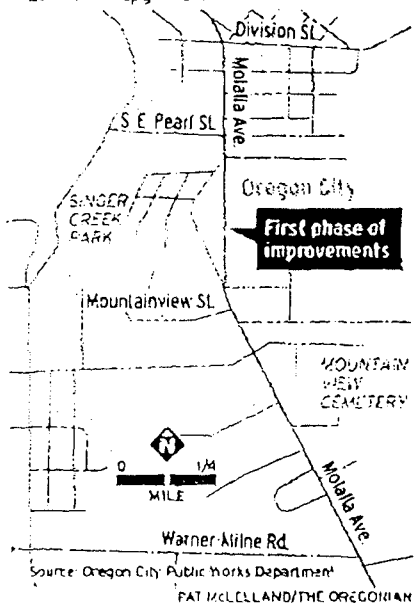
THIS SECTION

- ◆ VOICES, 2
- ◆ SPORTS, 5
- ◆ EVENTS, 6

METROSOUTH BUREAU • 503-294-5920

RENOVATING MOLALLA AVENUE

The \$300,000 first phase of improvements to Molalla Avenue, scheduled for 2001-02, will include new turn lanes, wider sidewalks, bicycle lanes and street trees from Southeast Pearl Street to Mountainview Street. Also, bicycle lanes and new turn lanes will continue south to Warner-Milne Road, with sidewalk improvements and other work to come later. Eventually, all of Molalla Avenue from Division Street south to Oregon 213 will be upgraded.



Oregon City will add thinner, greener route

The two-mile stretch of Molalla Avenue is being rebuilt to channel traffic and encourage more bicycling and walking

By SARAH HUNSBERGER
THE OREGONIAN

OREGON CITY — Work is about to begin on a two-mile renovation of Molalla Avenue that will make the street look a lot more like a green hometown boulevard than a gray commuter thoroughfare.

Instead of adding more lanes of traffic or widening the roadway, engineers plan to convert the existing four-lane road into just two lanes, with landscaped medians and turn lanes running down the middle.

Sidewalks will get wider, more stoplights will be installed, and bike lanes will be added in both directions. Curbside trees will take root, and old-fashioned lampposts will light the route. The city also is considering adding bricks or pavers to accent crosswalks and sidewalks.

Steve Haak, who was walking along Molalla Avenue on a recent afternoon with his two grandsons, liked the ideas.

"As long as they've got it torn up, if they're going to renew it, they might as well make it look nice," said Haak, who grew up in Oregon City and now lives in Aurora. "It beats just solid telephone poles."

In places, the changes are expected to slightly reduce the avenue's automobile capacity, but the city is willing to make that trade-off.

The goal is to make the avenue more

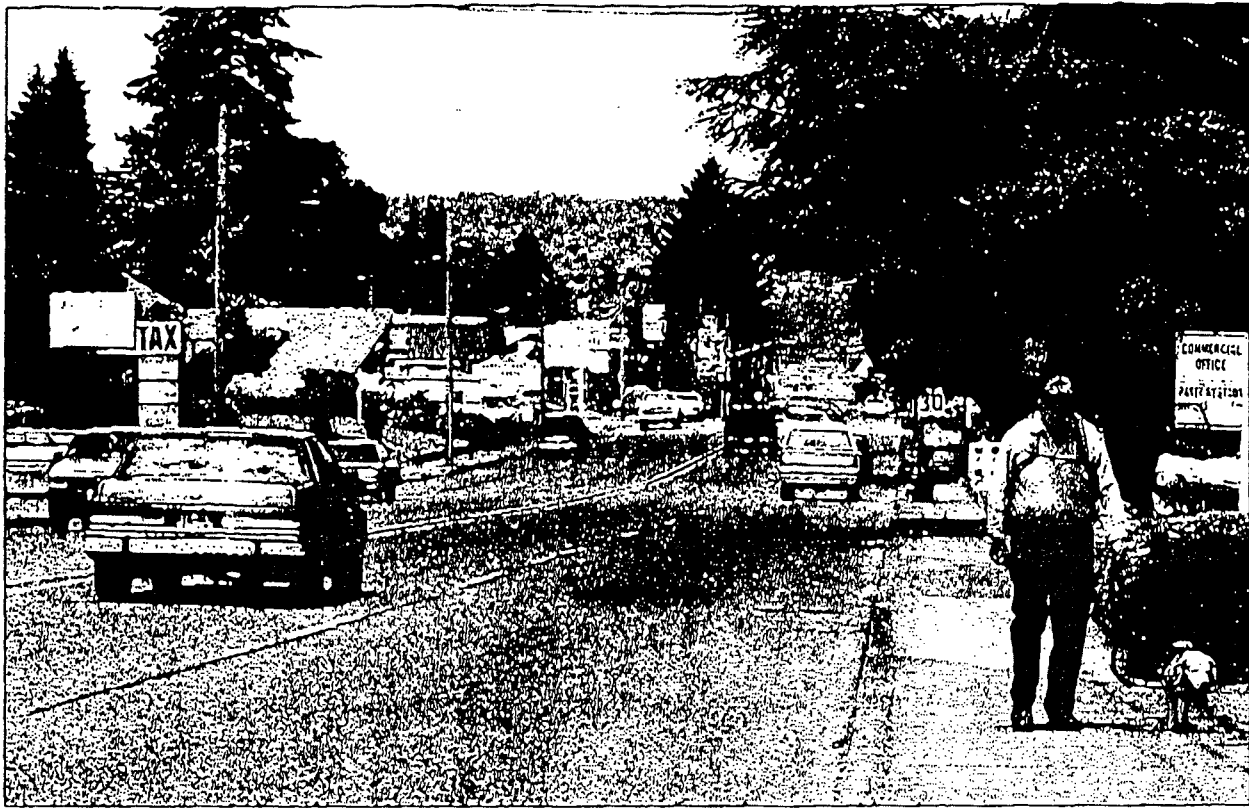
navigable to pedestrians, cyclists and bus passengers, while keeping the automobile traffic flowing as smoothly as possible, said Nancy Kraushaar, city engineer and the director of public works. And with the current plan, the city won't have to widen the roadway and cut into the businesses and buildings that sit close to the existing curb.

"The city's very excited because I think it's kind of a face-lift for essentially our main line through town," Kraushaar said. "That could trigger a lot of economic development."

The city doesn't have the \$8 million it would cost to renovate the two-mile stretch of the road all at once, so the work will occur in as many as seven phases, Kraushaar said.

The initial \$300,000 phase will be between Pearl and Mountainview streets.

Please see AVENUE, Page 9



Dean Enstad of Oregon City walks with his dog along Molalla Avenue near Mount Hood Street. Improvements to be made this year to this stretch of the avenue, including wider sidewalks, street trees and bicycle lanes, are aimed at making the street easier for cyclists and pedestrians to use.

TOM TREICK
THE OREGONIAN

Avenue: Striping continues new lane pattern

Continued from Page 1

The city has budgeted the work for the 2001-02 fiscal year, which begins July 1.

That section of the avenue will be first because a water line improvement project is scheduled for much of the same area. Doing both projects at the same time will save the city money, Kraushaar said.

Design work is under way, and Kraushaar expects the city to seek bids on the project in the fall and start the work in early 2002.

In addition to the more extensive work between Pearl and Mountainview streets, the city will restripe another segment of the

street so that the new lane arrangement — two travel lanes with turn lanes in the middle and bicycle lanes on either side — will continue south to Warner Milne Road. The rest of the changes will happen when money became available.

The city has applied for a competitive \$500,000 Metropolitan Transportation Improvement Program grant that could win federal money to pay for most of a second phase. That would be from Mountainview Street south to Holmes Lane and from Pearl Street north to Willamette Street. The city would contribute another \$150,000.

Tim Powell, co-chairman of the

McLoughlin Neighborhood Association and a former city commissioner, said he likes the Molalla Avenue plan. But he questions why the city didn't plan to move underground the utility lines along Molalla Avenue.

Kraushaar said the city is looking for money to pay for burying the utility lines, but it's an expensive process.

Barbara Hopkins, who has owned Oregon City Floor Covering for about 3½ years, said she likes the idea of more turn lanes and traffic lights.

"It's very dangerous getting out onto this street for people in our parking lot," she said. "It seems like

they need to slow it down a little."

She also said it's time the city helps make the avenue more appealing and pedestrian-friendly.

Her business is at the corner of Molalla Avenue and Mountainview Street, the southern end point of the first phase. She has painted her building, installed an awning and put flower boxes in front, but the area needs more, she said.

"It's very ugly right now," Hopkins said, "and I'm doing the best we can do."

You can reach Sarah Hunsberger at 503-294-5922 or by e-mail at shunsberger@news.oregonian.com

Andy Cotugno, Transportation director
Metro
600 NE Grand Ave.
Portland, Or 97232

July 10, 2001

Dear Andy,

Subject: Support for MTIP funding of the Sunrise Corridor project

These comments are to supplement and document my verbal testimony given at the June 18th hearing.

I am involved in numerous ways in transportation issues. I serve on Metro's Committee for Citizen Involvement (MCCI), member of North Clackamas Chamber of Commerce Land Use and Transportation Committee, Chair the Oak Lodge Community Council and other Clackamas County transportation groups.

I support moving forward with the Sunrise Corridor project because A) the growing needs for transportation solutions in the fast growing area east of I-205 and B) supporting this area's strategic location for freight movement in our County.

I believe this Corridor should receive additional points as freight Corridor. The intersection of Highway 224 and 82nd Dr. has approximately the same level of truck traffic as the I-5 Bridge to Vancouver. This project will give another access route to the Clackamas industrial area.

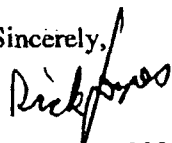
Additional credit should be given because the proposed dollars will allow the project to be ready for construction when funds might be found.

The points given in the ranking released on June 13th show no points for either effectiveness or safety. Several intersections rank high on ODOT list of the least safe intersections. The calculations for effectiveness should be reviewed to address the cost of phase 1 of \$80 million instead of the cost for the entire Corridor cost of \$180 million.

Clackamas County is a "jobs poor" area with about two thirds of our people leaving each day for employment. Any effort to improve access to the industrial areas, create family wage jobs will pay big dividends regionally in reduced traffic congestion and reduced vehicle miles driven.

I thank you for consideration and inclusion of my comments.

Sincerely,



Dick Jones 3205 SE Vineyard Rd., Oak Grove Or 97267

MEMO

TO: Kim White, Metro

FROM: Jon Holan, Community Development Director

RE: Town Center Pedestrian Improvement Project

DATE: July 10, 2001

Thank you for the opportunity to comment on the recommended 150 percent list for the MTIP process. The City of Forest Grove has one proposed project, the pedestrian improvements for our Town Center area. Unfortunately, City staff did not receive any information on Metro's staff recommendations on the projects until late yesterday. After reviewing the Metro staff evaluations, Forest Grove staff has comments and additional information for consideration related to the evaluation for the Forest Grove project.

1. Regarding 2040 land use objectives, Metro staff gave a score of 10 points without indicating the basis for the points. For the Town Center Area, we believe that point assessment is low. First, Pacific University is in close proximity to the Town Center. This has implications on the evaluation criteria. First, there is a high level of pedestrian access from students and faculty from Pacific University to the Town Center area. The City's TSP identifies two intersections within the project area at Pacific and College/Council streets and Pacific and Main are in the high pedestrian use category (30 to 100 peak hour pedestrian trips). Further, the data does not show the additional trips of students and faculty crossing College Avenue at mid-block or at 21st to go to Town Center area. Thus, there is a high proportion of travel in the project area seeking access to the Town Center area. This should result in a score of at least 10 points and more appropriately 15 points.

The second issue relates to whether the project serves an area projected to have a large increase of mixed-use development between 1996 and 2020. There is no definition of what is a large increase. It seems some sense of proportionality for different areas should be kept in mind (i.e. there will be greater potential increase in downtown Portland when compared with Forest Grove's Town Center). Otherwise, it is unrealistic that Forest Grove could compete with larger, more urbanized areas for any MTIP funds.

Regarding the City's proposal, it appears that Metro staff gave no points for the mixed-use development criteria. Again, this is the City's Town Center in close proximity to a university beginning a significant, long-term expansion program. The Town Center already provides some student housing. The current regulations as well as the Town Center plan encourages the expansion of mixed use development throughout the target area with residential densities at the highest allowed in the community. City staff believes that at least 10 points should be allocated for these criteria.

Thus, Forest Grove staff believes that the proposal should receive between 20 to 35 points for 2040 Plan land use objectives.

2. The following accident data from Forest Grove's Transportation System Plan was obtained from the Oregon Department of Transportation for the period between January 1, 1994 and December 31, 1997. These numbers reflect reported accidents within 150' of the following described intersections, which are located within the proposed project area.

<u>North * South</u>	<u>East * West</u>	<u>Reported Collisions</u>
College/Council	Pacific Avenue	20
A Street	Pacific Avenue	17
Main Street	Pacific Avenue	14
'B' Street	Pacific Avenue	12
'B' Street	19 th Avenue	12
Main Street	21 st Avenue	5
Council Street	19 th Avenue	2
College Way	21 st Avenue	2
Total Accidents Project Area		84

In conclusion, City staff believes that Metro staff should consider additional points than the 10 points awarded for safety considerations.

If you have any questions regarding this memo please contact me at 503-992-3224.



METRO

MTIP Public Comments

Open House at Metrc on Monday, June 18, 2001

NAME DANIEL STEIN
 ADDRESS ~~15280 SW KILTHIS ST.~~ 15280 SW KILTHIS ST.
 CITY/STATE/ZIP BEAVERTON, OR 97007 PHONE 503 646-8296
 e-mail address steindp@hotmail.com

COMENTS (please print in ink)

Turn in comments at registration table. Mail or fax, (503) 797-1930, by July 11, 2001.

USING THESE ~~FUNDS~~ FUNDS FOR TRANSIT, BIKE + PEDESTRIAN
PROJECTS ARE THE MOST EFFECTIVE USE OF
FEDERAL MONEY. EXPENSIVE ROAD + FREEWAY PROJECTS
SHOULD BE PAID FOR VIA STATE OF OREGON GAS TAXES.
IN MY MIND THE THREE PROJECTS MOST WORTHY OF FUNDING
ARE THE GRESHAM - FAIRVIEW TRAIL, THE SPRINGWATER
CONNECTION AND THE MORRISON BRIDGE BIKE/PED.
IMPROVEMENTS. THE MORRISON IN PARTICULAR WILL BE EXTREMELY
POPULAR + PROVIDE AN ADDITIONAL CONNECTION TO THE NEW
EASTBANK ESPLANADE. TWO YEARS AGO ENGINEERING FUNDS WERE
GIVEN TO THE BRIDGE PROJECT AND THIS YEAR METRO SHOULD
ALLOCATE CONSTRUCTION FUNDS TO MAINTAIN THE CONTINUITY
OF THE PROJECT. THANK YOU.



BALES THRIFTWAY

12675 N. W. CORNELL RD.,
PORTLAND, OR 97229
PHONE: 646-9635

July 9, 2001

Priorities 2002, Metro Planning
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

To Whom it May Concern:

I wish to express my support for the Metro Transportation Improvement Program (MTIP) Funds Update regarding the street improvement project on Cornell Road between Murray Boulevard and Saltzman Road. I believe this project is an integral part of the development of the Cedar Mill Town Center as envisioned by Washington County, and Metro Planning. The additional funds for this project requested by Washington County are necessary to complete the improvement of Cornell Road in accordance with the ultimate design of the Cedar Mill Town Center.

Thank you for taking the time to consider this letter. If you have any questions, please feel free to call me at (503) 936-9796.

Sincerely,

Ken Findley
Bales For Food, Inc.

PRESIDENT
MIKE SALSGIVER
INTEL CORPORATION

VICE PRESIDENT
M. JAMES MARK
MELVIN MARK COMPANIES

SECRETARY
JACK ORCHARD
BALL JANIK LLP

TREASURER
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Serving the economic communities of the Sunset Corridor and the Tualatin Valley

July 9, 2001

The Honorable David Bragdon
Presiding Officer
Metro Council
600 NE Grand Avenue
Portland, OR

Dear David:

The members of the Westside Economic Alliance have clearly stated that solving transportation problems is the top priority needed to support their economic plans. The transportation problems we most frequently hear about are related to moving goods and services, getting employees to work and general transportation mobility on the westside. All these issues relate to traffic congestion and the lack of an adequate road system to serve residents and businesses. It is within this context that we have reviewed the 2001 MTIP Priorities effort and have formulated our comments.

To begin with, we recognize that the total funding available to distribute is limited and that the number of project requests far exceeds the available funds. Because of this, the Alliance believes that available funding should be targeted to projects that can solve the critical transportation needs of the region, namely improvements to the road system. Therefore, it is our position that the \$20 million in regional STP funds should be distributed entirely to road improvement projects, with a priority to road modernization and freight projects.

While we recognize that STP funds are intended to be flexible and, therefore, available to a wide variety of projects, we believe that previous distribution decisions have been made at the expense of critically needed road improvements throughout the region. It is our position that the region should focus its scarce STP funds to address the critical road project needs of the region. We believe that road improvement projects are a critical element to the success of the 2040 Growth Concept. They will provide connectivity and capacity required to support the development levels proposed in the Regional and Town Centers.

Included in this mix of road projects should be the freeway system. Given the greater needs in this region versus other parts of the state and the lack of state highway funding, this region needs to pick up some of the cost of improvements to the critical segments of our freeway system.

The following are the priorities of the Westside Economic Alliance.

Road Modernization Projects

- WM1: U.S. 26 Widening Preliminary Engineering – Murray/ Cornell (\$350,000)
- WM4: SW Greenburg Road: Washington Square Drive/Tiedeman (\$774,000)
- WM5: Murray Blvd: Scholls Ferry Rd. to Barrows/Walnut (\$1,821,000)
- WM6: I-5/Nyberg Interchange Widening (\$3,507,270)
- WM8: SE 10th Left Turn Pocket: E. Main/Baseline (\$1,380,000)

The Alliance's number one priority is WM1: U.S. 26 Widening Preliminary Engineering – Murray to Cornell. Improvements to U.S. 26 have always been a key priority of the Alliance and this project will provide needed engineering funds to design the improvement and move towards construction of additional travel lanes in a very congested area.

We also believe that WM5: Murray Blvd: Scholls Ferry Rd. to Barrows/Walnut should be a priority project. The "Murray extension" is a project that has been on local plans for a number of years and will provide additional north-south circulation and connectivity options in the south Beaverton area. North-south circulation is a critical need for the Washington County area.

Freight Projects

- PF1: Columbia/Killingsworth East End Connector (\$1,000,000)
- PF2: N. Lombard RR Overcrossing: N. Burgard Avenue/N. Rivergate Blvd. (\$2,000,000)

With Portland a strong distribution center (the 10th largest exporting center in the nation) these projects are critical to the efficient movement of freight by truck, the dominant mode for moving product in today's market. Truck traffic is predicted to more than double in the next twenty years. Therefore, we support the two projects above.

Transit Projects

- WTR1: FY04/05 Beaverton/Tigard TCL Service Increases (\$1,400,000)
- WTR2: FY04/045 Bus-based Washington County Commuter Rail Ridership Buildup (\$1,074,000)

The WEA has, in the past, supported improvements that implement the Transit Choices for Livability (TCL) program. The Alliance continues to support TCL improvements and specifically supports the two project noted above. Consistent with our opening General Comment, these projects should be funded through the CMAQ program and not through STP funds.

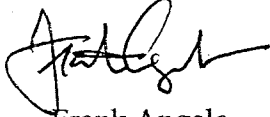
Planning Projects

- RPLNG2: Regional Freight Program (\$150,000)
- RPLNG3: RTP Corridor Project (\$600,000)

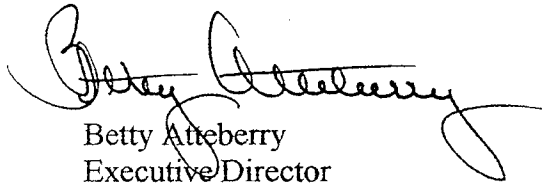
Although we have some reservations in using MTIP dollars for planning purposes we believe these two projects merit immediate study due to the critical need for improvements in both of these areas. The Regional Freight Program will provide badly needed technical information regarding the operation and performance of freight services within the region. The Alliance has already sent a letter requesting that the Highway 217 Corridor Study be funding through the RTP Corridor Program. We support the funding request for this item.

Thank you for considering our requests and if we can be of further assistance in explaining our position please feel free to call one of us.

Sincerely,

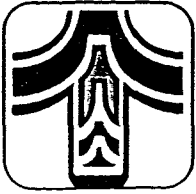


Frank Angelo
Chair, Transportation Committee



Betty Atteberry
Executive Director

Cc: Councilor Bill Atherton
Councilor Rex Burkholder
Councilor Carl Hosticka
Councilor Susan McLain
Councilor Rod Monroe & Chair, JPACT
Councilor Rod Park
Andy Cotugno, Director, Transportation & Growth Management, Metro
Mike Hoglund, Regional Planning Director, Metro
Tom Brian, Chair, Washington County Commission
Roy Rogers, Commissioner, Washington County and Member, JPACT
Rob Drake, Mayor, City of Beaverton and Member, JPACT
John Rosenberger, Director, DLUT, Washington County



City of Tualatin

18880 SW Martinazzi Avenue
Tualatin, Oregon 97062-7092
Main 503.692.2000
TDD 503.692.0574

July 11, 2001

Rod Monroe, Chair JPACT
Metro
600 NE Grand Avenue
Portland, Oregon 97232-2736

RE: I-5/Nyberg Interchange Widening Project

Dear Chair Monroe:

I understand that through a rechecking of the modeling and point allocation for the I5/Nyberg Interchange Widening project that the project now has 72 points. This makes it the third highest ranking project.

I also understand that the Metro staff is recommending that this project be included in the 150% list for right-of-way acquisition only. Thank you for the reevaluation work by the staff and the inclusion of the right-of-way in the 150% list.

I would like to urge you to include the entire request for construction funding of approximately \$3.507 million in the 150% list. The reasons for this request are:

- 1) In the last MITP, this project was in the 150% list for full funding and was reduced to preliminary engineering make the 100% list. Tualatin has agreed to phase this project once and additional phasing will continue an untenable situation.
- 2) This project provides a significant benefit to regional traffic traveling between I-5 and 99W. It also benefits Tualatin town center and Tualatin industrial areas.
- 3) The point total indicates that this is a very important project. By phasing the right-of-way construction will be delayed until after 2006 depending on the next round of funding. This delay may result in design and right-of-way efforts needing to be redone due to changing standards and procedures. The congestion relief this project provides is needed now.
- 4) The I-5/Nyberg Interchange Widening Project will provide great benefit to the south metro area. ODOT has a companion project to partially widen and lengthen the southbound I-5 offramp, but without completing the I-5/Nyberg Interchange Widening Project, ODOT's efforts will be only a band-aid fix.

Thank you for your assistance in this matter.

Sincerely,

Lou Ogden / mgk
Lou Ogden
Mayor

S · M · I · L · E

SELLWOOD MORELAND IMPROVEMENT LEAGUE
8210 S.E. 13TH AVENUE · PORTLAND OR 97202
STATION (503) 234-3570 · CHURCH (503) 233-1497

July 10, 2001

Priorities 2002
Metro Planning Department,
600 NE Grand Avenue
Portland, OR 97232

To whom it may concern:

The Sellwood-Moreland Improvement League recommends the East Bank Trail/Springwater Trail Connector, as its number one priority in the current MTIP process. We believe this project takes another critical step in completing the regional bicycle corridor from downtown Portland to Boring.

With the construction of the OMSI to SE Umatilla portion of the corridor to begin this fall, it will make commuting by bike to downtown that more plausible for people in the inner southeast neighborhoods and those south of us. But until the segment that currently ends in Ardenwald is completed with overcrossings over McLoughlin Blvd, the Union Pacific Railroad and Johnson Creek, there remains a commuting challenge for those neighborhoods to our east. The absence of this ready connection also prevent reverse commutes to the east. Providing these types of connections yields access to a number of attractive origins and destinations, a key element in developing a vital bicycle transportation network. It is projects like this that will help move bicycling from an alternative to a primary mode of travel. Unlike many other bicycle projects that are built, this one interconnects the region.

This project has also shown strong regional, multi-jurisdictional support and is perhaps the one project under consideration that will provide connections to such a wide area. In comparing its scoring with other bike improvement projects, it compares favorably with the leading project in all but cost effectiveness. While it is always prudent to spend government funding wisely, when large amounts of money are necessary to complete a project, it makes sense to use it to complete a project of regional value. The Springwater Corridor is a regional facility. With its completion, the entire region benefits. It seems only fair that the entire region would bear the cost of realizing this excellent project.

Respectfully yours,

/s/

Kevin Downing
President



**TUALATIN
HILLS
PARK &
RECREATION
DISTRICT ADMINISTRATION OFFICE**

15707 S.W. Walker Road • Beaverton, Oregon 97006 • (503) 645-6433 • Fax (503) 531-8230

Ronald D. Willoughby
General Manager

BOARD OF DIRECTORS

Janet Allison
Bruce Dalrymple
John Griffiths
Mark Knudsen
Terry Moore

July 10, 2001

TPAC Members
JPACT Members
Members of the Metro Council
600 NE Grand Avenue
Portland, Oregon 97232

Dear Committee and Council Members:

I write as a member of the Board of Directors of the Tualatin Hills Park and Recreation District, which serves over 200,000 people living in Washington County and the city of Beaverton. I urge you to fund Phase II of the Fanno Creek Greenway Trail project as part of MTIP Priorities 2002. ✓

Phase II of the Fanno Creek Trail is the district's highest priority trail project and is the "missing link" between two completed trail segments that provide a greenway through Beaverton along Fanno Creek between Portland and Tigard. In the past year, we dedicated new trails south of Denney Road to Hall Blvd. and between Oleson Road and Allen Blvd. We have also contracted for engineering work on the "missing link" segment (between Allen and Denney) as part of the Phase I Fanno Creek Greenway Trail TEA21 work.

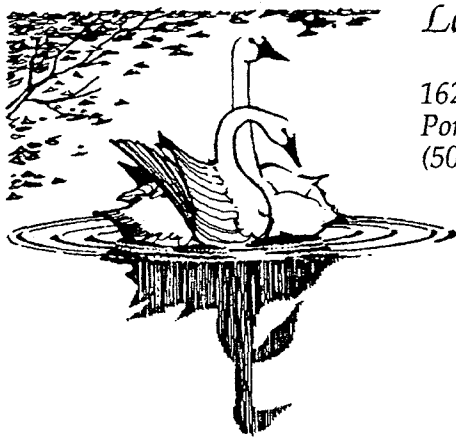
This is the only candidate bicycle improvement project from Washington County jurisdictions, and funding is critical to complete a westside multi-use trail providing both a transportation and recreation regional asset. Besides the high technical ranking this project received, I urge you to consider that the "missing link" will complete what is the westside's equivalent to the successful Springwater Corridor Trail. Our application helps implement Region 2040 land use goals, funds a critical project segment, is a logical project phase and completes a gap, funds construction of the "missing link", and can be delivered in the STIP timeframe.

I look forward to your positive recommendation.

Very sincerely yours,

Terry Moore, Board Member, THPRD
8440 SW Godwin Court
Garden Home, Oregon 97223

c: Ron Willoughby, General Manager, THPRD



Lakeside Gardens

16211 SE Foster Road
Portland, Oregon 97236
(503) 760-6044

July 3, 2001

Metro Council
600 NE. Grand Ave.
Portland, Oregon 97233-2736

Dear Metro,

This letter is to support the City of Portland's request for \$1.5 million for improvements at SE. Foster Road at SE. 162nd Ave. This project is urgently needed to solve safety issues at the intersection. As property owners at the intersection of 162nd and Foster we have witnessed far too many times serious accidents at this intersection. I have enclosed pictures of recent accidents where cars piled over the steep embankment and into the creek.

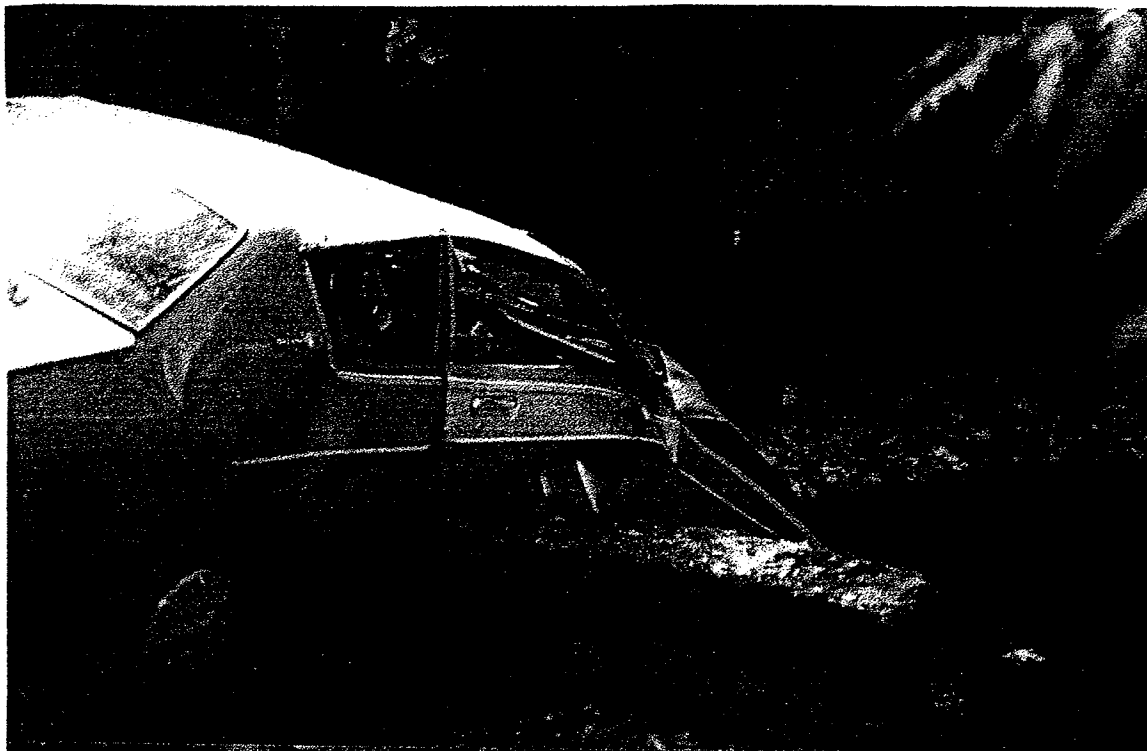
As part of the project, a culvert will be replaced to remove a fish blockage on Kelley Creek. Needless to say, we are not excited about the construction and inconvenience associated with the street improvement project; However, it is imperative that the project be completed properly and not just done as a temporary fix. A temporary fix would result in a waste of time and taxpayer's money.

This project is needed now for safety reasons and will also result in improvements to allow endangered fish to use riparian habitat in Kelley Creek above the road crossing.

Sincerely,

Bradley C. Fackrell

car 2
box collect



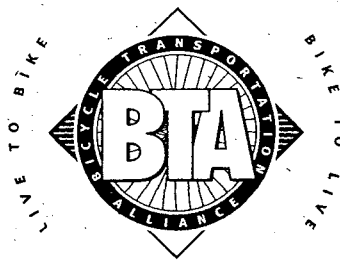
Standing on
Foster Rd.
Looking down
into Kelly lot



This is Road
elevation @ →
intersection



This is Box Culvert
below w/ two
Cars



July 2, 2001

Andy Cotugno

Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232

RE: Comments on the Priorities 2002 MTIP project ranking

Dear Mr. Cotugno:

On behalf of the Bicycle Transportation Alliance (BTA), thank you for the opportunity to comment on the Priorities 2002 MTIP project ranking. With 2200 members, the BTA works to promote bicycling and improve cycling conditions in Oregon.

The BTA appreciates the clear, comprehensive information provided to the public in the comment information, and we support the criteria used to rank projects within each mode. However, the decisions that most impact the region and its transportation system are not the rankings within each mode, but the choices that shape the final funding package. Since Metro has not established a multi-modal technical ranking system to guide those choices, we urge JPACT and the Metro Council to develop a funding package that reflects the following comments.

- **Metro should invest the region's flexible funds in projects that support the regional vision articulated in the Region 2040 concept.**

With only \$38 million of regional flexible funds available during this MTIP cycle, the BTA understands that the region's transportation needs far outstrip available resources. For this reason, we applaud Metro's statement in the public comment package that the primary goal of the MTIP is implementing the Region 2040 land use goals.

As our region faces difficult funding priority decisions, the principles of concentrating development in mixed-use centers, avoiding sprawl and providing a balanced transportation system will serve as important tools to evaluate the wisdom of investing scarce transportation dollars in particular projects. We urge JPACT and the Metro Council to develop a package of projects that truly reflects these principles.

RECEIVED
JUL 11 2001

BY:.....

- **The final project package should include all of the bicycle improvements included in the Draft Technical Rankings.**

In general, the BTA does not disagree with the project rankings within the "Bike Improvements" category in the Draft Technical Rankings.

Specifically, we are pleased to see the 100-point score for the Morrison Bridge Multi Use Path, and urge JPACT to include funding to build the project and leverage the region's investment in preliminary engineering for the project during the last MTIP cycle.

In addition, the BTA supports the number two ranking for the Eastbank Trail OMSI/Springwater connector. However, we believe that the actual score should have been higher, reflecting the fact that the project will provide access to regional centers and Transit Centers in Portland and Milwaukie – and, via connection to the I-205 bike path, to Gresham and the Gateway Transit Center.

Although the Willamette Shoreline Rail/Trail study is as much (if not more) a transit project as a bike improvement, the BTA supports funding for the project. Similarly, we support funding for the Washington Street Bike lanes in Oregon City although the improvement is probably more appropriately classified as a boulevard project.

In short, in our opinion, all of the projects on the Bike Improvements category should be included in a "must build" list. At \$9.053 million, the total price tag for the suite of projects is relatively small, while the multi-modal transportation benefits that would accrue to the region are enormous. Each of the trail projects on the list represents a critical link in a regional network of multi-use trails that will greatly benefit pedestrians as well as cyclists. Four of these projects serve suburban areas and link outlying regional centers where bicycle and pedestrian access are scarce and currently underfunded. All of these projects support Region 2040 principles: they do not encourage sprawl, they help reduce air emissions, they help balance the region's transportation system by providing safe, attractive facilities for bicycling and walking, and they provide access to greenways, parks and natural areas.

In conclusion, the BTA applauds the work that metro staff, TPAC and the Metro Council have done to develop and apply criteria that will result in a package of projects that support the values articulated in the Region 2040 plan. This MTIP cycle represents an important opportunity for Metro to make on-the-ground choices to implement those values, and we strongly urge JPACT and the Council to do so by committing the region's flexible federal funding to projects that support bicycle, pedestrian and transit systems and networks.

Thank you for your consideration.

Sincerely,



Catherine Ciarlo
Executive Director

FOR RECORD COPY



May 7, 2001

Richard Brandman, Chair
Project Management Group for Corridor Initiatives Study
Metro Planning Department
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Mr. Brandman:

The City of Tigard is currently working on an implementation plan for the Washington Square Regional Center. This regional center is identified in the 2040 plan. During the course of the plan, it has become very evident that the ability of this center and internal network of roads to function well is dependent on the adequate functioning capacity of Highway 217. Currently this highway functions very poorly within Tigard and throughout the corridor. It was the assumption in the development of the Regional Center plan that Highway 217 would be improved. Unless Highway 217 is improved, the success of the regional center is in doubt. The City, along with the consultant team, Task Force, and other agencies and jurisdictions, are working diligently to identify necessary improvements which will help improve the internal road network, however, Highway 217 improvements are necessary in order to allow many of the identified "fixes" to function adequately.

It is our understanding that Metro is in the process of evaluating 17 corridors throughout the region to determine which will receive funding for further study. Because Metro does not have the resources to study all 17 corridors as this time, we understand that a process has been developed to prioritize the corridors with the intent of funding studies for the projects which rise to the top. It is also our understanding that jurisdictional and public support will play a role in determining how a specific corridor may be ranked along with technical data.

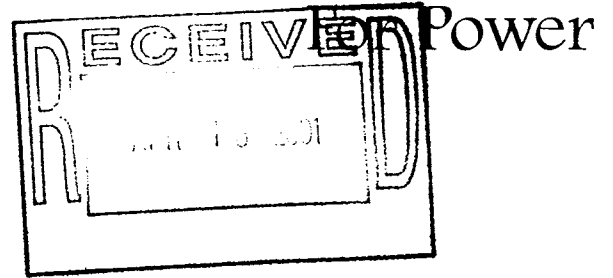
A detailed corridor study is the final step necessary before this corridor can be considered for fund allocation and improvement. As such, the Washington Square Regional Center Task Force members would like to go on record as strongly supporting Highway 217 being identified as a top priority in the ranking of corridor studies. Furthermore, we strongly support that available funding be allocated to complete the necessary study. In addition, if there is an opportunity to provide verbal testimony during the corridor initiative program decision making process, we would be happy to provide some representatives from the Task Force to speak.

Sincerely,

Washington Square Regional Center Implementation Plan Task Force Members

C: Metro Council Members
JPAC Members, C/O Rod Monrow
Washington County Coordinating Committee (WCCC) members

Sisters in Action



April 10, 2001

Rex Burkholder
Metro Councilor
600 NE Grand Avenue
Portland, OR 97232

Dear Rex,


On behalf of Sisters in Action for Power, I am writing to express my deep concerns over the proposed expansion of Interstate 5. We strongly urge you to reject Resolution APF No. 1532 and to work closely with community organizations for solutions to transportation problems that benefit the entire community, and not just a privileged few.

Sisters in Action for Power is part of a national network of community organizations that are working to ensure that low income communities and people of color have all the tools and information we need to actively participate in transportation planning and decision-making that directly impacts our communities. We strongly believe that in order for state, regional and local transportation systems to be fair and equitable, community organizations must have access to accurate, complete and usable information about current and proposed projects. We assert that the negative impacts on low income communities, women, people of color, and the environment have not been given full and serious consideration in this proposal to expand I-5.

In addition, transportation equity cannot be fully addressed without the participation of those that are transit dependent--namely youth, women, low income people and people of color. Equity is not only looking at how resources are distributed and what services are prioritized, but it is also valuing and promoting the collective participation of people who depend on public transportation so that we may define the issues, actively determine priorities and evaluate policies. We strongly believe that the proposal to expand I-5 was neither brought forth by any community-driven process, nor did it include those that are most transit dependent.

Most importantly though, Sisters in Action for Power believes it is the duty and responsibility for leaders in our community, specifically those in elected office, to actively support community-driven efforts for positive change. We hope that we can count on you to demonstrate that leadership by urging the Metro Council to reject Resolution APF 1532 and to work closely with community organizations for a solution that benefits the entire community, and not just a privileged few.

Sincerely,


Darlene Lombos
Lead Organizer



North Clackamas County

Chamber of Commerce

Mission Statement: "Provide responsible leadership and innovative resources for business and community"

November 15, 2000

Ross Roberts, Project Manager
South Corridor Alternatives Study
Metro Transportation Planning Department
600 NE Grand Avenue
Portland OR 97232-2736



RE: North Clackamas Chamber of Commerce endorsement of the South Corridor Transportation Alternatives Study

Dear Mr. Roberts,

Clackamas County representatives have recently presented information to the North Clackamas Chamber of Commerce about the South Corridor Transportation Alternatives Study. As business and community leaders in the North Clackamas area, interested in land use and transportation and the promotion of jobs and economic development, we are encouraged by the progress made in this high capacity improvement study. The Chamber both endorses and encourages continuance of this project to find capacity improvement solutions which both promote the economy and livability of Clackamas County.

As this study progresses, we support the continued analysis of the following three mixes of alternatives in the South Corridor: bus rapid transit, busway and high occupancy vehicle lanes for buses and carpools. We feel these have the most promise for improving the transportation corridors of McLoughlin Blvd. and Highway 224 for high capacity transit service.

We also support efforts by the appropriate jurisdictions to improve connectivity, access and safety to the high capacity transit solution chosen for each segment in the South Corridor.

The Chamber understands that it is critical for this study to continue so that Federal funds can be utilized to begin building these improvements. If this study does not result in a fiscally reasonable grant application for Federal funds, the transportation problems in Clackamas County will continue to increase with a negative impact on economic vitality and livability.



Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

ORIGINAL

January 29, 2001

Metro Council
600 NE Grand Ave.
Portland, OR 97232

Re: Local public hearings on MTIP requests

Dear Council members:

SW Neighborhoods, Inc. (SWNI) serves 16 neighborhood associations in SW Portland. The SWNI Board registers its support for a new rule we understand you are considering: a rule requiring local jurisdictions to conduct public processes within their jurisdictions in the matter of their proposed funding requests to MTIP.

Such a rule is needed. Portland has public processes for its capital improvement program and the project list for its TSP, but we know of no public involvement in the process of deciding which projects to forward to various funding sources. The federal money distributed through MTIP is a critical source for funding. Give the public the opportunity to participate in the distribution of federal money, not just at the Metro level, but at the local level where the process really starts.

Sincerely,


Patty Lee,
President, SWNI

cc: Portland City Council

Summary of phone comments received after MTIP book went to print

July 11, 2001

Charles Serface

15442 SE Morning Glory Court

Milwaukie, OR 97267

The North Clackamas CPO supports the five MTIP projects that are recommended by the North Clackamas Chamber of Commerce: Sunrise Corridor, Sunnyside Road PE, Harmony/Linwood/Rail Crossing, Clackamas ITS Program Phase 2 and the Jennings Avenue 99E pedestrian crossing. They are important to keep traffic moving in Clackamas County.

July 11, 2001

Jerry Bennett

Hawthorne Ridge resident

Supports the 162nd Avenue/Foster Road project for more safety. It is an area of many auto accidents. Traffic flow needs to be improved and the fish will benefit from a better culvert.

To whom it may concern:

I am writing you to urge the Metro Council to support transportation alternatives which will help reduce dependence on the automobile. I am a taxpayer, and I would like to see "my money" spent on projects such as bicycle lanes and paths, pedestrian crossings and sidewalks, light-rail lines, and other improvements that will make the metro area more livable for all its residents.

Dependence on the automobile is outdated and results in splintered communities and shattered urban areas. I do not want the Portland metropolitan area to look like Atlanta, LA, Detroit, or any other sprawling metro area covered with highways that fill up to capacity while they are still on the drafting table. We have elected Metro officers who have promised to support alternative transportation. Please help all the people of the metro area and support those causes which de-emphasize the automobile and put the pedestrian, the bicyclist, and public transportation at the front of concern.

Thank you, -Jeremy Emmi
1012 SE Tacoma
Portland

"The beauty of the living world I was trying to save has always been uppermost in my mind --- that, and anger at the senseless, brutish things that were being done..." -Rachel Carson

"You may well ask, "why direct action? Why sit-ins, marches, etc.? Isn't negotiation a better path?" You are exactly right in your call for negotiation. Indeed, this is the purpose of direct action. Nonviolent direct action seeks to create such a crisis and establish such creative tension that a community that has constantly refused to negotiate is forced to confront the issue. It seeks so to dramatize the issue that it can no longer be ignored." - MLK, Letter from Birmingham City Jail, 1963

Dear Metro Community Planning Committee,

I am writing in as a concerned citizen in regards to your upcoming meetings to discuss funding with the region's transportation dollars. It is absolutely vital that investments should support the region's 2040 plan, and that money is allocated to improve our city for bicyclists and pedestrians- people not automobiles. Widening highways is incredibly expensive and results in more drivers, cars make pollution, pollution makes people sick. Why would we want to encourage people to drive?

Transportation money should be allocated to enhance alternatives to the personal automobile. Money should be set aside to create more bicycle paths and bike lanes, to make some streets accessible by bus that public transportation be faster. Some money should be set aside to maintain existing highways and streets but no more is necessary. Portland is such a special place, let's keep it this way and make it better, no more highways, let's have more choices.

thank you,
Jennifer Bresnick
ne portland

Get your FREE download of MSN Explorer at <http://explorer.msn.com>

Please send the following to all the Council members:

As a resident of Portland, I urge Metro to use federal transportation dollars on bicycle, pedestrian, and mass transit projects as much as possible, rather than on cars. More light rail, more bike lanes, less sprawl and exhaust fumes! Please keep our city beautiful and livable! You have a large role to play and your choices will affect us all for years to come.

Thank you.

Debbie DeRose
4907 NE 20th Avenue
Portland, OR 97211

ATTENTION Clerk of the Council: please forward to all Metro Councilors

RE: transportation funding allocation

Dear Councilors,

I am writing to request that any federal (or other) transportation funds that can be allocated to bike and pedestrian usage should be allocated to such usage.

The outdoor's is Oregon's greatest asset and we love it! We want to be able to experience it in our daily life. Being forced to drive somewhere because there is no viable alternative robs us of this pleasure. Not to mention sucks money out of our pocket and spews pollution into our air.

All the time I hear about someone who doesn't bike someplace because of some specific obstacle. A co-worker of mine no longer bikes to work because home and workplace are on opposite sides of the Morrison Bridge, which is dangerous and illegal to bike over. Yet when there was a temporary bike path over the Morrison during Hawthorne construction he biked all the time. Because the County didn't have the money to keep the path in place my company pays for parking his Ford Bronco. WHAT A WASTE!

And there are hundreds of examples of this, little things that keep people from going where they want, how they want.

Please help fix these problems by allocating funds for bike and pedestrian projects.

Thank you.

Greg Haun
2332 SE Brooklyn
Portland OR 97202
503.232.9381

Gregory Cosmo Haun, Architect, Interactive Development, Cenquest, Inc.
tele: 503.276.7943 email: ghaun@cenquest.com

> Check out Cenquest's new Web site at <http://www.cenquest.com>.

>

From: <chbetz@juno.com>
To: <trans@metro.dst.or.us>
Date: Tue, Jul 10, 2001 9:53 PM
Subject: Metro's transportation financing

Priorities 2002
Metro Planning Dept

Dear Sirs:

We live at 8036 SE 162nd Avenue, Portland. It is with fear and trembling that we approach the intersection of SE 162nd and Foster Road. It is an EXTREMELY DANGEROUS intersection! ✓

For several years our Pleasant Valley Neighborhood Association fought against any development due to the various problems of traffic, landslides, flooding, etc. Finally the Hawthorne Ridge development was accepted based on the promise of the Developer and the City of Portland that a traffic light would be installed at the intersection of 162nd Avenue and Foster Road. It is hard to make a left hand turn at certain times of day due to the traffic. There are 296 homes on the Ridge so far and what will our intersection be like when the remaining homes are occupied?

The fact is that not only those who live in this area use 162nd Avenue, but it is the thoroughfare for those who commute from the Mt Scott and Happy Valley areas to Gresham and beyond.

We will hold the City of Portland and the Developer responsible to fulfill their word. So whatever it takes, PLEASE FULFILL THIS PROMISE to the neighborhood and the citizens of Portland.

Thank you!

Charles and Harriet Betz

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<http://dl.www.juno.com/get/tagj>.

From: <Dana4454@aol.com>
To: <Trans@metro.dst.or.us>
Date: Tue, Jul 10, 2001 9:23 PM
Subject: SE Foster Rd. & SE 162nd

Dear Metro Officials:

I'm writing this letter to you as a plea to consider the improvement on this intersection that is badly needed. I'm one of the residents in the Hawthorne Ridge subdivision. We have lived in here for 7 months now. Going in & out of this intersection is very dangerous. I have witnessed several auto accidents in the intersection since we lived here. I also got rear ended while trying to make a left turn to 162nd from westbound Foster Rd. almost 3 months ago. Sight distance coming out of 162nd is inadequate. ✓

From westbound Foster to 162nd also has inadequate sight distance due to non-standard horizontal curvature of the road. Vegetation is heavy (tall trees) on both sides of the intersection that makes it dark. Unsuspecting motorists would have to slam on their brakes to see a car turning left. The left turning vehicles to 162nd need to make the maneuver real fast due to sight distance problem & congestion.

Everytime I go in and out of this intersection, it gives me chill because I never what is going to happen even if I'm on the guard all the time.

This intersection is definitely inadequate to handle the amount of traffic using it due to the increased development going on in the area. It is shown in high accident history. The use of this intersection has changed since it was first constructed back in the '20s. Improvement is a must.

Please consider my letter. I'm speaking in behalf of the residents of Hawthorne Ridge who talked of the same problems.

If you need to contact me, I can be reached @ 503 - 762-8509. Thank you.

Sincerely,

Magnolia Bartley
Hawthorne Ridge Resident.

From: "Carol Palo" <ctraveler@earthlink.net>
To: <trans@metro.dst.or.us>
Date: Tue, Jul 10, 2001 8:47 PM
Subject: Cornell/Barnes Rd Project

I have heard that the Cornell/Barnes Rd project is being moved to the back burner. I hope this is not true. Those of us giving our time to be on the Project Advisory Committee believe that this funded project should be well thought out and kept on track. thanks for your consideration. Carol Palo, private citizen and PAC member

--- Carol Palo

--- ctraveler@earthlink.net

--- EarthLink: It's your Internet.

From: "Sandy VanBemmel" <svanbemmel@earthlink.net>
To: <trans@metro.dst.or.us>
Date: Tue, Jul 10, 2001 10:10 PM
Subject: Comment on MTIP

Unfortunately, I was unable to download the draft project rankings. I do however wish to make comment on one project in particular - The Sunrise Corridor.

The Corridor does the opposite of what land-use planning is suppose to do. It creates sprawl by making it easier for people to live on Mt. Hood, for example, and work in Portland. It takes farm land along its proposed route. Following this route will be mass development, on the former farm land.

One key point missing in the studies that I have read is: what are we giving up for the Sunrise Corridor? What is this plan costing the county and Oregon? Reports refer to lots, homes, people. None address agriculture and existing business loss in any way. The Sunrise is not a pure gain. There will be a cost. Presently the state is holding aside funds for this project. Meanwhile, Hwy 212 is becoming more and more dangerous. Businesses and home owners are at a stand still on what their future holds. Realtors and developers are constantly speculating on potential routes.

It is time to stop speculation. Do the work needed to make Hwy 212 and Hwy 224 safe for all modes of transportation. We need to learn to survive within our existing roadway system. More and bigger roads bring more and bigger development and more traffic. Alternative transportation options are what we need, not more highways. Not more sprawl.

Spend funds on improving what we have today. Get it done.

Thank you.

Sandy Van Bemmel
14753 SE Monner Road
Portland, OR 97236

CC: "Bill Atherton" <athertonb@metro.dst.or.us>

To: "DANIELAB@BES.CI.PORTLAND.OR.US".GWIA.MetCen
From: Trans System Accounts
Subject: Re: MTIP application, 162nd and Foster
CC: "Brett.Kesterson@pdxtrans.org".GWIA.MetCen;
Date Sent: Tuesday, July 10, 2001 5:39 PM

Hello,

Your comments regarding transportation improvement program funding proposals have been received and passed on to appropriate persons in the Planning/Transportation Department. Thank you for your interest in regional transportation planning.

Sincerely,
Jan Faraca, Administrative Secretary
Metro Planning/Transportation Department
503-797-1756

>>> "Brod, Daniela" <DANIELAB@BES.CI.PORTLAND.OR.US> 07/05/01 10:39AM >>>

To Whom it May Concern:

Please see the attached letter of support for the 162nd and Foster culvert replacement with other intersection improvements.

Thank you.

<<7-3-01support letter.doc>>

Daniela Brod
Johnson Creek Watershed Manager
Bureau of Environmental Services
1120 SW 5th Avenue, Room 1000
Portland, OR. 97204
phone: (503) 823-7226
fax: (503) 823-5344
danielab@bes.ci.portland.or.us

To: "Semajtterrab@aol.com".GWIA.MetGen
From: Trans System Accounts
Subject: Re: Culvert Replacement Project at 162nd & Foster
CC: Marilyn Matteson; Terry Whisler
Date Sent: Tuesday, July 10, 2001 5:40 PM

Hello,

Your comments regarding transportation improvement program funding proposals have been received and passed on to appropriate persons in the Planning/Transportation Department. Thank you for your interest in regional transportation planning.

Sincerely,
Jan Faraca, Administrative Secretary
Metro Planning/Transportation Department
503-797-1756

>>> <Semajtterrab@aol.com> 07/04/01 04:06PM >>>

please see attached letter in Jpeg form, I hope this works! If it doesn't I can always retype it instead of scanning it. Let me know. Thanks.

To: "mintkeski@juno.com".GWIA.MetCen
From: Metro Planning Department (Trans System Accounts)
Subject: Re: SE Foster Rd at 162nd: Metro MTIP Application
CC: Marilyn Matteson; Terry Whisler
Date Sent: Tuesday, July 10, 2001 5:42 PM

Hello Walt,

Your comments regarding transportation improvement program funding proposals have been received and passed on to appropriate persons in the Planning/Transportation Department. Thank you for your interest in regional transportation planning.

Sincerely,
Jan Faraca, Administrative Secretary
Metro Planning/Transportation Department
503-797-1756

>>> Walt Mintkeski <mintkeski@juno.com> 07/04/01 11:38AM >>>

I am writing to support the City of Portland's request for \$1.5 million for improvements at SE Foster Rd at SE 162nd .

This project is urgently needed to resolve safety problems at the intersection. This intersection has experienced many accidents, with some resulting in fatalities. In addition, as part of the project, a culvert will be replaced to remove a fish passage barrier on Kelley Creek. This project is needed now for safety reasons and to allow endangered fish to use riparian habitat in Kelley Creek above the road crossing. Thank you for considering my concerns and input.

Walt Mintkeski
6815 SE 31st Ave
Portland, OR 97202
503-771-0232(H) 503-653-1653(O)
mintkeski@juno.com

To: "esteeseegal@yahoo.com".GWIA.MetCen
From: Metro Planning Department (Trans System Accounts)
Subject: Re: federal funding for transportation projects=remember bikes!!!!
CC: Bill Barber; Marilyn Matteson; Terry Whisler
Date Sent: Tuesday, July 10, 2001 5:43 PM

Hello Estee,

Your comments regarding transportation improvement program funding proposals have been received and passed on to appropriate persons in the Planning/Transportation Department. Thank you for your interest in regional transportation planning.

Sincerely,
Jan Faraca, Administrative Secretary
Metro Planning/Transportation Department
503-797-1756

>>> Estee Segal <esteeseegal@yahoo.com> 07/06/01 01:33PM >>>

I am writing in regards to the bi-annual federal funding for transportation projects within the region.

I want to lend my support for money to go towards enhancing bike paths and bike connections throughout the Portland Metro area. Especially, I support the Morrison Bridge Bike/Pedestrian project which is proposed to put \$1.5 million to improve pedestrian and bike access across the river on the Morrison Bridge.

This is important because it is a main connector from downtown, and very dangerous for bikes or pedestrians to be on. Bike riders need more access points across the river - this should, in turn, pull people out of their cars and in to other modes of transport. The bridge is the best connection for peds and bikes from the heart of downtown to the eastside industrial area, and the Buckman and Sunnyside neighborhoods. Comfortable connections to the new \$30 million eastside esplanade should not be limited to the Hawthorne and Steele bridges.

This fall \$200,000 will be used for a design and engineering study for the Morrison Bridge. It is important to maintain the continuity of the project by granting the construction funds THIS YEAR.

Thanks for taking these points to the appropriate decision makers at METRO. I look forward to bicycle and pedestrian improvements in the Portland area!

Estee Segal

Do You Yahoo!?

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<http://personal.mail.yahoo.com/>

To: "karlhofpdx@yahoo.com".GWIA.MetCen
From: Metro Planning Department (Trans System Accounts)
Subject: Re: MTIP comments due by 7/11
CC: Bill Barber; Marilyn Matteson; Terry Whisler; Kim White
Date Sent: Tuesday, July 10, 2001 5:44 PM

Hello Karl,

Your comments regarding transportation improvement program funding proposals have been received and passed on to appropriate persons in the Planning/Transportation Department. Thank you for your interest in regional transportation planning.

Sincerely,
Jan Faraca, Administrative Secretary
Metro Planning/Transportation Department
503-797-1756

>>> Karl Hofmann <karlhofpdx@yahoo.com> 07/09/01 07:39AM >>>
To Metro Transportation/MTIP:

I would like to express my support for completion of the Springwater corridor trail and north-south light rail as projects to be funded. Completion of the Springwater trail and thus a seamless trail loop, is integral to our city's standing as a place which values parks, natural areas, alternative transportation, and community.

As for light rail, I strongly believe this alternative should be revisited. It has been proven time and again in city after city that we cannot build our way out of the problems associated with growth (esp. via highway building). We should recognize that the ceaseless building of roads is not sustainable. Citizens must rethink the way they live and work...stop building single use bedroom communities with no jobs, and their counterparts--strings of job sites isolated from residential areas for miles. If this is to remain the norm, we cannot expect all of these workers to commute with no stress on time, land, and other resources in their single occupancy vehicles. The highest goal would be to get those people commuting these distances now out of their cars and into alternative transportation, and in the future, these MAX lines would provide choice for others within the area who don't necessarily have the means or need to drive at present.

Sincerely,
Deborah Hofmann
6008 SE 21st Ave
Portland OR 97202
(503) 239-9881

To: "andreab@bainbridgedesign.com".GWIA.MetCen
From: Trans System Accounts
Subject: Re: MTIP Comments - Portland Bicycle Advisory Committee
CC: Bill Barber; Marilyn Matteson; Terry Whisler
Date Sent: Tuesday, July 10, 2001 5:51 PM

Hello

Your comments regarding transportation improvement program funding proposals have been received and passed on to appropriate persons in the Planning/Transportation Department. Thank you for your interest in regional transportation planning.

Sincerely,
Jan Faraca, Administrative Secretary
Metro Planning/Transportation Department
503-797-1756

>>> bainbridge8@home.com 07/09/01 10:23PM >>>

To: Metro
From: Portland Bicycle Advisory Committee (BAC)
Re: MTIP Public Comments

Portland's Bicycle Advisory Committee (BAC) is a group of knowledgeable citizens, appointed by the City Council to advise Portland's city government on all matters related to bicycles and cycling. As the chair of the committee, I am writing to you on behalf of the BAC to offer our recommendations and concerns regarding this year's round of Metropolitan Transportation Improvement Program (MTIP) financing.

Given that the reduction of traffic congestion and air pollution are of primary concern to most citizens of this region, we urge JPACT representatives to keep in mind the cost-effective nature of projects that include infrastructure for bicycles. From an environmental and fiscal point of view, the BAC recommends that all bicycle projects on the MTIP list be funded. There are three priority projects that would be especially effective in increasing both commuting and recreational bicycling: Morrison Bridge Ped/Bike Access, completion of the Springwater Trail, and construction of the Gresham/Fairview trail. Each provides a crucial link in the network of bicycle routes and trails throughout the Portland region. Bridges are especially crucial in connecting over major barriers like the Willamette River. All the bridges in Portland that have been retrofitted for bikes are extremely popular and used by thousands of bicyclists every day, cutting down on auto commuting. For example, bicycle trips over the Broadway Bridge tripled after safe and convenient bike lanes were added to NE Broadway and NE Weidler in 1997.

The Morrison Bridge project has been a top priority for the BAC ever since the temporary facility was placed on the bridge three years ago during the Hawthorne's closure. This fall's \$250,000 design and engineering study for the bridge is a step in the right direction, and we recommend that the continuity of the project be maintained by the granting of funds for the full construction in this round of MTIP. The bridge provides a strong connection to the eastside industrial area, and the Buckman and Sunnyside

neighborhoods. It will also connect with existing bike routes on Belmont Street, 7th Avenue, and the new Eastbank Esplanade. The Morrison Bridge retrofit is the only one of all the MTIP projects that has received 100 out of 100 points based on Metro's criteria and clearly deserves to be allocated \$1.5 million.

The Morrison Bridge redevelopment is the exact kind of project that JPACT should be funding because it benefits the entire region and reduces dependence on automobiles. Along the same lines, we urge you to fund both the Springwater connection to the eastbank trail and the Gresham/Fairview trail. The Springwater connection links an extremely popular commuting and recreation trail with a soon-to-be-completed trail on the east side of the river. This linkage through Sellwood and Milwaukie will create a world-class facility allowing someone to ride over twenty miles without having to compete for road space with automobiles. Finally, the Gresham/Fairview trail would connect the east end of the Springwater trail with the bike path on the Columbia River.

This year's round of MTIP money provides a unique opportunity to pay for a trio of projects that will significantly improve the quality of life not just for cyclists but for all people throughout the region. We urge JPACT to seriously consider funding all bicycle projects, but specifically to fully fund the construction of the Morrison Bridge retrofit, the Springwater connection, and the Gresham/Fairview trail.

Thank you for considering our testimony.

Keith Liden
BAC Chairman

To: "croxton1@yahoo.com".GWIA.MetCen
From: Trans System Accounts
Subject: Re: Priorities 2002, Metro Planning Department
CC: Marilyn Matteson; Terry Whisler; Kim White
Date Sent: Tuesday, July 10, 2001 5:52 PM

Hello

Your comments regarding transportation improvement program funding proposals have been received and passed on to appropriate persons in the Planning/Transportation Department. Thank you for your interest in regional transportation planning.

Sincerely,
Jan Faraca, Administrative Secretary
Metro Planning/Transportation Department
503-797-1756

>>> P Croxton <croxton1@yahoo.com> 07/10/01 06:32AM >>>
Greetings.

This note is to express concerns about the safety of the SE FOSTER and 162nd Avenue intersection. As a member of the Hawthorne Ridge community, I have seen numerous accidents and close calls. This intersection has very limited view lines. As traffic increase, accidents will increase exponentially. As a parent of 2 small children, improving the safety of this intersection is a high priority to me.

Additionally, I think the improvement to this intersection can improve the fish habitat on Kelly & Johnson creek if done properly.

Please use funds from Metro to improve the SE FOSTER & 162nd AVENUE intersection by adding a turn lane and stop light, and improving the culvert.

Thanks,
Paul Croxton
6917 SE 155th avenue
Portland, OR 97236
ph 503.762.0362

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<http://personal.mail.yahoo.com/>

To: "larkink@ohsu.edu".GWIA.MetCen
From: Metro Planning Department (Trans System Accounts)
Subject: Re: priorities
CC: Bill Barber; Rooney Barker; Marilyn Matteson; Terry Whisler; Kim White
Date Sent: Tuesday, July 10, 2001 5:56 PM

Hello Kay,

Your comments regarding transportation improvement program funding proposals have been received and passed on to appropriate persons in the Metro Council Department and the Planning/Transportation Department. Thank you for your interest in regional transportation planning.

Sincerely,
Jan Faraca, Administrative Secretary
Metro Planning/Transportation Department
503-797-1756

>>> <larkink@ohsu.edu> 07/10/01 02:13PM >>>

Dear Councilors,

It is important for bicycling and walking trails to be included in the transportation improvement plan. Well planned and maintained trails provide safe routes so that people do not need to use cars. Bike trails encourage people to not use cars, thus reducing traffic and pollution. Because bike trails are inexpensive and reduce traffic they are more economical than road building, which is expensive and tends to increase traffic.

Thank you for taking the time to consider my opinion.

Sincerely,
Kay Larkin



Oregon

John A. Kitzhaber, M.D., Governor

cc Burton ✓
Cooper ✓
Department of Land Conservation and Development

635 Capitol St. NE, Suite 150

Salem, Oregon 97301-2540

Phone (503) 373-0050

Director's Fax (503) 378-5518

Main Fax (503) 378-6033

Rural/Coastal Fax (503) 378-5518

TGM/Urban Fax (503) 378-2687

Web Address: <http://www.lcd.state.or.us>

July 9, 2001

The Honorable Mike Burton
Executive Officer
Metro
600 NE Grand Avenue
Portland, Oregon 97232



Dear Executive Burton:

On June 15, 2001, the Land Conservation and Development Commission approved a continuance order on Metro's request for acknowledgment of the 2000 Regional Transportation Plan (RTP). The order acknowledges most of the Regional Transportation Plan, grants a continuance for items to be resolved through adoption of proposed amendments to the RTP, and grants an extension of one year to allow completion of other planning work.

A copy of the Commission's order is enclosed.

If you have any questions about the order, please contact Bob Cortright at (503) 373-0050, extension 241.

Sincerely,

Richard P. Benner
Director

RPB:BC/deb
<j:/orders>

Enclosure

cc: Andy Cotugno, Metro Planning Director
Michael Hogle, Metro
Tom Kloster, Metro
Meg Fernekees, Field Representative
DLCD Ack Files

RECEIVED
JUL 10 2001

BY:.....

**BEFORE THE
LAND CONSERVATION AND DEVELOPMENT COMMISSION
OF THE STATE OF OREGON**

IN THE MATTER OF THE)	COMPLIANCE
ACKNOWLEDGMENT REVIEW)	ACKNOWLEDGEMENT
OF METRO'S 2000 REGIONAL)	CONTINUANCE ORDER
TRANSPORTATION PLAN)	01-CON -025

This matter came before the Land Conservation and Development Commission (the Commission) on June 15, 2001, as a request for acknowledgment pursuant to ORS 197.251, 197.274(1)(a) and OAR 660, Division 003. The Commission, having fully considered the Metro Service District's (Metro's) acknowledgment request, comments of interested parties and the reports of the Director of the Department of Land Conservation and Development, now enters its:

FINDINGS OF FACT AND CONCLUSIONS OF LAW

1. On September 29, 2000, Metro submitted its 2000 Regional Transportation Plan, Component 3 of the Metro Regional Framework Plan, for acknowledgment of compliance with the Statewide Planning Goals (Exhibit A).
2. The department found the submittal to be complete and mailed notice to interested parties on November 1, 2000 (Exhibit B).
3. No valid objection letters were submitted to the department by pursuant to OAR 660-003-0020.
4. On June 15, 2001, the Commission held a public hearing on Metro's acknowledgement request for the 2000 Regional Transportation Plan. The Commission adopted the Director's April 12, 2001, and June 15, 2001, reports (Exhibits C and D) with respect to Metro's 2000 Regional Transportation Plan.
5. Based on its review, the Commission found that:
 - (a) Except as noted in (b) and (c) below, the Regional Transportation Plan complies with the Statewide Planning Goals and the Transportation Planning Rule

(OAR 660-012) as described in the Director's Reports of June 8, 2000, and April 12, 2001.

- (b) In order to comply with Goal 12 and the Transportation Planning Rule (OAR-660-012), Metro must adopt and submit the required amendments listed on pages 2 and 3 of the Director's June 8, 2000, report, and the corresponding amendments proposed by Metro in Attachment 1 and 7 to the Director's reports of April 12, 2001 and June 8, 2001. The Commission authorized the Director to issue an order acknowledging these portions of the 2000 Regional Transportation Plan, pursuant to OAR 660-02-0010, upon submittal of these amendments.
- (c) In order to comply with Goal 12 and the Transportation Planning Rule (OAR-660-012), Metro needs additional time to prepare amendments to the 2000 Metro Regional Transportation Plan to address compliance issues listed on pages 3 and 4 of the Director's report of June 8, 2001. The Commission authorized the Director to issue a continuance order and extension for one year, to allow Metro time to prepare and adopt amendments addressing these compliance issues.

OVERALL CONCLUSION

1. Metro's Regional Transportation Plan requires additional planning work in order to be considered by the Commission to be in compliance with the Statewide Planning Goals.
2. Additional time is necessary for Metro to complete additional planning work necessary to bring its Regional Transportation Plan in to compliance with Statewide Planning Goal 12 and the Transportation Planning Rule.
3. Some of the additional planning work can be accomplished through the adoption of proposed amendments already identified by Metro. All of the additional planning work on the Regional Transportation Plan can reasonably be completed in one year.

THEREFORE, IT IS ORDERED THAT:

In accordance with ORS 197.251 and the Commission's Acknowledgment Procedure Rule, OAR 660-003-0000 to 660-003-0050, the acknowledgment request of Metro for the 2000 Regional Transportation Plan is continued and Metro is granted one year in which to complete the additional planning work set forth in this order.

DATED THIS 9TH DAY OF JULY, 2001.

FOR THE COMMISSION:



Richard P. Benner, Director
Department of Land
Conservation and Development

NOTE: You are entitled to judicial review of this order. Judicial review may be obtained by filing a petition for review within 60 days from the service of this final order. Judicial review is pursuant to the provision of ORS 183.482 and 197.650.

** Copies of all exhibits are available for review at the Department's office in Salem.

<j:\acknow\metro\RTPcontord.doc>

7-9-01



JPACT Members and Alternates

FIRST_NAME	LAST_NAME	ORGANIZATION	REPRESENTING	CITY	STATE	ZIP	CO SALUTATION	PHONE	FAX	CONTACT
1. Rod	Monroe	Metro	Chair	Portland	OR	97232	Councilor Monroe	503-797-1588	503-797-1793	Pat Manhalter, x1709
2. Rex	Burkholder	Metro	Metro	Portland	OR	97232	Councilor Burkholder	503-797-1546	503-797-1793	Sheri Humble, x1543
3. Rod	Park	Metro	Metro	Portland	OR	97232	Councilor Park	503-797-1547	503-797-1793	Rooney Barker, x1941
Carl	Hosticka	Metro	Metro	Portland	OR	97232	Councilor Hosticka	503-797-1549	503-797-1793	Rooney Barker, x1941
4. Bill	Kennemer	Clackamas County	Clackamas County	Oregon City	OR	97045	Commissioner Kennemer	503-655-8581	503-650-8944	Sherry McGinnis
Michael	Jordan	Clackamas County	Clackamas County	Oregon City	OR	97045	Commissioner Jordan	503-655-8581	503-650-8944	
5. Lonnie	Roberts	Multnomah County	Multnomah County	Portland	OR	97214	Commissioner Roberts	503-988-5213	503-988-5262	Bret Walker, 503-988-5213
Serena	Cruz	Multnomah County	Multnomah County	Portland	OR	97214	Commissioner Cruz	503-988-5219	503-988-5440	
6. Roy	Rogers	Washington County	Washington County	Portland	OR	97223	Commissioner Rogers	503-620-2632	503-693-4545	Himself
Tom	Brian	Washington County	Washington County	Hillsboro	OR	97124	Commissioner Brian	503-846-8681	503-693-4545	Barbara
7. Charlie	Hales	City of Portland	City of Portland	Portland	OR	97204	Commissioner Hales	503-823-4682	503-823-4040	Robbie 823-3007
Vera	Katz	City of Portland	City of Portland	Portland	OR	97204	Mayor Katz	503-823-4120	503-823-3588	Judy Tuttle
8. Karl	Rohde	City of Lake Oswego	Cities of Clackamas County	Lake Oswego	OR	97034	Councilor Rohde	503-636-2452	503-636-2532	Himself
Brian	Newman	City of Milwaukie	Cities of Clackamas County	Milwaukie	OR	97222	Councilor Newman	503-652-5298	503-654-2233	Himself
9. Larry	Haverkamp	City of Gresham	Cities of Multnomah County	Gresham	OR	97030	Councilor Haverkamp	503-618-2584	503-665-7692	Molly
James	Kight	City of Troutdale	Cities of Multnomah County	Troutdale	OR	97060	Councilor Kight	503-667-0937	503-667-8871	Himself or Nina (Nine-ah)
10. Robert	Drake	City of Beaverton	Cities of Washington County	Beaverton	OR	97076	Mayor Drake	503-526-2481	503-526-2479	Joyce or Julie
Lou	Ogden	City of Tualatin	Cities of Washington County	Tualatin	OR	97062	Mayor Ogden	503-692-0163	503-692-0163	
11. Fred	Hansen	Tri-Met	Tri-Met	Portland	OR	97202	Mr. Hansen	503-962-4831	503-962-6451	Kelly
Neil	McFarlane	Tri-Met	Tri-Met	Portland	OR	97232	Mr. McFarlane	503-962-2103	503-962-2288	Kimberly Lord
12. Kay	Van Sickle	ODOT	ODOT	Portland	OR	97209	Ms. Van Sickle	503-731-8256	503-731-8259	Jane Rice
Bruce	Warner	ODOT	ODOT	Salem	OR	97301	Mr. Warner	503-986-3435	503-986-3432	Katie
13. Stephanie	Hallock	DEQ	Oregon DEQ	Portland	OR	97204	Ms. Hallock	503-229-5300	503-229-5850	(Emma)
Andy	Ginsburg	DEQ	Oregon DEQ	Portland	OR	97204	Mr. Ginsburg	503-229-5397	503-229-5675	Linda Fernandez,
Annette	Liebe	DEQ	Oregon DEQ	Portland	OR	97204	Ms. Liebe	503-229-6919	503-229-5675	229-5388
14. Don	Wagner	WSDOT	Washington State DOT	Vancouver	WA	98668	Mr. Wagner	360-905-2001	360-905-2222	Kim Dabney
Mary	Legrý	WSDOT	Washington State DOT	Vancouver	WA	98668	Ms. Legry	360-905-2014	360-905-2222	
15. Ed	Galligan	Port of Portland	Port of Portland	Portland	OR	97208	Mr. Galligan	503-944-7011	503-944-7042	
David	Lohman	Port of Portland	Port of Portland	Portland	OR	97208	Mr. Lohman	503-944-7048	503-944-7222	Patty Freeman
16. Royce	Pollard	City of Vancouver	City of Vancouver	Vancouver	WA	98668	Mayor Pollard	360-696-8484	360-696-8049	Peggy Furnow (Dr Jan)
Dean	Lookingbill	SW Washington RTC	SW Washington RTC	Vancouver	WA	98661	Mr. Lookingbill	360-397-6067	360-696-1847	
17. Craig	Pridemore	Clark County	Clark County	Vancouver	WA	98666	Commissioner Pridemore	360-397-2232	360-397-6058	Susan Wilson or Tina
Peter	Capell	Clark County	Clark County	Vancouver	WA	98666	Mr. Capell	360-397-	360-397-6051	Lori Olson, x4111

COMMITTEE TITLE JPACT

DATE 7.12.01

NAME

AFFILIATION

- Andy Coty	Metro
- FRED HANSEN	TRI-MET
- Rod Park	M/C
- Roy ROGERS	Wash. Cty.
- Kay Van Sickle	ODOT
- CRAIG PRIDMORE	CLARK CO.
- Larry Haverkamp	Gresham OR
- Jean Lookingbill	RTC (alt. for City of Vancouver)
- David Cox	Federal Hwy Admin
- Don Wagner	Washington DOT
- Stephanie Hallock	DEQ
- KARL ROLFE	C ³
- REX BURKHOLDER	METRO COUNCIL
- BILL LEANOR	CLATSOP CO.
- CHARLIE HAUS	Portland
- Lennie Roberts	Mult Co.
- Lou O'Brien	WASHCO CITIES
- Rod Monroe	Metro Council

COMMITTEE TITLE

TRUCK

DATE

7/12/01

NAME

AFFILIATION

Karen Schilling	Multnomah County
John Pitt	Clackamas County
Maria Lopez de Steffey	Multnomah County
Shelli Romero	Multnomah County, District 1
Dick Larsene	Port of Portland
John Hower	Metro Council
John Cooper	WA Co.
Anna Hitchcock - Boywick	Metro
Bernie Bottomley	Tri-Met
Judy Edwards	Westside Transp. Alliance
Ross Williams	CF/CST
David Bragdon	Presiding Officer, Metro Council
Jane Carlson	ODOT
TERRY WAISLER	METRO
MATTHEW GARRETT	ODOT
Dick Feeney	Tri-Met
Dave Williams	ODOT
C.J. SYLVESTER	City of Wilsonville

COMMITTEE TITLE

JPACT

DATE

7/12/01

NAME

AFFILIATION

✓ Tom Tushner

City of Lake Oswego

✓ Gary Katsion

Kittelson & Associates, Inc.

✓ Jon Holan

City of Forest Grove

✓ JOHN RUSSELL

OREGON TRANSPORTATION Com

✓ DAVE WARNER

ODOT

✓ L.A. ORZUELAS

OLSU

✓ Ron Papsdorf

City of Gresham

✓ Nancy Kraushaar

City of Oregon City

✓ Mike Hoglund

METRO

✓ Maile Melton

Metro

✓ Brigit Wieghart

Metro

✓ John Rosenberg

Washington County

✓ Brian Newman

Milwaukie

✓ Lynn Peterson

Tn-Met