3-1-2007

Meeting Notes 2007-03-01 [Part B]

Joint Policy Advisory Committee on Transportation

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March 2007

Transportation Priorities 2008-11
Investing in the 2040 Growth Concept

Final
Public Comment Report

Metropolitan Transportation Improvement Program (MTIP)
Metro
People places • open spaces

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region’s economy.

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Metro Council President – David Bragdon
Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.
Auditor – Suzanne Flynn

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Transportation Priorities 2008-11
Final Public Comment Report

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Introduction

This report presents a compilation of public comments received from February 5 through February 13, 2007, on a draft final list of funding recommendations. The funding recommendations are part of Metro’s 2008–11 Transportation Priorities process. The Transportation Priorities process selects projects to receive the “flexible funding” part of the Metropolitan Transportation Improvement Program (MTIP). The flexible funds, administered by Metro, comprise about 13% of the region’s federal transportation investment and about 4% of the region’s total transportation investment (including state, county and local funds).

The flexible funds come from two federal funding categories—the Surface Transportation Program funds and Congestion Mitigation/Air Quality funds. They are called flexible because they may be invested in more types of projects than may most federal funds. The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council have directed that the funds be invested to support the region's 2040 Growth Concept, to leverage economic development in centers of economic activity, support modes of travel that do not have other dedicated sources of funding, complete missing links in transportation systems, and provide transportation choices for people and businesses.

Metro received 66 applications for projects and programs requesting a total of $132 million. Only $45.4 million are actually available for new funding obligation. The 66 applications included projects to plan or improve boulevards, bike and trails systems, freight routes, vehicle routes, bridges, sidewalks, and transit facilities, as well as regional programs such as those promoting transit oriented developments and transportation options.

The applications were evaluated for technical feasibility and readiness. Based on that evaluation, Metro planning staff and the Transportation Policy Alternatives Committee (TPAC), a technical advisory committee to JPACT, created a first-cut list of funding recommendations. That first-cut list recommended funding for 49 of the 67 applications and represented $79.6 million in funding requests. A 45-day public comment period was held from October 13–December 1, 2006, to help select a draft final project list that more closely matches the available $45.4 million.

On February 5, 2007, TPAC released its draft final list recommendation for public review and comment, consisting of 32 projects and programs to receive $45.4 million of funding. The review and comment period ended on February 13, 2007, when JPACT and the Metro Council held a joint public hearing on the draft final list in preparation for taking final action. JPACT is tentatively scheduled to take final action on March 1, 2007, and the Metro Council on March 15, 2007. (Confirm the date and time with the Council Office, 303-797-1540, or check the Metro website at www.metro-region.org.)

Thanks to everyone who took the time to write or testify and to the neighborhood associations, advocacy groups, business associations and government stakeholders that encourage members to participate in this important function of democracy.
Section 1: Summary of Comments
Summary of Comments

This section summarizes comments received on the funding recommendations for the regional flexible fund component of the 2008-11 Metropolitan Transportation Improvement Program.

The final public review and comment period began on February 5, 2007, with release of the Transportation Policy Advisory Committee's (TPAC) recommended funding levels on a draft final list of projects and programs. The period ended with a public hearing held by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council on February 13, 2007. Metro received a total of 1,193 comments on this draft final list delivered in the form of oral and written testimony, and as letters, petitions, signed statements and emails.

More than 100 individuals attended the public hearing. Eighty of those attending offered either oral or written testimony, or both. Several testifiers spoke on behalf of one or more organizations; in at least two instances, testifiers presented signatures indicating the support of hundreds of other people.

Comments received during this final comment period and during the first-cut comment period are summarized below. (A full report on the first-cut comment period was published in January 2007.) Please keep in mind when comparing remarks received during the two comment periods that the first comment period comprised 45 days and four public listening posts; the second comment period comprised 8 days and one public hearing.

Boulevard

East Burnside: 3rd Ave to 14th Ave

Final comment period: 6 comments, 5 in favor as necessary to support revitalization. The 1 opposed said that the project needs to be better thought out.

First-cut comment period: 29 comments, all but 2 in favor as a way to support better bike connections and promote development. Opposition criticized the design and questioned whether the project would be safe for buses and truck.

Killingsworth: N Commercial to MLK

Final comment period: 21 comments in favor of the project (6 individual submissions of which one represented 8 other organizations and one represented 7 other organizations. Reasons included revitalization and the need for pedestrian and bicycle improvements in an area heavily used by students and transit-dependent residents.

First-cut comment period: 1 comment in support, citing a needed link between nearby neighborhoods and MAX.

NE 102nd Avenue: NE Glisan to NE Stark

Final comment period: 2 comments in favor, citing the need for improvements in this area and the fact that the project is ready to go.
First-cut comment period: 12 comments, 10 in support of this project as a way to promote safety and economic development; 2 opposed, with 1 citing concerns about the design, and the other suggesting that the project should be paid for by local businesses.

**SE Burnside: 181 Street to Stark Street**

**Final comment period:** 1 comment in favor, citing support for the Rockwood Town Center.

**First-cut comment period:** 15 comments, all in favor of the project as a way to spur economic development, improve bike and pedestrian facilities, and address safety issues.

**Rose Biggi Ave: Southwest Hall Blvd to Crescent Way**

**Final comment period:** no comment.

**First-cut comment period:** 2 comments, 1 supporting a connection to The Round, and the other opposing the project.

**East Baseline Street, Cornelius: 10th Ave to 19th Ave**

**Final comment period:** 916 total comments in favor of the project (10 submissions, one accompanied by 905 signed endorsements).

**First-cut comment period:** 19 comments, 18 strongly favorable, citing badly needed improvements for pedestrian and bicycle safety and to promote downtown development; the 1 opposed said project would be "a travesty."

**Mcloughlin Blvd: Clackamas River to Dunes Drive**

**Final comment period:** 7 comments in favor, citing the importance of the project to supporting Milwaukie as a Regional Center, providing connections to transit, and improving the aesthetic to encourage tourism.

**First-cut comment period:** 18 comments, all in support of the project as a way to provide access to the river and to improve bike and pedestrian connections.

**Boones Ferry Road: Red Cedar Way to S of Reese Road**

**Final comment period:** 2 comments in favor, citing the need to address safety issues and to catalyze development of Lake Grove as a Village Center.

**First-cut comment period:** 57 comments, 20 supported the project as a way to improve safety and promote development of a town center; 37 opposed the project citing lacking in public involvement and absence of an economic impact study. The Lake Grove Commercial Association submitted a petition containing 2,458 signatures that asked that funding be delayed until the public had been consulted and the economic impact studied.
**Bike/Trail**

**Sullivan’s Gulch Trail: Esplanade to 122nd Ave**

**Final comment period:** 26 total comments in favor (one submission represented and additional 17 neighborhood associations).

**First-cut comment period:** 66 comments, 65 from residents, developers, businesses and agencies, supporting this trail as a boon to development, to bicycle commuting and recreation, and to pedestrian connections. One individual did not explicitly state a position, but questioned Metro's sponsorship of the project.

**Willamette Greenway Trail: SW Gibbs to SW Lowell**

**Final comment period:** 166 comments in favor (including one petition with 101 signatures, and 34 statements individually signed). Reasons included the need to serve a rapidly growing population of residents and workers in an area with lots of construction and heavy bike and pedestrian use. The trail was approved for funding two cycles ago, but the money was used for the streetcar instead.

**First-cut comment period:** 124 comments, 42 in favor from residents of the area supporting the project as a connection to other trails for bicycle and pedestrian use and as important for developing the area (one included a petition with 80 supporting signatures); 2 opposed the project.

**NE/SE 50s Bikeway: NE Thompson to SE Woodstock**

**Final comment period:** 2 comments, 1 in favor, and 1 opposed.

**First-cut comment period:** 45 comments, all but 1 supporting what was often described as a needed north-south bike route. One individual opposed the project, citing over-representation of bicycle projects.

**NE/SE 70s Bikeway 70s: NE Killingsworth to SE Clatsop**

**Final comment period:** 2 comments, 1 in favor, and 1 opposed.

**First-cut comment period:** 34 comments similar in content to those submitted on the NE/SE 50s Bikeway project—33 in favor and 1 opposed.

**Rock Creek Path: Orchard Park to NW Wilkins**

**Final comment period:** 2 comments in favor, citing the need to fill gaps in the system and provide an alternative to car travel.

**First-cut comment period:** 20 comments, 18 cited the need for a safe connector for runners, walkers, and bikers; 2 opposed the project.
**Westside Corridor Trail: Tualatin to Willamette Rivers**

**Final comment period:** 3 comments in favor, citing the need to fill gaps in the system and provide an alternative to car travel.

**First-cut comment period:** 38 comments, 37 in favor of connecting with other trails, providing safe pathways for pedestrians and bike riders and access to nature. One comment objected to funding trails in general.

**Northwest 28th PE: NE Grant to East Main Street**

**Final comment period:** no comment.

**First-cut comment period:** 3 comments in favor, but 2 of those expressing reservations about particular design features.

**Marine Drive Bike Facility Gaps: NE 6th to NE 185th**

**Final comment period:** no comment.

**First-cut comment period:** 24 comments in favor from residents, and organizations, citing the need to complete the bicycle route for safety as well as connectivity.

**Trolley Trail: Arista St to Glen Echo**

**Final comment period:** 1 comment in favor, citing the need to repair gaps in a multi-modal network.

**First-cut comment period:** 36 comments, 34 supporting the project as a positive addition to a trail system that promotes exercise and non-auto commuting. The 2 in opposition objected to spending money on trails and on bicycle projects, which were seen as over-represented.

**Milwaukie to Lake Oswego Trail**

**Final comment period:** no comment.

**First-cut comment period:** 40 comments, 37 in favor of supporting safe bicycle routes, especially for seniors. The 3 comments not in favor included 1 that suggested transit on this route; 1 that objected to funding bicycle facilities, and 1 that said the project would not solve transportation problems.

**Willamette Falls Dr: 10th St to Willamette Dr**

**Final comment period:** no comment.

**First-cut comment period:** 4 comments in favor of enhancing the livability of the area.

**NE 28th Ave preliminary engineering: NE Grant to E. Main St**

**Final comment period:** no comment.

**First-cut comment period:** no comment.
### Diesel Retrofit

**Sierra Cascade SmartWay Technology: region wide**

**Final comment period:** no comment.

**First-cut comment period:** 15 comments, 14 in favor of this program as a way to promote fuel efficiency and reduce emissions; 1 did not support the program.

**Transit bus emission reduction: region wide**

**Final comment period:** no comment.

**First-cut comment period:** 5 comments, all in favor of the program as a way to reduce pollution.

### Freight

**N Burgard/Lombard: N Columbia Blvd to UPRR Bridge**

**Final comment period:** 2 comment in favor.

**First-cut comment period:** 4 comments in favor, citing the opportunity to keep trucks out of the St. Johns neighborhood.

**Portland Road/Columbia Blvd**

**Final comment period:** 3 comments in favor.

**First-cut comment period:** 6 comments, 5 favoring this project as a way to protect St Johns neighborhood; 1 expressed concerned about cut-through traffic if more freight were to travel on Portland Road.

**82nd Ave/Columbia Intersection Improvements**

**Final comment period:** 4 comments in favor.

**First-cut comment period:** 9 comments, 7 supporting the project as a way to move freight, reduce auto-truck conflicts, and promote economic competitiveness. The 2 opposed included 1 contention that the Port of Portland should fund the project.

### Green Streets Culvert

**OR 99-E Bridge at Kellogg Lake**

**Final comment period:** 3 comments (1 submissions with 2 cosigners) in favor to protect fish habitat.

**First-cut comment period:** 38 strongly in favor of this project as a way to restore fish habitat as well as to provide safe facilities for bike riders and pedestrians.
Green Streets Retrofit

**Cully Boulevard: NE Prescott to NE Killingsworth**

**Second comment period:** 6 comments in favor, citing badly needed safety improvements in an area that has not had a project in 20 years.

**First-cut comment period:** 55 comments that indicated broad support, including comments from elected officials representing the area, businesses, residents and neighborhood associations. Support included the need to make crucial safety improvements that were long overdue in an underserved area. There was no opposition.

**Main Street: Rail Corridor to 99W, Tigard**

**Final comment period:** 2 comments in favor, citing the integration with other improvements and the need to better handle storm water runoff, as well as important for downtown development.

**First-cut comment period:** 26 comments that indicated broad public support, 25 in favor of the project as a way to promote revitalizing of the downtown, promote pedestrian activity and improve stormwater management; 1 did not support the project.

**Pedestrian**

**Sandy Blvd pedestrian improvements: NE 17 to NE Wasco St**

**Final comment period:** no comment.

**First-cut comment period:** 2 comments, one in favor of the project as a way to improve safety; 1 opposed to the project suggested that the money be spent instead on improving crossing safety.

**Foster-Woodstock: SE 87th St to SE 101 St**

**Final comment period:** 2 comments in favor, citing the need to improve pedestrian safety.

**First-cut comment period:** 35 comments, 34 in favor of the project as a way to spur revitalization of the area and promote safety for seniors and children; 1 opposed the project.

**Hood Street: SE Division Street to SE Powell Blvd**

**Final comment period:** 2 comments in favor, citing the need for pedestrian facilities, make the area ADA compliant, and provide link to transit near a proposed Center for the Arts.

**First-cut comment period:** 13 comments, 12 favor the project as a way to improve access to transit, pedestrian safety, and spur economic development; 1 opposed.

**SE 17th Ave: SE Ochoco to SE Lava Drive**

**Final comment period:** 1 comment in favor, citing town revitalization and need to fill a gap in bike connections.
First-cut comment period: 31 comments in favor of this project as a way to improve pedestrian and bicycle facilities and address safety issues; none opposed.

**Fanno Creek trail: Hall Blvd crossing study**

Final comment period: 3 comments in favor, citing the extreme hazard of the current crossing.

First-cut comment period: 88 comments, 86 in favor of this project as a way to fix a dangerous crossing at Hall Blvd and provide needed bicycle and pedestrian connections to a natural area; 2 comments opposed, 1 cited the expense of a bridge, and the other suggested installing a traffic light instead.

**Pine Street: Willamette St to Sunset Blvd**

Final comment period: no comment.

First-cut comment period: 1 comment in favor.

**Pedestrian Network Analysis: region wide**

Final comment period: no comment.

First-cut comment period: 5 comments, 4 in support of the program as a way to identify gaps in the system; 1 was noncommittal, but mentioned the Cedar Mill trail.

**Planning**

**Rx for Big Streets: Metro region 2040 corridors**

Final comment period: no comment.

First-cut comment period: 3 comments in favor.

**Livable Streets policy and guidebook update: region wide**

Final comment period: no comment.

First-cut comment period: 4 comments in favor.

**Hillsboro RC planning study**

Final comment period: no comment.

First-cut comment period: 1 comment opposed the study as being ambiguous.

**Happy Valley Town Center arterial street planning**

Final comment period: no comment.
First-cut comment period: 3 comments in favor of the project, citing the need for bike and pedestrian facilities and the need to improve safety.

Tanasbourne Town Center planning study: Hillsboro

Final comment period: no comment.

First-cut comment period: no comment.

MPO Program: region wide

Final comment period: no comment.

First-cut comment period: no comment.

RTP corridor project: region wide

Final comment period: no comment.

First-cut comment period: no comment.

Road Capacity

ITS Programmatic Allocation: region wide

Final comment period: no comment.

First-cut comment period: 5 comments, 4 in favor of this program as a cost-efficient way to manage traffic; 1 opposed funding more ways to move traffic.

Wood Village Blvd: NE Halsey St to NE Arata Rd

Final comment period: no comment.

First-cut comment period: 5 comments, 4 in favor of this project as a way to address congestion; 1 opposed, expressing concern that the project would create more traffic.

Tualatin-Sherwood Road ATMS: 99W to SW Teton Rd

Final comment period: no comment.

First-cut comment period: 4 comments in favor of this project as a low-cost way to manage congestions.

Highway 217: Beaverton Hillsdale Hwy to SW Allen Blvd

Final comment period: 3 comments in favor, citing the need to provide road capacity and support the state's economy.
First-cut comment period: 8 comments, 6 in favor of the project as a way to address congestion; 2 opposed the project for the expense and for environmental reasons.

Farmington Road: SW Murray Blvd to SW Hocken Ave

Final comment period: 3 comments, 2 in favor citing the need to make improvements that will accommodate growth in the area; 1 opposed to spending the money where no improvements are needed.

First-cut comment period: 19 comments, 15 in favor of the project as a way to address congestion; 4 opposed said it was not going to solve the problem.

Cornell Road ATMS and ATIS: Hillsboro to US 26

Final comment period: no comment.

First-cut comment period: 3 comments, 2 in favor of the project as a cost-efficient way to manage traffic; 1 opposed for expense reasons.

Sue/Dogwood Connection: NW Dale to NW Saltzman

Final comment period: no comment.

First-cut comment period: 1 comment supported the connection.

Harmony Road: 82nd Ave to Highway 224

Final comment period: no comment.

First-cut comment period: 15 comments, 5 in favor as a way to address congestion; 10 opposed the project expressing environmental and safety concerns; 1 comment took no position, but asked if TriMet would serve the area and whether pedestrian facilities would be built.

Clackamas County ITS: Clackamas County

Final comment period: no comment.

First-cut comment period: 7 comments, 5 in favor of ITSA as a way to maximize existing system capacity; 1 did not “fully support” and 1 opposed, saying that this type of project should not be funded until other priorities had been addressed.

SE 172nd Ave: Multnomah Co line to Sunnyside Rd

Final comment period: no comment.

First-cut comment period: 8 comments, 4 in favor of this connection to Damascus; 4 opposed to spending more money on car travel or a facility that wouldn't work with bike lanes.
SE 190th Dr: Pleasant View/Highland to SW 30th St

Final comment period: 1 comment in favor, citing the need to develop Pleasant Valley in a way that supports 2040 goals

First-cut comment period: 24 comments, 23 favored the project as necessary to development of Pleasant Valley; 1 opposed, expressing concern over converting a quiet road to higher speed.

Large Bridge

Morrison Bridge: Willamette River, Portland

Final comment period: 1 comment in favor.

First-cut comment period: 4 comments in favor of improving this vital connection to downtown Portland.

Road Reconstruction

Division Street: SE 6th St to 39th St

Final comment period: 3 comments in favor, citing the need to improve safety and the fact that the project is ready to go.

First-cut comment period: 49 comments, 47 in favor of this project, citing support for development, business, bicycle riders and pedestrians; 2 opposed, saying it would not improve safety.

223rd RR Undercrossing at Sandy Boulevard

Final comment period: 29 comments in favor, citing the urgent need to fix a very dangerous situation for pedestrians, bicyclists and cars.

First-cut comment period: 40 comments, 39 in favor of fixing what was seen as a dangerous situation for autos, bicyclists, and pedestrians; 1 opposed, expressing concern over the potential for increasing in traffic in Fairview.

Transit Oriented Development

Metro TOD Implementation Program: region wide

Final comment period: 10 comments in favor, citing the need for TOD programs to leverage private investment and make these kinds of developments pencil out.

First-cut comment period: 29 comments, 28 in favor of a program with a proven track record, that supports 2040 goals, and that encourages public-private partnerships; 1 opposed programs that benefit developers.
Metro Centers Implementation Program: region wide

Final comment period: 8 comments in favor, citing the demonstrated success of supporting mixed-use areas that can be served by transit.

First-cut comment period: 30 comments; 29 in favor of a program that supports 2040 goals, improves economic vitality, and promotes healthy public-private partnerships; 1 opposed the program as benefiting developers.

Hollywood Transit Center: NE Halsey and NE 42nd St

Final comment period: 2 comments, in favor of making needed safety improvements and to support transit ridership; 1 opposed

First-cut comment period: 52 comments, 49 expressing strong support for this project as a way to improve a poor design, support local business development and improve access to transit; 3 opposed—1 questioned whether safety would improve; 1 objected to curb extensions; 1 simply opposed the project.

Regional Travel Options

Regional Travel Options: region wide

Final comment period: 3 comments in favor, citing the importance of the program in reducing SOV travel, supporting successful centers.

First-cut comment period: 15 comments, 14 in favor of promoting transportation choices; 1 opposed the program.

RTO individualized marketing program: region wide

Final comment period: 3 comments in favor, citing the importance of the program in educating people on alternatives to SOV travel.

First-cut comment period: 5 comments in favor of promoting transportation choices and reducing SOV use.

RTO new TMA Support: region wide

Final comment period: 2 comment in favor, citing the importance of the program in supporting TMA services that have demonstrated their value in reducing SOV commuting.

First-cut comment period: 4 comments in favor of the program, citing benefits to employers and employees and reducing SOV travel.

Transit

South Corridor Phase II (PE): Portland to Milwaukie

Final comment period: no comment.
**First-cut comment period:** 11 comments favored this "long overdue" project; 1 had concerns.

**Eastside Streetcar: NW 10th to NE Oregon**

**Final comment period:** 1 comment in favor.

**First-cut comment period:** 14 comments, 9 in favor of adding another transit option and stimulating positive development; 5 opposed as not needed, too expensive, and lacking vision.

**Tigard Transit Center: SW Commercial St, Tigard**

**Final comment period:** no comment directly about this project, but the project was mentioned in related testimony as one of the several good revitalization efforts proposed or underway.

**First-cut comment period:** 12 comments in favor of a project seen as promoting downtown revitalization, connecting with commuter rail and enhancing the livability of the area.

**On-street transit facilities: region wide**

**Final comment period:** no comment.

**First-cut comment period:** 4 comments in favor of adding amenities that encourage transit use; none opposed.

**General Comments**

**Final comment period:** 3 comments received, 2 requesting more bike and pedestrian trails in SW Portland and 1 requesting light rail service in Tigard.

**First-cut comment period:** 34 comments were received that did not pertain to specific projects on the first-cut list. Comments ranged from general support for types of projects—pedestrian and bicycle improvements, for example—to suggestions for projects that are not on the current list, to a request that Metro address diversity in contracting.
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<td>Urged funding of this project on behalf of 15 local organizations, businesses, and groups</td>
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<td>NE102nd Ave; NE Glisan-NE Stark</td>
<td>Important to success of Gateway Regional Center; project is ready to go</td>
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<td>City of Gresham</td>
<td>Gresham</td>
<td>BD2104</td>
<td>SE Burnside:181 St-Stark</td>
<td>Will enhance Rockwood Town Center; add access to transit, pedestrians, bikes</td>
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<td>BD3169</td>
<td>E Baseline St, Cornelius: 10 Ave-19th Ave</td>
<td>Essential for pedestrian safety, especially people with disabilities</td>
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<td>E Baseline St, Cornelius: 10 Ave-19th Ave</td>
<td>The community needs ways to walk to shopping, church, and schools</td>
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<td>Much needed to develop this area</td>
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<td>McLoughlin Blvd: Clackamas River-Dunes Dr</td>
<td>Economically crucial to Oregon City</td>
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<td>Boones Ferry Rd: Red Cedar Way to S of Reese Rd</td>
<td>Will catalyze development of Lake Grove as a Village Center</td>
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<td>Sullivan's Gulch Trail: Esplanade to 122nd Ave</td>
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<td>Coe, MJ</td>
<td>Sullivan's Gulch Corridor Trail Steering Committee</td>
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<td>BK0001</td>
<td>Sullivan's Gulch Trail: Esplanade to 122nd Ave</td>
<td>17 neighborhood associations support this project; community groups have contributed $8,100 already.</td>
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<td>Trail will add much needed alternative and will support density goals</td>
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<td>Offers connectivity, serves employment areas; many benefits</td>
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<td></td>
<td>Susan</td>
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<td>Bike projects repair gaps in a multi-modal network and are cost-effective</td>
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<td>Willamette Greenway Trail: SW Gibbs</td>
<td>Need to connect bikes trails to streetcar</td>
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MTIP Final Public Comment Report

Section 2

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**Comment**
- Growth in residents and employment has brought huge increase in bicycle use to the area (Supported by 101 additional signatures)
- Fixing gap in loop trail would benefit the whole area
- MTIP funds are crucial to fixing the gap in the trail
- Will be a useful link in the system needed for safety from large construction vehicles
- Critical connection to trail system to the south in a fast-developing area
- Project serves a growing population, restores connectivity where construction has created a hazard
- Should have been funded out of earlier $10 M MTIP, important trail connection for multi-modal system
- MTIP important trail connection for multi-modal system
- Trail is crucial part of the greenway
- Critical connection to trail system to the south in a fast-developing area
- Centerpiece of life in the area and for downtown
- Needed to get around construction in area
- Growing area needs this resource

**Position**
- Pro
- Pro
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<td>White, Anna &amp; Rollie</td>
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<td>Parker, Terry</td>
<td>Testimony</td>
<td>Bike projects repair gaps in a multi-modal network and are cost-effective</td>
<td>Pro</td>
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<td>Roberts, Jessica</td>
<td>Testimony</td>
<td>Bike projects repair gaps in a multi-modal network and are cost-effective</td>
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<td>Ordal, Mary</td>
<td>Testimony</td>
<td>Bike projects repair gaps in a multi-modal network and are cost-effective</td>
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<td>Kroger, Wendy</td>
<td>Testimony</td>
<td>Bike projects repair gaps in a multi-modal network and are cost-effective</td>
<td>Pro</td>
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<tr>
<td>Mathers, Bob</td>
<td>Testimony</td>
<td>Bike projects repair gaps in a multi-modal network and are cost-effective</td>
<td>Pro</td>
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<tr>
<td>Gardner, Ann</td>
<td>Testimony</td>
<td>Bike projects repair gaps in a multi-modal network and are cost-effective</td>
<td>Pro</td>
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<tr>
<td>Mathers, Bob</td>
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<td>Gardner, Ann</td>
<td>Testimony</td>
<td>Bike projects repair gaps in a multi-modal network and are cost-effective</td>
<td>Pro</td>
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</tbody>
</table>

**Project Location**
- Portland
- Hillsboro
- Beaverton
- Washington County
- Portland
- Columbia Corridor Assn
- Portland
- Trolley Trail

**Affiliation**
- Resident, S Waterfront
- Resident, Portland
- Resident, Portland
- Resident, Portland
- Resident, Portland
- Resident, Portland
- Resident, Portland
- Resident, Portland
- Resident, Portland

**Project Description**
- Willamette Greenway Trail SW Gibbs
- NE-SE 50s Bikeway NE Thompson
- SE Woodstock
- NE-SE 70s Bikeway NE Thompson
- SE Crabop
- Rock Creek Path Orchard Park NW
- NE-SE 70s Bikeway NE Killingsworth
- SE Crabop
- N Burnside Corridor Trail Tuahlon to Willamette River
- Trolley Trail Aristi St-Glen Echo
- N Burgard-Lombart N Columbia Blvd
- UPRR Bridge
- N Burgard-Lombart N Columbia Blvd
- Portland Rd/Columbia Blvd
- 82nd Ave/Columbia intersection.
- 82nd Ave/Columbia intersection.
- 82nd Ave/Columbia intersection.
- 82nd Ave/Columbia intersection.

**Position**
- Pro
- Con
- Pro
- Pro
- Pro
- Pro
- Pro
- Pro
- Pro
- Pro
- Pro

** MTIP Final Public Comment Report**
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<thead>
<tr>
<th>Type</th>
<th>Name</th>
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<th>ID</th>
<th>Project description</th>
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<tbody>
<tr>
<td>Testimony</td>
<td>Fritz, Barb</td>
<td>Cully Neighborhood</td>
<td>Portland</td>
<td>GS1224</td>
<td>Cully Blvd: NE Prescott-NE Killingworth</td>
<td>Badly needed for pedestrian safety</td>
<td>Pro</td>
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<td>Testimony</td>
<td>Fuerstenau, Kathy</td>
<td>Cully Association of Neighborhoods</td>
<td>Portland</td>
<td>GS1224</td>
<td>Cully Blvd: NE Prescott-NE Killingworth</td>
<td>Low-income area badly in need of pedestrian safety improvements</td>
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<td>Testimony</td>
<td>Gill, Lauren</td>
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<td>Portland</td>
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<td>Cully Blvd: NE Prescott-NE Killingworth</td>
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<tr>
<td>Testimony</td>
<td>Hipolito, Alan</td>
<td>Verde</td>
<td>Portland</td>
<td>GS1224</td>
<td>Cully Blvd: NE Prescott-NE Killingworth</td>
<td>Please fund fully; Badly needed for pedestrian safety; environmental, economic benefits</td>
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<tr>
<td>Testimony</td>
<td>Mancini, April</td>
<td>Cully Neighborhood</td>
<td>Portland</td>
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<td>Cully Blvd: NE Prescott-NE Killingworth</td>
<td>Badly needed for pedestrian safety</td>
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<tr>
<td>Testimony</td>
<td>Vietzke, Mel</td>
<td>Cully Association of Neighborhoods</td>
<td>Portland</td>
<td>GS1224</td>
<td>Cully Blvd: NE Prescott-NE Killingworth</td>
<td>Area has not had a project in 20 years; badly needs sidewalks, other improvements</td>
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</tr>
<tr>
<td>Letter</td>
<td>Shawn, Eric (two cosigners)</td>
<td>Friends of No. Clackamas Park</td>
<td>Milwaukie</td>
<td>GS5049</td>
<td>OR99-E Bridge at Kellogg Lake</td>
<td>Important for fish habitat</td>
<td>Pro</td>
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<tr>
<td>Testimony</td>
<td>Craghead, Alexander</td>
<td>City of Tigard</td>
<td>Tigard</td>
<td>GS6050</td>
<td>Main Street: Rail Corridor-99W</td>
<td>Crucial to downtown development</td>
<td>Pro</td>
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<tr>
<td>Testimony</td>
<td>Wegener, Brian</td>
<td>Tualatin Riverkeepers</td>
<td>Tigard</td>
<td>GS6050</td>
<td>Main Street: Rail Corridor-99W</td>
<td>Important for water quality improvement; integral with other projects</td>
<td>Pro</td>
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<tr>
<td>Testimony</td>
<td>Laventall, Jess</td>
<td>Lents Neighborhood Assn</td>
<td>Portland</td>
<td>PD1160</td>
<td>Foster-Woodstock: SE 87th-SE 101st</td>
<td>Badly needed for pedestrian safety; important to develop Lents Town Center</td>
<td>Pro</td>
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<tr>
<td>Letter</td>
<td>Peek, Cynthia</td>
<td>Lents Town Center URAC</td>
<td>Portland</td>
<td>PD1160</td>
<td>Foster-Woodstock: SE 87th-SE 101st</td>
<td>Important for pedestrian safety and to develop the Town Center</td>
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<tr>
<td>Testimony</td>
<td>Bennett, Mike</td>
<td>City of Gresham</td>
<td>Gresham</td>
<td>PD2057</td>
<td>Hood St: SE Division ST-SE Powell Blvd</td>
<td>Important link between light rail and proposed Center for the Arts</td>
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<tr>
<td>Testimony</td>
<td>Everett, Kathy</td>
<td>Gresham Downtown Development Assoc.</td>
<td>Region</td>
<td>PD2057</td>
<td>Hood St: SE Division ST-SE Powell Blvd</td>
<td>Fill gap in pedestrian facility, make are ADA compliant, improve connectivity</td>
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<tr>
<td>Postcard</td>
<td>Hamilton, Alicia</td>
<td>None specified</td>
<td>Milwaukie</td>
<td>PD5052</td>
<td>SE 17th Ave: SE Ochoco-SE Lava Dr.</td>
<td>Key link that would improve bike travel and help revitalize the downtown</td>
<td>Pro</td>
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<tr>
<td>Testimony</td>
<td>Kroger, Wendy</td>
<td>Tualatin Hills Parks &amp; Rec</td>
<td>Beaverton</td>
<td>PD6007</td>
<td>Fanno Creek trail: Hall Blvd Crossing Study</td>
<td>Dangerous crossing; heavily used but would be even more heavily used with safe crossing</td>
<td>Pro</td>
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<tr>
<td>Testimony</td>
<td>Schouten, Dick</td>
<td>Washington County</td>
<td>Washington County</td>
<td>PD6007</td>
<td>Fanno Creek trail: Hall Blvd Crossing Study</td>
<td>Crossing needs to be fixed</td>
<td>Pro</td>
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<tr>
<td>Testimony</td>
<td>Cunningham, Mary</td>
<td>Office of Congressman Wu</td>
<td>Beaverton</td>
<td>RC3023</td>
<td>Highway 217: Beaverton Hillsdale Hwy SW Allen Blvd</td>
<td>Spoke and submitted a letter on behalf of Congressman Wu in support</td>
<td>Pro</td>
</tr>
<tr>
<td>Type</td>
<td>Name</td>
<td>Affiliation</td>
<td>Project Location</td>
<td>ID</td>
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<td>Testimony</td>
<td>Schleuter, Jonathan</td>
<td>Westside Economic Alliance</td>
<td>Beaverton</td>
<td>RC3023</td>
<td>Highway 217: Beaverton Hillsdale Hwy SW Allen Blvd</td>
<td>Needed for freight, road capacity, commuter access; long overdue</td>
<td>Pro</td>
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<tr>
<td>Letter</td>
<td>Wu, David</td>
<td>US Representative, 1st District</td>
<td>Beaverton</td>
<td>RC3023</td>
<td>Highway 217: Beaverton Hillsdale Hwy SW Allen Blvd</td>
<td>Economic health of Oregon in jeopardy if this project does not proceed</td>
<td>Pro</td>
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<tr>
<td>Letter</td>
<td>Drake, Rob</td>
<td>Mayor, City of Beaverton</td>
<td>Beaverton</td>
<td>RC3030</td>
<td>Farmington Road: SW Murray-SW Hocken</td>
<td>Intersection needs turn lanes, bike lanes; project is ready to proceed</td>
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<tr>
<td>Testimony</td>
<td>King, Carla</td>
<td>Central Beaverton Neighborhood Assn</td>
<td>Beaverton</td>
<td>RC3030</td>
<td>Farmington Road: SW Murray-SW Hocken</td>
<td>Growing area demands fixes to this road</td>
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<td>Email</td>
<td>McCormick, Rita</td>
<td>Resident</td>
<td>Hillsboro</td>
<td>RC3030</td>
<td>Farmington Road: SW Murray-SW Hocken</td>
<td>No need to improve; use money elsewhere</td>
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<td>Testimony</td>
<td>Bennett, Mike</td>
<td>City of Gresham</td>
<td>Gresham</td>
<td>RC7036</td>
<td>SE 190th DR: Pleasant View/H Jongrid-SW 30th St</td>
<td>Supports development of Pleasant Valley, promotes 2040, serves employment centers</td>
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<tr>
<td>Testimony</td>
<td>Parker, Terry</td>
<td>Resident, Portland</td>
<td>Portland</td>
<td>RR1010</td>
<td>Morrison Bridge: Willametter, River</td>
<td>Support</td>
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<td>Email</td>
<td>Butler, Andy</td>
<td>None specified</td>
<td>Portland</td>
<td>RR1214</td>
<td>Division Street: SE6th-39th St</td>
<td>Please fund; dissapointed it was not recommended in final draft list</td>
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<td>Testimony</td>
<td>Nettekoven, Linda</td>
<td>HAND/DCBA</td>
<td>Portland</td>
<td>RR1214</td>
<td>Division Street: SE6th-39th St</td>
<td>Necessary to pave Division before other projects can proceed</td>
<td>Pro</td>
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<td>Web</td>
<td>Pearce, Susan</td>
<td>HAND</td>
<td>Portland</td>
<td>RR1214</td>
<td>Division Street: SE6th-39th St</td>
<td>Increasing traffic creates congestion and safety hazards</td>
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<td>Letter</td>
<td>Brown, Kerry</td>
<td>None specified</td>
<td>Portland</td>
<td>RR2081</td>
<td>223rd RR undercrossing at Sandy Blvd</td>
<td>Supports project</td>
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<td>Letter</td>
<td>Colleen, Carol</td>
<td>Fairview resident</td>
<td>Fairview</td>
<td>RR2081</td>
<td>223rd RR undercrossing at Sandy Blvd</td>
<td>Crucial for improving safety</td>
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<td>Testimony</td>
<td>Collier, Corky</td>
<td>Columbia Corridor Assn</td>
<td>Portland</td>
<td>RR2081</td>
<td>223rd RR undercrossing at Sandy Blvd</td>
<td>Badly needed to improve safety for all modes</td>
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<td>Testimony</td>
<td>Cooper, Larry</td>
<td>City of Fairview</td>
<td>Fairview</td>
<td>RR2081</td>
<td>223rd RR undercrossing at Sandy Blvd</td>
<td>Fix key safety issues (Spoke on behalf of Mike Weatherly, Mayor of Fairview)</td>
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<tr>
<td>Letter</td>
<td>Davis, Phyllis</td>
<td>Resident, Fairview</td>
<td>Fairview</td>
<td>RR2081</td>
<td>223rd RR undercrossing at Sandy Blvd</td>
<td>Badly overdue to fix serious safety issue</td>
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<td>Testimony</td>
<td>Johnson, Ken</td>
<td>Chief of Police, City of Fairview</td>
<td>Fairview</td>
<td>RR2081</td>
<td>223rd RR undercrossing at Sandy Blvd</td>
<td>Extremely dangerous for bikes and pedestrians; site of many crashes</td>
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<td>Letter</td>
<td>Townsend, Jeff</td>
<td>Townsend Farms</td>
<td>Fairview</td>
<td>RR2081</td>
<td>223rd RR undercrossing at Sandy Blvd</td>
<td>Improvements will support economic development and improve safety</td>
<td>Pro</td>
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<td>Testimony</td>
<td>Vonderharr, Roger</td>
<td>West Columbia Gorge Chamber of Commerce</td>
<td>Fairview</td>
<td>RR2081</td>
<td>223rd RR undercrossing at Sandy Blvd</td>
<td>Fix a dangerous area; promote economic development</td>
<td>Pro</td>
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<td>Letter</td>
<td>Weatherby, Mike</td>
<td>Mayor, City of Fairview</td>
<td>Fairview</td>
<td>RR2081</td>
<td>223rd RR undercrossing at Sandy Blvd</td>
<td>Key to safety and access improvement</td>
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<td>Testimony</td>
<td>Boxer, Charlotte</td>
<td>Pacific Continental Bank</td>
<td>Region</td>
<td>TD8005a</td>
<td>Metro TOD Implementation Program</td>
<td>Mixed use developments benefit the region; these programs make it possible for private investors to proceed.</td>
<td>Pro</td>
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<tr>
<td>Testimony</td>
<td>Bruning, Fred</td>
<td>Centercal Properties</td>
<td>Region</td>
<td>TD8005a</td>
<td>Metro TOD Implementation Program</td>
<td>Catalyst for private investment in high-density, mixed use areas</td>
<td>Pro</td>
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<td>Testimony</td>
<td>Ellsworth, Mark</td>
<td>Office of the Governor, Salem</td>
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<td>Metro TOD Implementation Program</td>
<td>Essential to 30 projects in the region</td>
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<td>Testimony</td>
<td>Everett, Kathy</td>
<td>Gresham Downtown Development Assoc.</td>
<td>Region</td>
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<td>Metro TOD Implementation Program</td>
<td>Demonstrated success in creating mixed-use centers and private investment</td>
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<tr>
<td>Testimony</td>
<td>Gallagher, Ed</td>
<td>City of Gresham</td>
<td>Region</td>
<td>TD8005a</td>
<td>Metro TOD Implementation Program</td>
<td>Important to stimulate private investment</td>
<td>Pro</td>
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<td>Testimony</td>
<td>Kemper, Tom</td>
<td>None specified</td>
<td>Region</td>
<td>TD8005a</td>
<td>Metro TOD Implementation Program</td>
<td>Had been instrumental in two projects he developed; important to spur infill</td>
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<tr>
<td>Testimony</td>
<td>Laramee, Brian</td>
<td>Myhre Group Architects</td>
<td>Region</td>
<td>TD8005a</td>
<td>Metro TOD Implementation Program</td>
<td>Creates awareness, nurtures growth</td>
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<td>Testimony</td>
<td>McNamara, Ed</td>
<td>Turtle Island Development, LLC</td>
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<td>Metro TOD Implementation Program</td>
<td>Important to leverage private investment</td>
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<tr>
<td>Letter</td>
<td>Norquist, Jerry</td>
<td>Cycle Oregon</td>
<td>Region</td>
<td>TD8005a</td>
<td>Metro TOD Implementation Program</td>
<td>Project has demonstrated its use in encouraging alternate transportation modes</td>
<td>Pro</td>
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<tr>
<td>Testimony</td>
<td>Southgate, John</td>
<td>City of Hillsboro</td>
<td>Region</td>
<td>TD8005a</td>
<td>Metro TOD Implementation Program</td>
<td>Hillsboro is poised to take off; needs this program to help</td>
<td>Pro</td>
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<tr>
<td>Letter</td>
<td>Bernard, James</td>
<td>Mayor, City of Milwaukie</td>
<td>Region</td>
<td>TD8005b</td>
<td>Metro Centers Implementation Program</td>
<td>Crucial for private-public partnerships that make centers happen</td>
<td>Pro</td>
</tr>
<tr>
<td>Letter</td>
<td>Bruning, Fred</td>
<td>Centercal Properties</td>
<td>Region</td>
<td>TD8005b</td>
<td>Metro Centers Implementation Program</td>
<td>Catalyst for private investment in high-density, mixed use areas</td>
<td>Pro</td>
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<td>Testimony</td>
<td>Gallagher, Ed</td>
<td>City of Gresham</td>
<td>Region</td>
<td>TD8005b</td>
<td>Metro Centers Implementation Program</td>
<td>Important to stimulate private investment</td>
<td>Pro</td>
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<td>Testimony</td>
<td>Laramee, Brian</td>
<td>Myhre Group Architects</td>
<td>Region</td>
<td>TD8005b</td>
<td>Metro Centers Implementation Program</td>
<td>Encourages alternative transportation; window-shopping, gathering places</td>
<td>Pro</td>
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<tr>
<td>Letter</td>
<td>Norquist, Jerry</td>
<td>Cycle Oregon</td>
<td>Region</td>
<td>TD8005b</td>
<td>Metro Centers Implementation Program</td>
<td>Project has demonstrated its use in encouraging alternate transportation modes</td>
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<td>Russman, Mike</td>
<td>Peak Development, LLC</td>
<td>Region</td>
<td>TD8005b</td>
<td>Metro Centers Implementation Program</td>
<td>TOD contributes crucial funding, without which these project can't be built</td>
<td>Pro</td>
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<tr>
<td>Testimony</td>
<td>Southgate, John</td>
<td>City of Hillsboro</td>
<td>Region</td>
<td>TD8005b</td>
<td>Metro Centers Implementation Program</td>
<td>Hillsboro is poised to take off; needs this program to help</td>
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<td>Testimony</td>
<td>Swanson, Mike</td>
<td>City of Milwaukie</td>
<td>Region</td>
<td>TD8005b</td>
<td>Metro Centers Implementation Program</td>
<td>Crucial for stimulating redevelopment and development of centers</td>
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<td>Testimony</td>
<td>Parker, Terry</td>
<td>None specified</td>
<td>Portland</td>
<td>TD8025</td>
<td>Hollywood Transit Center: NE Halsey/NE 42nd St</td>
<td>Oppose</td>
<td>Con</td>
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<td>Affiliation</td>
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<td>Letter</td>
<td>White, Dana</td>
<td>Providence Health System</td>
<td>Portland</td>
<td>TD8025</td>
<td>Hollywood Transit Center: NE Halsey/NE 42nd St</td>
<td>Needed for safety and to support transit ridership</td>
<td>Pro</td>
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<tr>
<td>Testimony</td>
<td>Barber, Bill</td>
<td>Resident, Portland</td>
<td>Region</td>
<td>TO8052</td>
<td>Regional Travel Options</td>
<td>RTO projects promote use of many alternatives to SOV travel</td>
<td>Pro</td>
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<td>Testimony</td>
<td>Everett, Kathy</td>
<td>Gresham Downtown Development Assoc.</td>
<td>Region</td>
<td>TO8052</td>
<td>Regional Travel Options</td>
<td>Enables partnerships crucial to developing successful centers</td>
<td>Pro</td>
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<td>Testimony</td>
<td>Frost, Karen</td>
<td>Westside Transportation Alliance</td>
<td>Region</td>
<td>TO8052</td>
<td>Regional Travel Options</td>
<td>Funds crucial educational component of efforts to reduce car dependency</td>
<td>Pro</td>
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<td>Testimony</td>
<td>Barber, Bill</td>
<td>Resident, Portland</td>
<td>Region</td>
<td>TO8053</td>
<td>RTO Individualized marketing program</td>
<td>Supports project</td>
<td>Pro</td>
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<td>Testimony</td>
<td>Frost, Karen</td>
<td>Westside Transportation Alliance</td>
<td>Region</td>
<td>TO8053</td>
<td>RTO Individualized marketing program</td>
<td>Allows TMAs to educate people on alternatives to SOV trips</td>
<td>Pro</td>
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<td>Testimony</td>
<td>Wiley, Alison</td>
<td>Westside Transportation Alliance</td>
<td>Region</td>
<td>TO8053</td>
<td>RTO Individualized marketing program</td>
<td>Urgent in the face of population growth and roads at capacity now</td>
<td>Pro</td>
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<td>Testimony</td>
<td>Anderson, Lenny</td>
<td>Swan Island TMA</td>
<td>Region</td>
<td>TO8056</td>
<td>RTO new TMA Support</td>
<td>Necessary to achieve 2040 goal of reducing SOV use</td>
<td>Pro</td>
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<td>Testimony</td>
<td>Barber, Bill</td>
<td>Resident, Portland</td>
<td>Region</td>
<td>TO8056</td>
<td>RTO new TMA Support</td>
<td>Supports project</td>
<td>Pro</td>
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<td>Testimony</td>
<td>Burns, Sandi</td>
<td>Clackamas Regional TMA</td>
<td>Region</td>
<td>TO8056</td>
<td>RTO new TMA Support</td>
<td>Program supports TMA that provide crucial information to employers on transit and other mobility options</td>
<td>Pro</td>
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<td>Everett, Kathy</td>
<td>Gresham Downtown Development Assoc.</td>
<td>Region</td>
<td>TO8056</td>
<td>RTO new TMA Support</td>
<td>Enables partnerships crucial to developing successful centers</td>
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<td>Testimony</td>
<td>Perkins, Brad</td>
<td>None specified</td>
<td>Portland</td>
<td>TR1106</td>
<td>Portland Streetcar: NW 10th-39th St</td>
<td>Supports project</td>
<td>Pro</td>
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<td>Letter</td>
<td>Brown, Kerry</td>
<td>None specified</td>
<td>Portland</td>
<td>No #</td>
<td>Trails projects in SW Portland</td>
<td>Supports all trails in SW Portland</td>
<td>Pro</td>
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<tr>
<td>Letter</td>
<td>Olsen, John W</td>
<td>Phagan’s Schools NW, Inc</td>
<td>Portland</td>
<td>No #</td>
<td>General</td>
<td>Need light rail service in Tigard</td>
<td>Pro</td>
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<td>Letter</td>
<td>Thayer, Jim</td>
<td>SW Hills Residential League</td>
<td>Portland</td>
<td>No #</td>
<td>General</td>
<td>Need safe bike and pedestrian facilities in SW Portland</td>
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Section 3: Comments
MINUTES OF THE METRO COUNCIL JPACT JOINT PUBLIC HEARING

Tuesday, February 13, 2007
Metro Council Chamber

Councilors Present: Rex Burkholder (JPACT Chair) Kathryn Harrington, Carl Hosticka, Rod Park, Robert Liberty, Brian Newman

Councilors Absent: David Bragdon (excused), Carl Hosticka (excused), Brian Newman (excused)

JPACT Members Present: Lynn Ann Peterson, Dick Pedersen, Rob Drake, Rian Windsheimer

Chair Burkholder convened the Metro Council JPACT Joint Public Hearing at 5:30 p.m.

I. INTRODUCTION TO DRAFT FINAL LIST OF RECOMMENDED PROJECTS FOR THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

Chair Burkholder welcomed the audience and explained the timeline for the Allocation Process/Schedule:

1. Final public comment hearing: comments will be summarized for JPACT and Council decision process.
   a. February 22: JPACT Briefing
   b. March 1: JPACT Recommendation
   c. March 15: Metro Council decision

2. Public comments received through tonight will be summarized and supplement the existing Public Comment summary book.

Logistics

1. Must sign-up to testify – please see registration table outside entrance.
2. Need not testify, may submit written comments only.
3. Testimony limited to 3 minutes.
4. After testifying, submit testimony form and any supporting materials to the Clerk of the Council.
5. Restrooms and drinking fountains located past the registration table and stairway to the left.

Materials

1. Summary of expected federal spending: this hearing concerns expenditures on regional flexible funds (13% of expected federal spending and 5% of total spending).
2. Table of TPAC recommended project/program funding
3. Analysis of how TPAC recommendation addresses the program narrowing factors and policy objectives.
4. TPAC recommendation rational.
5. Draft conditions of approval.
He explained the Public Testimony Procedure

1. Testifiers will complete a "Testimony Form" when they sign in.

2. Sign-in staff will note the order of arrival on the testimony form.

3. Sign-in person will keep white copy of testimony forms and forward them to the Clerk of the Council in batches. Clerk of the Council will pass the forms on to you.

4. After testifying, testifier will hand his/her yellow copy of the Testimony Form to the Clerk of the Council, along with any supporting material. Keep all the white original Testimony Forms and hand them to the Clerk of the Council at the end of the hearing.

He introduced the Metro Councilors and Joint Policy Advisory Committee on Transportation (JPACT) members.

II. PUBLIC HEARING ON FINAL PROJECT LIST

Chair Burkholder opened a public hearing.

Kathy Fuerstenau, Cully Association of Neighbors, 4930 NE 73rd Portland OR 97219 thanked Transportation Policy Alternatives Committee (TPAC) and JPACT for keeping the Cully Blvd. Green Street Project on Final Cut List. Cully Association of Neighbors was supportive of the project. She noted the diversity of the neighborhood. She urged their support. A copy of her written letter is included in the record.

Mel Vietzke, Cully Association of Neighbors, 5704 NE Going St. Portland OR 97218 spoke in support of the Cully Blvd. Green Street Project. He said the Cully Neighborhood needed streets, parks and sidewalks. He urged funding for the project. They had not had one major project in 20 years. This project would provide a safer street for walkers and bike riders. (He provided his letter for the record.)

Barb Fritz, Cully Neighborhood, 4705 NE Ainsworth, Portland OR 97219 supported the Cully Blvd.-Killingsworth to Prescott project. (She read her written comments into the record.)

Terry Parker, P. O. Box 13503 Portland OR 97213 supported funding for the Morrison Bridge Lift Park. He felt the TD 8025 Hollywood Transit Center should be rejected (a copy of his written testimony and written comments are included in the record). He did not support funding for BK1126.

Ed Gallagher, City of Gresham, 1333 NW Eastman Parkway Gresham OR supported the Transit Oriented Development (TOD) Centers program. He was responsible for special projects for the City of Gresham. He said the TOD program was a public investment. He provided written testimony, which he summarized for the record. He read Fred Bruning’s letter of support for TOD Program funding into the record as well (a copy of this letter is included in the record).

Mike Swanson, City of Milwaukie, 10722 SE Main Milwaukie OR 97222 supported the TOD Centers program. He read his letter into the record. He was also submitting a letter from the Mayor of Milwaukie, James Bernard.
Wendy Kroger, Chair of THPRD Trails Advisory Committee, 12030 SE Settle Way Beaverton OR 97008 requested MTIP funding for two projects in the Beaverton/Washington County area, Regional Fanno Creek Greenway Trail and Westside Corridor Trail Master Plan. She read her letter into the record. Councilor Liberty asked Ms. Kroger about transportation alternatives as well as amenities. She felt these projects supported both alternates and amenities.

Susan Hathaway Marxer, 2136 NE 22nd Ave Portland OR 97212 supported MTIP funding for Sullivans Gulch Trail. She was a member of the Irvington Neighborhood Association. She felt the trail had the potential to be the northeast connection similar to Springwater Corridor. She felt there was an aesthetic quality to the trail. The trail was also about health and safety. She talked about leverage the economic development that had been made in this corridor. A copy of her comments is included in the record.

Mary Ordal, Hillsboro Parks and Recreation, 4400 NW 229th Avenue Hillsboro OR 97124 supported BK 3012. She was from the City of Hillsboro and supported the Rock Creek Trail. She submitted her written testimony for the record.

Sandi Burns, Clackamas Regional Transportation Management Area (TMA) 7740 SE Harmony Rd Portland OR said she supported the Regional Transit Options (RTO) funding for TMA projects. She provided her letter for the record.

Brian Laramee, Myhre Group Architects, 700 SW Taylor, Suite 400 Portland OR 97205 supported the TOD and Centers program. (A copy of his letter is included in the record).

Don Slack, Chair Oregon City Transportation Advisory Committee, 16163 Widman Ct Oregon City OR 97045 provided input on the McLoughlin Blvd Phase 2 project. He supported funding for this project. He read his letter into the record.

Karen Frost, Executive Director of the Westside Transportation Alliance, 12527 SW Milligan Way #300 Beaverton OR 97005 supported the Regional Travel Options program. A copy of her letter is included in the record.

Alan Hipolito, 6856 NE Killingsworth, Portland OR 97218 supported the Cully Blvd. Green Street project. He works for a small non-profit in the area. He echoed other testifiers’ testimony about the project. He spoke of the need for safety and connectivity.

Greg Wentworth, Wentworth Chevrolet, 107 SE Grand Portland OR supported funding for the Burnside Couch Couplet (no written comments were included).

Alice Norris, Mayor of Oregon City, PO Box 3040, Oregon City, OR 97045 supported the McLoughlin Blvd Phase 2 project. She read her letter into the record.

Mark Ellsworth, Office of the Governor, 255 Capitol St NE Suite 126 Salem OR 97301 supported the TOD Program. He worked with Governor Kulongoski. He read his comments into the record. He noted the benefits of the program and the leverage of resources that had been brought to the region. He spoke to community involvement. TOD built on a legacy.

Lenny Anderson, 4567 N Channel Portland OR 97217 supported the RTO Program. This program was a center for auto trip reduction. He urged them to walk the talk. They needed to
reduce auto trips in the region. He spoke to the benefits of reducing auto trips including improving air quality, freight movement, etc. He felt the RTO project should be the center of the program. He said we have to think as RTO as the heart and soul for the next 20 years. He urged that the RTO budget be doubled.

Kathy Everett, Gresham Downtown Development Association, 323 NE Roberts Ave Gresham, OR 97030 supported TOD and RTO programs, as well as the PD 2057 project. She read her letter into the record.

Dick Schouten, Washington County Commissioner, 155 N 1st Hillsboro OR 97124 supported the west side trail project. He urged striking a balance in transit projects. He noted the route of the trail and said the trail runs the length of Washington County. He then spoke to the gap on Fanno Creek and Hall Blvd. He also submitted written testimony.

Algie Gatewood, Portland Community College Cascade Campus, 705 N. Killingsworth Street Portland OR 97219 supported the Killingsworth Street Improvement project. He urged funding. He provided his letter for the record.

Alison Wiley, Westside Transportation Alliance, 12725 SW Millikan Beaverton OR 97005 supported RTO funding. She felt these programs were the most powerful programs enabling Metro to achieve its own goals. She provided her comments for the record. She provided reasons for funding the RTO programs. She urged retaining or increasing RTOs.

Cynthia Peek, Chair Lents Town Center Urban Renewal Advisory Committee, 4736 SE 24th Portland OR 97206 said that their urban renewal program was very poorly funded. She read her letter into the record.

Jonathan Schlueter, Westside Economic Alliance, 10220 SW Nimbus Ave Beaverton OR Suite K-12 spoke in support of RC 3023 Hwy 217 BHH Allen Blvd. He noted that this was only one of three projects that addressed freight mobility. Mayor Drake asked Mr. Schlueter to name an employer near Hwy 217 and the impact that they have on the roadway. Mr. Schlueter said Providence St. Vincent was on of those employers. He talked about how employees traveled to their work through alternative means. Mayor Drake asked Mr. Schlueter how Hwy 217 and Hwy 26 compared to the state roads. Mr. Schlueter responded to his question. Councilor Liberty asked if his organization had a position on the RTO. Mr. Schlueter said they did not. His comments are included in the record. He also provided statistics on Washington County and Designing a Regional Transportation System (a copy of which is attached to the record).

Charlotte Boxer, Pacific Continental Bank, 222 SW Columbia Suite 1650 Portland OR 97201 supported the TOD program, mixed-use projects. Her bank had financed a number of TOD projects. She read her letter into the record.

Mary Cunningham, Office of Congressman Wu, 620 SW Main Suite 620 Portland OR 97205 read a letter from him concerning Hwy 217 Beaverton Hillsdale to Allen Blvd. A copy of the letter was included in the record.

Larry Cooper, City of Fairview, 844 NE Market Fairview OR 97024 submitted his remarks in writing (for Mike Weatherly, Mayor of City of Fairview).
Roger Vonderharr, West Columbia Gorge Chamber of Commerce, 180 2nd Fairview OR 97024 talked about the 223rd Overpass project. He provided a letter for the record. Councilor Park added his comments about the area. He also noted a letter he was submitting on behalf of Jeff Townsend, Vice President of Townsend Farm that was included in the record.

Ken Johnson, City of Fairview PO Box 337 Fairview OR 97224 said he was the Police Chief of the City of Fairview. He supported funding for Railroad Crossing Improvement for 223rd. He talked about the public safety issues. He read his letter into the record.

Alice Richmond, 3939 Parker Rd Oregon City OR 97045 said she was from Clackamas County. She supported the McLoughlin Blvd. Phase 2 project as proposed by Oregon City. She said this area needed improvement. She also talked about the Willamette Falls project. A copy of her written comments is included in the record.

Doug Neeley, Oregon City Commissioner, 712 12th St Oregon City OR 97045 supported McLoughlin Blvd. Oregon City Phase 2. He felt that this met multimodal concerns. He also talked about connectivity to Main Street, Clackamas Cove, Clackamas Park and new developments. It was a principal access point to Main Street in Oregon City.

Michelle Haynes, 1135 SE Salmon, Portland OR 97214 representing REACH, supported the Killingsworth Street Improvement project Phase 2. The improvements were important. She read her letter into the record.

Joan Kwok, South Waterfront Meriweather Resident, 3570 SW River Parkway #813 Portland OR 97234 supported the Willamette Greenway Trail BK 1048. She advocated for the Prometheus segment trail. She talked about the diversity of their neighborhood. She read her letter into the record and included a traffic-signing plan as an attachment to her letter.

John Luke, South Waterfront, 0836 SW Curry St #906 Portland OR 97239 supported Prometheus Segment funding. He provided some photos to the committee for their review. The first photo was for the Prometheus project, which was not funded. He talked about the biking opportunities. Many of the photos had to do with bicycles. They were asking to put this project back on the list. Included with his written comment was a petition signed by many citizens supporting funding for the Willamette Greenway Trail.

Norman Chun, South Waterfront, 3570 SW River Parkway #101 Portland OR 97239 talked about the Greenway Trail and asked for support of this project. It would tie to the trail from Willamette Trail. He talked about safety and construction. He submitted photos of the area. Councilor Liberty said when he lived in the Johns Landing area and commuted by bike. He was struck that very few commuted when he lived there. He asked if this had changed. Mr. Chuu said he felt that many of the bike trips were commute trips to work. He said there was also recreational biking in the area. There were safety issues for the bicyclists. His written letter is included in the record.

Mike Bennett, City of Gresham, 1333 NW Eastman Parkway Gresham OR 97030 read his letter into the record. Councilor Park welcomed Councilor Bennett to his first MTIP hearing.

Darla King, Chair for Central Beaverton Neighborhood Association, 12150 SW 7th Street Beaverton OR 97005 talked about Murray Farmington Road Intersection and the growth in the area. A copy of her letter is included in the record.
Brad Perkins, 1901 NE Broadway Portland OR 97232 supported the Eastside Street Car and the Sullivan Gulch Corridor Trail projects. He spoke of the vision of the corridor and the need for connectivity between Gateway and the river. He felt this route would encourage commuters to get out of their cars and take the bike route. They needed money for the master plan. Councilor Burkholder talked about the Albina site and if this was funded could they take advantage of the development? Mr. Perkins said they would provide an easement. It was a critical time. The sooner they could designate where the route would be, the better.

Amber Holveck, President and CEO of Oregon City Chamber of Commerce, PO Box 226, Oregon City OR 97045 spoke on BD 534. She represented Oregon City Chamber of Commerce and supported the McLoughlin Blvd Phase 2 project. She noted that this project would help economic growth and business retention. She read her letter into the record.

Terry Whisler, City of Cornelius, 1355 N Barlow Cornelius, OR 97113, supported PD 3169 Baseline project. They were a very poor small community. This funding was critical to try and build a community. He said the project was number one ranked. He spoke to the benefits. He delivered a letter of support from the Chamber of Commerce and almost 906 letters from community members. This project was the lifeblood of that town. Councilor Harrington talked about the receipt of e-mails from Cornelius and that they had been placed in the record.

Consuelo Arauza, 186 N 5th Cornelius, OR 97113 had an interpreter, Hector Osuna. She supported the project for Cornelius. She was the mother of a 14-year-old child who was handicapped and used a wheelchair. She talked about the dangers of walking because there were no sidewalks. She wanted the committee to consider safety for pedestrians as well as no handicap barriers. She invited Council to walk through Cornelius with no sidewalks. Councilor Liberty said he would take that invitation to heart.

Alexander Craghead, City of Tigard, 13125 SW Hall Blvd Tigard OR 97223 asked for funding for the Tigard project. He also talked about the linkage with Fanno Creek Park, Green Street Redesign of Burner Road and Commuter Rail. He read his letter into the record.

Brian Wegener, Tualatin Riverkeepers, 12360 SW Main St Suite 100 Tigard OR 97223 said he supported the Tigard redevelopment project on Main Street. He noted the restoration project on Fanno Creek. He read his letter into the record.

Dorene Warner, Chair of the Gateway Urban Renewal Advisory Committee, 12350 SE Powell, Portland OR 97236 supported funding for the BD 2015 project which did not get funded. She noted what had been asked for in funding and the impacts of not funding the project. The project was the spine of Gateway. She read her letter into the record.

MJ Coe, Sullivan Gulch Corridor Trail Steering Committee, 43 NE Meikle Place Portland OR 97213 said he lived in the Laurelhurst Neighborhood. He talked about the Sullivan Gulch Trail project. He said there was wide community support for this project. He said 10 neighborhood associations had written letters in support of this project. His written comments are included in the record.

Jess Laventall, member of the Lents Neighborhood Association, 10449 SE Eillis St Portland OR 97266, spoke about the PD 1160 project, the Lents Town Center project. This project would help with their urban renewal. He spoke to the gap between Lents and the light rail. This project would encourage access. His written comments are included in the record.
Ted Schumaker, Parks and Recreation Advisory Committee for Oregon City, 17352 S, Bradley Rd. Oregon City OR 97045 was testifying on the McLoughlin Blvd project. He noted connection to other transit accesses. He noted conditions on McLoughlin Blvd. He read his comments into the record. They support the project.

Mike Rossman, Peak Development LLC, 719 NE Roberts Ave Gresham OR 97030 said he was speaking in support of the TOD Centers program. He talked about the City of Gresham Centers project. He read his letter into the record.

Kate Deane, Development Manager for the Interstate Corridor Renewal Project, was here supporting a variety of organizations urging the committee to reconsider the Killingsworth Corridor project and add it back to the funding list. She provided letters from some of the organizations including Humboldt Neighborhood Association, Ethos Music Center, North Portland Neighborhood Library, McMenamins, Housing Authority of Portland/Humboldt Gardens, Portland Community College, Jefferson High School, REACH/McCuller Crossing, The Salvation Army Moore Street, Brad Halverson of Overlook Neighborhood Association, and Walter Valenta and Sheila Holden Co-Chairs of Interstate Corridor Urban Renewal Area for the record.

Gregg Everhart, Portland Parks and Recreation, 1120 SW 5th Ave Room 1302 Portland OR 97204 talked about the Central District Project and the gap in funding. She provided a map of the area. Councilor Liberty asked Ms. Everhart about the gap. Ms. Everhart responded to his question. Andy Cotugno, Planning Director, added some history about the project. A copy of her comments is included in the record.

Clarke Balcom, 1312 SW 16th Suite 200 Portland OR 97201 said he was a Board member of the 40 Mile Loop. He supported the South Prometheus project and spoke of the need for connectivity with the streetcar.

Linda Nettekoven, HAND/DCBA, 2018 SE Ladd Avenue Portland OR 97214 said she was speaking for a variety of organizations. She was speaking for Division Avenue improvements. They were not on the first cut list but would like to be reconsidered. They need the help with pedestrian safety. She read her letter into the record.

Tom Kemper, 1230 W 1st Portland OR 97204 supported the TOD program. He had been involved in two projects that were funded by TOD program. He talked about the difficulty of doing large infill projects. He urged support of funding for those two programs.

Ed McNamara, Turtle Island Development LLC 907 NE Thompson, Portland OR 97212 supported the TOD project and summarized his letter for the record.

John Southgate, City of Hillsboro, 150 E Main St., Hillsboro OR 97124 supported the TOD and Centers program. He said Hillsboro is poised to take off but faces real challenges. No written comments were submitted.

Susan Lindsay, Central Eastside Urban Renewal Advisory Committee, 1618 SE Alder Portland OR 97214 was from Urban Renewal and supported the Burnside Couch Couplet. They were excited about the redevelopment in that area.
Chair Burkholder closed the public hearing.

Councilor Harrington thanked everyone for coming.

There being no further business to come before the Metro Council, Chair Burkholder adjourned the meeting at 8:40 p.m.

Prepared by,

Chris Billington
Council Operations Manager
## ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 13, 2007

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<tr>
<th>Item</th>
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<th>Doc. Date</th>
<th>Document Description</th>
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Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: 

Affiliation: 

Address: 

Email: 

☐ Include my email in your list of interested parties.

Project/program: See Below

☐ Support ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

Morrison Bridge LRT/SAS - Support
Hollywood Transit Center TD805 - Oppose
NE-SE 50's Bikeway - Oppose
NE-SE 70's Bikeway - Oppose

Also E Burnside BD1089 needs to be re-thought out - We are building a choice point on 14th using 17 for west bound and east bound traffic.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form
JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program
February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)
Name: Barb Friez
Affiliation: Cully Neighborhood
Address: 4205 N.E. Ainsworth
Email: PROHEALTHme@msn.com

☐ Include my email in your list of interested parties.

Project/program: Development of street - Cully Blodgett Killingsworth to Prescott Intersection
☑ Support ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)
Thank you for including us in your transportation funding!
And we could use more neighborhood Just before our last month's meeting a person walking pushing a walker and one running his own wheelchair were seen traveling in the middle of the street - 57th (which becomes 60th) in the dark on a curved road. They could not maneuver on the side of the street as it is just mud and gravel.
At least a year ago, a woman was killed after she tried to cross the street from her bus stop. There was no cross street for several blocks either way and no sidewalks or traffic speed restrictions.

It would be nice to have the full Cully Blodgett Green Street Project funded to the $3.2 million cost and not only that, 60th Street, which also feeds into Prescott Street, especially from Lombard to Fremont, is a major street needing similar attention.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form
JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program
February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Susan Hathaway - MARXER
Affiliation: Sullivans Gulch Trail - Seyonigton NA support
Address: 2130 NE 22nd Ave / 97212
Email: 

☐ Include my email in your list of interested parties.

Project/program: MTIP funding for Sullivans Gulch Trail
Support ☒ Oppose ☐ Planning Study

Remarks (Summarize your remarks here if you have not brought written remarks.)

Support for project based on these strong selling points -

1) Connectivity / neighborhoods and existing trails

2) Aesthetic / 1-84 corridor is gateway to PDX from Airport

3) Health / level bike and ped pathway will promote healthy recreation opportunities

4) Security / much safer to ride bike off-street - provides a good alternative to Study 3 bike

5) Employment centers / major employers located along route should welcome enhancement to already significant investment in light rail, streetscape and freeway improvements w/in corridor.

Submit color copy to Clerk of the Council after you testify along with any supporting material.
If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: MARY ORDAL
Affiliation: HILLSBORO PARKS & RECREATION
Address: 4400 NW 229TH AVE. HILLSBRO OR 97124
Email: maryo@ci.hillsboro.or.us

☐ Include my email in your list of interested parties.

Project/program: BIKE 2012 ROCK CREEK TRAIL
☐ Support  ☐ Oppose  EXTENSION

Remarks (Summarize your remarks here if you have not brought written remarks.)

Please continue to support the Rock Creek Trail extension project.

Thank you.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Alan Hipólito
Affiliation: VERDE
Address: 6856 NE Killingsworth Portland 97218
Email: alan@verdenw.org

☐ Include my email in your list of interested parties.

Project/program: Cully Blvd Green Street project
☒ Support ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

I support the project because of the benefit to safety, the environment, & economic development, I would encourage the JPACT to fully fund the project at $3.2 million.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: MARK ELLSWORTH
Affiliation: Office of the Governor
Address: State Capitol
Email: mark.ellsworth@state.or.us

☐ Include my email in your list of interested parties.

Project/program: TOD Program

☒ Support ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

I am chair of the TOD Steering Committee as the Governor's representative.

We have 30 projects across the region.

The TOD program is an essential element at each project.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Lenny Anderson
Affiliation: Swan Island TMA
Address: 45657 N. Channel Ave
Email: sitma@televale.com

☐ Include my email in your list of interested parties.

Project/program: RTO Program

☐ Support  ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

Need to increase funding for RTO Program in next funding cycle in order to achieve 2040 auto trip reduction goals.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record, Please print)

Name: Alison Wiley

Affiliation: Westside Transportation Alliance

Address: 12725 SW Millikan Boulevard 97205

Email: alison@wta-tma.org

I include my email in your list of interested parties.

Project/program: RTD funding

☐ Support  ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

I support continued full funding of the RTD program. Working in Washington County with local businesses and municipalities, I see great need for individualized marketing of transportation options. This is all the more urgent in light of rapid population growth and roads at or exceeding capacity already.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Jonathan Schlueter
Affiliation: Westside Economic Alliance
Address: 10220 SW Nimbus Avenue Suite K-12
Email: 

☐ Include my email in your list of interested parties.

Project/program: RC 3023 Highway 217 BHH-Allen Blvd
☐ Support  ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

RC 3023 is the only MTIP project that addresses needs for freight mobility, road capacity, commuter access on the Westside.

RC 3023 compliments Metros Highway 217 Transportation Improvement Plan, and serves as a necessary first step to a 3-year study and recommended action.

RC 3023 is long overdue. Washington County population increases at 1,000 people every month. Employment is at record highs. Income levels at record highs. Income tax revenue paid to State of Oregon at record highs.

No other transportation corridor in the region/state handles 114,300 vehicles per day, traveling on two serpentine lanes.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Charlotte Boxer
Affiliation: Pacific Continental Bank
Address: 222 SW Columbia, Suite 1450, Portland, OR 97201
Email: charlotte.boxer@rightbank.com

☐ Include my email in your list of interested parties.

Project/program: Transit Oriented Development

☒ Support ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

1. I have financed a number of TOD's mixed use & higher density are difficult.
December 1, 2006

M. Ted Leybold
MTIP Manager
Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Mr. Leybold:

This letter is to provide support for Metro’s TOD Implementation Program and Regional and Urban Centers Program.

Mixed-use projects have broader community benefits such as fewer auto trips and more transit trips and can be important elements of providing for a vibrant community. But they are difficult to finance and construct.

Pacific Continental Bank is especially proud to have financed the five-story, mixed-use project in Gresham called The Crossing at Gresham Station. This is an important project for the region and as I'm sure you know was featured along with Metro's TOD Program on a British Broadcasting Corporation series entitled "The World's Best Public Services".

Our bank provided the construction loan and it was the largest loan made at that point.

An important element in providing some comfort to a lender on cutting-edge projects like these is whether or not there are also public partners. This provides the lender a level of confidence to proceed with the project, providing it meets banking requirements.

We have worked with Metro's TOD Implementation Program and have observed that its approach to mixed-use projects works well.

Please consider funding for the TOD Implementation Program and the Urban Centers Program. These programs that provide direct investment into projects will continue to have major positive impact on developing the urban centers.

Sincerely,

Charlotte Boxer (fka Gallagher)
Executive Vice President
Director of Real Estate Markets
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Davie Neeley
Affiliation: Oregon City Commissioners
Address: 712 12th St, Oregon City, Oregon 97045
Email: intstats@sbcglobal.net

☐ Include my email in your list of interested parties.

Project/program: McLoughlin Blvd, Oregon City Phase II

☐ Support  ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

Connectivity to Main Street Oregon City
Clackamas Cove
Clackamette Park
New Developments

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
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JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
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February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: MRS. CONSELO ARANZA
Affiliation:  
Address: 186 N 7TH AVE, CORNELIUS, OR. 97113
Email:  

☐ Include my email in your list of interested parties.

Project/program: CORNELIUS SIDEWALK PROJECT
☒ Support ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

- La necesidad de bancos para tener seguridad para ir a:  
- La tienda  
- La clínica  
- La escuela  
- El correo  
- La iglesia  

Esto es de mayor preocupación para personas con discapacidad

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
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JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
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February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: MJ Cox
Affiliation: Sullivan’s Gulch Corridor Trail Steering Committee
Address: 43 NE Meikle Pl, PO Box 97218
Email: tsp@myrealbox.com

☐ Include my email in your list of interested parties.

Project/program: Sullivan’s Gulch Corridor Trail - Bike Project Code #0001
☑ Support  ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

17 neighborhood assns have given written letters in support or have passed board/assn. resolutions to support this project.
In addition, community groups have already contributed $8,100.00 towards that project.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
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JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
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February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Jess Lavenhall

Affiliation: Lents Neighborhood Association

Address: 10409 SE Ellis St Portland, OR 97266

Email: Portland

☐ Include my email in your list of interested parties.

Project/program: Lents Town Center / SE 82nd

☒ Support ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

☒ Adds much needed pedestrian safety and access to Lents Town Center

☒ $180M grant to be matched by $190k Urban Renewal funds

☒ Urban renewal efforts in Lents will focus on a pedestrian/transit oriented town center that will be an important asset to Portland

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Jeff Schumaker
Affiliation: Park & Rec Advisory Committee, Oregon City
Address: 17352 S Bradley Rd, Oregon City, OR
Email: 

☐ Include my email in your list of interested parties.

Project/program: Molalla Bluff Phase 2

☐ Support  ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

Testimony of why project appeals to Park & Rec.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
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February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Gregg S. Everett

Affiliation: Portland Parks & Recreation

Address: 1120 SW Fifth Ave Room 1302 97204

Email: pgregg@ci.portland.or.us

Include my email in your list of interested parties.

Project/program: Willamette Greenway Trail (revised) $650,000 MTIP

Support ☐ Oppose ☐

Remarks (Summarize your remarks here if you have not brought written remarks.)

Willamette Greenway project was rejected to be funded 2 MTIP allocations back. The project did not get any funds— all went to streetcar.

The revised proposal has been reduced to 1/3 original request. The US trail in Central District will be constructed into MTIP dollars. However, no TIP/SDC/developer funds are available in south 600 feet. Please see attached map & avoid leaving a gap between existing trail that ends @ Spaghetti Factory & new Central District segment. Employments & residential numbers are increasing. Infrastructure ongoing construction has destroyed the earlier infrastructure that helped bikers & pets get to this area.

This is 2nd request technically ranked project. I was on Metro staff recommended 150% list until removed due to pesky controversy over prior funding.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
MTIP TRANSPORTATION PRIORITIES PROCESS 2008-11
Feb 13, 2007 Public Hearing — Dorene Warner, Chair of Gateway PAC

Project name 102nd Avenue: Northeast Glisan to Stark
Project code BD2015 Funding category Boulevard

What we were seeking in this round?
The request is for $1.9 million to construct Phase II of the project which will complete
improvements from NE Glisan Street to SE Stark Street. The first phase (from NE Weidler to
Glisan Street) will start construction later this summer and will be completed in the early fall this
year. Phase II represents nearly 50% of the entire project, and would have enabled the 102nd
Boulevard reconstruction to move smoothly from North to South the full length of the project
area. To repeat, our $1.9 million request was for construction, not planning and engineering, as
this project is ready to go when funds are available.

What a two year delay will mean to the final segment?
The major impact of a delay in the project will be to increase the project cost due to inflation.
That impact is the easiest to measure, as it represents the additional public dollars that will have
to be spent to build the southern half of the 102nd Boulevard project. There will be other
impacts, far more difficult to measure, that represent lost opportunities for rapid development of
the Gateway Regional Center; the delay in creating vital infrastructure to serve the entire
neighborhood, pedestrians, drivers and transit-users throughout the Gateway URA; and the
negative impacts of drawn-out schedules that cause businesses and property owners to delay or
decide against making improvements in Gateway.

The 102nd Boulevard project has been through its public process and received solid support from
the community in previous MTIP rounds. It garnered direct, targeted support from Congressman
Blumenauer in the last transportation bill. The project truly is “the spine” of the Gateway URA;
it is critical to success of the Gateway Regional Center. Funding allocated to the 102nd
Boulevard project will show immediate, demonstrable results over the next two years.

Gateway supporters of this project know that we had to scale back the amount of work included
in Phase I. Now, with the second phase delayed for two or more years, we are deeply concerned
about our ability to achieve the momentum necessary to create the Regional Center in Gateway.
Most members of the Gateway URAC have been involved in these issues for many years...we
certainly understand the conflicting priorities within the Region, the need to balance projects
throughout the metropolitan area, and the enormous contrast between the work to be done and
the funding available to do that work. We are not speaking tonight in hopes of overturning
funding recommendations (although we would not object). We want the Joint Policy Advisory
Committee to understand the importance of 102nd Boulevard to the Gateway Regional Center.
We want you to know that we are following the process, and any other financing opportunities
very closely. And we ask that you remember that we have an important project ready to start
construction, should any other proposals be set back.

Thank you for your time and consideration in what must be a very difficult decision
making process.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
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February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Nicole Peterson

Affiliation: Williams & Dame Development, Inc.

Address: 1308 NW Everett St

Email: Portland, OR 97209

☐ Include my email in your list of interested parties.

Project/program: Willamette Greenway Trail

☐ Support ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

The Willamette Greenway Trail (lane to Lowell) will provide a critical connection from the Central District to the trail system to the south (Willamette Park, Sellwood Bridge etc.) Without this gap in the trail funded & constructed the Central District trail will consist of 1200 LF of trail which does not connect on either end. We have an opportunity through the generosity of the property owner (Prometheus) who has offered to provide an easement through their property. In addition, this request is the result of a collaboration between property owners, Audubon, Urban Greenspaces Institute, Portland Parks and Bicycle Transportation Alliance.

By 2011, there will be 2500 living units built in the South Waterfront (per the Development Agreement). The current bike & pedestrian facilities are not adequate to serve this population

Submit color copy to Clerk of the Council after you testify along with any supporting material.
If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Dan Gardner
Affiliation: Ferndale Freight Committee
Address: 3200 NW Hoyt
Email: gardner@oskn.com

☐ Include my email in your list of interested parties.

Project/program: Freight
☑ Support  ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
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JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Guy Kyle
Affiliation: Co-Chair, Sullivan's Gulch Neighborhood Board/Assoc.
Address: 2527 NE Walker
Email: gkyle@beavergov

Include my email in your list of interested parties.

Project/program: Sullivan's Gulch Trail

☑ Support ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

This trail is a top priority of the Sullivan's Gulch Neighborhood.

It will provide needed connectivity to other neighborhoods or business districts (downtown, Lloyd, Hollywood, etc.)

It will provide safe, multi-use access for biking and walking.

Improving the Gulch is a must for our local residents. We want the trail study is in the right direction.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Bob Salling
Affiliation: Audubon Society of Portland
Address: 515 NW Cordon Rd., Portland OR 97210
Email: bsalling@audubonportland.org

Include my email in your list of interested parties.

Project/program: Willamette Greenway Trail

☐ Support  ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

Audubon Society of Portland is supporting adding $600,000 for the
Porotheres Segment at South Waterfront (Willamette Greenway Trail)
We consider this to be a critical trail connection for both the residents of
South Waterfront and the entire Metro Community.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
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JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
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February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Covler Colli
Affiliation: Columbia Corridor Assoc
Address: PO Box 55651 Portland 97235
Email: covley@columbiacorridor.org

☐ Include my email in your list of interested parties.

Project/program: 82nd & Columbia Blvd
Support ☐ Oppose 223rd RR Undercrossing

Remarks (Summarize your remarks here if you have not brought written remarks.)

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
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February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Tim Holmes
Affiliation: CEIC
Address: 217 NE 8th
Email: Tim@DHxandV.com

☐ Include my email in your list of interested parties.

Project/program: MTIP funding Barnside coach couplet

☐ Support  ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

Support Full funding $0.7 million for Barnside Coach Couplet

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form
JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
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February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Lauren Gill
Affiliation: resident of Cully Neighborhood
Address: 6919 NE Roselawn St.
Email: ren-97214@yahoo.com

☐ Include my email in your list of interested parties.

Project/program: Green Street upgrade for Cully Blvd.

☒ Support ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

This is a request to support turning NE Cully Blvd into a green street. Our neighborhood is sorely lacking in safe, well-lit places to walk. This is a highly pedestrian neighborhood and Cully Blvd, the main thoroughfare, is not currently safe. Allowing this main road to become a green street will not only help visually uplift the neighborhood but will provide safety for the residents who daily walk and bike ride with their children and elders on this main road and intersection.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
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February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: April Mancini
Affiliation: Resident of Cully Neighborhood
Address: 6908 NE Roseland Portland OR 97218
Email: a-mancini-aliane@hotmail.com

☐ Include my email in your list of interested parties.

Project/program: Green Street - Cully Neighborhood

☒ Support ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

Neighbors/residents of the Cully neighborhood are in need of a safe through street that they can walk down. Currently many families are pushing strollers & walking with very young children on the side of Cully at all hours. The implementation of sidewalks & other improvements will affect the safety of all Cully residents.

I am here to advocate for the many residents that do not have a car & walk all the way down Cully from the bus to their apartments & homes.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
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JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
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February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)
Name: Bob Earnest
Affiliation: Gateway PAC
Address:
Email: bdearnest@excite.com
☐ Include my email in your list of interested parties.

Project/program: 102nd Ave Improvements
☒ Support ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

Disappointment in our project not being selected.

Submit color copy to Clerk of the Council after you testify along with any supporting material.
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JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
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February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Peter F Fry

Affiliation: 

Address: 2153 SW 39th Ave. #105

Email: 

☑ Include my email in your list of interested parties.

Project/program: Eastside Burnside Lloyd Corridor

☑ Support  ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

Build it now

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
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February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Chad Lindsay
Affiliation: KWE
Address: 8934 NE Alderwood Rd Portland 97220
Email: chad.lindsay@am.kwe.com

☐ Include my email in your list of interested parties.

Project/program: 82nd Ave/Columbia Infrastructure Improvement

☐ Support  ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

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February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Bill Barber
Affiliation: Citizen
Address: 1620 NE Broadway #114
Email: 6v66.9212@y66.6o.co

☐ Include my email in your list of interested parties.

Project/program: RTO ' Sullivans Gulch

☐ Support  ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
February 13, 2007

Metro Council
Members of JPACT
c/o Council President David Bragdon
600 NE Grand Avenue
Portland, OR 97232-2736

RE: MTIP funding for Hollywood Transit Center Redesign and Development

Dear President Bragdon, Council Members and JPACT Members,

Providence Health System requests that you support Metropolitan Transportation Improvement Program (MTIP) funding for the Hollywood Transit Center Redesign and Development Project. The City of Portland and Tri-Met have requested approximately $200,000 to begin planning and preliminary engineering for the project, and Providence supports that request. We strongly encourage you to reconsider the decision not to fund the project.

Providence supports transit use by employees as demonstrated by the distribution of Tri-Met passes to about 12,000 employees in the Portland service area at no cost to the employees. In 2008, Providence Health System paid $1.6 million for these passes, which can be used for trips that are both work related and for personal use. Providence supports transit use as part of our commitment to regional livability.

Given recent and planned investments in the Hollywood area and its designation as a town center in the Metro Regional Plan, the timing is right for investment in the transit center. Improvements are needed to help increase the transit center’s safety and design. Appropriate investment in this transit center will significantly increase use and ridership. Future development plans in the Hollywood area will foster even greater use, as long as the transit center can support it.

It is my understanding that more than 60 people supported the funding request during the first round of recommended allocations. This is a significant level of support and signifies this community’s commitment to reducing the number of vehicle trips and to improving regional livability. In summary, the Hollywood Transit Center project is a widely supported, relatively low-cost proposal that should be funded.

Providence Health System supports this important project and encourages you to fund it in the 2008-11 MTIP transportation funding cycle.

Best Wishes,

Dana White
Regional Director, Regional Real Estate and Property Management
Providence Health System – Oregon

Cc: Ms. Debbie Bischoff
Ted Leybold, Metro Planning Dept
Metro
600 NE Grand Avenue
Portland, OR 97232

SUBJECT: CORNELIUS BASELINE BLVD. PROJECT: 10TH/19TH AVENUE

Dear Metro Councilors and JPACT Members:

We as citizens of the Metro Area are committed to our community and we hope that you will approve funding in the MTIP Update to build sidewalks and other safety features on Baseline Street from 10th to 19th Avenue in Cornelius. It is the top ranked “Boulevard” project competing for funding. It is one of the highest ranked projects asking for funds. We write this, to let you know we are not simply “top ranked” but truly the best project you could select to fund in this update.

The Baseline project will dramatically improve the community because Baseline Street is central to lives of so many people. It is the only street that runs from one end of town to the other. It is also the only street with commercial and retail services. Nearly 90% of Cornelius lives within a half-mile of this proposed project. It is our hope that this project, with other development that public and private entities are building, will strengthen the “Main Street” area. It will help provide jobs and shopping opportunities.

There are a large number of people in Cornelius that have members of the family that are disabled. The lack of sidewalks just makes it more difficult to travel. Shorter crossings at intersections and more effective street lighting will also help.

Funding this project will help claim part of the highway for the citizens of Cornelius who must use it every day. This project will renovate the core of the town, give the downtown an identity and all of us new pride in the city in which we live, work, go to school or church. Please retain the high ranking for this valued project.

Sincerely

Marla Aguilar
February 13, 2007

Metro Planning Department  
Transportation Priorities 2008-2011  
600 NE Grand Avenue  
Portland, OR 97232

RE: Killingsworth Street Improvement Project, Phase II

Dear Joint Policy Advisory Committee Members and Metro Council Members:

The undersigned businesses and organizations express their support of the Killingsworth Street Improvement Project and the importance of the project to the local business and residential community.

Phase II will complete a gap in the pedestrian, bicycle and streetscape improvements between Commercial and Martin Luther King Jr. Blvd. Investment of $1.9 million in federal funds leverages the $3.8 million in PDC, PDOT and ODOT funds for improvements between Interstate Avenue and Commercial, and between Martin Luther King Jr. Blvd and 6th Avenue. The resulting project also supports existing and future investments by Portland Community College, McMenamins, The Skanner, the Housing Authority of Portland, the Salvation Army Moore Street, REACH, Portland Public Schools and Multnomah County.

Implementation of high quality pedestrian improvements along Killingsworth are critical to complete. This corridor is heavily used by students, library and business patrons and the surrounding community, many of whom are dependent on public transit, walking and bicycling for their transportation needs. Improvements on this street that have already been made have contributed to the revitalization of Killingsworth; completing the investments is a key component in the community revitalization process.

We encourage you to support funding of the Killingsworth Street Improvement Project, Phase II as part of the Metropolitan Transportation Improvement Program 2008-2011 funding cycle.

We will continue to be committed supporters of the project.

Sincerely,

Humboldt Neighborhood Association  
Ethos Music Center  
North Portland Neighborhood Library  
McMenamins

Portland Community College  
Jefferson High School  
Reach / McCuller Crossing  
The Salvation Army Moore Street  

Housing Authority of Portland / Humboldt Gardens
February 13, 2007

Metro Council and JPACT Members
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Letter of Support for MTIP Grant for Phase 2 of the McLoughlin Boulevard Project

Dear Councilors and JPACT Members:

The Oregon City Chamber of Commerce respectfully and emphatically supports the importance of MTIP Grant funding request from the City of Oregon City with regard to Phase 2 of the McLoughlin Boulevard Enhancement Project. This McLoughlin Boulevard project extends from the Clackamas River and Abernethy Bridge to Dunes Drive. Oregon City is proud of its heritage and of its relatively recent designation as a future Regional Center for Metro. Economically this designation as a Regional Center is critical to Oregon City’s future. Equally important to this designation though is adequate transportation funding and access to this area.

Our Chamber of Commerce is dedicated to efforts resulting in a strong local economy, as well as the promotion and advocacy of our member businesses. Anyone in business or economic development understands just how vital transportation is to the viability of smart growth, including business and residential development. Oftentimes a community is judged by the mainstream transportation access available. For Oregon City, McLoughlin Boulevard is a critical point of access that has the potential to make real economic growth a reality. In fact this project is a cornerstone for a large, private investment at the Clackamette Cove.

Economic growth is two-fold. Of course growth is linked with new business attraction. A perfect example is what is happening as a result of Oregon City’s 7th Street Improvement Project. Public investment in street improvements, both functional and beautifying, resulted in valuable private investment and a new sense of pride in the area as well as consumer activity. This would not have been possible had the atmosphere or appearance had not changed. The public investment that we seek for McLoughlin Boulevard will reap similar benefits in the Clackamette Cove. These enhancements will not only be enjoyable to view, but will also improve the experience of our citizens who enjoy walking and bicycling. As we seek opportunities for an improved standard of living we must look at all experiences in our community. Companies that locate offices.
manufacturing or potentially high tech need to be assured that their quality employees will wish to remain in our town.

The other side of two-fold economic growth is business retention. Potential consumers respond to a sense of safety, accessibility and eye appeal. Businesses are more likely to remain open and successful when customers feel comfortable easily navigating to their business, readily accessing their doors, and leaving with a smile on their faces when they return home with their goods or services while enjoying a beautiful view of the Willamette River, Clackamas River or tasteful landscaping. On a personal note, several years ago before moving to Oregon City, as I traveled along I-205, I was always intrigued by the businesses in the Oregon City Shopping Center but found that I kept driving by because the area along McLoughlin Boulevard was not appealing as a consumer. I would imagine that I am not the only one. Consider then how many private investors chose not to consider Oregon City, due to those same first impressions?

In short, Oregon City’s McLoughlin Boulevard Enhancement Project Phase 2 must be funded to ignite the catalyst for real economic growth. Our city has shown its commitment to our county and state through its rich heritage and continues to invest in itself via such projects as the 7th Street Improvement Project as well as the Municipal Elevator Enhancement Project and more. Oregon City is an important crossroads for many of us in the Metro area and if Oregon City is to play the important role as a Regional Center then appropriate and thoughtful consideration must be given to ensure that we have the resources to become a valued, viable and sustainable Regional Center.

Please do not hesitate to contact me for any further comment.

Sincerely,

Amber D. Holveck

Amber D. Holveck
President & C.E.O.
February 13th, 2007

David Bragdon  
Metro Council President  
600 NE Grand Ave  
Portland, OR 97232

Rex Burkholder  
Metro Councilor & JPACT Chairman  
600 NE Grand Ave  
Portland, OR 97232

Kathryn Harrington  
Dist. 4 Metro Councilor  
600 NE Grand Ave  
Portland, OR 97232

Roy Rogers  
Washington County Commissioner & Metro JPACT Rep.  
115 N. First Ave.  
Hillsboro, OR 97124

Dear Metro Representatives,

Thank you for keeping the City of Cornelius Baseline Main Street improvement grant as the top ranked "Boulevard" Improvement project in Metro’s current competition for transportation funds. This $3.2 million grant will extend the 19th/20th Intersection improvements west down Baseline to 10th Avenue. We have seen three corners of the 20th street intersection privately developed with new, high-quality commercial buildings since it was improved.

Baseline and Adair Streets in Cornelius are also know as TV Highway or state Highway 8. This stretch of road has approximately 40,000 cars that travel through Cornelius on a daily basis. These improvements will allow better access to existing and new businesses locating on the main boulevard by providing sidewalk access between businesses.

The Cornelius Chamber of Commerce supports this project and the improvements it will bring.

Sincerely,

Jenny Garner  
Executive Director  
Cornelius Chamber of Commerce

PO Box 681  
120 N 13th Ave  
Cornelius, OR 97113

Phone: 503-359-4037  
Fax: 503-992-1997  
E-mail: admin@corneliuschamber.com

Cornelius Chamber of Commerce
January 22, 2007

The Honorable David Bragdon, President
Metro Council
Metro
600 NE Grand Avenue
Portland OR 97232-2736

Dear President Bragdon,

As Metro’s MTIP public involvement process concludes, I want to take this opportunity to highlight the support that we received for our Farmington Road/SW Murray Boulevard to Hocken Avenue project application. As you know, the City of Beaverton requests $4,284,000 in federal funds to purchase right of way and construct multimodal improvements at the intersection of Farmington Road and Murray Boulevard.

We received unanimous support for this project from our Chamber of Commerce, Central Beaverton Neighborhood Association Committee (NAC), West Beaverton NAC, and Highland NAC, who are most affected by the improvements. The Chamber notes: “...the congestion at this main intersection is an impediment to travelers and freight mobility. A strong local economy in Beaverton is dependent on the ability of employees to get to and from their workplace, the efficient movement of goods and services, and a reduction in the congestion of our main arterials.”

This project will make this intersection work significantly better by adding turn lanes, bike lanes, and sidewalks so that freight, cars, buses, bicycles, and pedestrians move smoothly to and through our Regional Center to Highway 217 and our industrial areas to the east. Moreover, this project builds on Washington County’s recent improvements to the west.

The project is ready to proceed. The Preliminary Engineering phase is complete and we are ready to construct following right-of-way acquisition. We echo our Chamber’s and NAC’s requests that Metro approve funding for the Farmington Road project through this MTIP cycle.

Sincerely,

Rob Drake
Mayor
December 18, 2006

Metro Councilor Rex Burhollder, District 5
JPACT Chair
600 NE Grand Avenue
Portland, OR 97232

RE: Lake Oswego Boones Ferry Road Improvement Application
(RPT Project No. 6127)

Dear Councilor Burhollder:

The City of Lake Oswego applied for a Metropolitan Transportation Improvement Grant in June, 2006 for Boones Ferry Road Improvements-Lake Oswego Corridor (RTP Project Number 6127). I would like to take this opportunity to explain why this project should be funded by Metro because it will serve as the catalyst for the development of Lake Grove as a Village Center as identified in the Metro Framework Plan. Moreover it will bring about the kind of neighborhood that you discussed in your December 18, 2006 letter to the editor.

In that letter you stated that “we owe it to ourselves to build more old-fashioned neighborhoods like the one I live in, with jobs and stores close to home, good, reliable transit and streets safe to walk and bike along – so that people have the opportunity to live less expensive, less transportation-intensive lives”. With that statement you have described the neighborhood that is, and will continue to be, the Lake Grove area of Lake Oswego.

Our application identified needed sidewalks and bike lane improvements as well as traffic lights and other traffic calming devices to make Boones Ferry a safer roadway through our neighborhood. The improvements requested will keep the existing businesses viable and encourage new business and housing opportunities in the Lake Grove Village Center.

The improvements also propose a “green street” solution to roadway stormwater treatment which in-turn will enhance the overall water quality in Oswego Lake.

By approving this project Metro will further your vision of allowing citizens of the Metro region to have “more time doing the things we value, like spending time with friends and family”. By funding this project you will be providing an active, vibrant, pedestrian-friendly street that will accommodate the necessary time-critical truck deliveries, business travel, and increased economic development opportunities for the region.

I look forward to discussing our project with you in the future.

Sincerely,

Frank Groznik
Lake Oswego City Councilor

Cc: Lake Oswego City Councilors, Doug Schmitz, City Manager
Walkers need safer passage

The stretch of Lower Boones Ferry Road between Country Club and Monroe Parkway is heavily traversed by foot traffic yet it lacks a sidewalk. The only concession made to pedestrians is a wide breakdown lane on one side of the narrow road.

Since so much attention has been paid to making the front entrance of the high school safe, why doesn't the same attention make the same safety measures present on Boones Ferry? There is no sidewalk. There is no crosswalk. There is no school zone. Cars whip by at 40 mph and there isn't even a curb to protect students from speeding vehicles.

It is a wonder that students haven't been hurt trying to travel to and from school. Groups of pedestrians are common. They come from houses and apartments in Mountain Park to go to school. They travel from the school to Lake Grove in the afternoons. They come from every direction for extracurricular activities. Why should they be afforded less protection than those with cars?

Those commuting to work every morning on Boones Ferry have no indication that the school entrance even exists. There is no signage, nothing that warns drivers to be cautious. As a result, they are thrown off guard when they come upon stopped traffic.

...In the mornings, traffic flow on Lower Boones is severely restricted by cars entering and exiting the back entrance. As northbound traffic moves towards turning right into the entrance, southbound traffic is stopped completely for those turning left. Those who are leaving the school are stuck waiting until all of the traffic is cleared or until a charitable driver gives them the right of way. It is harder still for pedestrians to navigate this traffic tangle.

Why does Lake Oswego continue to ignore this growing safety problem? There is a greater likelihood of a student getting hit by a car than of a student getting shot at school. Instead of drowning students with fire drills and Lake Drills, why not protect them from the everyday danger of walking to school?

The city has already done this for the front entrance, but why not the other two? Consistency demands that Lake Oswego protect students at all three of its entrances. Will it take another accident for the community to realize how important student safety really is?

Without these basic measures to protect students, the community seems to have already decided the needs of the students. Lake Oswego strives to uphold its reputation for excellence, and this clearly includes protecting those students who walk to school.

My email: Wil-joe-2@msn.com
My phone: (630) 699-3014
Address: 4100 Coltsfoot Ln.
Lake Oswego, OR 97035

Dear Brian -

Please help with this long overdue serious safety issue.

The student reporter for "Walkers need safer passage" is Jennifer Bubis, a senior at L.O. Senior High School. Very well written!

I read your Jan. 07 Metro Council District 2 News - especially the first fine article "Metro Council updates Regional Transportation Plan."

If ever there was an opportunity, indeed, urgent necessity, this area is it!

Is there a way to weigh in on this? I have several workable ideas I'd like to share with you.

You are very wise and I hope you will offer your help to make this very heavily traveled roadway safe for walkers, cyclists & vehicular traffic.

Warm regards,

Wilma McNulty
November 30, 2006

M. Ted Leybold
MTIP Manager
Metro
600 NE Grand Ave.
Portland, OR 97232

Re: Allocating MTIP funding to the TOD & Centers Implementation Programs

Dear Mr. Leybold:

This letter is to indicate support for Metro’s TOD and Centers Programs for MTIP funding.

When the TOD Program was expanded to include projects on frequent bus, our project was one of the first to be funded. Flint Street Studios at 2124 N. Flint Ave. is now completed and fully occupied. It consists of Cycle Oregon Headquarters on the ground floor and five rental housing units. The project is an excellent example of the use of alternate modes of transportation, with four of the five occupants using bus, bike and walking for their transportation needs.

The small amount of TOD funding helped make this project real. Please support the TOD and Centers funding for $6 million in your deliberations for this cycle of Metropolitan Transportation Improvement Program funding.

Sincerely,

[Signature]

Jerry Norquist
Executive Director, Cycle Oregon
Mr. Ted Leybold  
Metro  
600 N.E. Grand Ave.  
Portland, OR 97232

Dear Mr. Leybold,

I am writing to express my concern about the delay of the project to widen 223rd in Fairview. For the past 25 or 30 years, that neighborhood has been promised that the street would be widened, and therefore would be much safer. It seems to me that 30 years should be long enough to make a decision.

The widening of that particular street is more than a cosmetic issue. I am a member of Smith Memorial Church in Fairview, and am there nearly every Sunday, plus many times during the week. Each time I leave the church, I feel that I am taking a major risk. If a person comes from the church parking lot, and turns right, it is fairly safe to enter. If a person comes from the church parking lot and wants to turn left, that person is taking a very high risk.

I would urge you to do whatever you can to get this project underway. It is critical that work should begin immediately.

Sincerely,

Phyllis G. Davis
December 1, 2006

Ted Leybold  
METRO Planning Department  
600 N.E. Grand Avenue  
Portland, OR 97223  

Mr. Leybold,

On behalf of the students and faculty of Phagans' Tigard Beauty School, I would like to express our advocacy of the TIGARD DOWNTOWN LIGHT RAIL Grant Proposal. Our Tigard School has a student enrollment of 55 students. Our students travel from Portland, Lake Oswego, Sherwood and Beaverton to attend school at our Tigard Campus. Many of these students commute by car from different Metro-Portland locations. Some of our students are currently traveling to school on Tri-Met. Unfortunately students living in the greater Wilsonville and Beaverton area, face several bus changes to attend school in Tigard. If they drive or carpool, they have to fight for the limited street parking spaces. The Light-Rail System would offer them a less crowded and more direct daily trip to Tigard from Portland and Wilsonville.

We are looking forward to “LIGHT RAIL SERVICE” in Tigard. Thank you!

Sincerely,

John W. Olsen – CEO  
Phagans’s Schools NW, Inc.
December 4, 2006

Ted Leybold
Metro Planning Department
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Leybold,

The concept of designing communities with jobs and stores nearby is an excellent one in reducing traffic problems. However, it is important not to overlook existing communities close enough to downtown that people could walk or bicycle to jobs or shopping. One such community is Southwest Hills. Many residents live close enough to downtown or OHSU that they could walk or cycle. However, there is no safe pedestrian or bicycle access to these two major employment centers. Broadway Drive and Marquam Hill Road have neither sidewalks nor bike lanes. Providing sidewalks or sidewalk alternatives and bike lanes for people living close to downtown should be a part of Metro's New Look effort in supporting the 2040 development plan. Encouraging people who live close to downtown to walk or bike should be a priority.

Hillsdale is a Designated Town Center, yet there is little safe access for pedestrians or cyclists. Dosch and Patton Roads need sidewalks or sidewalk alternatives and bike lanes.

Connecting Designated Regional Centers is also key in alleviating traffic problems. Those in Southwest living further from downtown need public transportation to downtown. A bus going from the Washington Square area to the Zoo MAX station would be an excellent alternative to driving and connect these two Designated Regional Centers.

Sincerely,

Jim Thayer
SWHRL President

Julia Harris
SWHRL Transportation Chair
February 13, 2007

Metro Planning Department
Transportation Priorities 2008-2011
600 NE Grand Avenue
Portland, OR 97232

RE: Killingsworth Street Improvement Project

Dear Joint Policy Advisory Committee Members and Metro Council Members:

The Overlook Neighborhood Association Board in North Portland would like to express its support for funding of the Killingsworth Street Improvement Project, Phase II as part of the Metropolitan Transportation Improvement Program 2008-2011 funding cycle.

We understand that this project is not on the draft Metro Staff Recommended Final Cut List and we strongly encourage that it be added back to the list.

Enhancement of this vital east-west connection is a catalyst to a healthy mixed-use main street. By accomplishing a continuous pedestrian-friendly streetscape from Interstate Avenue to Martin Luther King Jr. Blvd, many diverse needs will be met. The street is simmering with life: from the students at Portland Community College (PCC) and Jefferson High School, to library patrons, to seniors at the Multnomah County building, to dozens of small offices and retail shops. Phase II will complete the link, connecting PCC and businesses on Killingsworth with Martin Luther King Jr. Blvd.

Phase II will build on improvements completed and underway in Phase I that improve the pedestrian and transit environment, encourage pedestrian activity and transit patronage, and optimize economic development opportunities provided by MAX Yellow Line to the west and redevelopment efforts along Martin Luther King Jr. Blvd. to the east.

This project meets policy guidelines adopted for the program as follows:

- N. Killingsworth Street is designated as a 2040 Main Street and Station Community
- Emphasizes modes that do not have other sources of dedicated revenues
- Completes gaps in modal systems
- Develops a multi-modal transportation system with a strong emphasis on funding bicycle and pedestrian transportation options
- Honors previous funding commitments made by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council; $400,000 for preliminary engineering of Phase II was awarded in 2006-2009 round
- Supports economic development
- Promotes bicycle, pedestrian and transit policy
- Supports livability in one of the most diverse areas of Portland, representing the heart of a community that is among the lowest incomes in the metropolitan area and commonly felt to be the most disenfranchised
- Supports the dependence of the Latino community in this area on public transit, walking and bicycling
- Leverage; for each $1 requested in MTIP, $1.79 are leveraged for this project

The Killingsworth Street Improvement Project was implemented to leverage public and private investment occurring in the area, including two major catalyst projects – MAX Yellow Line and the Portland Community College-Cascade Campus expansion. This MTIP award will leverage over $3 million of PDC, PDOT, and ODOT funds already invested or committed to the streetscape plan, both public and private investment in storefront and redevelopment activity occurring on and around this main street, and the $58 million private investment by Portland Community College; as well as support the $350 million public investment in the MAX Yellow Line light rail. Additionally, $312,000 was spent on street improvements on Killingsworth between Martin Luther King, Jr. Blvd. and NE 6th Avenue in 2001.

The MTIP funds are critical to achieving the community’s vision for a revitalized Killingsworth Street. Without this MTIP award the project will be indefinitely delayed, leaving Killingsworth Street with glaring gaps in what the community hoped would be a unifying element. The Overlook Neighborhood Association will continue to be committed supporters of the Killingsworth Street Improvement Project.

Sincerely,

Brad Halverson
Overlook Neighborhood Association board member
February 13, 2007

Joint Policy Advisory Committee Members  
Transportation Priorities 2008-2011  
600 NE Grand Avenue  
Portland, OR 97232

RE: Killingsworth Street Improvement Project

Dear Joint Policy Advisory Committee Members and Metro Council Members:

The Interstate Corridor Urban Renewal Advisory Committee would like to express its unanimous support for funding of the Killingsworth Street Improvement Project, Phase II as part of the Metropolitan Transportation Improvement Program 2008-2011 funding cycle.

We understand that this project is not on the draft Metro Staff Recommended Final Cut List and we strongly encourage that it be added back to the list. Enhancement of this vital east-west connection is a catalyst to a healthy mixed-use main street. By accomplishing a continuous pedestrian-friendly streetscape from Interstate Avenue to Martin Luther King Jr. Blvd, many diverse needs will be met. The street is simmering with life: from the students at Portland Community College (PCC) and Jefferson High School, to library patrons, to seniors at the Multnomah County building, to dozens of small offices and retail shops. Phase II will complete the link, connecting schools and businesses on Killingsworth with Martin Luther King Jr. Blvd.

Phase II will build on improvements completed and underway in Phase I that improve the pedestrian and transit environment, encourage pedestrian activity and transit patronage, and optimize economic development opportunities provided by MAX Yellow Line to the west and redevelopment efforts along Martin Luther King Jr. Blvd. to the east.

This project meets policy guidelines adopted for the program as follows:

- Honors previous funding commitments made by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council: $400,000 for preliminary engineering of Phase II was awarded in 2006-2009 round. Preliminary engineering is anticipated to begin in the Fall 2008.
- Leverages $1.79 in PDC, PDOT and ODOT funds for each $1 requested in federal funds on a 2040 Main Street.
- Completes a system gap (Commercial to Martin Luther King Jr. Blvd) in pedestrian-oriented improvements and provides improvements all the way along Killingsworth St from Interstate Avenue to 6th Avenue.
- Develops a multi-modal transportation system by providing improved pedestrian and bicycle facilities.
- Promotes reinvestment in adjacent properties; streetscape improvements are a key tool in the revitalization of this street.
• Promotes bicycle, pedestrian and transit usage by providing a continuous system of high quality bicycle and pedestrian improvements along a major transit street and connecting to a MAX light rail station.

• Supports livability in one of the most diverse areas of Portland, representing the heart of a community that has among the lowest incomes in the metropolitan area and commonly felt to be the most disenfranchised.

• Provides high quality pedestrian and bicycle facilities for low-income and minority communities in this area who are dependent on public transit, walking and bicycling as their primary modes of transportation.

Urban renewal funds alone can not complete the revitalization of Killingsworth Street. The Killingsworth Street Improvement Project was implemented to leverage public and private investment occurring in the area, including two major catalyst projects — MAX Yellow Line and the Portland Community College-Cascade Campus expansion. This MTIP award will leverage over $3 million of PDC, PDOT, and ODOT funds already invested or committed to the streetscape plan, both public and private investment in storefront and redevelopment activity occurring on and around this main street, and the $58 million private investment by Portland Community College; as well as support the $350 million public investment in the MAX Yellow Line light rail. Additionally, $312,000 was spent on street improvements on Killingsworth between Martin Luther King, Jr. Blvd. and 6th in 2001.

With the many demands on urban renewal funds the MTIP funds are critical to achieving the community’s vision for a revitalized Killingsworth Street. Without this MTIP award the project will be indefinitely delayed, leaving Killingsworth Street with glaring gaps in what the community hoped would be a unifying element. The ICURAC will continue to be committed supporters of the Killingsworth Street Improvement Project.

Sincerely,

Walter Valenta, Co-Chair

Sheila Holden, Co-Chair
To Whom It May Concern:

Issues to consider for the extension of the greenway trail along the river from the Meriwether condominiums to the Spaghetti Factory:

1. Congestion. With the opening of OHSU, Bond and Moody have been turned into one way streets north of Gaines. Construction vehicles frequently block the intersection of Bond and Gaines when entering the construction site. At present, the Bond/Gaines intersection is the only access to go south on Macadam without first going northbound. All foot and vehicle traffic is also detoured from the end of the trolley line at Bancroft and Moody down to Bond. Moody is closed from Gaines to Bancroft. Bond, at present is the only access to go south to Bancroft. Construction vehicles, passenger vehicles, bicycles and pedestrians all are funneled onto Bond. The sidewalks have breaks in the pavement so bicyclists and runners tend not to use them. I speculate that the congestion will not change much when the next developer starts their construction. Construction vehicles also block part of the roadway making a two lane road into a one-lane road. I do not see congestion easing during the development of the district.

2. Safety. Yesterday, in order for me to go south from the Meriwether, I had to go north on Bond, go past the congestion in front of the OHSU building, then go south on Moody and east on Gaines in order to go south on Bond to Bancroft. I caught up to a bicyclist at Gaines and Bond. She (?) made a right turn to go south on Bond. She crossed the new streetcar tracks and I thought that she was going all the way to the opposite side of the street to face oncoming traffic. Instead, she slowly pedaled down the middle of the roadway to the left side of the streetcar tracks. I do not know if she knew I was following or not but because of her location, I could not drive on the tracks to her right to pass. I had to follow her for almost a block before I could pass her on the left. Traffic was light at that time. I do not know if she did not want to ride between the tracks or even cross them. There are also more runners since OHSU opened with the health club. The trail extension would help relieve pedestrian and bicycle traffic through construction zones during the development of the district.

3. Neighborhood connection. It would be great to have the greenway extended to connect with the existing walkway that goes to Willamette Park. This would connect the existing Johns Landing community with the South Waterfront district. This will also help accommodate all of the South Portland neighborhood association residents as well as visitors from the Metro area. The trail will also allow more river access to view wildlife on Ross Island and the river.

The photographs were taken on February 12, 2007 around 1:00 p.m. They were taken on a short walk on Bond from Curry to Lane and back.

Norman Chun
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program
February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)
Name: Jonathan Schlueter
Affiliation: Westside Economic Alliance
Address: 10200 SW Nimbus Avenue Suite K-18
Email: 

☐ Include my email in your list of interested parties.

Project/program: RC 3023 Highway 217 SWH-Elm Blvd
☐ Support  ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)
RC 3023 is the only MTIP project that addresses needs for freight mobility, road capacity, commuter access on the Westside
RC 3023 compliments Metro's Highway 217 Transportation Improvement Plan and serves as a necessary first step in a 7-year study and recommended action
RC 3023 is long overdue. Washington County population increases at 1,000 people every month. Employment is at record highs. Income levels at record highs. Income tax revenue paid to State of Oregon at record highs
No other transportation corridor in the region/state handles 114,300 vehicles per day traveling on two serpentine lanes

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
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<th><strong>Washington County --- By The Numbers</strong></th>
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<td><strong>Resident Population</strong> (July 2006)</td>
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<td><strong>Resident Population Who Are Currently Employed</strong> (Sept. 2006)</td>
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<td><strong>Percentage of Resident Population Who Are Currently Unemployed</strong></td>
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<td><strong>Median Wage Paid in Washington County</strong></td>
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Note: The figures reported above in blue-colored font represent all-time record highs.

Sources: U.S. Census Bureau
WorkSource Oregon
Oregon Dept. of Revenue

Updated: November 7, 2006
Designing A Regional Transportation System

Highway 217 serves as the major north-south corridor in eastern Washington County, and serves residents and workers in 6 metropolitan area counties with direct access to their workplaces. The Highway currently handles 114,300 vehicles per day, a number that is expected to increase to 140,000 by 2030. Where are all these vehicles coming from? And where are they all going?

| Washington County Residents Who Commute To Metro Area Counties | 70,878 | Clark County Residents Working In Washington County |
| Washington County Residents Working In Clackamas County | 12,789 | Clackamas County Residents Working In Washington County |
| Washington County Residents Working In Marion County | 1,541 | Marion County Residents Working In Washington County |
| Washington County Residents Working In Multnomah County | 52,610 | Multnomah County Residents Working In Washington County |
| Washington County Residents Working In Yamhill County | 1,922 | Yamhill County Residents Working In Washington County |
| Washington County Residents Working In Columbia County | 2,191 | Columbia County Residents Working In Washington County |

Source: Work Source Oregon, July 2005
Good evening. I'm Don Slack, the chair of the Oregon City Transportation Advisory Committee. I appreciate the opportunity to provide input on why the McLoughlin Boulevard Phase 2 project should receive MTIP funding.

This project is located on Highway 99E, a critical arterial of the existing regional transportation system. It is part of the corridor that connects the Central City, the Milwaukie "town center", and Oregon City "regional center".

The project that will serve as the gateway to Oregon City and the front door to a transitional mixed-use investment that is occurring on adjacent property.

These improvements will provide an appealing environment for access to a regional transit corridor – today home to "frequent bus" – and in the future higher capacity transit – Bus Rapid Transit or Light Rail-in-the-future.

The project also leverages significant economic development.

This project focuses on transforming the existing highway environment into a regional center environment with higher quality pedestrian facilities, pedestrian mobility, greenscape, and design elements that reduce speed while maintaining acceptable traffic flow.

This project will help meet regional modal split targets given its location on the existing frequent bus corridor. This frequent bus service has achieved remarkable increases in ridership that has great potential for further increases in performance.

The project will access an adjacent development that constructs $140 million private mixed use development. It includes housing and some office and commercial that will allow folks to live close to where they work or easily access transit to jobs in the Central City or along the Highway 99E corridor.

Being the front door to this development, the McLoughlin Boulevard Phase 2 project is incredibly tied to timing and the developer's work. Funding in this cycle is important.

The project also sets the stage for further mixed use and transit-oriented development in the Oregon City Shopping Center area.

The Transportation Advisory Committee has begun dialogue with TriMet regarding future high capacity transit to Oregon City. We believe that these conversations will continue. This project is a fundamental building block for tomorrow's efficient, multi-modal regional system.
Kathy Fuerstenau
4930 NE 73rd
Portland, OR 97218

February 13, 2007

To Metro Council and The Joint Policy Advisory Committee on Transportation

RE: Cully Boulevard Green Street Project

I would like to thank the TPAC and JPACT committees for keeping the Cully Blvd Green Street project on the final cut list. As chair of the Cully Association of Neighbors, I am here to reiterate that the Cully neighborhood is very supportive of this project.

This neighborhood of 2007 acres has over 13,000 people living in 4800 households, of which 17% are below the poverty level and 20% are Latino. There are several low income housing units like the Hacienda complexes that are adjacent to Cully Blvd. Having a main street exist without curbs or sidewalks is dangerous for the many children and residents walking or bicycling to nearby schools, churches and stores.

Did you know that only 55% of the streets in the Cully area are considered standard, and that 36% of the streets are substandard, with no curbs, sidewalks, and many without pavement? As you can see on the map, Cully, in the white area, has very few sidewalks as illustrated by the lack of red lines. It’s estimated by the Planning Bureau that only 30% of the paved streets have sidewalks. You’ll notice that the other neighborhoods next to our boundary have many red lines or sidewalks. This inequity is a major safety issue for our neighborhood.

With over 5200 vehicles per day traveling typically over the 35 mph speed limit, street improvement here is essential. The Cully Blvd Green St project would not only make it safer for all who travel it, but would also transform the entire area in terms of livability, safety and provide better access to affordable housing and employment centers.

The innovative designs that would be implemented could serve as a showcase for other future projects. I am excited to see the use of alternative designs that would incorporate permeable pavement and median swales, along with planting strips with trees, bicycle lanes and modified curbs.

The City of Portland was awarded $773,000 for planning and preliminary engineering for Cully Blvd in 2004-07 from the Regional Flexible Transportation Funds. This project received an additional $275,000 in local funds for planning in May 2006 and continues to be on the City’s System Development Charge (SDC) project list with $1.6 million dedicated. The SDC funds can only be used as matching funds against other sources such as the Metropolitan Transportation Improvements Program (MTIP) funds.

This Green Street project had the top score technically in its category, has strong public support and meets Metro criteria for funding a project on many levels. I understand you have difficult decisions to make, but our neighborhood has been very patient and needs your help with the construction portion. Please fully fund the Cully Blvd Green St Project at the $3.2 million as requested to begin this long over due and necessary project. Thank you.

Respectfully,
Kathy Fuerstenau
Mel Vietzke  
5704 NE Going St.  
Portland, OR 97318  

Feb. 13, 2007  
To Metro Council and Joint Policy Advisory Committee on Transportation  

RE: Cully Boulevard Green Street Project  

I’m a board member of the Cully Association of Neighbors. My position is to work for improvements in traffic and streets.  

My wife and I have lived in the Cully Neighborhood for 35 years, and raised five children. I’m here to ask that the Cully Blvd Green Street Project be funded.  

We can not have a great city if we only maintain and improve one half of our city. As I have said in the past, living in Portland is like living in East Berlin before the wall came down. Most of our taxes go to improve the west side of the Willamette River. The Cully Neighborhood has poor street maintenance, with many unpaved streets and very few sidewalks. We have not had one major improvement project in 20 years, other than sewers that the home owners paid for. If you know of one, tell us what it is.  

We need the Cully Green Street Project so we can have sidewalks so our neighbors and children can walk safely off the street. This project will provide a safer street for traffic, pedestrians, and bike riders.  

We ask for one thing at this time, to fund the Cully Green Street Project.  

Thank you for your time.  

Respectfully,  
Mel Vietzke
February 13, 2007

To Metro,

Testimony from: Terry Parker, P.O. Box 13503, Portland, OR 97213-0503

Subject: Reject MTIP funding for TD8025 Hollywood Transit Center

The Hollywood Transit Center located at NE 42nd Avenue and Halsey Street is at the junction of three bus lines and two esaside Max routes. Currently, the Sandy Boulevard bus line no longer serves the station, but should! Line 2 stays on Sandy through the Hollywood District and creates unnecessary congestion and conflict by loading and unloading passengers while stopped in motor vehicle lanes. The Hollywood Transit Center was originally designed to handle increasing transit demand with three through bus bays, one for each line. The Max platform at the Hollywood Transit Center is unique in that it is the only light rail platform on the entire Max system that has only one access point, (both stairs and elevator) that connects to a pedestrian/bike only overpass. One of the aspects that allows Max riders to feel safe when using the Max platform are the designated sight lines to and from both the bus waiting areas and Halsey Street. Both motorists and pedestrians have a clear view of the platform when no transit vehicles are present.

From a safety standpoint, particularly in bad weather, there is only one real design change needed, that would be to redesign the steep stair case ascending to the pedestrian overpass from the bus waiting areas.

ANY structure development on the property between Halsey Street and the Max platform as per funding request TD8025 will compromise Max ridership and pedestrian safety. Planners need to take notice and take a lesson from the downtown transit mall. The fact windows of office and other buildings overlook the mall does not stop the personal attacks, pan handling, harassment, drug dealing and other illegal activities. The new downtown transit mall shelters are being specifically designed to have open site lines with no places where someone can hide out of view. This same concept must remain intact at the Hollywood Transit Station by retaining the open green space between Halsey Street and the Max platform. The best and most wise use of this land would be for a park, not a new building. Furthermore, increased density in the Hollywood District must include diversity and does not mean that every piece of property that is not already built up or does not have a huge structure on it should be a candidate for redevelopment.

The bus bays at the Hollywood Transit Center must be retained to accommodate both the present and the potential future growth in bus transit. In addition to not allowing for transit expansion, moving the bus stops onto Halsey would only add congestion and conflict to a street that is overly narrow for the traffic it handles, already congested and presently has no accommodation for bus turnouts. Any improvements to bicycle infrastructure should be paid for through a tax on the bicycle mode of transport, not through the MTIP process.

At the Hollywood Transit Center, personal safety must trump all other issues. That said, redesigning of the North staircase and tweaking of the bus bays may be in order; however, spending transportation dollars to attract a developer to construct an unnecessary and unneeded building on this green space property is absurd. Transportation dollars should be spent on transportation projects, not on land development projects. Therefore, funding for TD8025 must be rejected.
February 13, 2007

To Metro,

Testimony from: Terry Parker, P.O .Box 13503, Portland, OR 97213-0503

Subject: Reject MTIP funding for Bk1126 Northeast-Southeast 50"s Bikeway & Bk1999 Northeast-Southeast 70"s Bikeway

The total combined request to METRO to provide funding for the 50's and 70's Northeast-Southeast bikeway specialized bicycle infrastructure projects is over FIVE and a half million dollars with total project costs exceeding SIX and a quarter million dollars. Part of the process should equate a dollar amount on a projected per bike rider basis that is expected to use each of these two projects. What would the allocation equal in a dollar amount subsidy to each user bicyclist for each of these projects? This is a question that definitely needs to be answered before a conversation about the projects can even begin.

The fact the 50's Bicycle Boulevard extreme and projected cost is $1,521,847.00, and the 70's Bicycle Boulevard has an extreme and projected cost of $4,121,141.00, should also be raising eyebrows and be questioned at every opportunity. Paint for street striping, bike lanes and lettering, along with a few directional signs have a price tag nowhere near this unwarranted amount of money, but would suffice and meet the majority of actual demand at a far lower and more respectable cost.

Furthermore, it should be noted, the majority of MTIP funds, if not all of them, indirectly come from taxes on motor vehicles. Once again bicyclists have their hand out for a free ride from the very mode of transport they continue to denounce. There is definitely some hypocrisy being aired by making such an extreme money request specifically for specialized bicycle infrastructure.

The bottom line, however, still remains as with other bicycle projects; big, excessive and politically motivated pork barrel requests and spending that subsidize and pay for specialized bicycle infrastructure only demonstrate the immediate need to establish a tax directly assessed on the bicycle mode of transport. Without such a direct tax on bicyclists, such undue requests and spending for bicycle infrastructure should be flatly denied.
February 13, 2007

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

Dear President Bragdon, Members of the Metro Council and Members of JPACT:

This letter is to provide support for Metro’s Transit Oriented Development (TOD) and Centers Program for $5 million of funds from the Metropolitan Transportation Improvement Program (MTIP). I am out of town on business, but want to show my support for the Program’s funding and have asked for this letter to read into the record.

Oregon has been a leader in this field and the region should continue programs that encourage development of higher density and mixed use walkable communities in designated urban centers and transit stations.

In Gresham Civic Neighborhood the private sector has embraced Oregon’s goals of protecting farm and forest land and the idea of growing up not out. To date our companies, Center Oak and CenterCal, have developed more than $100 million new retail, restaurants, medical office, fitness center and other uses next to a proposed transit station in a public private venture.

Public partners include the City of Gresham, Metro, TriMet, and the University of Oregon. Private development partners include American Properties, GSC Properties, Persimmons, and Peak Development who have built a variety of housing units which will total more than 1200 units at build out. We have also partnered with the Center For Advanced Learning to provide a new facility for over 700 gifted students in the Gresham and Barlow school districts.

Recently, we committed to a last phase of the project to include a theatre café, restaurants, retail, a public plaza and 6-story housing above retail.

As you can see, the private sector is fully committed to building an environmentally friendly development that lessens auto congestion, increases transit use, walking, biking, and takes pressure off the Urban Growth Boundary. The project will invest more than $250 million of private capital and channel it into a designated TOD development and urban center.

We have enjoyed an excellent working relationship with Metro over the past decade and fully support Metro’s request for TOD and Centers funding.

Sincerely,

Fred Bruning
President, CenterCal
My name is Mike Swanson. I am the City Manager of Milwaukee, and I am speaking in support of continued MTIP funding for the Transit Oriented Development and Centers programs.

I last spoke to you about these programs two years ago after having just heard President Bragdon’s State of the Region address. In his address he noted that he would like to see a Department of Projects within Metro. The point I made two years ago remains the point I would make today. You already have a Department of Projects in the TOD and Centers programs.

A case in point is our own North Main project. Two years ago we were planning North Main Village. Three weeks ago this Friday we dedicated North Main Village—97 affordable and market rate housing units above ground retail on Main Street. Last evening I attended a meeting of our Historic Milwaukee Neighborhood Association and listened as one speaker, in rising to identify herself, claimed “North Main Village” as her home. What is now North Main Village would still be crumbling asphalt and a hole surrounded by a fence without Metro’s active intervention.

Furthering the goal of redeveloping our downtown, Metro and Milwaukee are partners in the Milwaukee Town Center project. Metro’s purchase of the former Texaco site and the City’s adjoining parking lot have been combined in a joint marketing effort. Our joint goal is a gateway project with more urban scale housing above retail.

These projects are the first Metro undertook with its Center Implementation Program, which was initiated in 2004. Without Metro’s financial support from the TOD/ Centers programs, I am convinced that we would not move forward.

I urge your support of the $5 million in funding for the TOD and Centers programs.
December 1, 2006

Members of the Metro Council and Joint Policy Advisory Committee
METRO
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Members of the Metro Council and Joint Policy Advisory Committee:

This letter is to support Metro's Urban Regional Centers application for MTIP funding.

The City of Milwaukie is excited about its mixed-use development of housing above ground floor retail on the former Safeway site in downtown Milwaukie. Mixed-use projects such as this will be the mainstay of transforming our centers into vibrant areas of development. These more urban-scale projects require partnerships between private and public entities. Metro's Urban Centers Program has been an important ally in making the North Main Street Project a reality.

To continue to move our North Main Street Project forward and for other projects in downtown Milwaukie, it is vital that a number of development tools be available. Financial tools used in the Metro Urban Centers Program are of vital assistance. We urge that you support Metro's Urban and Regional Centers Program for MTIP funding.

Sincerely,

Mayor James Bernard
City of Milwaukie
Hello, my name is Mary Ordal and I am a project manager with the Hillsboro Parks and Recreation Department. Thank you for the opportunity to be here tonight.

I’m here on behalf of the City of Hillsboro to reiterate our support for the Rock Creek Trail Project (Project Bk # 3012), extension of the Rock Creek Trail. One picture is worth a thousand words, and I wanted you to see what existing portions of the trail look like. Envision miles of this trail in a greenway corridor extending through some of the region’s most densely urbanized areas, and you get a sense of how important this is to livability. It’s a transportation corridor that offers connectivity, safety and quality of life. Imagine this regional trail corridor as a backbone, with connecting trails and links to neighborhoods, employment and retail centers being the ribs, and you get the picture.

We deeply appreciated TPAC’s recommendation for this project for MTIP funding. This grant is critically needed for us to complete the trail extension project, serving as “backfill” to previously awarded MTIP funds. Without this funding, the extension of the trail is in jeopardy.

Hillsboro is providing a high match as demonstration of our commitment to the project.

Thank you for keeping us on the funding list.
Hello, my name is Wendy Kroger. I serve as the Trails Advisory Committee Chair for THPRD.

Thank you for the opportunity to provide testimony this evening on the Transportation Priorities for 2008-2011. Once more I come before you to request your continued support for MTIP money to fund two projects of great interest to the Trails Advisory Committee. We very much appreciate that they have made the final cut list.

The first project is PD 6007, a feasibility study to determine the best option for crossing Hall Boulevard at the Fanno Creek Greenway Regional Trail intersection.

You have received many positive comments on this proposal and I believe it is because people in Beaverton and the surrounding area recognize the seriousness and the complexity of the problem. Members of the Greenway NAC support finding a real solution. They were active opponents of the last attempt to solve this problem.

THPRD has applied for this funding because they realize the importance of a safe connection for the trail at this intersection, and there still is no obvious or simple solution to the problem.

The Fanno Creek Greenway Trail already functions as a major regional trail on the Metro area’s westside. The situation is going to become even more problematic with the advent of the Wilsonville to Beaverton Commuter Rail Stop just up the street.

There still is absolutely no safe way to cross Hall Blvd at this point. Traffic continues to increase from the 26,000 vehicles a day counted almost a year ago.

Without a safe crossing here, we will be left with a significant gap in the regional trails system. Please let’s finish our existing major trails before we start building other new ones.
WES'TSIDE CORRIDOR TRAIL MASTER PLAN

The second project of great interest to the Trails Advisory committee is BK 3014, a Master Plan for the Westside Corridor Trail.

The Trails Advisory Committee supports Metro's application because we know that this regional trail will serve as a transportation spine on the Westside of the Metro area, similar to how the Springwater Corridor serves the Eastside.

We are building increasingly urban communities on the Westside, and we need diverse transportation systems to service them. This trail would go a long way toward safely transporting both commuters and recreational trail users to where they wish to be.

THPRD and the Trails Advisory Committee are already moving ahead on several segments of the trail within the District. But, these segments cannot be completed, knit together, and tied to segments outside the District without a Master Plan for this Trail.

A Master Plan is crucial to moving forward on easements or acquisition, final design, actual engineering and construction, and, ultimately celebrating a lovely, scenic, pathway that wends its way between the hilltops and through the valleys of Washington County.

We want to connect Washington County residents to our neighbors in Portland, Tualatin, and toward the Coast.

Thank you for continuing to consider this application favorably to move our community closer to enjoying this potentially outstanding 27-mile long regional trail.

Thank you again for the opportunity to voice the support of THPRD's Trails Advisory Committee to complete a major gap in the Regional Fanno Creek Greenway Trail and for the Westside Corridor Master Plan.

Wendy Kroger, 12030 SW Settler Way, Beaverton, OR 97008; krogerw@comcast.net
February 13, 2007

Metro Public Hearing
RTO Funding

Hello, I am Sandi Burns, Coordinator of the Clackamas Regional Center TMA. Thank you for allowing this time to speak to you.

I am here to speak in support of RTO funding as it applies to TMA programs.

The Clackamas Regional Center TMA serves the North Clackamas County areas including Clackamas Town Center Regional Mall, Clackamas Industrial park, Kaiser Sunnyside Hospital Campus, Omark Industrial Park, Johnson Creek Industrial Area, Sunnyside Road east to 122nd Ave. and Harmony Road to Railroad Avenue.

The CRC-TMA utilizes the funding from RTO to assist with employer transit pass programs, transit fairs at area businesses and marketing travel options including the Drive Less Save More project, which was developed to address the concerns of areas that do not have as many transit options as inner city neighborhoods.

We know the interest for our programs is high due to the financial support and program support of our Stakeholders. These Stakeholders are the backbone of the TMA and help provide direction. The North Clackamas County Chamber of Commerce administers the CRC-TMA and provides in-kind funding through administration and overhead and therefore our TMA, as others in the region, are able to maximize your dollars three-fold.

CRC-TMA stands as a leading voice for the I-205 Light Rail Project "Green Line" relaying information to the impacted community about the project timeline, progress and impact on community. Through the North Clackamas County Chamber of Commerce we are able to utilize their member list and further our message to the business community. CRC-TMA is also informing the community, and business leaders, of the many transportation concerns in the region, including Road Capacity concerns, TO8052 and TO8053 programs, Bike trails and road improvements. We strive to be the one source of information in the region.

I ask for a continuance of programs vitally important to the region. I encourage fully funding the RTO program. Without this funding, the CRC-TMA, and other TMA's, would be in critical condition of survival. Necessary Information about transit options, that needs to be conveyed, would not be addressed. At stake are activities, projects and awareness of mobility in the region.

Thank you.
What makes a prosperous, lively center?
People, opportunity, community access.

Create Opportunities...Choices
Create Communities that work......

The Transit Oriented Development (TOD) Program.
The Centers Program thru the Metropolitan Transportation Improvement Program - MTIP

These programs create Centers......
To date 30 projects have been approved throughout the region of which I have personally been a part of 2 of them.

The Crossings at Gresham Station, GRESHAM, OREGON - PEAK DEVELOPMENT
&
North Main Village, In downtown Milwaukie, OREGON - TOM KEMPER DEVELOPMENT

Public private partnership thru
The (TOD) Program
&
The Centers Program thru the - MTIP

Finds these areas of opportunity, creates awareness, nurtures growth ....
strengthens, enlivens, unleashes the potential of these areas by encouraging the creation of urban fabric.

Public private partnership thru
The (TOD) Program
&
The Centers Program thru the - MTIP

Creates nodes, centers, villages, towns, and cities.
Encourages Mass transit, foot traffic, window-shopping, eyes on the street, bicycle activity, neighborhoods, pedestrian bicycle car interaction, outdoor rooms, parks, gathering places...... and most importantly of all... homes.

Homes.....that have choices, opportunities, mass transit, and community access,
All within walking distance.

I am here to speak in support of the $5 million dollar funding to continue the Transit Oriented Development (TOD) and Centers Programs through the Metropolitan Transportation Improvement Program (MTIP) for regionally allocated federal funds.

These funds are for 2010 and 2011. For 2010 & 2011.

Thank you.
For your time.
MTIP Hearing
February 13, 2007

McLoughlin Boulevard Phase 2 Project — Bd 5134
Clackamas River to Dune Drive

Colleagues:

You have designated Oregon City as a Regional Center in the 2040 Growth Plan. We have adopted, as our basic Economic Development strategy, becoming a successful Regional Center, serving a population of 100-150,000. We are strategically situated to be a regional hub for the southeast region of the Portland metro area.

Our McLoughlin Boulevard Phase 2 project scored very well, but fell off the MTIP list for funding. The Clackamas County delegation, including cities and special districts, met and unanimously affirmed that the McLoughlin Boulevard needs to be funded.

If the region is committed to enhancing regional centers, then this project qualifies. It is the gateway into our regional center and located on a critical arterial of the existing transportation system. It connects the Central City to a Regional Center.

If the region is committed to leveraging private sector funding, then this project qualifies, as it is a key component of the adjacent $120 million private mixed development at Clackamette Cove.

If the region is committed to corridors, then this project qualifies. It is Phase 2 of the redevelopment and revitalization of McLoughlin Boulevard as it separates our community from the river. Phase I (also funded through MTIP) will increase public access to the Willamette, both bike and pedestrian; public safety, and better access into our historic downtown business district.

Lastly, if the region is committed to transit-oriented development as well as economic revitalization, then this project qualifies. With the increase in frequent bus service and future light rail to Oregon City, McLoughlin’s redevelopment is a key link to cities south of us and both current and future employment areas.

Please reconsider how this important project fits into regional investment in a developed city that is developing into a Regional Center. The timing for funding this project is crucial in our strategy, since it is tied to current project plans—developing both housing and employment in an underserved area.

Sincerely,

Alice Norris
TO: President David Bragdon  
Metro Council  
Members of JPACT

FROM: Kathy Everett  
Executive Director  
Gresham Downtown Development Association  
Gresham Regional Center Transportation Management Association  
(503) 665-3827  
everett.gdda@verizon.net

SUBJECT: MTIP Public Hearing – February 13, 2007  
Transit Oriented Development Program (TOD)  
Regional Travel Options (RTO) Program & Transportation Management Association (TMA)  
PD 2057 – Hood Avenue Project: SE Division Street to Powell Blvd.

"President Bragdon, Members of the Metro Council and Members of JPACT"

- My name is Kathy Everett, Executive Director of the Gresham Downtown Development Association and the Gresham Regional Center Transportation Management Association. I am here to speak specifically on behalf of three items:

The first item is TOD funding.
- Last year you held a Get Centered event in Historic Downtown Gresham and Civic Neighborhood. More than 100 persons attended. Many of those attending, including many of you, saw what we already know— that Historic Downtown Gresham and Civic Neighborhood is one of the most vital Regional Centers in the region.
- Metro has invested in mixed-use projects in historic downtown such as Central Point, which won the Governor's Livability Award, and the Beranger, which is now under construction.
- The TOD program also invested in The Crossings, and will soon undertake the development of the remaining parcels in Civic Neighborhood for additional mixed-use development.
- Historic Downtown Gresham has a lot of “buzz” with more investors looking at building mixed-use projects which include housing, but I want to emphasize we are a long way away from being done, in fact we are closer to the start.
- Gresham Downtown Development Association is now preparing a white paper regarding the status of our center and what needs to be done. I can say with assurance that historic downtown still needs public funds from sources such as Metro's TOD and Centers' Program, and there are multiple sites that should be targeted and considered.
Secondly, I am here to support the continued funding for the Regional Travel Options (RTO) Program.

- Cuts to the RTO base-funding proposal would result in cuts to funded programs, such as grants, employer outreach and the implementation of the strategic plan.
- And most specifically, cuts in funding to TMA’s will jeopardize programs that are now at crucial stages of planning, such as employer transit pass programs, planning for new transit service, vanpooling programs, bike and pedestrian trails, bike lanes and bike racks.
- From our perspective, TMA’s provide local leadership, and facilitate partnerships and these...the local leadership & the partnerships...are the most critical components of developing successful centers.

The third item I am here to support is the PD 2057 Hood Avenue Project – SE Division to Powell Boulevard:

- This “missing links” project will provide needed pedestrian improvements such as a sidewalk, and a planter strip with trees and streetlights separating the sidewalk from the travel lane.
- The rebuilding of the intersection at Fourth & Hood will allow for ADA access, crosswalks and curb extensions.
- This project addresses not only public safety, but also connectivity from the Gresham Central Station to Historic Downtown Gresham and also the proposed Center for the Arts.

I urge your full support for funding for all three of these projects. I appreciate your time this evening. Thank you!
February 6, 2007

Pd 1160 Foster-Woodstock: SE 87th to SE 101st St.

Metro President and Councilors
Metro Regional Government
600 NE Grand Ave.
Portland, OR 97232

MTIP APPLICATION: LENTS TOWN CENTER BUSINESS DISTRICT
STREETSCAPE PROJECT

Dear Metro President and Councilors:

I am writing in my capacity as Chair on behalf of the Lents Town Center Urban Renewal Advisory Committee (URAC) to ask for your approval of the Portland Office of Transportation's application for $1.9M Metropolitan Transportation Improvement Program (MTIP) grant to construct sidewalk improvements within the business district core of Lents, a 2040 designated Town Center. The $1.9M grant will be matched with $220K of Portland Development Commission (PDC) funds from the Lents Town Center Urban Renewal Area for a total of total project cost of $2.1M.

This grant will allow us to at last, implement recommendations from our plan, the Lents Town Center Business District Transportation Plan, November 1999, prepared by the City of Portland Office of Transportation and the PDC through a prior MTIP grant. This plan was developed with considerable community outreach and public participation.

Our plan emphasizes improvements to create safe and convenient pedestrian access from all points in the Town Center to the future light rail station at SE Ramona St. and SE 92nd Ave. It includes wider rehabilitated sidewalks, curb extensions at major intersections, additional on-street parking and pedestrian and bicycle safety improvements at SE 92nd Ave. and SE Ramona St.

We believe development of safer and easier to use pedestrian infrastructure surrounding the future light rail stop will lead to a safer, more attractive town center for pedestrian and transit oriented development which is being pursued by PDC and the private sector. An award of MTIP funds would be an important resource in achieving that end.

Sincerely,

Cynthia Peek, Chair
Lents Town Center URAC

Cc
Lents Town Center URAC Members
Sue Kiel, PDOT
Rich Newlands, PDOT
Bruce Warner, PDC
Amy Miller Dowell, PDC
STATEMENT OF CONGRESSMAN DAVID WU BEFORE THE JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT) AND METRO COUNCIL

FEBRUARY 13, 2007

Thank you, JPACT and Metro Council members, for allowing me to submit this statement.

The current and future state of Oregon's economic health will be threatened if the appropriate and necessary improvements to modernize Interstate 5, Highway 217, or Highway 26 are ignored. In the next twenty years, Oregon's Department of Transportation (ODOT) estimates traffic on Highways 217 and 26 will increase by about two-thirds. The Highway 217 Policy Advisory Committee's Highway 217 Corridor study reports that today's peak hours of congestion will nearly triple, from 2.5 hours to 8 hours, by 2025.

The cost of congestion on commerce, safety, and livability presents us with an urgent need to invest in the economic viability of the Portland Metropolitan Region. One of the most effective ways to address that need is by responsibly using public funds to improve Highway 217.

By adding capacity, improving safety, and restoring traffic mobility to Highway 217, we make a responsible investment in an area that has provided significant, long-term economic benefit to the entire state of Oregon. By addressing the needs of this economic engine by reducing traffic congestion and improving the flow of commerce, the state and the region will see a tremendous return on its investment.

I have worked hard in Congress with my colleagues Congressman Earl Blumenauer, Congressman Peter DeFazio, Congressman Brian Baird, and Congresswoman Darlene Hooley to secure necessary funds to support transportation improvements and new projects in the region, and I will continue to do so.

Today, I urge you to support funding through MTIP for the Highway 217: Beaverton-Hillsdale to Allen Interchange. These funds will allow for the Environmental Assessment and preliminary engineering for a critical section of Highway 217 from
Beaverton-Hillsdale Highway to Allen Boulevard. This project will take steps towards increasing safety and traffic flow on one of the most dangerous and congested portions of Highway 217.

But in addition to funding this crucial project through the MTIP, I continue to urge all of the regional partners to recognize the economic benefits that this critical artery provides to the entire region. Businesses and residents in Clackamas, Multnomah, and Clark Counties that move goods and commute daily to and from Washington County depend on this aging and increasingly congested and unsafe highway.

It is essential that ODOT, Metro, Washington County, and the cities and counties of the Portland Metropolitan region whose businesses and citizens depend on Highway 217 continue to work together to find a suitable, long-term funding solution for this critical piece of infrastructure.

Thank you again for allowing me the time to provide this statement. I look forward to working with all of the regional partners on securing funding for improvements to Highway 217.
February 13, 2007

Dear Metro Council and Joint Policy Advisory Committee on Transportation,

I would like to extend my appreciation to the Metro Council, JPACT, TPAC, and Metro staff for their efforts in addressing difficult transportation needs in the region. Special thanks are extended to Metro Councilors, committee members, and citizens who attended the Listening Post held in the City of Gresham. There are many deserving projects that should be built but for the funds needed to make them happen.

On behalf of the City of Fairview, I ask your continuing support for funding reconstruction of the Union Pacific underpass on 223rd Avenue. This is a key safety and access improvement project that has been long anticipated, and which has received prior funding. Unfortunately, it has recently suffered significant and unexpected escalation in costs due to requirements of Union Pacific Railroad. The Fairview City Council, Multnomah County, and East Multnomah County Transportation Committee, including the Mayors of the Cities of Wood Village, Troutdale, and Gresham have expressed their support.

The project will greatly improve vehicle, pedestrian, and cyclist safety for travel to the developing Townsend Business Park and the growing Sandy Corridor, regional recreational facilities of Blue Lake Park and Chinook Landing, and Marine Drive, which has become an increasingly important commuter route.

While the 223rd underpass is of great importance to the City of Fairview I also ask your support for the other deserving East County projects in the City of Gresham.

Thank you for your consideration and the opportunity to comment.

Sincerely,

Mike Weatherby
Mayor, City of Fairview
February 13, 2007

Dear Metro Council and Joint Policy Advisory Committee on Transportation,

Thank you for this opportunity to testify on behalf of the 223rd overpass project funding. As you all know, I have been attempting to get the people with the purse strings to understand the importance of this project to the city of Fairview as well as all of East Multnomah County for over twelve years. It is crucial for economic development, safety, commuter traffic, access to the largest regional park by pedestrians and bicycles and internal access within the city.

I will not repeat all the points and discussion of the project presented by the city and others but you have to understand the unbelievable amount of time that has been expended by the city, county, neighboring cities, and business organizations to raise awareness of the need to complete this project. It is time to recognize the need for transportation improvements in the "Have Not" cities in the metro area as well as those with too much. These improvements are even more critical because of the lack of a credible public transportation system in East County.

The business community must see some return for their ongoing contributions to government. This improvement is critical to the planning and development of the Columbia Cascade River District economic development area and is necessary for the metro regional economy as well. Local jobs will take pressure off the freeways. Local jobs will reduce pollution. Local jobs will increase resources and services for a higher quality of life in East County. We the West Columbia Gorge Chamber ask you to endorse the funding to finally complete this much overdue project.

Sincerely,

Roger A. Vonderharr
West Columbia Gorge Chamber of Commerce
February 13, 2007

Mr. Jeff Townsend
Townsend Farms
23303 NE Sandy Boulevard
Fairview, OR 97024

To: Metro Council and Joint Policy Advisory Committee on Transportation

I am writing to urge your support of the proposed funding request for improvements to the railroad underpass on 223rd Avenue just south of Sandy Boulevard. Townsend Farms has operated its berry packing plant for over 30 years at its present location east of 223rd Avenue. More recently, the one hundred plus acre Townsend Farm Business Park on 223rd Avenue, attracting considerable growth including over 550,000 square feet of built and committed industrial development. Improvements to the underpass will continue to support economic development and provide needed safety improvements for commuters, cyclists, and pedestrians.

223rd Avenue narrows at the rail under crossing leaving no protected space for pedestrians and cyclists, who may be traveling to area businesses or Metro’s Regional Blue Lake Park located just to the north. Commuter traffic on 223rd to and from Marine Drive has grown steadily over the years increasing the need for safety improvements. The planned improvements compliment of the 223rd and Sandy Boulevard intersection improvements, which are nearing construction.

On behalf of Townsend Farms and the Townsend Business Park I urge your support for this important project.

Sincerely,

Jeff Townsend
Vice President
WRITTEN COMMENTS REGARDING:

RECOMMENDED PROJECTS FOR THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

My name is Ken Johnson, Chief of Police for the Fairview Police Department. I am asking for your continued support for funding reconstruction of the Union Pacific underpass on 223rd Ave.

The narrow lane of travel under the railroad overpass is dangerous. There are no sidewalks and very little room for pedestrian or bicycle traffic. This is one of the most significant public safety issues facing the City of Fairview.

There have been numerous accidents directly related to this dangerous underpass, to include: School buses and roll over accidents. Officers respond to countless accidents involving broken mirrors and other vehicular contact.

This particular section of roadway is situated next to an elementary school and is a primary route for citizens traveling to: Blue Lake Park, Chinook Landing, Marine Drive, Sandy Blvd. and the only area Wal-Mart.

A recent traffic study, conducted by Multnomah County, found approximately 5,500 cars per day traveling north bound and 5,500 cars traveling south bound.

This is a very important project in terms of traffic and public safety. I urge your continued support of this vital project.

Kenneth D. Johnson
Chief of Police
Testimony
Michelle Haynes, REACH Community Development
Joint Policy Advisory Committee on Transportation
February 13, 2007

Chair Burkholder, JPACT and Metro Council members, my name is Michelle Haynes and I manage housing development for REACH Community Development. I also served recently on Metro’s Regional Housing Choice Task Force.

REACH is a non-profit owner and manager of over 1,000 units of affordable housing in downtown and inner Eastside Portland. For over two decades, REACH has concentrated its development work on sites in transit corridors with frequent bus service. We have made that choice because we understand that for the low-income families we serve, good transit and pedestrian connections are not just an amenity or a convenience; they are vital to financial stability. Most of our residents are transit-dependent and all of them are struggling financially.

As you know, housing prices in Portland have risen twice as fast as incomes over the past decade, and the housing cost burden has hit the poor much harder than anyone else. At the same time, transportation costs are also a heavy burden for lower income families. According to the Center for Housing Policy, lower income families in Portland have to spend as much or more of their income on transportation as on housing. For these families, freedom from auto dependency is a crucial part of their effort to climb out of poverty.

I am here tonight to urge you to add the Killingworth Street Improvement Project: N Commercial to NE MLK into the final recommendation for funding in 2008-2011 Metropolitan Transportation Improvement Program (MTIP). These improvements are vitally important to the businesses and residents in REACH’s McCuller Crossing Project.

In 2005, REACH took over the property management of McCuller Crossing, an affordable mixed-use apartment building on Killingworth between Haight and Vancouver. McCuller is home to 40 families, 60% of whom make less than 30% of median income. These families, including 32 children and six elderly people, depend heavily on transit, bicycle and pedestrian connections to get to school, work, medical appointments, and shopping. In
addition, McCuller now has three minority-owned neighborhood businesses in the ground floor, and they all depend heavily on foot traffic and transit for their customers.

Since we took over property management in 2005, REACH has worked hard to dramatically eliminate crime and vandalism at McCuller Crossing and fill all of our units. REACH, our investor US Bank and our funders have invested several million dollars in the turnaround.

Completion of Phase II of the Killingsworth Street Improvement Project will support the efforts of REACH and all housing providers in the area to provide safe and quality living environments for area residents.

REACH is a strong advocate for affordable housing and community livability and we believe that investments in the Killingsworth streetscape:

- Supports the many diverse residents dependent on public transit, including our McCuller Crossing residents
- Provides a friendly and safe pedestrian connection from Interstate Avenue to Martin Luther King Jr. Blvd., and to surrounding neighborhoods
- Promotes community livability by inviting residents and visitors to leave their cars and walk around, improving health and safety and relieving congestion
- Recognizes this diverse and critical commercial corridor

Without funding for this project an important section of Killingsworth Street will continue to be isolated. I urge you to fund this important project. It builds upon the significant investment and efforts of many.

Thank you for your time and consideration
February 13, 2007

To: JPACT and Metro Council

Re: MTIP Comment – Willamette Greenway Trail, SW Lane to SW Lowell

I am a resident of the South Waterfront District here to advocate for 600’ of the Willamette Greenway Trail, from SW Lane to SW Lowell, to be included in the Final Cut List.

Presently we are a small community of retired seniors, working adults, school age children and even a couple of new-born babies. We represent a neighborhood in the making and we owe it all to the vision of those who worked so hard to make it a reality; from the Olmsted Brothers’ 40-Mile Loop proposed in 1904, Portland’s Willamette Greenway Plan adopted in 1979, to present day Metro’s 2040 Goals.

Currently there are three buildings under construction in our neighborhood and Portland Streetcar is working on its extension in the District. Consequently, commuter and recreational bicyclists, joggers and walkers are navigating through ever changing construction traffic throughout the day on their way to and from the central city.

Portland Streetcar and Trimet bus service will become operational through our neighborhood in the fall. Within the next 2-3 years, construction of the OHSU parking structure and assisted living condo tower, PDC’s affordable housing condo building and Trammell Crow’s rental apartment building are all expected to commence. We simply have to move bicyclists and pedestrians to safer grounds as construction traffic and heavy equipment will certainly be part of our daily lives for years to come.

We are confident that completion of the Central District segment of the Willamette Greenway Trail by 2009 will benefit not only our community, but the region at large. For safety and connectivity reasons, the SW Lane to Lowell segment of the Trail should be completed in order to close the gap.

The Willamette Greenway Trail Project scored second highest in total project points when measured against other bike/trail projects. It scored first in modal performance as well as the project’s support of Metro’s 2040 goals. At this stage of the game, I can only appeal to you to further consider the merits of this project and ask for your support to include it on the Final Cut List.

Yours Truly,

Joan Kwok
3570 SW River Parkway #813
Portland, OR 97239
The City of Gresham appreciates this opportunity to testify in support of its three proposed MTIP projects. These projects will improve Southeast 190th Street, Burnside Boulevard and Hood Street.

- Each of the projects is critical to implementing Metro’s 2040 Centers. The 190th Street project will provide access to three Pleasant Valley centers: The neighborhood center on 190th, the northern employment center, and the Pleasant Valley Town Center. These areas are intended to provide job opportunities. The Burnside project will support the Rockwood Town Center. The Boulevard is a key project to attract new private investment and redevelopment opportunities to Rockwood. The Hood Street project will support the Gresham Regional Center. The project will correct safety problems by providing sidewalks on the east side of Hood, and also will include other pedestrian amenities such as lighting.

- Each of the projects will foster economic development and livable, healthy communities as they will provide access that is necessary for new jobs and housing. Most critically, the 190th Street project will enable the development of the Pleasant Valley community. At the present time, Pleasant Valley lacks the regional transportation infrastructure that is needed for the area to develop. This project will implement 2040 urban growth expansion on Pleasant Valley lands recently annexed by Gresham.

- The Gresham TSP identifies the 181st/190th Corridor as one of three High Capacity Transit Corridors in Gresham. These corridors are identified as areas where the City will work with regional partners to pursue major new transit initiatives to serve high demand corridors and link major transit destinations. The projects will provide multimodal access opportunities in the 181st/190th Corridor, which are critical to building a balanced transportation system.

- Gresham has supported growth through the City’s system development charges, but it is critical to add these MTIP projects to accomplish our mutual 2040 regional goals.

**Southeast 190th Street: Pleasant View/Highland to Southwest 30th Street**

Metro Project Code: RC7036  
Project Cost: Current project cost $823,000  
Current grant request: $600,000 with City match of $223,000

- This project has been scaled down to the minimal improvements that are necessary to accommodate the first phases of development in Pleasant Valley. Pleasant Valley was brought into the UGB in 1998. The 1,532 acre Pleasant Valley area, which is located south of and adjacent to Gresham, is anticipated to be a community of 12,000 residents and to produce 5,000 new jobs.
• The cross-section will consist of two 11’ travel lanes, one continuous left hand turn lane, and two 6’ bike lanes.

• The project will benefit the neighborhoods in southwest Gresham. Benefits include safety enhancements at the intersection of Pleasant View and Highland, which historically has been the site of numerous accidents.

**Southeast Burnside: 181st Avenue to Stark Street**

Metro Project Code: BD2104  
Project Cost: $4,493,509  
Current grant request: $300,000 for engineering

• The project will provide engineering for boulevard improvements within the Rockwood Town Center. The Cross-section will consist of two 11’ travel lanes, two 6’ bike lanes, two 7’ parking lanes, a 11’ sidewalk on the north side of Burnside and a 16’ sidewalk on the south side of Burnside. Sidewalks will be separated from the bike lane by a 4’ strip of pavers. The existing 34’ light rail corridor will be located between the two travel lanes. The track area will be rehabilitated to urban standards with features such as pavers.

• The Project will enhance the Rockwood Town Center by creating a more pedestrian-friendly environment in the “Rockwood Triangle,” will emphasize access to adjacent developable properties, and will improve pedestrian and bicycle access to light rail. Work will be coordinated with ongoing update of Regional Freight Plan. Gresham will provide matching funds from its Urban Renewal funds.

**Hood Street: Southeast Division Street to Powell Boulevard**

Metro Project Code: PD2057  
Project Cost: $988,175  
Grant Request: $886,690

• The project will add a sidewalk to the east side of Hood Street between Division and Powell, as well as a planter strip with trees and streetlights that will separate the sidewalk from the travel lane.

• The project also will rebuild the intersection of 4th and Hood to improve the intersection to enhance ADA access.

• The project will include curb extensions and cross-walks at intersections.

• The project will provide access to the proposed Center for the Arts, as it will link the Center to the light rail system.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: ALICE RICHMOND (KELLEDIJAN)
Affiliation: West Linn
Address: 39 39 Perker Rd 97068
Email: 

☐ Include my email in your list of interested parties.

Project/program: Please note my position in

☒ Support ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

McLaughlin Blvd phase II project as proposed by Oregon City. Why I am also traveling from west Linn to O. City and this stretch needs the propose improvements and a lot more.

A water river tourism activities rolling would be extreme plus river cruise - tourism transportation facility for which it would bring economic revenues for our metro region i.e. an open boat with a canopy & a guide speaking history of our neck region – oh

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.

D also thank you for 8/5/83 the Willamette Falls drive fund for this project - how if we only Page 10 of solve the 10th S/I-205 corridor - everyone will be happy
February 13, 2007

To: Metro Council
   Metro Joint Policy Advisory Committee on Transportation (JPACT)

RE: Main Street Tigard Retrofit Project

Tualatin Riverkeepers urges your support of Tigard’s Main Street Retrofit Project. The project is part of the Tigard Town Center redevelopment that incorporates an integrated package number of multi-modal transportation projects including:

- Reconstruction of Tigard Transit Center
- Wilsonville to Beaverton Commuter Rail
- Hall Blvd to North Dakota Rails to Trails Conversion
- Fanno Creek Trail
- Walkable Town Center
- 99W & Hall Blvd Intersection Redesign

The Tigard Town Center redevelopment project has enjoyed strong public support as evidenced by the passage last year of the downtown Tigard urban renewal tax increment financing measure.

As illustrated in the following two photos, Main Street crosses and severely impacts Fanno Creek. Deep down-cutting of the creek has been caused by accelerated runoff from Main Street and the rest of Downtown Tigard. Pollutants from Main Street flow directly into Fanno Creek.

Cars parked on Main Street as it crosses Fanno Creek
The City of Tigard and Clean Water Services are working on a $300,000 restoration of Fanno Creek in Fanno Creek Park, just downstream from Main Street. A mile further downstream, Tualatin Riverkeepers have been working on restoration projects at Metro’s Brown Natural Area and Tigard’s Bonita Park. Research by NOAA Fisheries on streams in the Puget Sound area has shown that restoration projects themselves are insufficient to support salmon recovery if polluted urban stormwater is not dealt with. (see attached article). Tigard’s Green Street project will address the chemical, biological and hydrological impacts of an urban street on a stream that is habitat for both cutthroat and steelhead trout.

As a demonstration project, Main Street has special value. Low Impact Development (LID) projects and acceptance of Green Street design standards have been slow in coming. Skepticism about maintenance costs, durability, and performance in areas of difficult soils has slowed acceptance. The very few projects employing these techniques, such as Clean Water Services Operations Center, are showing success and answering are concerns about performance. Metro’s Green from the Ground Up seminars and educational materials from Clean Water Services are slowly convincing the building community that LID is possible even with these difficult soil conditions. The Main Street Green street Retrofit Project is the type of high-profile project necessary to move LID practices into the mainstream of development practices in Washington County.

As the Metro area grows, increasing impervious area impacts streams negatively. Jurisdictions throughout the area encouraging low impact development techniques that slow the growth of effective impervious area, but opportunities for reducing the impact of existing development are harder to come by. Tigard’s Main Street Retrofit Project is a significant opportunity to reduce impervious area, reduce water pollution and restore natural hydrology to a small part of Fanno Creek. This project is consistent with Metro’s Nature in the Neighborhoods program to reduce impacts of urbanization on streams and wildlife habitat.

Main Street in Tigard is an old street which drains directly into Fanno Creek. Stormwater running off of Main Street gets no treatment. Retrofitting Main Street into a “green street”
will prevent pollutants from entering Fanno Creek and help infiltrate stormwater to recharge the groundwater system that feeds the creek in the dry season.

The Main Street Retrofit project provides engineering and construction of the southern half of Main Street in accordance with Tigard’s new Downtown Streetscape Plan. The project redefines Main Street as a pedestrian-oriented, street; key features include wide sidewalks, new street lighting, landscaping, new parking layout, and natural treatment of stormwater as part of Metro’s Green Street Standards.

Main Street “green” features include redirection of stormwater runoff from a piped system to use of infiltration and detention devices adjacent to the curb. The “green” street design is part of Tigard’s overall sustainability/nature theme throughout the Downtown.

The strength of green street design is that it addresses multiple dimensions of stormwater management including
  • Removal of pollutants through natural filtration and biological processes
  • Recharging of groundwater system to provide cooling flows to streams in the hot dry season
  • Slowing of flows and ground storage to reduce downstream flooding
  • Enhanced aesthetics in an urban environment.

Tigard’s Main Street Retrofit Project will be a catalyst to encourage other jurisdictions to take steps to reduce impervious area for the benefit of our neighborhood streams. We encourage your support of this project for full MTIP funding.

Sincerely,

Brian Wegener
Watershed Watch Coordinator
Tualatin Riverkeepers
MTIP TRANSPORTATION PRIORITIES PROCESS 2008-11
Feb 13, 2007 Public Hearing –Dorene Warner, Chair of Gateway PAC

Basic facts
Project name: 102nd Avenue: Northeast Glisan to Stark
Project code: BD2015
Funding category: Boulevard
Location: Multnomah County
Status: Proposed
Sponsor: City of Portland
Funds requested: $1,918,033
Total project cost: $2,137,561

The project would widen the sidewalks and right of way on Northeast 102nd Avenue between Glisan and Stark to provide 15-foot sidewalks. The sidewalks would have a five-foot furnishing zone and containing street trees, ornamental lights, colored pavers and surface storm water facilities. The project would also build bike lanes and raised pedestrian crossings at key locations.

What we were seeking in this round?
The request is for $1.9 million to construct Phase II of the project which will complete improvements from NE Glisan Street to SE Stark Street. The first phase (from NE Weidler to Glisan Street) will start construction later this summer and will be completed in the early fall this year. Phase II represents nearly 50% of the entire project, and would have enabled the 102nd Boulevard reconstruction to move smoothly from North to South the full length of the project area. To repeat, our $1.9 million request was for construction, not planning and engineering, as this project is ready to go when funds are available.

What a two year delay will mean to the final segment?
The major impact of a delay in the project will be to increase the project cost due to inflation. That impact is the easiest to measure, as it represents the additional public dollars that will have to be spent to build the southern half of the 102nd Boulevard project. There will be other impacts, far more difficult to measure, that represent lost opportunities for rapid development of the Gateway Regional Center, the negative impacts of drawn-out schedules that cause businesses and property owners to delay or decide against making improvements in Gateway.

The 102nd Boulevard project has been through its public process and received solid support from the community in previous MTIP rounds. It garnered direct, targeted support from Congresswoman Blumencnauer in the last transportation bill. The project is critical to success of the Gateway Regional Center. Funding allocated to the 102nd Boulevard project will show immediate, demonstrable results over the next two years.

Gateway supporters of this project know that we had to scale back the amount of work included in Phase I. Now, with the second phase delayed for two or more years, we are deeply concerned about our ability to achieve the momentum necessary to create the Regional Center in Gateway. Most members of the Gateway URAC have been involved in these issues for many years...we
MTIP TRANSPORTATION PRIORITIES PROCESS 2008-11
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The major impact of a delay in the project will be to increase the project cost due to inflation. That impact is the easiest to measure, as it represents the additional public dollars that will have to be spent to build the southern half of the 102nd Boulevard project. There will be other impacts, far more difficult to measure, that represent lost opportunities for rapid development of the Gateway Regional Center; the delay in creating vital infrastructure to serve the entire neighborhood, pedestrians, drivers and transit-users throughout the Gateway URA; and the negative impacts of drawn-out schedules that cause businesses and property owners to delay or decide against making improvements in Gateway.

The 102nd Boulevard project has been through its public process and received solid support from the community in previous MTIP rounds. It garnered direct, targeted support from Congressman Blumenauer in the last transportation bill. The project truly is “the spine” of the Gateway URA; it is critical to success of the Gateway Regional Center. Funding allocated to the 102nd Boulevard project will show immediate, demonstrable results over the next two years.

Gateway supporters of this project know that we had to scale back the amount of work included in Phase I. Now, with the second phase delayed for two or more years, we are deeply concerned about our ability to achieve the momentum necessary to create the Regional Center in Gateway. Most members of the Gateway URAC have been involved in these issues for many years...we certainly understand the conflicting priorities within the Region, the need to balance projects throughout the metropolitan area, and the enormous contrast between the work to be done and the funding available to do that work. We are not speaking tonight in hopes of overturning funding recommendations (although we would not object). We want the Joint Policy Advisory Committee to understand the importance of 102nd Boulevard to the Gateway Regional Center. We want you to know that we are following the process, and any other financing opportunities very closely. And we ask that you remember that we have an important project ready to start construction, should any other proposals be set back.

Thank you for your time and consideration in what must be a very difficult decision making process.
"President Bragdon, Members of the Metro Council and Members of JPACT,

My name is Mike Rossman from Peak Development located at 719 N.E. Roberts Avenue in Gresham. I am speaking in support of Metro's Transit Oriented Development and Centers Programs for funding in the MTIP. Our firm developed Central Point in downtown Gresham, which won a Governor's Livability Award and more recently The Crossings which was featured on a BBC program last summer. We are currently constructing The Beranger in historic downtown Gresham. The TOD/Centers program is an important part of the funding package for all of these projects.

Central Point at 318 N.E. Roberts Avenue in downtown Gresham is a mixed-use, transit-oriented development project consisting of 22 units of housing with 3,500 s.f. of ground-floor retail, all built on a 12,000 s.f. lot, scarcely larger than the average single family lot in Gresham. At 82 units per acre and 4 stories, it's the highest density market rate private sector building in East County and includes the first elevator in retail or market-rate residential building in Gresham. The Crossings is a 5-story rental housing with ground floor retail and the tallest building in Gresham. The Beranger is 3-4 story condominium, the first condo project in historic downtown. While each represents a breakthrough in density, they also bring a high quality of design and construction that will make each project welcome in their respective settings.

While these projects add tremendous value to the community and help reach Metro's 2040 goal, pioneering these projects in suburban settings is extremely challenging. Peak Development and Metro's TOD Program have been instrumental in proving to lenders that high density mixed use developments are worthy projects to lend on, however, overcoming appraisers difficulty in supporting these high cost developments creates another obstacle. Due to low comparables, loan funds are capped to what a typical market rate project supports, and the resulting loan to value creates an additional gap.

Without funding from the TOD program, leading projects cannot be built, which establish market comparables and facilitate the ability for banks to lend the needed funds for mixed use development.
Re: Division Street Rebuild Project

Linda Nettekoven
2018 SE Ladd Avenue
Portland, OR 97214

February 13, 2007

JPACT
C/o METRO
600 NE Grand Ave
Portland, OR 97232

Dear JPACT Members:

I’m here tonight to advocate for very necessary, additional funding for SE Division Street in Portland. I am wearing a stack of invisible hats at the moment trying to speak for several other individuals and organizations that are unable to join you tonight — neighbors and business people from the Hosford-Abernethy Neighborhood Development Association (HAND), the Division/Clinton Business Association and the Division Vision Coalition.

We want to be a model green/main street, a demonstration of what good public/private collaborations can be like. We are already called upon to consult with other neighborhoods. (Since the first of the year, we’ve been called upon to help the Belmont corridor with traffic issues and the folks in St. John’s with a brownfield redevelopment effort. We’re willing to work hard to utilize the funds we are given and to share what we learn with other neighborhoods and business districts.

I remember reading or hearing a quote from my own METRO Councilor, Robert Liberty which I could not find for this evening. He spoke of METRO’s desire to work with parts of the region where people were ready to engage, had the energy to take on projects, to innovate and follow through.

And Division St is such an area. We have a tremendous amount of social capital and good will that we have worked together to create and that is what will bring you an amazing return on any public dollars you allocate for our area. Like everywhere else our dollars will not go as far as anticipated due to increased construction costs and unpleasant surprises when the existing pavement was more thoroughly tested. It will take more effort and therefore, funds than anticipated. We are asking that you consider adding some of the additional funds we requested.
We have worked hard as a coalition of neighborhood and business associations for the past 5 years. We have created a “Green St/Main St Plan” which was officially adopted by our City Council. It is our pathway to creating the kind of green, vibrant, multi-modal “main street” (a mini town center) that METRO has been advocating as part of its 2040 plan.

However, we now find ourselves in a Catch 22. We already have a self-guided walking tour brochure we prepared with BES staff to highlight both public and private stormwater features at the west end of Division and we’re working our way east. Unfortunately the pathway to creating the green/main street we’ve been fighting so hard for must include paving Division Street. We have to do that first before we can go on the parts of our vision that we’re excited about. That costs a lot of money and if we ask for the additional money we’d like to do our green features, you will think we are really greedy and that is not the case. We will add more green features, on both public and private property.

We can’t create the vibrant business district the business association has been working toward if people can’t safely cross the street to get from one business to another. The street is dangerous and yet it is a vital artery for four neighborhoods and two business districts. We want it to connect us instead of dividing us. We want our neighbors to be able to walk and bike to goods and services instead of having to rely on their automobiles. It has to be an inviting place to come and we have plans to make that happen. That will mean continuing our work with local businesses, private developers and community nonprofits. We know how to do these things and have demonstrated our abilities in the past, but we need that infrastructure underneath.

Our community has already come together to prune our public rose gardens, manage an historic district, save our elms, revitalize our schools, rebuild our playground, transform a “drug den” into a community center and create a local Artwalk. We know how to collaborate and leverage, but there are certain infrastructure investments that just need to come from MTIP funds.

The funding we are seeking is a critical piece of a much larger vision our community has created and nurtured. We are anxious to make it a reality and to share that vision with others.

Thank you for considering our request.

Sincerely,

[Signature]

Linda Nettekoven,
HAND, Vice Chair
February 13, 2007

Mr. David Bragdon
President
Metro
600 NE Grand Avenue
Portland OR  97232

Dear Mr. Bragdon:

I write to you today to express the support of those who live and work at Holladay Park Plaza for the Sullivan’s Gulch Trail. I understand that the Sullivan’s Gulch Trail Committee is requesting that an allocation of federal funds be used for funding a master plan for the trail. We believe this is a very good cause and would like to lend our voices in support.

Of our 260 residents here at Holladay Park Plaza, 80% are involved in a regular exercise program. Walking is one of the best and most used forms of exercise, and many of our residents make use of the Eastbank Esplanade already. This trail would provide an excellent connector from the neighborhood of our campus to the Esplanade. We currently have a group of residents that have been involved in “Walk America” for the past four years. They log their miles and track their progress as they “cross the country.” Currently the group is almost to South Bend, Indiana. A safe and protected trail would surely be utilized by them and many others, including many of our employees as they commute to work.

Please do what you can to assure MTIP funding for this worthy project.

Sincerely,

[Signature]

John Larson
Executive Administrator

JL/jk
February 13, 2007

Metro Council
Members of JPACT
c/o Council President David Bragdon
600 NE Grand Avenue
Portland, OR 97232-2736

RE: MTIP funding for Hollywood Transit Center Redesign and Development

Dear President Bragdon, Council Members and JPACT Members,

Providence Health System requests that you support Metropolitan Transportation Improvement Program (MTIP) funding for the Hollywood Transit Center Redesign and Development Project. The City of Portland and Tri-Met have requested approximately $200,000 to begin planning and preliminary engineering for the project, and Providence supports that request. We strongly encourage you to reconsider the decision not to fund the project.

Providence supports transit use by employees as demonstrated by the distribution of Tri-Met passes to about 12,000 employees in the Portland service area at no cost to the employees. In 2006, Providence Health System paid $1.6 million for these passes, which can be used for trips that are both work related and for personal use. Providence supports transit use as part of our commitment to regional livability.

Given recent and planned investments in the Hollywood area and its designation as a town center in the Metro Regional Plan, the timing is right for investment in the transit center. Improvements are needed to help increase the transit center’s safety and design. Appropriate investment in this transit center will significantly increase use and ridership. Future development plans in the Hollywood area will foster even greater use, as long as the transit center can support it.

It is my understanding that more than 60 people supported the funding request during the first round of recommended allocations. This is a significant level of support and signifies this community’s commitment to reducing the number of vehicle trips and to improving regional livability. In summary, the Hollywood Transit Center project is a widely supported, relatively low-cost proposal that should be funded.

Providence Health System supports this important project and encourages you to fund it in the 2008-11 MTIP transportation funding cycle.

Best Wishes,

[signature]

Dana White
regional director, Regional Real Estate and Property Management
Providence Health System – Oregon

Cc: Ms. Debbie Bischoff
Testimony
Dr. Algie Gatewood, President - Portland Community College Cascade Campus
Joint Policy Advisory Committee on Transportation
February 13, 2007

Chair Burgholder, JPTACT and Metro Council Members, my name is Algie Gatewood and I am President of Portland Community College’s Cascade Campus. I am here tonight to urge you to add the Killingworth Street Improvement Project: N Commercial to NE MLK into the final recommendation for funding in 2008-2011 Metropolitan Transportation Improvement Program (MTIP).

Over the past several years PCC invested over $60 million at the Cascade Campus, realizing the community’s dream that Cascade become a premier urban community college campus. To support these efforts it is critical that the public infrastructure in the Killingsworth corridor be brought up to this same level of renovation. The good news is that significant public investments have been made on Killingsworth Streetscape. PDC, PDOT and ODOT have provided over $3.8 million for improvements between Interstate Avenue and Commercial and between Martin Luther King Jr. Blvd. and 6th Avenue. The problem is that this leaves a gap in the system must be closed.

Beyond our own investments, PCC supports this project for many reasons. We believe that investments in the Killingsworth streetscape:

- Supports our vision that Killingsworth Street is a vibrant, community-building path of activity from Interstate Avenue east to Martin Luther King Jr. Blvd.
- Supports community livability through efforts and partnerships to reduce dependence on cars and easing the parking tension around the campus
- Supports the transit dependency of our students and area residents
- Provides a critical link between PCC and the King, Humboldt and Overlook neighborhoods

Without funding for this project a key link in the system will be missing. I urge you to fund this important project. It builds upon the significant investments that have been
made by PCC, PDC, PDOT and ODOT. It is important to the continued revitalization of this corridor. It is important to the colleges overall efforts to provide high quality transportation choices to our students.

Thank you for your time and consideration.
February 13, 2007

Metro Public Hearing

In support of full funding for Regional Travel Options Program for 2008-2011

The educational and service work of the Westside Transportation Alliance is supported by business memberships and crucial funding by the Regional Travel Options Program. Our mission is to reduce car trips for clean air, reduced congestion, economic vitality and personal health in Washington County and the Metro Region.

On January 26, I joined 127 concerned citizens at the Washington County Sustainability Summit to discuss key strategies for environmental sustainability in Washington County. Our transportation group concluded the top priorities for transportation sustainability are better-connected streets to serve transit and biking trips and education to promote current transit, biking, walking and carpooling opportunities.

Education is what Regional Travel Options does! RTO funding makes it possible for the Westside Transportation Alliance and other TMAs to educate citizens of our region about transportation options in order to maximize the infrastructure investments we have already made thus helping to conserve scarce transportation dollars, land, and oil resources.

RTO supports our education and services on many levels:

- The WTA Carefree Commuter Challenge is a region-wide program during July that encourages individuals to get to work by non-drive alone modes. In 2006, we increased worksite participation from 68 to 112 and participants from 1940 to 2137. We nearly doubled first timers from 129 to 269, and our goal in 2007 is to increase first-time non-drive alone participants to 380.

- When the tenants at Cornell Oaks and Creekside corporate parks face parking constraints, we work with the property manager to educate employers and employees about their transportation options.
• When TriMet extends the #46 bus line to Dawson Creek and the new Hillsboro Library, we work with the employers to educate employees about the new service to insure its success and continuation.

• When employers and employees in the Tanasbourne area contemplate a shuttle, we convene the stakeholders to discuss the feasibility of such a project.

• When a transportation coordinator at PGE, Welch Allyn, or Planar needs help in complying with DEQ’s trip reduction requirement, we increase her productivity by managing DEQs online survey of travel behavior.

And because transportation coordinators are given a title with no training, we were granted funding for 07-08 by RTO to develop an on-going PCC curriculum to institutionalize the TDM body of knowledge: policy, systems, infrastructure and marketing. We are about to begin work with PCC Customized and Workplace Training experts to develop such a curriculum. Our intention is to increase the stature of the transportation coordinator job description and compound the effectiveness of trip reduction programs around the region.

Cynics may complain about lack of transit and bike connections in Washington County. I don’t own a car and have gotten around Washington County quite well by bike and transit. There are plenty of other people who want to learn how it’s done. We can improve lives, maximize our current system, increase economic vitality and become more sustainable.

With 400,000 people coming to Washington County in the next 20 years, our work is more important than ever and funding from Regional Travel Options is crucial.

Please restore full funding for Regional Travel Options Program for 2008-2011.

Thank you for considering my testimony,

Karen Frost
Executive Director
Testimony to the Metro Council and JPACT in Support of Funding for TOD/Centers Implementation Program
February 13, 2007

Presented by:
Ed McNamara
Turtle Island Development, LLC
907 NE Thompson
Portland, Oregon 97212

I am here to tonight to urge your support for continued funding for the Transit Oriented Development Implementation (TOD) Program.

Overview
The TOD Program is helping us to build the region we want rather than simply perpetuating current development patterns. The TOD Program uses a small amount of public funds, combined with staff expertise, to leverage catalytic projects in neighborhoods where the market alone may not justify the private investment needed.

These investments by Metro pave the way for future smart, well-designed, higher density development by jump-starting the transformation of the market and by providing case studies from which other developers can learn.

I think this is an extremely valuable role for Metro — helping to implement tangible projects that can serve as successful examples of the type of development that Metro’s policies encourage.

It's easy in a hearing like this to focus on the program funding. I also want to emphasize the important role of the Metro staff in the success of this program. When I first tried to work with the TOD program, it was being managed by Portland Development Commission staff for Metro. We received a small award in a competitive process, but nearly gave it back because it was almost impossible to use it. When we worked with Metro staff later on a second award, the process was completely different. The staff understood Metro goals and understood real estate and used that knowledge to make smart investments and make them quickly.

My Background
I have a wide range of experience in real estate development. For the past 5 years, I have had my own real estate development company, Turtle Island Development LLC. I worked for 6 years as Director of Development for Prendergast and Associates. And I worked for 7 years at REACH Community Development.

In recent years, I have focused on medium-density (up to 228 units per acre), central-city residential projects. These projects included condominiums, townhouses, and low, moderate, and market rate rentals, some of which also included ground floor retail.

My Projects
Most of what I have worked on in recent years would be considered transit-oriented development. I have taken care to site buildings and design them in ways that encourage pedestrian activity around them. I have provided a large amount of secure bike parking (along with amenities like pumps and lockers) to accommodate bicycle use. As a result of all of this, I am able to keep ratios low while still maintaining successful buildings.
My Observations
Even my most densely developed projects have been supported by the surrounding neighborhoods. In some cases, this is probably because I was working on undeveloped or underutilized sites rather than trying to dramatically change the pattern of an established neighborhood.

But I think that the neighbors also appreciated the attention to design. With a well-designed project, the neighbors saw the increased density as a positive change that would bring more residents to their neighborhood and help increase support for local businesses.

Based on my experience, I believe that carefully designed density can create vibrant neighborhoods in the city and can better utilize our public investment in all of our infrastructure, but particularly our investment in roads and transit.

The Challenges
Higher-density residential development costs more to build than a low-rise, walk-up, garden court apartment. In a neighborhood like the Pearl District, rents or sale prices can support this cost. (That wasn’t the case when the first projects were built there in the mid-90s.) In emerging neighborhoods, current market rents or sales prices often don’t support the added cost.

The benefits of building the first higher-density, mixed-use projects accrue to the community at large. There is not a financial return to the developer (or the returns occur too far in the future to justify the investment today). This limits what developers can do on their own.

The Metro/TOD Program Partnership Benefit
With the help of Metro’s TOD program, developers can often move forward on projects that would otherwise be shelved or would be built at lower density.

The TOD Program can make a limited financial investment in a project. The private developer will continue to invest as much equity in a project as will generate a reasonable return. Metro can invest an amount that represents the return to the community. The region will reap the benefits.

The Metro/TOD Program Catalyst Role
Metro is helping projects with the financial investments it makes, but it is helping in other important ways.

- The TOD Program staff has acted as conveners to bring a wide range of expertise – developers, architects, lenders, public officials, etc. - together to brainstorm workable development solutions for particular sites. This helps come up with good ideas for a site, but also sends away all of the participants with a broader understanding of Metro’s goals for TOD and Centers development.
- The TOD PROGRAM staff has also used their limited funding well by working with local jurisdictions to convince them to invest the projects.

Summary
The TOD/Centers Implementation Program that is proposed for MTIP funding is a necessary and farsighted strategy for realizing the full growth management potential of our region’s mass transit infrastructure. I strongly urge you to continue funding the program.
We are Jim Luke and Joan Kwok, residents of the first residential building in the 140 acre South Waterfront District. Joan and I represent our neighbors on a community-initiated Nature & Greenspaces Committee. We are here to advocate getting the Willamette River Greenway trail onto the Final Cut List.

We are presently a small community of retired seniors, working adults, school age children and even a 1-month old baby. We would not subject ourselves to live in a construction zone for the next 10 plus years if we were not excited about our neighborhood and its potential.

On the west bank of the Willamette River is a neighborhood in the making and we owe it all to the vision of those who worked so hard to make it a reality; from the Olmsted Brothers’ 40-Mile Loop proposed in 1904, Portland’s Willamette Greenway Plan adopted in 1979, to present day Metro’s 2040 Goals. When the Willamette Greenway Trail is complete, it will take its place next to the Eastbank Esplanade, the Springwater Corridor Trail and Tom McCall Waterfront Park, as part of a regional system of connected trails that has not only transportation value, but also cultural value as a prized feature in this metropolitan region.

We look forward to the completion of the Central District segment (already funded) of the Willamette Greenway Trail by 2009 with confidence that it will benefit not only our community, but the many users around the region that pass through our neighborhood every day. However, without funding for the Prometheus Segment, the Central District trail is an island. The Prometheus segment of the trail MUST be completed to make this trail useful to the region as a whole by connecting to the Willamette Greenway Trail to the South.

Commuter and recreational bicyclists, joggers and walkers are navigating through ever changing construction traffic throughout the day on their way to and from the central city. Portland Streetcar will become operational through our neighborhood in the fall. Currently we must negotiate the construction activities of three buildings that are being built. Within the next 2-3 years construction of the OHSU parking structure, OHSU assisted living condo tower, PDC’s affordable housing condo building and Trammell Crow’s rental apartment building are all expected to commence. We simply have to move bicyclists and pedestrians to a safer corridor, where they don’t need to negotiate with the trucks and heavy equipment that will continue to be present in our neighborhood.
As you received at your meeting last week, a revised funding proposal for the Willamette Greenway Trail has been submitted that acknowledges and meets the concerns expressed by this Committee last Fall. The original MTIP request for the Willamette Greenway Trail was $1.8M and was removed from the list because of its overlap into the Central District. We have been working together with Portland Parks, Bicycle Transportation Alliance, Audubon Society and Urban Greenspaces Institute to arrive at a funding request which everyone could support. Now we have it! Last Tuesday we had a meeting to hammer out the final details, making sure we could all back this request. Although it happened at the eleventh hour, the budget for this segment is only $0.6M and will be put with some matching funds from the City to complete this segment of the trail. We acknowledge being late with this revision, but there were no residents back in 2006 when these issues came up and the misunderstandings happened. We have been working hard since moving in to find out where the process was and what needed to be done. It just comes down to the fact that the Prometheus trail segment is a major gap in connecting the Central District to the existing Willamette Greenway trail to the South.

The Willamette Greenway Trail Project scored second highest in total project points when measured against other bike/trail projects. It scored first in modal performance as well as the project’s support of Metro’s 2040 goals. The project provides a critical transportation link by closing a gap in a trail system that has the potential to carry a lot of people to the Portland’s Downtown and takes cars off the road by providing a safe, off-street way to get to the central city area.

We are not in a position to tell you how to fund the trail (whether it comes from project funding or regional allocations) and acknowledge that we are all in a difficult position at this stage of the game. However, we are here because we believe that this funding needs to happen and we appeal to your group for support. If you see any other options for us to follow, we appreciate your directing us to those.

Thank you,

Jim Luke and Joan Kwok
Nature and Greenspaces Group
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Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: JOSE ARAUZA
Affiliation: 
Address: 186 N 5TH AVE, CORDELUS, OR 97113
Email: 

☐ Include my email in your list of interested parties.

Project/program: CORDELUS SIDEWALK PROJECT
☐ Support ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

EL CRECIMIENTO EN OTRAS COMUNIDADES LE ESTÁ AFECTANDO A CORDELUS. SOMOS UNA COMUNIDAD DONDE NOS GUSTA CAMINAR, PERO ES DEMASIADO PELIGROSO PARA IR A LA ESCUELA, LA TIENDA, LA CLÍNICA, AL CORREO AL BANCO, A LA IGLESIA. LOS NIÑOS CAMINAN A LA ESCUELA SIN EL BÉNEFICO DE BANQUETAS, ASÍ QUE CAMINAN A LA PURA PAR DE LOS CARROS.

HACE DOS SEMANAS ATROPELLARON A UN SEÑOR POR FALTA DE BANQUETAS Y ZONA DE PEATONES.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program
February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)
Name: Lynne Coward
Affiliation: SENA (Sullivan Gulch) Land Use Committee
Address: 1427 NE 17th Ave
Email: leonald@imagina.com

□ Include my email in your list of interested parties.

Project/program: Sullivan’s Gulch Trail
□ Support □ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)
Thank you for supporting the Sullivan Gulch Trail Study. Having served for 7 years as Land Use Chair of Sullivan’s Gulch, I am very aware of the impact of vehicular traffic and the benefit of alternate nodes. The trail will add a very much needed alternative to support recent increased density. Recently we encouraged the new development of 33rd and Broadway to support the Trail in their design. They did so.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program
February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Peter F F
Affiliation: Central Eastside Industrial Council
Address: 2153 SW 10th Ave #105
Email:

☐ Include my email in your list of interested parties.

Project/program: Eastside Burnside I Coupel
☐ Support  ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

Build it now.

The region needs this project to strengthen the region's center. East Burnside has fought back from blight as public and private investment enriches the area. All of the region will benefit. Small and large businesses are investing in this inner city area. Affordable housing and family wage jobs are being developed. The Central Eastside is a construction of couples. The Eastside Burnside I Coupel completes this construction and solves major access and safety problems. Metro is not being asked to finance the whole project. Rather Metro is asked to be a partner to help build the financial commitment to construction.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Susan Linsen
Affiliation: Chair, Central Eastside Urban Services Advisory Committee
Address: 1618 SE Alder Pk Rd Suite 200
Email: 

☐ Include my email in your list of interested parties.

Project/program: Burnside-Couch Couplet
Support ☐ Oppose ☑

Remarks (Summarize your remarks here if you have not brought written remarks.)

☐ Please fund this project fully for the entire $4.7 million request. This project is the cornerstone to important redevelopment at the Burnside Bridgehead and with the Lower Burnside business area. These funds are critical, but can leverage funds (federal and local) to get street redo built. The new coupling will have many essential pedestrian improvements - in particular great improvement to the notorious 12th/Burnside/Sandy pedestrian nightmare. This is not a project to short-change. It needs to be full $4.7 million when built out - will open the way for progressive new developments in this important inner Eastside district.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Councillor Rex Burkholder, Chair
Joint Policy Advisory Committee on Transportation
METRO
600 NE Grand Ave,
Portland, OR 97232

9 November 2006

Dear Councillor Burkholder and Members of JPACT,

The Columbia Corridor Association would like to lend support to three particularly critical projects for the region's freight and overall transportation network: the 82nd/Columbia Boulevard Intersection Improvement, the 223rd Avenue Railroad Undercrossing at Sandy Boulevard, and the Portland Road/Columbia Boulevard Intersection.

The Columbia Corridor is home to 2,000 businesses employing 60,000 individuals in the state's largest economic corridor. It's fair to say the Columbia Corridor is a key element of the region's economic productivity. With two interstate highways, Class I railroads, international shipping ports and an international airport, transportation is the heart of the Columbia Corridor.

The 82nd/Columbia Boulevard Intersection Improvement supports a critical link in the freight network for both air cargo and general freight. As a region, we need to get the greatest return from our investments. This project capitalizes on the East Columbia-Lombard Connector (under construction) for multiple modes. The 82nd/Columbia improvement adds the final capacity connection between 82nd Avenue and Killingsworth Street and creates bicycle lanes and sidewalks across the 82nd Avenue bridge, separating pedestrians and bicyclists from heavy vehicles on an otherwise constrained facility.

We also urge you to support the 223rd Avenue Railroad Undercrossing, an East Multnomah County priority and a vital capacity and safety improvement. The 223rd Avenue is one of three north/south streets that link the large, undeveloped employment areas to the north to the residential areas to the south in East Multnomah County. Yet the undercrossing is so substandard that two buses cannot pass at the same time. Pedestrians and bicyclists have to share the overly narrow lanes with motorized vehicles. The project would replace the railroad bridge over 223rd Avenue to allow for road widening, providing safe travel for all modes. The project has received MTIP funding in the past. Please extend that support one last time.

Finally, the Portland Road/Columbia Boulevard project provides funding for an improvement to redirect southbound trucks on Portland Road onto Columbia Boulevard, rather than send them through the St. Johns neighborhood. The project supports the functional designation of the transportation network, ultimately benefiting the St. Johns community and freight movement, in particular.

As you allocate limited Metropolitan Transportation Improvement Program funds to the region's transportation priorities, the Columbia Corridor Association urges you to consider these three critical improvements at the levels requested.

Sincerely,

Corky Collier
Executive Director
February 13, 2007

Council President David Bragdon
Councilors Burkholder, Harrington, Hosticka,
Liberty, Newman and Park
Metro
600 NE Grand Avenue
Portland OR 97232-2736

Dear Council President Bragdon and Councilors:

The purpose of this letter is to provide support on behalf of the Portland Freight Committee (PFC) for freight projects identified on the Transportation Priorities 2008-11, TPAC Final Cut List.

Specifically, the projects we support are:

82nd Avenue-Columbia Intersection Improvements, Fr044: This project would add a traffic signal to Columbia Boulevard at the intersection with the southbound ramp from 82nd Avenue. It also would add a lane on the ramp to create separate southbound right and left turn lanes. Columbia Boulevard would be widened from three vehicle lanes to four and add two bicycle lanes from 80th Avenue to the terminus of the East Columbia-Lombard Street Connector and it would extend sidewalks as well.

Portland Road-Columbia Boulevard, Fr0002: This project would provide funding for planning and preliminary design level assessment of the Portland Road-Columbia Boulevard intersection and connecting ramp structures to channel southbound truck traffic traveling on Portland Road away from the neighborhood and onto Columbia Boulevard to the Rivergate Industrial Area and the St. John’s Bridge.

In addition, the PFC supports a third project which was not recommended for funding. This project is:

North Burgard/Lombard: North Columbia Blvd to UPRR Bridge, Fr0001: This project would fund engineering, right-of-way acquisition, environmental and final design work to prepare for project construction of improvements to the North Burgard Road – Lombard Street segment from North Columbia Boulevard to, and including, the Union Pacific Railroad Bridge. In addition to upgrading and improving safety to the existing facility, it would add bike lanes and sidewalk facilities.

Please note that while the above projects are classified as freight projects, they also will be designed to improve bicycle and pedestrian access and neighborhood livability.

Thank you for your serious consideration of these projects.

Sincerely,

Ann L. Gardner

PFC Chairperson

And PFC membership:
Portland Freight Committee Roster

Members in Full-standing

Steve Bates
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Redmond Heavy Hauling
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Charles Tindall
Vice President
Blue Line Transportation Company
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Portland, Or 97217
800-567-2134
Charlie@bluelinetrans.com
Good evening. I'm Bill Barber and like you I’m an elected official. You see I was just elected to board of directors of my condo homeowners association. You may be thinking to yourself: “well he doesn’t represent as many people as I do, and what’s this got to do with not cutting the Regional Travel Options program?”

As I look out my 4th floor condo window, it occurs to me that I’m seeing a number of RTO related programs that positively affect me and my fellow condo residents at the household, street, neighborhood and region-wide level.

- I see 4 east-west and 1 north-south transit lines, the buses filled with people.
- I see people on bikes all over the neighborhood, using the bike lanes on Broadway, Weidler and NE 15th. I imagine them connecting to the Sullivan’s Gulch Trail, another project I strongly support.
- I see the flex car parked across the street.
- I could throw a baseball across the imaginary boundary of the Lloyd District TMA – a jewel in the crown of the RTO program.
- I see cars and trucks moving on the Fremont Bridge off-ramp, and don’t think they’d be moving quite as well without the marketing efforts of the RTO program.
- I see a lot of people on the sidewalks, frequenting a variety of small businesses on NE Broadway, people who have left their cars at home.
- And I see the makings of a nice sunset, albeit a cloudy one, with the West Hills and the Pearl District skyline not obscured by air pollution that’s been reduced by the RTO program.

Well that’s what I see. Look closely around the region and I think you’ll see the positive benefits of the RTO program, and will vote to not cut any funding from the program.

Thank you.
February 9, 2007

Ted Leybold
Metro
600 NE Grand Avenue
Portland, OR 97232

Subject: MTIP funding for Willamette Greenway

Dear Mr. Leybold:

As you know, the project scope and funding request for the Willamette Greenway in South Waterfront has been reduced. The revised project needs $600,000 from MTIP (and Portland Parks & Recreation match of $110,000) in order to construct the 600 linear feet of 12' wide bicycle trail and 10' wide pedestrian trail from SW Lowell to SW Lane. This "Prometheus segment" will connect the existing greenway trail that currently ends at the Old Spaghetti Factory with the forthcoming greenway trail between SW Lane and SW Gibbs.

This project not only serves the growing population of South Waterfront, but it will restore the connectivity that current street and building construction has made so hazardous. With the new connections to the streetcar and tram at SW Gibbs, the continuous Central District and Prometheus segments should be a significant alternative route for commuters to and through this constrained area.

This trail is the top-ranked project in the Trails Strategy accepted by Council in June 2006. It was technically ranked #2 of bike/trail projects on the Metro staff-recommend 150% list. We request that the revised project be put back on the list for $600,000. It is a very visible and critical component of the bike and pedestrian system and will help the City attain platinum bicycle status.

Sincerely,

Zari Santner
Director

cc: Dan Saltzman
February 13, 2007

Ted Leybold
METRO
600 NE Grand Avenue
Portland, Oregon 97232-2736

Subject: Metropolitan Transportation Improvement Program (MTIP) funding for Willamette Greenway: SW Lane to SW Lowell

Dear Ted:

On behalf of the Portland Parks Board, we are requesting that the Metro Council and the Joint Policy Advisory Council on Transportation (JPACT) include the revised request for $600,000 for a shorter segment of the trail in the Metropolitan Transportation Improvement Program (MTIP) final cut list. Portland Parks & Recreation (PP&R) will provide an (over) match of $110,000 to this amount. The original project was on the Metro staff-recommended 150% list due to its high technical score and strong qualitative factors. However, concerns about prior transportation funding in South Waterfront led to the Bicycle Transportation Alliance (BTA) recommending substitution of another project. The project still received a high level of support in the first public comment period.

Portland Parks & Recreation has worked with representatives of the BTA, Audubon Society of Portland, and the Urban Greenspaces Institute, as well as current residents of South Waterfront, to craft a compromise proposal. PP&R will use other funds for the 1300 feet of trail in the Central District (SW Gibbs to SW Lane). However, no tax increment funds (TIF) are available for the 600 feet between SW Lane and SW Lowell. Without MTIP funds, there will be a gap between the existing trail that ends at the Old Spaghetti Factory and the forthcoming Central District segment that links to the street car and aerial tram.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Lauren Gill
Affiliation: resident of Cully Neighborhood
Address: 6919 NE Roselawn st.
Email: lgp_97214@yahoo.com

☐ Include my email in your list of interested parties.

Project/program: Green Street upgrade for Cully Blvd.

☐ Support  ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

This is a request to support turning NE Cully Blvd into a green street. Our neighborhood is sorely lacking in safe, well-lit places to walk. This is a highly pedestrian neighborhood and Cully Blvd, the main thoroughfare, is not currently safe.

Allowing this main road to become a green st. will not only help visually uplift the neighborhood but will provide safety for the residents who daily walk and bike ride with their children and adults on this main road and intersection.

I would encourage the Council to provide the full funding for GS1224 as this improvement will have a lasting effect on the livability of the Cully Neighborhood. Thank you.

Submit color copy to Clerk of the Council after you testify along with any supporting material.
If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Rob Mathers
Affiliation: Kinder Morgan Energy Partners L.P.
Address: 5880 NW St Helens Rd Portland, OR 97210
Email: Rob_Mathers@Kindermorgan.com

☐ Include my email in your list of interested parties.

Project/program: Freight Projects Fr 4044, Fr 0002, Fr 0001

☐ Support  ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

The safe and efficient movement of freight is vital to the region's economy and welfare. The three freight transport projects on TPAC's recommended final cut list should all be funded at the originally-requested levels. Fr 4044 increases accessibility and flow for both freight and vehicular traffic, and adds two bicycle lanes in the area. Fr 0002 provides funding for planning and design to enable safer truck-traffic flow away from the St John's neighborhood. Fr 0001, which has not made TPAC's final cut recommendation, provides for engineering and environmental design work for improvements to freight transport (North Burgard/Lombard), as well as adding bike lane and sidewalk facilities. Please fully fund these worthy projects.

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Ted Leybold
Metro Planning Dept.
600 NE Grand Ave.
Portland, OR 97232

Dear Mr. Leybold,

As Oregon’s economy continues to grow, so does the critical need to maintain and improve the state’s infrastructure, and in particular, to keep freight moving. Kintetsu World Express Portland extends our full and enthusiastic support for the Port of Portland’s 82nd Avenue/Columbia Boulevard Intersection Improvement project. This project provides the unique opportunity to improve both the near term viability of a major artery of our transportation system, as well as ensure that it meets the region’s long-term freight capacity needs.

The proposed improvement picks up where the East Columbia-Lombard Connector leaves off. The project will signalize and add turning lanes to the 82nd Avenue/Columbia Boulevard intersection southbound ramp, widen Columbia Boulevard at the intersection and extend sidewalks and bike lanes over the 82nd Avenue bridge from the Connector project. Individually, each of the improvement components addresses challenges that stress this vital intersection. Together, they increase access for the area’s primary users, improve safety, and benefit the environment.

Kintetsu World Express is a global freight forwarder and broker who has been servicing the Portland market for over 20 years. We have 12 employees here in Portland, and control a large percentage of the air freight moving between Portland, Japan, and the rest of Asia.

Looking toward Portland’s future we cannot help but become excited for the region’s extraordinary growth potential. However, we must temper that growth with thoughtful planning. The Port of Portland’s project to improve the 82nd Avenue/Columbia Boulevard Intersection becomes more vital with each passing day. Our capability to grow and remain strong contributors to the region’s economic success depends on projects such as these.

In closing, I urge you to approve this project and to continue to support Portland’s growth, future, and its commitment to safety and sound planning.

Sincerely,

Chad Lindsay,
Branch Manager
Kintetsu World Express, Inc.
Testimony Form

JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations
2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)

Name: Apri Mancini
Affiliation: Resident of Cully Neighborhood
Address: 6908 NE Riselawn, Portland OR 97218
Email: a-mancini-alan@gmail.com

☐ Include my email in your list of interested parties.

Project/program: Green Street - Cully Neighborhood

☒ Support ☐ Oppose

Remarks (Summarize your remarks here if you have not brought written remarks.)

Neighbors/residents of the Cully neighborhood are in need of a safe through street that they can walk down. Currently many families are pushing strollers & walking with very young children on the side of Cully at all hours. The implementation of sidewalks & other improvements will affect the safety of all Cully residents.

I am here to advocate for the many residents that do not have a car & walk all the way down Cully from the bus to their apartments a homes.

Additionally - though there isn't an overwhelming turn out from Cully residents, please recognize how difficult attendance to this hearing is for young families & families on public transportation & people working two

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
Jobs to make ends meet to get here I have their voices heard. With my one attempt at urging your support of fully funding the Green Street & Cully project please envision several hundred individuals standing behind my request.

I’m aware that all projects are needed however this is based on safety for all Cully residents.

Thank you.
Testimony
Michelle Haynes, REACH Community Development
Joint Policy Advisory Committee on Transportation
February 13, 2007

Chair Burkholder, JPACT and Metro Council members, my name is Michelle Haynes and I manage housing development for REACH Community Development. I also served recently on Metro’s Regional Housing Choice Task Force.

REACH is a non-profit owner and manager of over 1,000 units of affordable housing in downtown and inner Eastside Portland. For over two decades, REACH has concentrated its development work on sites in transit corridors with frequent bus service. We have made that choice because we understand that for the low-income families we serve, good transit and pedestrian connections are not just an amenity or a convenience; they are vital to financial stability. Most of our residents are transit-dependant and all of them are struggling financially.

As you know, housing prices in Portland have risen twice as fast as incomes over the past decade, and the housing cost burden has hit the poor much harder than anyone else. At the same time, transportation costs are also a heavy burden for lower income families.

According to the Center for Housing Policy, on average lower income families in Portland have to spend as much or more of their income on transportation as on housing. For these families, freedom from auto dependency is a crucial part of their effort to climb out of poverty.

I am here tonight to urge you to add the Killingworth Street Improvement Project: N Commercial to NE MLK into the final recommendation for funding in 2008-2011 Metropolitan Transportation Improvement Program (MTIP). These improvements are important to the businesses and residents in REACH’s McCuller Crossing Project.

In 2005, REACH took over the property management of McCuller Crossing, an affordable mixed use apartment building on Killingsworth between Haight and Vancouver. McCuller is home to 40 families, 60% of which make less than 30% of median income. These
families, including 32 children and six elderly people, depend heavily on transit, bicycle
and pedestrian connections to get to school, work, and shopping. In addition, McCuller now
has three minority-owned neighborhood businesses in the ground floor, and they all depend
heavily on foot traffic and transit for their customers.

With the help of the community and stakeholders, REACH has been able to dramatically
reduce crime and vandalism at McCuller Crossing and fill all units. REACH, our investor
US Bank and our funders have invested several million dollars in the turnaround.

Completion of Phase II of the Killingsworth Street Improvement Project will support the
efforts of REACH and all housing providers in the area to provide safe and quality living
environments for area residents.

REACH is a strong advocate for affordable housing and community livability and we
believe that investments in the Killingsworth streetscape:
- Supports the many diverse residents dependent on public transit, including our
  McCuller Crossing residents
- Provides a friendly and safe pedestrian connection from Interstate Avenue to Martin
  Luther King Jr. Blvd., and to surrounding neighborhoods
- Promotes community livability by inviting residents and visitors to leave their cars and
  walk around, improving health and safety and relieving congestion
- Recognizes this diverse and critical commercial corridor

Without funding for this project an important section of Killingsworth Street will continue
to be isolated. I urge you to fund this important project. It builds upon the significant
investment and efforts of many.

Thank you for your time and consideration.
February 13, 2007

Ted Leybold
METRO
600 NE Grand Avenue
Portland, Oregon 97232-2736

Subject: Metropolitan Transportation Improvement Program (MTIP) funding for Willamette Greenway: SW Lane to SW Lowell

Dear Ted:

On behalf of the Portland Parks Board, we are requesting that the Metro Council and the Joint Policy Advisory Council on Transportation (JPACT) include the revised request for $600,000 for a shorter segment of the trail in the Metropolitan Transportation Improvement Program (MTIP) final cut list. Portland Parks & Recreation (PP&R) will provide an (over) match of $110,000 to this amount. The original project was on the Metro staff-recommended 150% list due to its high technical score and strong qualitative factors. However, concerns about prior transportation funding in South Waterfront led to the Bicycle Transportation Alliance (BTA) recommending substitution of another project. The project still received a high level of support in the first public comment period.

Portland Parks & Recreation has worked with representatives of the BTA, Audubon Society of Portland, and the Urban Greenspaces Institute, as well as current residents of South Waterfront, to craft a compromise proposal. PP&R will use other funds for the 1300 feet of trail in the Central District (SW Gibbs to SW Lane). However, no tax increment funds (TIF) are available for the 600 feet between SW Lane and SW Lowell. Without MTIP funds, there will be a gap between the existing trail that ends at the Old Spaghetti Factory and the forthcoming Central District segment that links to the street car and aerial tram.

Portland Parks Board
c/o 1120 SW Fifth Avenue, Room 1302, Portland, OR 97204

Rev. T. Allen Bethel • Rich Brown • Thomas Bruner • Bill Hawkins • Mike Houck • Nichole Maher • Steffeni Mendoza Gray, Chair • Scott Montgomery • Cbet Orloff • Joey Pope • Mary Ruble • Keith Thomajan • Jeffrey Tryens • Barbara Walker, emeritus
The South Waterfront District is beginning to experience residential and employment growth that will continue as the district continues to develop. These residents, employers and employees need to have safe access to this trail. Construction makes walking or riding in the area very dangerous. The project is part of the Central City Plan and meets many 2040 Plan goals. The $710,000 will complete grading and paving for 600 linear feet of 12’ wide bicycle path and 10’ wide pedestrian path. Additional funding will be sought for lighting and trees. Unlike the Central District, there will be no other adjacent greenway improvements, but this will make the critical trail connection.

We look forward to seeing this trail complete. Thank you for your consideration.

Sincerely,

Steffeni Mendoza Gray, Chair
Portland Parks Board

Cc: City of Portland Commissioner Sam Adams
November 12, 2006

Attn: MTIP Public Comments

Ted Leybold
Metro Planning Department
600 NE Grand Ave
Portland, OR 97232

Subject: Kellogg Lake Dam Removal  G-55049

Dear Sir:

The Board of Directors for The Friends of North Clackamas Park supports removal of the dam creating Kellogg Lake and the replacement of the bridge over Kellogg Creek provided the resulting open space and surrounding park land are not used for a transit center or any other commercial use.

The mission of The Friends of North Clackamas Park is to create community on common ground by preserving parks, wildlife and habitat for our children’s children. We want to bring back the Kellogg Creek Watershed fish runs in our lifetime.

Existing wildlife habitat at Kellogg Lake is degraded and, according to the 2002-2003 report from Oregon Fish and Wildlife funded by Water Environment Services and Clackamas County Service District No. 1, the first two reaches of Kellogg and Mt. Scott Creeks are severely impaired.

- According to a multi-agency study undertaken in 2001, the dam is the limiting factor preventing endangered species from migrating up Kellogg Creek and into Mt. Scott Creek to North Clackamas Park and the Three Creeks Natural Area.

- The dam limits access to the North Clackamas Greenway, a connectivity corridor for wildlife such as the Blue Heron and the Bald Eagle.

- Because of the dam the Lake water is stagnant and warm. Invasive plants are rampant. Spoils dumps and urban debris litter public banks of the lake.
February 9, 2007

Ted Leybold
METRO
600 NE Grand Avenue
Portland, Oregon 97232-2736

SUBJECT: MTIP FUNDING FOR BK1048 WILLAMETTE GREENWAY: SW LANE TO SW LOWELL

We urge that Metro Council and JPACT include the revised request for $600,000 for a shorter segment of the trail in the MTIP final cut list. Portland Parks and Recreation will provide an (over)match of $110,000.

This would help complete part of the South Macadam Gap identified as one of the highest priority gaps in the 40-Mile Loop trail. Public demand for separated trail access continues to grow there faster than anywhere in the City. We think families need safe, healthful, and fun trails away from roads and this can be one of them.

The need there is growing faster than reliance in other funding sources can sustain as evidenced by projected phasing for the South Macadam Gap estimated to span decades. This opportunity needs support and approval now. Without MTIP funds, there will be a gap between the existing trail that ends at the Old Spaghetti Factory and the forthcoming Central District segment that links to the street car and aerial tram.

We understand the $710,000 will complete grading and paving for 600 linear feet of 12' wide bicycle path and 10' wide pedestrian path. Additional funding will be sought for lighting and trees. Unlike the Central District, there will be no other adjacent greenway improvements but this will make the critical trail connection which is so important for the South Macadam Gap of the 40-Mile Loop Trail.

Sincerely,

Mel Stout
40-MILE LOOP LAND TRUST
Mel Stout, Board Member
(and Member, North Macadam URAC)
February 3, 2007

Kathryn Harrington, Metro Councilor
600 NE Grand Avenue
Portland OR 97232

RE: Boulevard Project “East Baseline Street, Cornelius 10th to 19th Avenue

Dear Kathryn,

I was excited to read in the Cornelius Gazette about the above project! Our sweet town deserves some “glam”.

As a major builder in the Forest Grove area and resident of the City of Cornelius for the past two+ years, I see the impact on Baseline. As more potential buyers move out to the country to find larger lots, clean air and the beautiful scenery in Forest Grove, Cornelius’ exposure becomes relevant to the lifestyle we are trying to preserve in this area. The traffic, and wear and tear on the City coupled with the lack of revenue and tax base and the recent refusal to expand the urban growth boundary has taken its toll on us. The addition of a drive through Starbucks and Walgreens gave the City a boost and keeps our spirits high. We enjoy a lifestyle where the City Council members still knock on our doors and children play hop scotch in the streets and neighbors can be seen in their pajamas on a Saturday morning at Fred Meyers! Please help us to keep our identity and not be swallowed up Forest Grove.

There is plenty of existing commercial property along Baseline in Cornelius just waiting to be bought. If more investors and franchises could feel comfortable with updated surroundings, there would be a “boom” here. It seems like that is what Metro is looking for. Instead of opening up new land – find a reason to use the existing.

Good luck to our City of Cornelius!

Sincerely,

Margie Tucker
Crown Construction of Oregon LLC
February 6, 2007

Metro President and Councilors
Metro Regional Government
600 NE Grand Ave.
Portland, OR 97232

MTIP APPLICATION: LENTS TOWN CENTER BUSINESS DISTRICT STREETSCAPE PROJECT

Dear Metro President and Councilors:

I am writing in my capacity as Chair on behalf of the Lents Town Center Urban Renewal Advisory Committee (URAC) to ask for your approval of the Portland Office of Transportation's application for $1.9M Metropolitan Transportation Improvement Program (MTIP) grant to construct sidewalk improvements within the business district core of Lents, a 2040 designated Town Center. The $1.9M grant will be matched with $220K of Portland Development Commission (PDC) funds from the Lents Town Center Urban Renewal Area for a total of total project cost of $2.1M.

This grant will allow us to at last, implement recommendations from our plan, the Lents Town Center Business District Transportation Plan, November 1999, prepared by the City of Portland Office of Transportation and the PDC through a prior MTIP grant. This plan was developed with considerable community outreach and public participation.

Our plan emphasizes improvements to create safe and convenient pedestrian access from all points in the Town Center to the future light rail station at SE Ramona St. and SE 92nd Ave. It includes wider rehabilitated sidewalks, curb extensions at major intersections, additional on-street parking and pedestrian and bicycle safety improvements at SE 92nd Ave. and SE Ramona St.

We believe development of safer and easier to use pedestrian infrastructure surrounding the future light rail stop will lead to a safer, more attractive town center for pedestrian and transit oriented development which is being pursued by PDC and the private sector. An award of MTIP funds would be an important resource in achieving that end.

Sincerely,

Cynthia Peek, Chair
Lents Town Center URAC

Cc
Lents Town Center URAC Members
Sue Kiel, PDOT
Rich Newlands, PDOT
Bruce Warner, PDC
Amy Miller Dowell, PDC

Portland Development Commission
222 NW Fifth Avenue
Portland, OR 97206
(503) 823-3200

Lents Contacts
Amy Miller Dowell, Dev. Manager; (503) 823-3356
Lene Hopson, Staff Resident; (503) 823-3376
www.pdc.us/urp/lents.asp
METRO
600 NE Grand Avenue
Portland, Oregon

To: Joint Policy Advisory Committee on Transportation and 
The Metro Council

Re: Public Comment - 
2008-11 MTIP Metro Transportation Improvement Fund

My name is Kerry Brown
I reside at 3548 NE 152nd Avenue
Portland, Oregon 97230

I want to thank you for allowing citizens to comment and I encourage METRO to proceed with the planning and purchase of future property for pedestrian and bike trails, green space and preservation of land for public recreational use.

As a long time resident of East County/Wilkes, I continually address the issue of pushing density without adequate infrastructure to each branch of government. Infrastructure should be in place before new subdivisions and mixed uses get built and consideration for appropriate landscape and open space allowances.

With increased residential and commercial developments, more people, traffic and crime spill into our neighborhoods. Existing thoroughfares cannot handle current freight and public transportation. People will continue to drive and adequate parking will become another concern.

In Parkrose, Argay and Wilkes Community, residents have discussed the need for Sandy Blvd. to be widened from NE 122nd to the City Limits. Currently there is adequate shoulder on the South to provide for a center turn lane and sidewalk. ODOT and PDOT need to resolve their control over jurisdiction and share equally in the cost to make adequate long term improvements to Sandy Blvd. Pedestrian safety has not even been a consideration of TriMet whose rider ship has to cross two lanes of traffic with vehicle speeds that exceed 45mph all the while Sandy Blvd. becomes more congested and drivers less patient and more careless.

Please review and observe how poorly planned and managed Powell Blvd. and feeder streets became due to density. Assist East County with receiving their share of suitable transportation improvements and recreational land.

I support any and all projects related to NE 223rd and Sandy Blvd.
I support any and all projects related to SW Trails - Don Baack projects

Thank you for taking the time to read this.
Kerry Brown

Kerry Brown
February 13, 2007

Metro Planning
Fax: 503-797-1930

RE: Funding for Fairview Transportation Project
Railroad Undercrossing at NE 223rd and Sandy Blvd

I would again like to encourage the funding of this critical road project in Fairview for the following reasons:

DANGEROUSNESS
• The narrowness of the road at the point of the underpass makes it extremely hazardous for traffic especially when buses or large trucks must take this route.
  Large vehicles cannot navigate the underpass without crossing over the center line.

• The total lack of bike or pedestrian lanes

IMPEDEMENT TO CONVENIENT BIKING OR WALKING TO LOCAL SHOPPING
• By widening this underpass and providing safe bike and pedestrian lanes, this will create a direct route to areas like Wood Village Shopping Center and Bally’s Gym.

• Currently pedestrians and bike riders cannot safely commute to these areas without traveling on NE 207th which is a much longer route.

I appreciate the fierce competition for the limited transportation dollars and I very much appreciate the fact that this critical project is still in the running.

Thank you for this opportunity to comment.

Carol Colleen
Fairview Resident
• No Lower Columbia Coho salmon, no Lower Columbia winter steelhead/rainbow trout, and no Lower Columbia and Upper Willamette Spring Chinook salmon were found in the Kellogg Creek watershed during the 2002-2003 study of fish.

The benefits of removing the dam are significant. Removal of the dam has high probability of successfully improving the Kellogg and Mt. Scott Creeks watershed.

• Removal of the dam will restore habitat connectivity, which in turn directly affects the productivity of fish, bird and wildlife populations in the watershed, including Pileated Woodpeckers last seen in North Clackamas Park before construction of the youth tournament complex.

• Removal of the dam will restore key watershed processes which include natural delivery and movement of water, wood, gravels and sediment.

• Removal of the dam will increase storm water capacity during high water.

The Board of Directors for The Friends of North Clackamas Park supports removal of the dam creating Kellogg Lake and the replacement of the bridge over Kellogg Creek provided the resulting open space and surrounding park land are not used for a transit center or any other commercial use.

Yours truly,

Eric Shawn, President, Board of Directors [Representing Members at Large]

Dion Shepherd, Board of Directors [Representing Members Living in Milwaukie]

Susan Shawn, Board of Directors [Representing Members Living in the Oak Lodge CPO]
Dear Mr. Leybold,

I strongly support the City of Portland's application to create parallel pedestrian and bicycle trails in South Waterfront from Lane to Lowell (Prometheus Segment). This gap needs to be funded to connect the Central District with the Old Spaghetti Factory Trail. Please note my support for the record so that the people traveling through our neighborhood will be away from the traffic and construction zone as it is now.

We have lived in "The neighborhood" for years before this and consider the waterfront trail a centerpiece of life in this area and for people downtown.

Sincerely,

[Signature]

Meriwether Resident

Kelly Shafer

Dear Mr. Leybold,

I strongly support the City of Portland's application to create parallel pedestrian and bicycle trails in South Waterfront from Lane to Lowell (Prometheus Segment). This gap needs to be funded to connect the Central District with the Old Spaghetti Factory Trail. Please note my support for the record so that the people traveling through our neighborhood will be away from the traffic and construction zone as it is now.

Sincerely,

[Signature]

Meriwether Resident

Mark Shafer
Dear Mr. Burkholder,

I strongly support the City of Portland’s application to create parallel pedestrian and bicycle trails in South Waterfront from SW Lowell to SW Gibbs for the following reasons:

If you were riding, you’d be happy by now.
BikePortland.org

For public record, please be sure to put your name and address on the front of the postcard.

Dear Mr. Leybold,

I strongly support the City of Portland’s application to create parallel pedestrian and bicycle trails in South Waterfront from SW Lowell to SW Gibbs for the following reasons:

We moved to Portland 3 weeks before the streetcar station opened at OHSU. I have not driven to work since it opened. Thanks for your planning for South Waterfront! There are so many people walking, running and biking along Moody. With the opening of OHSU there is a huge increase in traffic on Moody. We need the trail system for the safety of all.

MTIP Final Public Comment Report  Section 3

For public record, please be sure to put your name and address on the front of the postcard.
Dear Mr. Leybold,

I strongly support the City of Portland's application to create parallel pedestrian and bicycle trails in South Waterfront from SW Lowell to SW Gibbs for the following reasons:

This will be a very useful link, parallel an excellent experiment!

Jack Neufeldt
1904 SE Hancock
Portland OR 97214

For public record, please be sure to put your name and address on the front of the postcard.

Dear Mr. Leybold,

I strongly support the City of Portland's application to create parallel pedestrian and bicycle trails in South Waterfront from SW Lowell to SW Gibbs for the following reasons:

- Creating a parallel trail system will make for a safe and viable system means of getting around without having to use a motor vehicle.
- Having a highly functional bike and ped system capitalizes on and maximizes all the other huge investments being made in this District.
- This is a key piece in connecting Portland with communities to the south.

For public record, please be sure to put your name and address on the front of the postcard.
Dear Mr. Leybold,

I strongly support the City of Portland's application to create parallel pedestrian and bicycle trails in South Waterfront from SW Lowell to SW Gibbs for the following reasons:

Gov. McCall gave us the west bank, Mayor Katz gave us the east bank, the river belongs to the people. We must continue this heritage for future generations.

Bob Curry

For public record, please be sure to put your name and address on the front of the postcard.

Krista Pancoff

0847 SW Pennoyer St.
Portland, OR 97239

Dear Mr. Leybold,

I strongly support the City of Portland's application to create parallel pedestrian and bicycle trails in South Waterfront from SW Lowell to SW Gibbs for the following reasons:

I walk my dog daily from SW Curvy to Willamette Park and would feel much safer walking through the South Waterfront neighborhood on a designated pedestrian trail. Today I have to share the road with very large construction vehicles and cyclists, which is not safe.

For public record, please be sure to put your name and address on the front of the postcard.

Thank you, Krista Pancoff
Dear Mr. Leybold,

I strongly support the City of Portland’s application to create parallel pedestrian and bicycle trails in South Waterfront from SW Lowell to SW Gibbs for the following reasons:

- I use the corridor trail for running approximately once a week.
  - I would use it more if I did not have to run through street traffic from the downtown area (where I work).

- The current trail is appreciated and is a wonderful stretch of green space.

I believe more people would use the trail if it were continuous.

Thanks for your consideration.

For public record, please be sure to put your name and address on the front of the postcard.


I strongly support Milwaukie’s MTIP Application for Southeast 17th Avenue: Southeast Ochoco to Lava Drive, because -

- This project will link two major regional multi-use trail systems, the Trolley Trail and the Springwater Trail, completing a key link in the regional bike/pedestrian/multi-modal system.

- This particular link in the system would not only improve recreational trail access for many users, but would also be a key element in a seamless bicycle travel/commute route from Gladstone to Portland.

- The project will benefit efforts to revitalize downtown and riverfront Milwaukie.

Thank you for considering Milwaukie’s application!
Dear Mr. Leybold,

I strongly support the City of Portland’s application to create parallel pedestrian and bicycle trails in South Waterfront from Lane to Lowell (Prometheus Segment). This gap needs to be funded to connect the Central District with the Old Spaghetti Factory Trail. Please note my support for the record so that the people traveling through our neighborhood will be away from the traffic and construction zone as it is now.

Sincerely,

[Signature]

Meriwether Resident

Submitted as one of 34 identical statements supporting BK1048, signed by residents of the Meriwether.

0836 SW Curry Street, #1602
Portland, Oregon 97239
February 13, 2007

Mr. Ted Leybold
METRO
600 NE Grand Avenue
Portland, Oregon 97232-2736
FAX 503-797-1930

RE: MTIP funding for Bk1048 Willamette Greenway: SW Lane to SW Lowell

Dear Mr. Leybold

LBC asks that Metro Council and JPACT include the revised request for $600,000 for a shorter segment of the trail in the MTIP final cut list. If no TIF funds are available for the 600 feet between SW Lane and SW Lowell. Without MTIP funds, there will be a gap between the existing trail that ends at the Old Spaghetti Factory and the forthcoming Central District segment that links to the street car and aerial tram.

There are a growing number of residents and jobs in this district. The additional money will complete grading and paving for 600 linear feet of 12’ wide bicycle path and 10’ wide pedestrian path. Additional funding will be sought for lighting and trees. Many Business people and residents use the path on a daily basis. For years this extension has been a problem and a gap in the Willamette greenway trail. It is a shame that a 11 mile loop from the stool bridge to the Sellwood bridge has this gap.

Sincerely,

Mark Bruun
Lorentz Bruun Construction
3611 SE 20th
Portland, OR 97202
EMAILS FROM TRANS SYSTEM ACCOUNTS

BD3169
>>> victor pelayo <pelayov@msn.com> 4:57 PM 2/8/2007 >>>
RE:East Baseline Street, Cornelius, 10th to 19th Ave.

Kathryn Harrington,
I'm a resident of Cornelius and I'd like to give my vote about the above project, it will benefit the city of Cornelius bringing more businesses and people to the community.

Thanks
Victor Pelayo
Morgage Broker
cell 503-702-7740
e-mail: pelayov@msn.com

BD3169
>>> Metro <webmaster@metro-region.org> 11:26 PM 2/8/2007 >>>
Jay Capili at <j62001@yahoo.com> sent feedback about "Councilor Kathryn Harrington" (382).

Feedback:

Hi, Kathy
I'm a resident in Cornelius and strongly support the "Main Street" project. It'll make prouder to be a citizen of Oregon.

Re: MTIP comment - Willamette Greenway, SW Lane to SW Lowell
>>> Jack Newlevant <Jack@Newlevant.com> 02/10/07 4:30 PM >>>
This is a very important link. Please count my strong support for its funding!

Jack Newlevant
Bi(cycle) Ro(ute) Te(chnology)
home: 503.236.4920 ---------- __o
cell: 503.806.3771 --------- "\<,`
work: 503.797.1823 -----------(_)/ (_)______________________

BD3169
>>> "Ed Doyle" <doyleed@gmail.com> 10:23 AM 2/5/2007 >>>
Hi Kathryn,

My wife Cindy and I live in Cornelius at 3034 N. Holladay Drive. We want to voice our support for the efforts to beautify Baseline street through Cornelius. We applaud the efforts to obtain Federal Government assistance and wish you success in your efforts.

We are currently out of town and will not be able to attend the Tuesday meeting, but want our support for the project to be noted.

Regards
Ed and Cindy Doyle

MTIP Final Public Comment Report Section 3
Rita McCormick at <ritamc2@verizon.net> sent feedback.

Feedback:

Funds to improve Farmington Road, SW Murray to Hocken. I live just off 141st Street and Farmington. Farmington is busy, but not too busy, the road seems fine to me and I see no need for any improvement work on Farmington Road. Use your money elsewhere.

///////////////////////////////////////////

Theresa Garcia at <tagfln@aracnet.com> sent feedback.

Feedback:

As a supporter of a variety of transportation options in the metro area, I would like to express my support for $600,000 in MTIP funds for BK 1048 Willamette Greenway: SW Lane to SW Lowell. I have bicycled and walked on the existing Willamette Greenway path many times, and feel it is vital that the path be extended from the Spaghetti Factory to SW Gibbs. It would create a much safer option for bicyclists and pedestrians.

Thank you for considering my request.

///////////////////////////////////////////

>>> "Catherine Sidman" <CatherineS@shellab.com> 12:17 PM 2/12/2007 >>>

Dear Kathryn,

I have attached a letter of support for the City of Cornelius Boulevard Project. It is so good for us to know that we have you pulling for us. As you suggested, I copied Commissioner Rogers and Mayor Drake.

We appreciate you!

Catherine
Catherine Sidman
Project Manager
Sheldon Manufacturing
503.640.3000 #62
www.shellab.com

Catherine Sidman
947 South Beech Street
Cornelius OR 97113

February 12, 2007 FAX 503-797-1930

Kathryn Harrington
Metro Councilor
600 NE Grand Avenue
Portland OR 97232

RE: Project Code BD3169
East Baseline Street, Cornelius: 10th to 19th avenues

Dear Ms. Harrington:
This is a letter in support of the above-referenced Boulevard Project for the City of Cornelius.

Recent improvements at the intersection of 19th and Adair have provided an enticing
glimpse of what the Boulevard Project would mean for the City of Cornelius. The current improvements have included the wide sidewalks, design aspects and enhanced services that characterize the Boulevard Project. The increased pedestrian access, bike lanes, retail storefronts and lighting all work together to make Cornelius more amenable to pedestrians and Tri-Met riders. I strongly support Metro’s approval of this boulevard project. The investment in Cornelius will also send a strong message to current and future business owners that this city is moving in the right direction. It is important for our economic growth as well as our business retention strategies to complete this project.

Thank you for you consideration.

Sincerely,
Catherine Sidman
Cc: City of Cornelius
WA. Co. Commissioner Roy Rogers
Beaverton Mayor Rob Drake


>>> "Vickie Cordell" <vickie.cordell@comcast.net> 2/3/2007 11:39 AM >>>

Ms. Harrington, I have attached a letter in support of Metro’s approval for Project Code BD3169 - East Baseline Street, Cornelius: 10th to 19th Avenues. I will also be faxing a copy on Monday, 2/5/07. Please feel free to contact me with any questions or concerns you have.

Thank you.
Vickie Cordell
Cornelius Resident

Catherine Sidman
947 South Beech Street
Cornelius OR 97113

February 12, 2007

FAX 503-797-1930
Kathryn Harrington
Metro Councilor
600 NE Grand Avenue
Portland OR 97232

RE: Project Code BD3169
East Baseline Street, Cornelius: 10th to 19th avenues

Dear Ms. Harrington:

This is a letter in support of the above-referenced Boulevard Project for the City of Cornelius. Recent improvements at the intersection of 19th and Adair have provided an enticing glimpse of what the Boulevard Project would mean for the City of Cornelius. The current improvements have included the wide sidewalks, design aspects and enhanced services that characterize the Boulevard Project. The increased pedestrian access, bike lanes, retail storefronts and lighting all work together to make Cornelius more amenable to pedestrians and Tri-Met riders. I strongly support Metro’s approval of this boulevard project. The investment in Cornelius will also send a strong message to current and future business owners that this city is moving in the right direction. It is important for our economic growth as well as our business retention strategies to complete this project.

Thank you for you consideration.
Sincerely,
Catherine Sidman

Cc: City of Cornelius
WA. Co. Commissioner Roy Rogers
Beaverton Mayor Rob Drake

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BK1048

>>> "The Panoffs" <panoffs@msn.com> 02/13/07 11:05 AM >>>

Mr. Leybold,
I am writing to you to urge you to approve funding for the Willamette Greenway trail from SW Lane to SW Lowell. I am a resident of the South Waterfront and I use the Greenway trail everyday. Without the connection from SW Lane to SW Lowell, all users of the trail must use SW Bond avenue which I believe is currently not safe for the level of pedestrian and cycling traffic it gets. As you know, there are numerous development projects underway here in the South Waterfront and that means a lot of construction traffic, large trucks, roadway obstructions, etc. which all present a hazard to pedestrians and cyclists. My husband and I get a lot of use and enjoyment out of the Greenway trail and I would feel much safer walking my dog and infant if the trail were extended so that most of SW Bond avenue could be avoided.

Again, I urge you to approve funding for the Willamette Greenway trail from SW Lane to SW Lowell. The Greenway is an incredible asset to Portland and we need to ensure that asset continues to grow to meet the needs of our every growing city.

Thank you,
Krista Panoff
0847 SW Pennoyer St
Portland, OR 97239
503-452-4092

--------------------------------------------------------------------------------

BK1048

>>> "Annie & Rollie White" <whiteag@comcast.net> 02/12/07 9:15 PM >>>

Dear TPAC Members,

Please push forward the revised MTIP funding request for $600,000 at your meeting tomorrow night! As residents of the South Waterfront, we can tell you that the need for a connected bicycle/pedestrian path is huge. Now that the Tram has opened to the public, and amenities like the Daily Cafe are in place, with more to come, the people of Portland are coming down here in droves. Many of them run or bicycle through the neighborhood, and right now are limited to riding down Curry Street to the path by the river that is a dead end. Many come looking, admire the view of Ross Island, then ride back to the busy traffic on Moody and other streets. If the bike and pedestrian path were to be connected to the path to the south of us, many of these people would linger, enjoy the scenery and wildlife, and move safely though. On weekdays, there would be myriad bicycle commuters along the riverfront to avoid the current obstacle-course of construction vehicles, light rail tracks, OHSU employees and patients, and us residents heading out for our daily lives. This extension is a needed improvement to improve safety, ease of travel, encourage additional bike use, etc.

But you know that all already. You know that the original Willamette Greenway Trail Project received such technical rankings by Metro for bike and trail projects as: 1st place score in Metro's 2040 goals;
1st place score in modal performance; and, 2nd highest score for total project points. You know it's super safe and it greatly enhances downtown connectivity. So listen to your own scoring, and push for the funding. We need it, and its a great project you will be proud of.

Our sincere thanks for your consideration of our comments.

The Whites - Rollie and Annie White
0836 SW Curry Street, Suite 808
Portland, Oregon 97239

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BK1048

>>> "Rick Weijo" <weijo@worldnet.att.net> 02/12/07 7:38 PM >>>
February 12, 2007

Dear Commissioner Adams,

As South Waterfront residents, we are asking you to support Portland Park's reduced scope of work for 600' of parallel bike and pedestrian trails across the Prometheus segment.

Many Meriwether residents previously signed a petition in support for this project. We recently learned that all 82 signatures on our petition last November only counted as "1" in the support column. This email is a reminder of the very strong support by the neighborhood in this topic.

There will be over 500 households residing in the South Waterfront by the end of 2007. Many more will move in over the next few years. The current greenway is inadequate for the growth that is occurring in this area. Additional resources -- like those supporting bike and pedestrian trails across the Prometheus segment -- are needed to get this greenway development going.

Thank you.
Sincerely,
Rick & Sharon Weijo
Sustainable Living & Transportation Committee
Meriwether - Unit 303

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BD1089

>>> TJ Holmes <tim@dhxadv.com> 02/13/07 6:27 PM >>>

Please find attached a letter of support of full funding $4.7 million of the Burnside Couch Couplet.

Thank You Tim Holmes, President CEIC

-----------------------------------------------
Central Eastside Industrial Council
T 503.768.4293 F 503.768.4294
PO Box 14251 Portland Oregon 97293-0251

February 13, 2006

Dave Bragdon
METRO
600 Northeast Grand Avenue
Portland, Oregon 97232 2736
Dear Dave Bragdon:

We continue to appreciate the region’s strong support for this project. We have been told that everyone in the region drives on Burnside at least once a year as it connects the Tualatin Valley to Gresham. We strongly support the proposal to invest $4.7 million of STIP/MTIP funds into this key area; the East Burnside/Couch couplet project. These funds will join other funding partners to finance the project. We appreciate the region’s support to revitalize this central district on the eastbank of the Willamette River. Our combined efforts are being rewarded with new restaurants, renovated apartment buildings, new multi storied development in construction and planned, and two proposed large multiple block mixed use projects.

This development is consistent with our regional plan and reinforces both centers and corridors. This work is particularly important in the successful revitalization of a blighted area reducing the market demand to convert green fields into buildings. The Burnside/Couch project is central to the region. Many people throughout the region; regardless of where the live and work will notice and be pleased by the dramatic increase in connectivity and safety improvements generated by the East Burnside: 3rd Avenue to 14th Avenue improvements (Bd3169). This project clearly benefits the region.

Sincerely,
Tim Homes, President
Central Eastside Industrial Council

BK1048

Willamette Greenway Trail: SW Gibbs to SW Lowell

I have lived in Portland for twelve years, and, like many, have come to enjoy the city and the many opportunities for outdoor activities it affords. One of my favorite walking and biking routes is the 8-mile loop along both banks of the Willamette River from downtown Portland to the Sellwood Bridge, encompassing as it does Tom McCall Waterfront Park, Vera Katz East Bank Esplanade, Oak Bottom Wildlife refuge and Willamette Park. This route takes in a vibrant city center landscape, rural wetlands, the river and serene waterfront public parks. I frequently see herons, and last year enjoyed watching a family of ospreys nesting just a few yards from the trail.

While most of this loop is wonderful, there are a few places where it becomes awkward, potentially hazardous, and a much less enjoyable experience. The most unsatisfactory of these gaps is the area passing through the burgeoning South Waterfront district. I urge the Council to fund construction of a walking and biking trail along the Willamette River through this area as a top priority. This would be an asset not just to the residents of the South Waterfront and staff and patients of the new OHSU campus, but also to residents of the downtown area, north and south east Portland, Sellwood, John’s Landing and indeed to Portlanders as a whole.

Sincerely,
Adrian Mathieson
2434 NE 48th Avenue - Hollywood
Portland, OR 97213
503 288 8816

sharon kitzhaber sent feedback.

February 9, 2007
Subject: MTIP funding for Bk1048 Willamette Greenway: SW Lane to SW Lowell

Dear Mr. Leybold

I urge that Metro Council and JPACT include the revised request for $600,000 for a shorter segment of the trail in the MTIP final cut list. Portland Parks and Recreation will provide an (over)match of $110,000. The original project was on the Metro staff recommended 150% list due to its high technical score and strong qualitative factors. However, concerns about prior transportation funding in South Waterfront led to Bicycle Transportation Alliance (BTA) recommending substitution of another project. The project still received a high level of support in the first public comment period.

Portland Parks and Recreation (PP&R) has worked with representatives of the BTA, Audubon Society of Portland, and the Urban Greenspaces Institute as well as current residents of South Waterfront, to craft a compromise proposal. PP&R will use other funds for the 1300 feet of trail in the Central District (SW Gibbs to SW Lane). However, no TIF funds are available for the 600 feet between SW Lane and SW Lowell. Without MTIP funds, there will be a gap between the existing trail that ends at the Old Spaghetti Factory and the forthcoming Central District segment that links to the street car and aerial tram.

There are a growing number of residents and jobs in this district. Construction makes walking or riding in the area very dangerous. The project is part of the Central City and meets many 2040 goals. The $710,000 will complete grading and paving for 600 linear feet of 12 wide bicycle path and 10 wide pedestrian path. Additional funding will be sought for lighting and trees. Unlike the Central District, there will be no other adjacent greenway improvements but this will make the critical trail connection.

Sincerely,
Sharon Kitzhaber

Patrick Clark at <pcclark3@comcast.net> sent feedback about "Metropolitan Transportation Improvement Program" (3814).

9 February 2007

Ted Leybold
METRO
600 NE Grand Avenue
Portland, Oregon 97232-2736

Subject: MTIP funding for Bk1048 Willamette Greenway - SW Lane to SW Lowell

Dear Mr. Leybold,

I urge that Metro Council and JPACT include the revised request for $600,000 for a shorter segment of the trail in the MTIP final cut list. Portland Parks and Recreation will provide an (over)match of $110,000. The original project was on the Metro staff recommended 150% list due to its high technical score and strong qualitative factors. However, concerns about prior transportation funding in South Waterfront led to Bicycle Transportation Alliance (BTA) recommending substitution of another project. The project still received a high level of support in the first public comment period, as we understand.

Portland Parks and Recreation (PP&R) has worked with representatives of the BTA, Audubon Society of Portland, and the Urban Greenspaces Institute as well as current residents of South Waterfront, to craft a
compromise proposal. PP&R will use other funds for the 1300 feet of trail in the Central District (SW Gibbs to SW Lane). However, no TIF funds are available for the 600 feet between SW Lane and SW Lowell. Without MTIP funds, there will be a gap between the existing trail that ends at the Old Spaghetti Factory and the forthcoming Central District segment that links to the street car and aerial tram.

There are a growing number of residents and jobs in this district. Construction makes walking or riding in the area very dangerous. The project is part of the Central City and meets many 2040 goals. The $710,000 will complete grading and paving for 600 linear feet of 12’ wide bicycle path and 10’ wide pedestrian path. Additional funding will be sought for lighting and trees. Unlike the Central District, there will be no other adjacent greenway improvements but this will make the critical trail connection.

Sincerely,
Patrick Clark
Resident of The Meriwether, South Waterfront

Andy Butler sent feedback about “Transportation Priorities process 2008-11” (19681).

Extremely disappointing that The request for supplemental funding for Division Street did not make the technical staff group’s draft Final List. Just want to voice support for the Division Vision plan. After all of the plans and community excitement regarding the improvements, it is a crushing blow to nix it now….

I am a resident at 3570 SW River Parkway #2401, Portland OR 97239. My wife and I were drawn to this area of town as it gives us easy access to Down Town Portland and at the same time offers the peace, quiet and beauty of the Willamette River. For the past 3 years we have been living in River Place and grown very attached to the ease of biking from there to the Steel Bridge and then South to the Sellwood bridge and back North along the River to complete the loop. The down side of that wonderful ride and the associated Nature that it offers has always been the barren landscape from Just South of the Old Spaghetti Factory all the way back to the Malcolm Bridge. The added safety and beauty of completing that last link will offer more and more citizens of Portland a chance to realize the benefits of the hard work that has gone into making this a great biking, walking and running city. It is my hope that this next link can be opened as soon as possible. If necessary giving up temporarily some of the landscaping improvements, in order to provide a safe and quiet passage around some of the ongoing construction that will be our neighbor for the next couple of years.

I know that this is a high priority with all parties and wanted to add my support for the funding at least a temporary bike and walking trail from SW Lane to SW Lowell.

I am three weeks out of open heart surgery and look forward to doing as much rehab work as possible on this trail.

Peter Fenner  503 248 6399

Unfortunately I am not able to join you this evening to testify in person.

I urge to fund the South Waterfront Trail gap between Lane and Lowell.
The South Waterfront was quite generously funded with a prior $10M MTIP allocation. However, all of those funds were required to help ensure Streetcar service to the current southern boundary of the district at Lowell St.

In order to ensure a full set of modal options, I would ask you to give careful consideration to the $600,000 request to complete this trail connection.

Thank you for your consideration of this request.

Chris Smith

>>> Jessica Roberts <jr0berts23@yahoo.com> 02/13/07 5:46 PM >>>
To Whom It May Concern:

I urge you to support the following outstanding multimodal projects proposed for MTIP funding:
NE/SE 50’s Bike Boulevard
Trolley Trail: Arista St. to Glen Echo
Rock Creek Path: Orchard Park to NW Wilkins
Westside Corridor Trail study
Sullivan’s Gulch Trail study
The MTIP funding pool is extremely small compared to transportation needs in our region, and federal guidelines emphasize multimodal investment.

Bicycle and pedestrian projects are the best use of MTIP funds as they repair gaps in the transportation network that endanger our most vulnerable road users. Increasing traffic safety and enabling mode shift (from drive-alone trips to walking and biking) should be top priorities for this public investment opportunity.

Please don't waste this valuable funding source on large road expansion projects.

Thank you for your consideration.

Sincerely,
Jessica Roberts
634 SE 28th Ave #3
Portland, OR 97214

>>> "Bruce Brown" <bruceb@gbdarchitects.com> 02/13/07 1:41 PM >>>
The continuation of the Central District trail to the Willamette Greenway trails to the south is a critical element of the overall development of this area. I have biked the riverfront for years and the hodge-podge of trails, parking lots, dirt paths etc that are provided to get from Willamette Park into downtown has aggravated me for an equal number of years. With the ongoing development of the South Waterfront and its attendant greenway trail improvements, now is the time to bridge the gap and fund the connection between the greenway trail elements. I strongly urge the funding of these improvements. Thank you.

Bruce Brown, AIA, CSI, LEED AP
Principal
GBD ARCHITECTS Incorporated
1120 NW Couch Street, Suite 300
Portland, OR 97209
t 503.224.9656 | f 503.299.6273
www.gbdarchitects.com
Donna Schlitt sent feedback.

I am in strong support of the $600,000 in MTIP funds for BK1048 Willamette Greenway: SW Lane to SW Lowell. This is a critical part of the Greenway.

"Sue Pearce" <sue@suepearce.biz> 2/13/2007 11:24 PM

To: President David Bragdon and Commissioners Rod Park, Brian Newman, Carl Hosticka, Kathryn Harrington, Rex Burkholder, Robert Liberty

Dear President Bragdon and Commissioners,

While I appreciate the work of Joint Policy Advisory Committee on Transportation and the challenge of making decisions about how best to use dollars that are finite and which of many worthy projects to fund, I am remain disappointed about that group's decision to remove the Division Street Main Street Plan [South East Division Street, 6th Ave to 39th Ave] from the list of Metro Transportation Priorities for flexible funding for 2008-2011, and the decision not to return that project to the list.

Many people from multiple neighborhoods, the neighborhood board, and local business associations worked collaboratively for many long months to create a plan that would lead to a main street/green street that would help to improve livability; provide traffic calming and improved safety for pedestrians, encouraging use of modes of transport other than the automobile; lead to development of mixed-use infill while preserving existing housing, some of it historical, and commercial use; encourage patronage of local businesses; thereby improving the health of the neighborhoods and the people who live and work there.

The need for the project to move ahead is urgent; traffic is increasingly congested; crossing the street can be risky; and at least one new development seems, better suited for a busy thoroughfare than the main street that we anticipate.

Those who have worked on this plan, will, I am sure, continue work, seeking and finding other sources of funding so that the project can continue. There will be an opportunity to return again with a request for the next round of funding. But for the moment I am sad for this delay.

Sincerely yours,

Susan E. Pearce
Member Hosford-Abernethy Neighborhood Development Association [HAND] Board
3142 SE 25th Ave
Portland, OR 97202
503-358-6750

MTIP Final Public Comment Report Section 3 Page 194
Section 4: Appendix
Metro to hear public testimony on the final draft list for 2008-11 MTIP

On Tuesday, February 13, 2007, beginning at 5:30 p.m., the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will hear public testimony on the draft final list of transportation priorities for the flexible funding portion of the 2008-11 Metropolitan Transportation Improvement Program (MTIP). The hearing will be held in the Metro Council Chamber, 600 NE Grand Avenue, Portland. (Take Tri-Met bus route 6 or take MAX to the Oregon Convention Center stop.)

To ensure the accuracy of your testimony, please bring a written version of your testimony. Make sure your contact information and affiliation (if any) are included. Alternatively, you may complete a testimony form at the hearing. You may also submit your testimony by email, US mail, fax, or over the website as long as it is received after the final draft list is released and before midnight on February 13. This hearing will be taped for later cable access viewing (time at yet to be determined).

A draft final list of funding recommendations is scheduled to be released on February 3, 2007. View the list at www.metro-region.org and click on "Transportation Priorities 2008-11" in the left navigation menu. Then look for the link toward the bottom of the Transportation Priorities main page.

Approximately $45 million—about 4% of funding available in the region—is available during the 2008-11 funding cycle. Jurisdictions and transportation agencies submitted 66 projects for funding consideration, totaling $132 million in funding requests. To help narrow the list to more closely match available funds, a public comment period on the "first-cut" list of funding recommendations was held from October 13–December 1, 2006. The public comments together with cost considerations and technical criteria will help JPACT and Metro staff to develop a draft final list of funding recommendations. Final action is scheduled for March, pending state compliance and air-quality-conformity determinations.

For technical questions about the transportation priorities process, programs or projects, call Ted Leybold, MTIP project manager, 503-797-1759. For questions about public involvement, call Pat Emmerson, 503-797-1551.
Metro seeks public testimony on final draft list for transportation projects

Tuesday, January 16, 2007
The Hillsboro Argus

Metro wants public input to help prioritize transportation projects throughout the region.

On Tuesday, Feb. 13, beginning at 5:30 p.m., the Joint Policy Advisory Committee on Transportation and the Metro Council will hear public testimony on the draft final list of transportation priorities for the flexible funding portion of the 2008-11 Metropolitan Transportation Improvement Program.

For accuracy, speakers are asked to bring a written version of their testimony, including contact information and affiliation (if any). Alternatively, they may complete a testimony form at the hearing.

The public can also submit testimony by e-mail, U.S. mail, fax or through the Metro Web site. All submissions must be received after the final draft list is released and before midnight, Feb. 13.

This hearing will be taped for cable access broadcast at a later date.

A draft final list of funding recommendations is scheduled for release Feb. 3. View the list at www.metro-region.org by selecting “Transportation Priorities 2008-11” in the left menu. Then look for the link toward the bottom of the Transportation Priorities main page.

Approximately $45 million - about 4 percent of funding available regionally - is available during the 2008-11 funding cycle. Jurisdictions and transportation agencies submitted 66 projects for consideration, totaling $132 million in funding requests.

To help narrow the list to more closely match available funds, a public comment period on the “first-cut” list of funding recommendations was held Oct. 13 to Dec. 1.

Public comments assembled at the Feb. 13 hearing, together with cost considerations and technical criteria, will help JPACT and Metro staff develop a draft final list of funding recommendations. Final action is scheduled for March, pending state compliance and determinations of conformity with air-quality regulations.

The public hearing will be held in the Metro Council Chamber, 600 NE Grand Ave., Portland. The site is accessible from Tri-Met bus route 6 or from the Oregon Convention Center MAX stop.

For technical questions about the transportation priorities process, programs or projects, call Ted Leybold, MTIP project manager, at 503-797-1759. For questions about public involvement, call Pat Emmerson at 503-797-1551.

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Transportation Priorities for the 2008-11 MTIP

Public Hearing Notice

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council Transportation Planning Committee will hold a public hearing on the draft final list of Transportation Priorities for the Metropolitan Transportation Improvement Program (MTIP).

Tues., February 13, 5:30 p.m.
Metro Regional Center
Council Chamber
600 NE Grand Ave., Portland

Tri-Met bus route 6 or take light rail to the Oregon Convention Center MAX station

All Metro meetings are A.D.A. accessible. Devices for the hearing impaired and language translation, including signing, are available with 48 hours advance notice. Please call Metro at (503) 797-1866 or T.D.D. (503) 797–1804 to request any of these services.

Guidelines for preparing testimony

- Oral testimony is limited to three minutes.
- To ensure that the public comment report accurately reflects your name, affiliation (if any) and remarks, please come prepared to submit your remarks in writing whether you testify orally or not. If you wish, you may use the testimony sheet attached. We will also have testimony sheets available at the hearing for those who do not bring written comments with them.

Panel of decision-makers

Transportation funding decisions require the approval of the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council and require the concurrence of the Oregon Transportation Commission. JPACT is a 17-member committee of local elected officials and representatives of local, regional and state agencies. Representatives from JPACT and the Metro Council will be present to receive testimony.

Transportation Priorities for the 2008-11 MTIP

Approximately $45 million of federal flexible funding will be available during the 2008-11 funding cycle for transportation projects and programs in our region. Jurisdictions and transportation agencies in the region submitted 66 projects for consideration, totaling $132 million. The public comment period on the "first-cut" list of funding recommendations ran from October 13–December 1, 2006. The Public Comment Report for that comment period is available through the Metro web site at www.metro-region.org. Click on "Transportation Priorities" in the left navigation menu, and then click on the Public Comment Report link in the fourth paragraphs of the text. Metro staff and JPACT used public comment on the first-cut recommendations with technical and funding considerations to create the draft final list. Final action by the Metro Council is scheduled for March.

To view the final cut list with project descriptions and maps, visit Metro's web site at www.metro-region.org. For technical questions, call Ted Leybold, MTIP project manager, 503-797-1759. For questions about public involvement, call Pat Emmerson, 503-797-1551.
Feb. 6, 2007

Contact: Pat Emmerson (503) 797-1551
or Jon Coney (503) 797-1697

**Metro to hear public testimony on final draft list for 2008-11 MTIP**

The Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) invite the public to comment on the final draft list of projects to be funded in the flexible funding portion of the 2008-11 Metropolitan Transportation Improvement Program (MTIP). MTIP is the biennial program for federally funded transportation projects in the metropolitan region.

Every two years, Metro selects projects to receive funding from the flexible funding part of MTIP, referred to as Transportation Priorities. Projects fall into the following categories: bike/trail; boulevards; Green Streets; pedestrian; planning; transit; road modernization and construction; highway; and transit oriented development. The amount of flexible funds available in this round is approximately $45 million.

Jurisdictions and transportation agencies submitted 66 projects for funding consideration, totaling $132 million in funding requests. To see a full list of the proposed projects, visit Metro’s website at [www.metro-region.org](http://www.metro-region.org), and search for “Transportation Priorities Process 2008-11.”

Testimony is scheduled to begin at 5:30 p.m. Tuesday, Feb. 13 in the Metro Council Chamber, 600 NE Grand Avenue, Portland. The hearing is an opportunity for the public to weigh in on a proposed narrower list of projects that match available funds.

To ensure the accuracy of testimony, participants are asked to bring a written version of their spoken comments, and to be certain that contact information and affiliation (if any) are included. Testimony forms will be available at the hearing. Testimony may also be submitted by email, US mail, fax, or over the website as long as it is received after the final draft list is released (Feb. 3) and before midnight on Feb. 13.

For technical questions about the Transportation Priorities process, programs or projects, call Ted Leybold, MTIP project manager, 503-797-1759. For questions about public involvement, call Pat Emmerson, 503-797-1551.

Metro, the regional government that serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 25 cities in the Portland metropolitan area, provides planning and other services that protect the nature and livability of our region.
Section 5: Index
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Acknowledgement

Every two years Metro's Transportation Priorities process selects projects to receive the "flexible funding" part of the Metropolitan Transportation Improvement Program (MTIP). This process cycle selected projects for funding from 2008 through 2011. Public review and comment is a key component in the selection process.

The first public comment period for the MTIP 2008–11 ran from October 13–December 1, 2006. The second public comment period began on February 5, 2007 and ended on February 13, 2007, with a public hearing held by the Joint Policy Advisory Committee on Transportation and Metro Council.

Thanks to the following people for contributing to this process and to the production of this report:

Managers and directors
Andy Cotugno, Planning Director
Robin McArthur, Regional Planning Director
Kate Marx, Public Affairs and Government Relations Director

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