

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL 503-797-1916 | FAX 503-797-1930



METRO

**UPDATED
12/12/06**

| | | | |
|-----------------|--|---|---|
| MEETING: | JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION | | |
| DATE: | December 14, 2006 | | |
| TIME: | 7:30 A.M. | | |
| PLACE: | Council Chambers, Metro Regional Center | | |
| 7:30 AM | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | Rex Burkholder, Chair |
| 7:35 AM | 2. | INTRODUCTIONS | Rex Burkholder, Chair |
| 7:35 AM | 3. | CITIZEN COMMUNICATIONS | |
| 7:40 AM | 4. | COMMENTS FROM THE CHAIR | Rex Burkholder, Chair |
| | * | <ul style="list-style-type: none">▪ Draft FY'08 Earmark Priorities and Reauthorization Issues▪ Proposed JPACT Retreat: January 29th 4-8 p.m. at Metro | |
| 7:45 AM | 5. | CONSENT AGENDA | Rex Burkholder, Chair |
| | * | Consideration of JPACT minutes for November 9, 2006 | |
| | 6. | INFORMATION / DISCUSSION ITEMS | |
| 7:45 AM | 6.1 | * RTP Finance Research & Findings – <u>INFORMATION</u> | Terry Moore, EcoNW & Kim Ellis |
| 8:25 AM | 6.2 | # Columbia River Crossing Focus Group Findings & Recommendation – <u>INFORMATION / DISCUSSION</u> | Adam Davis & Doug Ficco |
| 8:45 AM | 6.3 | MTIP | |
| | # | <ul style="list-style-type: none">▪ Recap of Public Outreach | Ted Leybold |
| | * | <ul style="list-style-type: none">▪ Options for Policy Direction to TPAC | Andy Cotugno |
| 9:00 AM | 7. | ADJOURN | Rex Burkholder, Chair |

-
- * Material available electronically.
 - ** Material to be emailed at a later date.
 - # Material provided at meeting.
All material will be available at the meeting.



METRO

Joint Policy Advisory Committee on Transportation

MINUTES

November 9, 2006
7:30 a.m. – 9:00 a.m.
Council Chambers

MEMBERS PRESENT

Rex Burkholder, Chair
Rod Park, Vice Chair
Brian Newman
Rob Drake
Fred Hansen
Bill Kennemer
Roy Rogers
Dick Pedersen
Lynn Peterson
Maria Rojo de Steffey
Paul Thalhofer

AFFILIATION

Metro Council
Metro Council
Metro Council
City of Beaverton, representing Cities of Washington County
TriMet
Clackamas County
Washington County
DEQ
City of Lake Oswego, representing Cities of Clackamas County
Multnomah County
City of Troutdale, representing Cities of Multnomah County

MEMBERS EXCUSED

Sam Adams
Royce Pollard
Steve Stuart
Jason Tell
Don Wagner
Bill Wyatt

AFFILIATION

City of Portland
City of Vancouver
Clark County
Oregon Department of Transportation (ODOT - Region 1)
Washington DOT
Port of Portland

ALTERNATES PRESENT

James Bernard
Susie Lahsene
Dean Lookingbill
Doug Ficco
Rian Windsheimer
Charles Becker

AFFILIATION

City of Milwaukie, representing Cities of Clackamas County
Port of Portland
SW Regional Transportation Council
WSDOT
Oregon Department of Transportation (ODOT - Region 1)
City of Gresham, representing Cities of Multnomah County

GUESTS PRESENT

Kathy Busse
Danielle Cowan
Jef Dalin
Aaron Doas
Fred Eberle
Rob Foster
Cam Gilmour

AFFILIATION

Washington County
City of Wilsonville
City of Cornelius
TriMet
ODOT
City of Forest Grove
Clackamas County

| <u>GUESTS PRESENT</u> (cont.) | <u>AFFILIATION</u> |
|-------------------------------|---------------------------|
| John Hartsock | City of Damascus |
| Steve Iwata | City of Portland |
| Tom Markgraf | Columbia River Crossing |
| Dave Nordberg | DEQ |
| Lawerence Odell | Washington County |
| Ron Papsdorf | City of Gresham |
| John Rehm | Metropolitan Group |
| Claude "Rory" Rorabaugh | NW Cement Producers Group |
| Eliot Rose | CLF |
| Karen Schilling | Multnomah County |
| Lainie Smith | ODOT |
| Paul Smith | City of Portland |
| Ron Weinman | Clackamas County |
| Michael Williams | WSDOT |

STAFF

Richard Brandman, Tim Collins, Kim Ellis, Pat Emmerson, Ted Leybold, Jessica Martin, Robin McArthur, Randy Tucker

1. CALL TO ORDER

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:43 a.m.

2. INTRODUCTIONS

Chair Burkholder welcomed Charles Becker, Mayor of Gresham and Mr. Lawrence Odell, Assistant Director of the Department of Land Use and Transportation for Washington County.

3. CITIZEN COMMUNICATIONS

There were none

4. COMMENTS FROM THE CHAIR

Regional Roundtable Wrap-Up

Councilor Brian Newman provided a brief re-cap of the New Look Regional Roundtable event on Wednesday, October 25th. The Regional Roundtable expanded on the concept of the Mayors' and Chairs' Forum by including members of Metro's land use (MPAC) and transportation (JPACT) advisory committees as well as mayors and county commission chairs from neighboring cities and counties. The purpose of the event was to begin discussing fiscal issues as they relate to infrastructure finance. Councilor Newman noted those who attended the event agreed on the overall 2040 vision, but also agreed that how that vision is achieved needs improvement. He noted that at the next regular JPACT meeting the committee would discuss next steps.

Air Quality and Benzene Regulations

Mr. Dick Pedersen referred to an article published in the Oregonian regarding Benzene levels in Oregon's air. Oregon has some of the highest reported levels of benzene in the U.S. because the refineries in the Northwest rely on crude oil from Alaska that is naturally high in benzene and they do not have the equipment to remove benzene. Current medical research demonstrates a clear association between various detrimental health effects including cancer (primarily leukemia) and adverse outcomes on the nervous system, immune system and blood cell production. In May of 2006, DEQ publicly objected to EPA's (Environmental Protection Agency) rule which allows for a trading program that does very little to address the high benzene levels in Oregon. Chair Burkholder asked the committee if they would be in support of sending a letter to the EPA. Because several committee members have received questions/inquiries about this issue, Mr. Pedersen stated that he would email a benzene fact sheet to the committee.

MOTION: Mayor Rob Drake moved, seconded by Mayor Paul Thalhoffer, to send a letter to the EPA urging them to revise its proposed rule regarding control of hazardous pollutants from mobile sources in a manner that would address a serious problem with benzene exposure in our region. The motion **passed**.

5. CONSENT AGENDA

Consideration of minutes for the October 12, 2006 JPACT meeting

MOTION: Chair Burkholder called for approval of the October 12, 2006 meeting minutes. Hearing no objections, the minutes were **accepted** as presented.

6. ACTION ITEMS

6.1 Resolution No. 06-3712, For the Purpose of Amending the 2006-09 Metropolitan Transportation Improvement Program (MTIP) to Add the 172nd Avenue: Foster Road to Sunnyside Road Project and Transfer Funds From the 172nd Avenue: Sunnyside Road to Highway 212 Project.

Mr. Ted Leybold appeared before the committee and presented Resolution No 06-3712, which would make available transportation funding to Clackamas County for the SE 172nd Avenue: Foster Road to Sunnyside Road project and remove availability of that funding for the SE 172nd Avenue: Sunnyside Road to Highway 212 project. He noted that as part of this process, Clackamas County was required to submit an application similar to an MTIP application. Mr. Leybold directed the committee's attention to a copy of the application and correspondence from Clackamas County (included as part of the meeting record). Commissioner Bill Kennemer provided a brief background on the project.

Clackamas County is requesting the transfer of funds for the following reasons:

- The County will complete the Sunnyside Road to Highway-212 section using local funds, and it is expected that construction of this phase would begin in two years instead of three, resulting in a cost saving in both right of way and construction phases.
- The change will allow the County to start the Environmental Assessment and determine the alignment for that section of 172nd to include determining the connection to 190th, which both the Pleasant Valley and Damascus concept plans recommend to provide for regional north/south traffic.
- SE 172nd, 222nd, 242nd and 282nd Avenues are the only available north/south road connections in the UGB expansion area because of topographical and environmental constraints. SE 172nd is the most westerly of these north/south road connections and would serve the first job producing areas that would develop because of available public facilities. Sewer is expected to be available within the 172nd Corridor within three years.
- The SE 172n Ave. Corridor is critical to providing access to the planned growth areas in the recent UGB expansion that added Pleasant Valley, Damascus and Springwater.
- 172nd Avenue provides north/south regional access from the Portland area to the Sunrise Corridor and the Clackamas Industrial area, one of the busiest trucking centers in Oregon.

The committee noted that while the project sounds good, they voiced concerns about the procedure. Mr. Leybold responded that this was a concern in the last MTIP cycle, which is why now it's a requirement to submit the same level of information as an MTIP application as well as take the form of a Resolution, which must filter through TPAC (approved at the 10/27/06 meeting), JPACT and then to the Metro Council. He noted that this is not without precedent and also ensures that the decision makers feel comfortable transferring the money.

MOTION: Commissioner Kennemer moved, seconded by Commissioner Roy Rogers to approve Resolution No. 06-3712. The motion **passed**.

7. INFORMATION / DISCUSSION ITEMS

7.1 **FY08 Federal Earmark Request**

Mr. Richard Brandman appeared before the committee to begin the discussion of the FY08 Federal Earmark Request discussion. Staff is seeking policy guidance from JPACT on what to emphasize in the regions's request. Mr. Brandman directed the committee's attention to a memo (included as part of the meeting record), listing several issues and recommendations.

Chair Burkholder noted that it is important to recognize that the committee will not see a high return rate and would prefer the committee talk about policy.

Commissioner Rogers noted that perhaps the committee should contact the Oregon Delegation to find out what their priorities are. Mr. Hansen added that while the committee shouldn't be unmindful of the Delegation's priorities, the committee has a responsibility to communicate to them our priorities.

7.2 **RTP Update**

Mr. John Rehm, Metropolitan Group and Ms. Kim Ellis, Metro staff, appeared before the committee and presented a PowerPoint presentation of the preliminary stakeholder workshop findings (included as part of this meeting record). The presentation included information on the following:

- Workshops to Date
- Six 2040 Fundamental Lenses
- Five Outcomes Questions
- Common Themes: Vision
- Common Themes: Working Well
- Common Themes: Challenges
- Common Themes: Solutions
- Unique Perspectives

As compared to previous RTP updates, Mayor Rob Drake asked if there seemed to be involvement from different stakeholder groups. Ms. Ellis noted that with this update they have intentionally tried to connect better/deeper with those who have not in the past.

Mr. Rehm posed two questions to the committee and asked them to call out answers:

Question: What does Fiscal Stewardship Look Like?

- Cost/benefit to economy considered
- Balances with other values/goals
- Full life cycle cost analysis
- Transit c/b analysis process helps narrow and emphasizes cost-effectiveness
(road-side doesn't have this same accountability – accountability should apply to all modes)
- Efficiency and accountability needs to be tracked and define measures of success for how money is spent.
- "Regional" and "We" are not clearly defined now – today a regional project is something that can't be funded locally
- Recognition of different needs in different parts of the region
- Defining regional will help narrowing
- Should the system we build be fiscally sustainable

Question: How do we get there?

- Finding new resources
- Define the regional system and how it is serving
- Project planning should include factoring in maintenance and operations of the facility

Chair Burkholder noted that many of these issues would be discussed at a retreat being scheduled for sometime in January, as the policy language needs to be adopted in February.

7.3 Freeway Loop Study

Due to time constraints, the Freeway Loop Study will be presented at a future JPACT meeting.

8. ADJOURN

There being no further business, Chair Burkholder adjourned the meeting at 9:03a.m.

Respectfully submitted,

Jessica Martin
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR NOVEMBER 9, 2006

The following have been included as part of the official public record:

| | ITEM | TOPIC | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENT NO. |
|----|-------------|-----------------|-----------------|---|---------------------|
| * | 4. | Non-Agenda Item | 11/2/06 | JPACT Meetings Calendar for 2007 | 110906j-01 |
| * | 5. | Consent Agenda | 10/12/06 | Meeting Minutes from 10/12/06 JPACT Meeting | 110906j-02 |
| * | 6.1 | Resolution | 9/20/06 | Resolution 06-3712, For the Purpose of Amending the 2006-2009 Metropolitan Transportation Improvement Program (MTIP) to add the 172 nd Avenue: Foster Road to Sunnyside Road Project and Transfer Funds from the 172 nd Avenue: Sunnyside Road to Highway 212 Project | 110906j-03 |
| * | 7.1 | Memo | 10/5 /06 | From: Andy Cotugno To: JPACT Re: FY'08 Appropriations Requests – Recommendation | 110906j-04 |
| * | 7.3 | Resolution | 10/19/06 | City of Portland Resolution 36448, Accept the Freeway Loop Advisory Group I-5/I-405 Freeway Loop final report | 110906j-05 |
| * | 7.3 | Report | July 2005 | Freeway Loop Study Project Summary Report | 110906j-06 |
| ** | 7.2 | PowerPoint | Oct.-Nov. 2006 | A New Look at Transportation: Linking Land Use, Transportation and the Environment (Preliminary Stakeholder Workshop Findings) | 110906j-07 |
| ** | 7.2 | Chart | N/A | FY 07 Federal Transportation Appropriations Earmarks (House & Senate) | 110906j-08 |

* Included in packet

**Distributed at meeting

| FY08 Federal Transportation Appropriation Request List | | | |
|--|-----------------------------------|---|---------|
| Project Type/Name | Appropriation Request (\$million) | Source | Purpose |
| Regional Highway Projects | | | |
| I-5 / 99 W Connector | \$2.5 M | Surface Transportation Fund | |
| Columbia River Crossing (ODOT) | \$5 M | Interstate Maintenance Discretionary | |
| I-205 Southbound Ramp Connection to I-5 | \$3.2 M | Interstate Maintenance Discretionary | |
| I-5 /405 Freeway Loop Master Plan | \$2 M | Interstate Maintenance Discretionary | |
| Port of Portland: Airport Way/I-205 Northbound | \$2 M | Interstate Maintenance Discretionary | |
| Port of Portland: Troutdale Interchange I-84 & 257th | \$1 M | Interstate Maintenance Discretionary | |
| Total | \$15.5 M | | |
| Regional Transit Priorities | | | |
| Washington County Commuter Rail | \$0.27 M | SAFETEA LU Transportation Bill | |
| I-205/Portland Mall Light Rail | \$80 M | SAFETEA LU Transportation Bill | |
| Milwaukie - PE/FEIS | \$4 M | FTA Section 5309 New Starts | |
| Bus Replacement | \$7.7 M | FTA Section 5309 Capital | |
| SMART Bus - Wilsonville | \$1.75 M | FTA Section 5309 Bus and Bus Facilities | |
| Total | \$93.72 M | | |
| Local Project Priorities | | | |
| Portland:South Portal, South Waterfront | \$2 M | STP, HPP | |
| Portland: East Burnside/Couch Couplet | \$2 M | STP, HPP | |
| Clackamas County: Harmony Rd - 82nd to Hwy 224 | \$4 M | Surface Transportation Program | |
| Gresham: Springwater/US 26 Industrial Access | \$5 M | National Highway System; Transportation Community and System preservation Program; Surface Transportation Program | |
| Wilsonville: Kinsman Road | \$2 M | Highway Demonstration | |
| Milwaukie: Kellogg Creek Bridge Replacement | \$1.5 M | Highway Bridge Replacement & Rehabilitation Program & Recreation Trails & STP Transportation Enhancements | |
| Metro: TOD Revolving Fund | \$5 M | STP, CMAQ, TCSP Funds | |
| Total | \$21.5 M | | |
| Non-Transportation Appropriations Bills | | | |
| Port of Portland: Columbia River Channel Deepening | \$25 M | Energy & Water (Corps of Engineers Budget) | |
| Total | \$25 M | | |
| Support of OTA Transit Request | | | |
| Sandy: Bus Replacement | \$0.44 | 5309 Bus | |
| South Clackamas: Bus Replacement | \$0.24 | 5309 Bus | |
| Canby: Bus Replacement | \$0.20 | 5309 Bus | |
| Total | \$0.88 | | |
| Support for Washington/Clark County Priorities | | | |
| Columbia River Crossing | \$5 M | Interstate Maintenance Discretionary Demonstration STP | |
| Total | \$5 M | | |
| Grand Total - Transportation Appropriations | 161.84 M | | |

Potential issues for Next-TEA Reauthorization Bill

1. Stability of the Highway and Transit Trust Funds – The underpinning of the federal transportation program is tied to the funding provided in the Highway and Transit Trust Funds. These funds are on a downward trend with program outlays outstripping revenues. If there is going to continue to be a federal program at all, the trust funds must be stabilized.
2. Role of the Federal Government – As the issue of minimum return to each state grows to 95%, as the state and local governments continue to enact increased revenue sources, as the private sector continues to take on a greater role in financing transportation projects, the role of the federal government comes into question. Defining specific programs in the next several bills should start with a broader policy direction on the role of the federal government in general.
3. Funding Sources – Concerns have been raised that current revenue sources are inadequate to meet the program obligations intended to be funded out of the highway trust fund. This is exacerbated by the declining purchasing power of the gas tax and rapidly escalating construction costs. For similar reasons, Oregon undertook a pilot program to evaluate and test alternative revenue collection methods. A pilot is now underway that has a test group paying road fees on a VMT basis rather than a gas tax basis. SAFETEA included a section to establish a Commission to study alternate revenue measures for future consideration. These two efforts may intersect.
4. Cost of Congestion – The Portland region recently released a study indicating there is the potential for an \$800+ million economic impact of congestion if there isn't greater investment in the transportation system. This impact represents a threat to the business climate of the region and the livability for individuals. With an economy that is disproportionately tied to trade, the Portland region stands to realize a more severe economic impact due to congestion than other metropolitan areas. The next bill should include programs that aggressively address the urban congestion/mobility problem.
5. Freight – There has been increased attention to freight movement in the Portland region and nationally and the link to the region's economic competitiveness. We should explore implications for changes to the federal authorization bill to advance this agenda.
6. New Starts – We will always be keeping a close eye on the New Starts program to ensure there are no destructive changes, to advocate for any constructive changes and to have the funding level keep up with the overall funding increases included in the bill. With an ever-growing pipeline of new projects responding to public demands, it may be possible to argue for a more substantial increase.

7. Small Starts – We will be past the start-up phase for the Small Starts program and should ensure we have some national success stories to brag about. Any refinements that we may find we need for the program should be developed for consideration. We will have to keep a vigilant to ensure the program doesn't inappropriately become too biased toward bus rapid transit.
8. NEPA Streamlining – SAFETEA took steps toward streamlining the NEPA process in order to expedite project delivery. It will be important that we actively pursue these measures to ensure they meet the intended goal to of facilitating the delivery of projects while maintaining needed environmental and public participation protections.
9. National Corridor Development Program/Projects of National Significance – In cooperation with the State of Washington, we will likely be poised to seek a substantial earmark for the multi-modal I-5 Columbia River Crossing Project. If toll revenues are needed, it may also require some connection to the TIFIA program (dealing with bonds and financing).
10. West Coast Corridor Coalition (WCCC) – California, Oregon, Washington and Alaska have joined together to form the West Coast Corridor Coalition to better spotlight the national significance of west coast ports and transportation corridors. In the Portland region, the three priorities focus on the I-5 Columbia River Crossing, the Columbia River channel deepening and the Portland "triangle" freight railroad bottleneck. This effort may lead to a strategic direction with these other states.
11. Research University – We will soon have a well-established, well run University Transportation Research Center producing landmark research. We should support a re-up of their earmark.
12. Elderly & Handicapped Transit Service – As the baby boom retires, the pressure nationally to improve special service to the elderly community will continue. This special, door-to-door service is very expensive (10x greater than fixed route service) and the cost is growing at double-digit annual growth rates. The rest of the nation is under the same pressure, providing the coalition for a significant funding program.
13. Domestic Streetcar – SAFETEA included an earmark to develop a prototype domestically produced streetcar in the Portland region. Hopefully, there will be an operational vehicle by reauthorization. Legislative language or funding to advance this effort may be appropriate.

14. Energy Bill – The US Congress has been very successful at linking the Clean Air Act and the Clean Water Act with the transportation bill. A similar link with the energy bill has not been made despite the large share of energy consumed for transportation. Approaches to link the two should be pursued.
15. Financially constrained RTP – Federal planning regulations requires that the Regional Transportation Plan be “financially-constrained,” that is, tied to a revenue level that you can reasonably expect to be available. Over the next several years, the region will complete an update that may produce some legislative changes to pursue.
16. Others?



METRO

DATE: December 7, 2006

TO: JPACT and Interested Parties

FROM: Ted Leybold: MTIP Manager

SUBJECT: Transportation Priorities Final Cut Narrowing Policy Topics

* * * * *

ISSUE: Public comments and specific project applications expose new policy issues on how to prioritize projects for funding.

Following are topic areas JPACT may wish to discuss and consider adoption of policy direction at the January 18th meeting. Additional policy direction would assist Metro staff and TPAC develop a recommended list of projects to receive funding. Existing policy direction is attached as Exhibit A.

1. Which applications for additional funding on a currently funded project should be recommended for additional funds?
2. Should projects that have traded out funding or recommended funding be recommended again for funding in the current funding cycle?
3. What funding implications should be defined to the priority modal categories (bicycle, boulevard, freight, green street, pedestrian, regional travel options, transit, transit oriented development) or those that are not identified as priority modal categories (bridge, road capacity, road reconstruction)?
4. Under what conditions should regional flexible funds be used for highway/freeway capacity projects?
5. How should staff prioritize projects in new urban growth boundary areas relative to projects in already urbanized areas?
6. What priority should diesel emission reduction projects receive relative to the modal project categories?

A background report and analysis will be reviewed by TPAC at their January 5th meeting on the topic areas of interest to JPACT.



**Exhibit A of
Resolution 06-3665**

**Transportation Priorities
2008-11 Allocation Process
and Metropolitan
Transportation Improvement
Program Update**

Policy Report

March 23, 2006



METRO

PEOPLE PLACES
OPEN SPACES

Regional Transportation Funding and the Transportation Priorities Program

There are several different sources of transportation funding in the region, many of which are dedicated to specific purposes or modes.

Recent data demonstrates that approximately \$425 million is spent annually in this region on operation and maintenance of the existing transportation system. While there are unmet needs within operations and maintenance, the relatively small potential impact that regional flexible funds would have on these needs and because there are other potential means to address these needs, JPACT and the Metro Council have adopted policy against using regional flexible funds for these purposes. Exceptions include the Transportation Demand Management (TDM) programs as they have demonstrated a high cost-effectiveness at reducing the need for capital projects, because they lack other sources of public funding to leverage private funding and because they directly benefit priority 2040 land-use areas. A second exception is expenditures on the expansion of transit service. This exception has been limited to situations where the transit provider can demonstrate the ability to fund the increased transit service in the subsequent MTIP funding cycle.

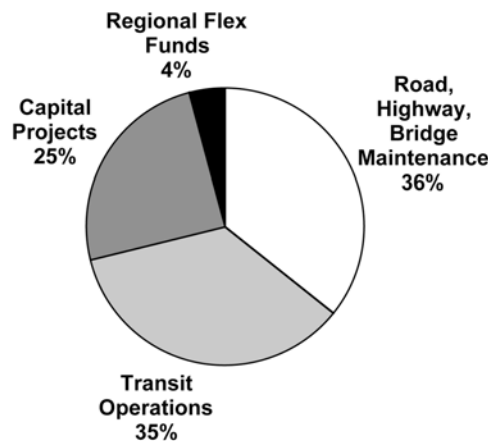
Capital spending in the region for new capital transportation projects outside of regional flexible funding is approximately \$180 million per year. This includes funding for state highways, new transit capital projects, port landside facilities and local spending.

Approximately \$26 million of regional flexible funds are spent each year in the Metro Area. This funding is summarized in the following Figure 1.

Figure 1

Annual Regional Transportation Spending

\$630 million



Recent acts by the state legislature have provided one-time revenue sources for transportation improvements in the region. This includes \$22 million in road capacity projects in OTIA I & II, a portion of the expected \$31 million for capacity projects in OTIA III and a portion of OTIA III funds targeted for freight mobility, industrial access and job creation (\$100 million statewide). These funds directly supplement the construction of road capacity projects in the region.

Additionally, \$34 million in highway capacity and \$158 million in highway, bridge and road reconstruction funding programmed to this region for expenditure by 2010. These highway funds will be supplemented by highway projects of statewide significance (\$100 million statewide), and match to the Oregon Transportation Commission (OTC)-requested federal earmarks (\$200 million statewide) that will be programmed to this region by OTC.

This increase in state revenue dedicated to highway and road capacity, preservation, and bridge repair and reconstruction represents the first major increase in state resources in more than a decade. Prior to this increase, regional flexible funds were used to fund a number of highway capacity projects, such as the I-5/Highway 217 interchange, capacity improvements on Highway 26, the Tacoma Street over crossing of Highway 99E and the Nyberg Road interchange.

2006-09 Transportation Priorities Allocation Process and Policy Direction

The 2006-09 Transportation Priorities process began with the adoption of the following program policy direction.

The primary policy objective for MTIP and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land-use areas through investment to support:
 - 2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities);
 - 2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas); and
 - 2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans.

Other policy objectives include:

- Emphasize modes that do not have other sources of dedicated revenues;
- Complete gaps in modal systems;
- Develop a multi-modal transportation system with a strong emphasis on funding: bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs; and
- Meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities.

These policy objectives are implemented through limits on the number and type of applications allowed from the sub-regional transportation coordinating committees, project eligibility and screening criteria, the Region 2040 match advantage incentive, technical evaluation measures, qualitative issues (including public comments), the factors used to develop the narrowing recommendation, and any additional policy direction received from JPACT and the Metro Council during the narrowing process.

Sub-Regional Application Limits

The region has three transportation coordinating committees: Clackamas County, East Multnomah County and Washington County, to coordinate various transportation issues, including the number and type of applications to the Transportation Priorities process. The City of Portland has an internal coordinating process among its transportation, planning, development and parks agencies. Each sub-area may only apply for an amount of regional flexible funds equal

to twice the amount they would receive under a sub-allocation by percentage of regional population. Due to the time and cost involved in preparation, evaluation and selection of projects, this is a means of containing the costs association with this process to those projects of highest priority to the applicants.

Furthermore, each sub-area may only submit road capacity, reconstruction and bridge projects in total project costs of no more than 60% of their target maximum. This ensures a range of CMAQ eligible projects will be eligible from across the region.

Region 2040 Match Advantage

The Region 2040 Match Advantage is summarized as follows:

- A. Bridge, Road Capacity, Road Reconstruction, and Transit Projects located within:
 - i. Tier I or II 2040 land use areas other than corridors;
 - ii. One mile of a Tier I 2040 land use areas if the facility directly serves that area is eligible for up to 89.73% match of regional funds.

- B. Freight projects located within:
 - i. Tier I or II 2040 industrial areas or inter-modal facility,
 - ii. Within 1 mile of a Tier I industrial area or inter-modal facility if the facility directly serves that area or facility is eligible for up to 89.73% match of regional funds.

- C. Boulevard, Pedestrian and TOD projects located within:
 - i. Tier I or II 2040 land use areas other than corridors is eligible for up to an 89.73% match of regional funds.

- D. Planning and Green Street Demonstration projects are eligible for 89.73% match of regional funds.

- E. The RTO program is not subject to the Region 2040 match advantage program as it is programmatic in nature and some RTO programs or projects may be eligible for 100% funding from regional flexible fund sources. The RTO Subcommittee may utilize other incentive criteria for emphasizing projects and programs in Region 2040 priority land use areas.

- F. All other projects would be eligible for up to a 70% match of regional funds.

Project Eligibility and Screening Criteria

Following are the project eligibility and screening criteria.

Eligibility Criteria for All Projects

To be eligible for funding, a project must be a part of the 2004 Regional Transportation Plan's financially constrained system project list. A jurisdiction may apply for a project not currently in the financially constrained project list under the following conditions:

- Jurisdiction assumes risk in requesting approval of amendment to the RTP financially constrained system;

- Jurisdiction identifies a project of similar costs (within 10%) currently in the 2004 RTP financially constrained system that it may request be removed to maintain financial constraint; and
- The project is likely to be determined exempt from air quality impacts based on federal guidance.

Screening Criteria for All Projects

- Highway, road and boulevard projects must be consistent with regional street design guidelines.
- Project designs must be consistent with the Functional Classification System of the 2004 RTP.
- No funding for on-going operations or maintenance, except for the RTO program and start-up transit operations that demonstrate capacity for future operation funds to replace regional flexible funds by the next MTIP funding cycle.
- Applicant jurisdiction must be in compliance with the Metro Urban Growth Management Functional Plan or has received an extension to complete compliance planning activities. If the applicant jurisdiction is not in compliance work has not received an extension, it must provide documentation of good faith effort in making progress toward accomplishment of its compliance work program. The work program documentation must be approved by the governing body of the applicant jurisdiction at a meeting open to the public and submitted to Metro prior to the release of the draft technical evaluation of project applications by Metro staff.
- Project must meet Metro's requirements for public involvement and have received support of the governing body at a public meeting as a local priority for regional flexible funding. Adoption of a resolution at a public meeting would qualify as receiving support of the governing body. Documentation of such support would need to be provided prior to release of a technical evaluation of any project.
- Statement that project is deliverable within funding time frame and brief summary of anticipated project development schedule.
- Intelligent Transportation System (ITS) elements of a project be included in a relevant plan and is consistent, or can be incorporated into, the regional ITS architecture.

Technical Evaluation Measures

Projects are quantitatively evaluated within one of 12 modal categories (planning applications are not quantitatively evaluated). Measures are developed to address the program policy objectives and are generally categorized into project effectiveness (25 points), 2040 land use objectives (40 points), safety (20 points) and cost-effectiveness (15 points). Bonus points are sometimes available to address additional goals such as inclusion of Green Street project elements. The Green Street category, as a demonstration category, does not follow the point allocation distribution described above but rather the point system emphasizes inclusion of Green Street design elements.

Evaluation measures are refined each funding cycle to better address program policy objectives.

Qualitative Criteria

The use of qualitative criteria was limited as a means for technical staff to recommend elevating a project to receive funding over other higher technically ranked projects within their same project categories.

Qualitative Criteria

- Minimum logical project phase
- Linked to another high priority project
- Over-match
- Past regional commitment*
- Includes significant multi-modal benefits
- Affordable housing connection
- Assists the recovery of endangered fish species
- Other factors not reflected by technical criteria

Any project could receive a recommendation from Metro staff or TPAC for funding based on these qualitative criteria only if it is technically ranked no more than 10 technical points lower than the highest technically ranked project not to receive funding in the same project category (e.g., a project with a technical score of 75 could receive funding based on qualitative criteria if the highest technically ranked project in the same project category that did not receive funding had a technical score of 85 or lower).

* Previous funding of Preliminary Engineering (PE) does constitute a past regional commitment to a project and should be listed as a consideration for funding. Projects are typically allocated funding for PE because they are promising projects for future funding. However, funding of PE or other project development work does not guarantee a future financial commitment for construction of these projects.

Factors Used to Develop Narrowing Recommendations

In developing both the first cut and final cut narrowing recommendations, Metro technical staff will consider the following information and policies:

- Honoring previous funding commitments made by JPACT and the Metro Council.
- Program policy direction relating to:
 - Economic development in priority land use areas;
 - Modal emphasis on bicycle, boulevard, green streets demonstration, freight, pedestrian, RTO, TOD and transit;
 - Addressing system gaps;
 - Emphasis on modes without other dedicated sources of revenue; and
 - Meeting SIP air quality requirements for miles of bike and pedestrian projects.
- Funding projects throughout the region.
- Technical rankings and qualitative factors:
 - The top-ranked projects at clear break points in technical scoring in the bicycle, boulevard, freight, green streets, pedestrian, regional travel options, transit and TOD categories (with limited consideration of qualitative issues and public comments).
 - Projects in the road capacity, reconstruction or bridge categories when the project competes well within its modal category for 2040 land use technical score and overall technical score, and the project best addresses (relative to competing candidate projects) one or more of the following criteria:

- Project leverages traded-sector development in Tier I or II mixed-use and industrial areas;
 - Funds are needed for project development and/or match to leverage large sources of discretionary funding from other sources;
 - The project provides new bike, pedestrian, transit or green street elements that would not otherwise be constructed without regional flexible funding (new elements that do not currently exist or elements beyond minimum design standards).
- Recommend additional funding for existing projects when the project scores well and documents legitimate cost increases relative to unanticipated factors. It is expected, however, that projects will be managed to budget. Only in the most extraordinary of circumstances will additional monies to cover these costs be granted.
- When considering nomination of applications to fund project development or match costs, address the following:
 - Strong potential to leverage discretionary (competitive) revenues.
 - Partnering agencies illustrate a financial strategy (not a commitment) to complete construction that does not rely on large, future allocations from Transportation Priorities funding.
 - Partnering agencies demonstrate how dedicated road or bridge revenues are used within their agencies on competing road or bridge priorities.
- As a means of further emphasis on implementation of Green Street principles, staff may propose conditional approval of project funding to further review of the feasibility of including green street elements.



DATE: December 6, 2006
TO: JPACT and Interested Persons
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Phase 2 RTP Research and Analysis – Preliminary Research Results

Purpose and Action Requested

- Discuss transportation research results, including preliminary financial analysis findings to be presented by ECONorthwest.
- Frame transportation policy issues for future TPAC and JPACT discussion.

Background

From the end of June through November 2006 the RTP update focused on research and analysis that will be used to re-tool the current plan's policies (Chapter 1) to better implement the 2040 Growth Concept and to address new policy issues that have emerged since the last major update in 2000. The research included an analysis of current regional transportation system conditions and financial, transportation, land use and economic/demographic trends. Additional research remains to be completed on public priorities for the regional transportation system and environmental, safety and roadway trends affecting the region.

Discussion Draft Background Papers

A series of eight discussion draft papers have been prepared to date that summarize the research and provide a comprehensive fact base that will inform future RTP update policy discussions by Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. The remaining four background papers will be completed the week of December 18 and in January.

The papers describe trends and research affecting the regional transportation system, current policies and regulatory requirements that guide Metro's regional transportation planning process, a profile of the existing transportation system and policy implications to be addressed in the RTP. Collectively, the background papers will inform the update to Chapter 1 of the RTP and provide a foundation for monitoring the region's transportation system in the future.

Discussion Draft Background Papers (ready for review December 1 and available electronically upon request)

- **Environmental Justice** in Metro's Transportation Planning Process
- A Profile of **Security** in the Portland Metropolitan Region
- A Profile of the **Regional Travel Characteristics** in the Portland Metropolitan Region

- A Profile of the **Regional Bicycle System** in the Portland Metropolitan Region
- A Profile of the **Regional Transit System** in the Portland Metropolitan Region
- A Profile of the **Regional Pedestrian System** in the Portland Metropolitan Region
- A Profile of **Regional Travel Options and Parking Management Systems** in the Portland Metropolitan Region
- A Profile of the **Regional Freight Transportation System** in the Portland-Vancouver Metropolitan Region

Discussion Draft Background Paper (available week of December 18)

- **Preliminary Financial Analysis:** Baseline Financial Evaluation to Support the 2035 Regional Transportation Plan (*preliminary findings to be presented at December 14 JPACT meeting*)

Discussion Draft Background Papers (available for review in January 2007)

- A Profile of **Safety** in the Portland Metropolitan Region
- A Profile of the **Regional Roadway System** in the Portland Metropolitan Region
- A Profile of the **Environment** in the Portland Metropolitan Region

Upcoming JPACT Discussions

A summary of next steps for JPACT is provided below.

December

- Discuss research results and frame transportation policy implications.

January

- Review summary of outreach activities and remaining research results, including scientific public opinion research.
- Full discussion of transportation implications.

February

- Full discussion of draft RTP *goals* and *objectives* (updated Chapter 1).

March

- Consider approval of draft RTP *goals* and *objectives* (updated Chapter 1).

With JPACT, MPAC and Metro Council approval, the updated goals and objectives will then be used to guide the RTP investment solicitation and evaluation process (Phase 3 of the RTP update) from March to August 2007.

The 2035 RTP is expected to be approved in November 2007, pending air quality analysis. The updated plan will prioritize critical transportation investments to best support the region's desired economic, environmental, land use and transportation outcomes, and as a result, better implement the 2040 Growth Concept vision.

If you have any questions about the 2035 RTP update process, contact me at (503) 797-1617 or by e-mail at ellisk@metro.dst.or.us.

Materials following this page were distributed at the meeting.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

DEC 11 2006

DEC 5 2006

OFFICE OF
AIR AND RADIATION

Mr. Rex Burkholder, Chair
Joint Policy Advisory Committee on Transportation
Portland METRO
600 Northeast Grand Avenue
Portland, Oregon 97232

Dear Mr. Burkholder:

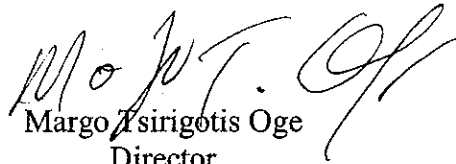
Thank you for your letter of November 15, 2006, in which you share your concerns about air quality and benzene regulations in the Pacific Northwest. On March 29, 2006, we proposed a limit on the benzene content of gasoline, as well as other measures to reduce benzene emissions from vehicles and gas cans. The public comment period closed on May 30, 2006, and we are currently working to finalize the rule by February 9, 2007. We received comments from citizens and organizations in the Northwest who share your concerns about current benzene levels and how they will be reduced by the proposed rule. We understand these concerns and are considering them as we develop the final rule. We will also treat your letter as a comment and enter it into the public docket.

Benzene emissions from motor vehicles are a function of both the fuel and the vehicles' emissions control systems. The proposed gasoline benzene standard would cut the average benzene levels in gasoline in the Northwest by about half. Even more importantly, we proposed vehicle exhaust emissions standards that would dramatically reduce emissions of benzene and other gaseous air toxics from passenger vehicles. Our proposed gasoline and vehicle standards, in conjunction with the Environmental Protection Agency's (EPA's) stringent vehicle standards that are already in place, will result in a 70% reduction of benzene from every new vehicle sold in Oregon. Overall benzene emissions from Oregon's vehicles in 2030, accounting for growth in population and vehicles, will be 65% lower than in 1990.

Finally, we have proposed new requirements for portable fuel containers (gas cans) that will reduce the evaporation and permeation emissions of benzene and other pollutants from these cans. As these cans are often stored in garages attached to homes, these standards will also significantly reduce exposure to benzene emissions.

Again, thank you for your letter. I appreciate the opportunity to be of service and trust the information provided is helpful.

Sincerely,

A handwritten signature in black ink, appearing to read "M. T. Oge", written in a cursive style.

Margo Tsigotis Oge
Director

Office of Transportation and Air Quality

PROPOSED AMENDMENT BY FRED HANSEN TO 11/9/06 JPACT MINUTES

6. ACTION ITEMS

6.1 Resolution No. 06-3712, For the Purpose of Amending the 2006-09 Metropolitan Transportation Improvement Program (MTIP) to Add the 172nd Avenue: Foster Road to Sunnyside Road Project and Transfer Funds From the 172nd Avenue: Sunnyside Road to Highway 212 Project.

Mr. Ted Leybold appeared before the committee and presented Resolution No 06-3712, which would make available transportation funding to Clackamas County for the SE 172nd Avenue: Foster Road to Sunnyside Road project and remove availability of that funding for the SE 172nd Avenue: Sunnyside Road to Highway 212 project. He noted that as part of this process, Clackamas County was required to submit an application similar to an MTIP application. Mr. Leybold directed the committee's attention to a copy of the application and correspondence from Clackamas County (included as part of the meeting record). Commissioner Bill Kennemer provided a brief background on the project.

Clackamas County is requesting the transfer of funds for the following reasons:

- The County will complete the Sunnyside Road to Highway-212 section using local funds, and it is expected that construction of this phase would begin in two years instead of three, resulting in a cost saving in both right of way and construction phases.
- The change will allow the County to start the Environmental Assessment and determine the alignment for that section of 172nd to include determining the connection to 190th, which both the Pleasant Valley and Damascus concept plans recommend to provide for regional north/south traffic.
- SE 172nd, 222nd, 242nd and 282nd Avenues are the only available north/south road connections in the UGB expansion area because of topographical and environmental constraints. SE 172nd is the most westerly of these north/south road connections and would serve the first job producing areas that would develop because of available public facilities. Sewer is expected to be available within the 172nd Corridor within three years.
- The SE 172n Ave. Corridor is critical to providing access to the planned growth areas in the recent UGB expansion that added Pleasant Valley, Damascus and Springwater.
- 172nd Avenue provides north/south regional access from the Portland area to the Sunrise Corridor and the Clackamas Industrial area, one of the busiest trucking centers in Oregon.

The Overall, the committee ~~noted~~ agreed that while the project soundeds good. However, they voiced concerns about over the process and procedure, of reallocating funds from one previously agreed upon project to another. Commissioner Roy Rogers noted that if this project had been rated on it's own, it would not have scored high enough to receive funding. Councilor Newman stated his support for the request because he feels it is basically the same project, but also noted he would not be in favor of the request if the project were in a different corridor. Mr. Rian Windsheimer stated his support for the project and noted he would only have concerns if the county weren't using the funding to accelerate the delivery of the project. Mr. Fred Hansen also concluded that this is part of the same project. He cautioned however that there should be more criteria developed for this process in the future. Mayor Rob Drake noted that if this exact situation were created in the future, he would prefer the funds go to another high-priority project.

Proposed Amended Text

Responding to these concerns, Mr. Leybold stated that the procedures are defined in the MTIP document itself, which is subject to change every two years. He added that many of these concerns were shared in the last MTIP cycle, which is why now it's a requirement to submit the same level of information as an MTIP application as well as take the form of a Resolution, which must filter through TPAC (approved at the 10/27/06 meeting), JPACT and then to the Metro Council. He noted that this is not without precedent and also ensures that the decision makers feel comfortable transferring the money.

MOTION: Commissioner Kennemer moved, seconded by Commissioner Roy Rogers to approve Resolution No. 06-3712. The motion **passed**.

| FY08 Federal Transportation Appropriation Request List | | | |
|---|--|---|----------------|
| Project Type/Name | Appropriation Request (\$million) | Source | Purpose |
| Regional Highway Projects | | | |
| I-5 / 99 W Connector | \$2.5 M | Surface Transportation Fund | |
| Columbia River Crossing (ODOT) | \$5 M | Interstate Maintenance Discretionary | |
| I-205 Southbound Ramp Connection to I-5 | \$3.2 M | Interstate Maintenance Discretionary | |
| I-5 /405 Freeway Loop Master Plan | \$2 M | Interstate Maintenance Discretionary | |
| Port of Portland: Airport Way/I-205 Northbound | \$2 M | Interstate Maintenance Discretionary | |
| Port of Portland: Troutdale Interchange I-84 & 257th | \$1 M | Interstate Maintenance Discretionary | |
| Total | \$15.5 M | | |
| Regional Transit Priorities | | | |
| Washington County Commuter Rail | \$0.27 M | SAFETEA LU Transportation Bill | |
| I-205/Portland Mall Light Rail | \$80 M | SAFETEA LU Transportation Bill | |
| Milwaukie - PE/FEIS | \$4 M | FTA Section 5309 New Starts | |
| Bus Replacement | \$7.7 M | FTA Section 5309 Capital | |
| SMART Bus - Wilsonville | \$1.75 M | FTA Section 5309 Bus and Bus Facilities | |
| * Streetcar Prototype | \$1. M | FTA Section 5314 | Construction |
| Total | \$94.72 M | | |
| Local Project Priorities | | | |
| Portland:South Portal, South Waterfront | \$2 M | STP, HPP | |
| Portland: East Burnside/Couch Couplet | \$2 M | STP, HPP | |
| Clackamas County: Harmony Rd - 82nd to Hwy 224 | \$4 M | Surface Transportation Program | |
| Gresham: Springwater/US 26 Industrial Access | \$5 M | National Highway System; Transportation Community and System preservation Program; Surface Transportation Program | |
| Wilsonville: Kinsman Road | \$2 M | Highway Demonstration | |
| Milwaukie: Kellogg Creek Bridge Replacement | \$1.5 M | Highway Bridge Replacement & Rehabilitation Program & Recreation Trails & STP Transportation Enhancements | |
| Metro: TOD Revolving Fund | \$5 M | STP, CMAQ, TCSP Funds | |
| Total | \$21.5 M | | |
| Non-Transprotation Appropriations Bills | | | |
| Port of Portland: Columbia River Channel Deepening | \$25 M | Energy & Water <i>(Corps of Engineers Budget)</i> | |
| Total | \$25 M | | |
| Support of OTA Transit Request | | | |
| Sandy: Bus Replacement | \$0.44 | 5309 Bus | |
| South Clackamas: Bus Replacement | \$0.24 | 5309 Bus | |
| Canby: Bus Replacement | \$0.20 | 5309 Bus | |
| Total | \$0.88 | | |
| Support for Washington/Clark County Priorities | | | |
| Columbia River Crossing | \$5 M | Interstate Maintenance Discretionary Demonstration STP | |
| Total | \$5 M | | |
| Grand Total - Transportation Appropriations | 162.84 M | | |
| * Addition since last distributed | | | |



A New Look at Transportation

Linking Transportation to Land Use, the Economy and the Environment

Briefing on Preliminary Research

Kim Ellis, Principal Transportation Planner

Metro | Portland, Oregon



METRO

PEOPLE PLACES

OPEN SPACES

2035 Regional Transportation Plan Update

What Is Different

- Start with *values* (desired outcomes), *not projects*
- Make fiscal constraints a real constraint
- Focus on performance and quality of life impacts - land use, economy and environment
- More attention to equity
- More attention to operations, maintenance, and preservation costs
- More attention to non-transportation actions to help solve transportation problems



METRO

PEOPLE PLACES

OPEN SPACES

RTP Stakeholder Workshops

Common Outcome Themes:

1. **1. Visional options - balanced, seamless**
2. **2. System reliability**
3. **3. Accessibility - jobs/school/shopping**
4. **4. Safety**
5. **5. System connectivity/completing gaps**
6. **6. Land use - transportation connection**
7. **7. Stable and expanded funding sources**
8. **8. Public understands complexity of region's transportation issues/"sharing the road"**
9. **9. Involvement/transparency**
10. **10. Partnerships/coordination**



2035 Regional Transportation Plan Update RTP Background Papers

- Environmental Justice
- Security
- Trends and Travel Characteristics
- Bicycle System
- Transit System
- Pedestrian System
- Regional Travel Options and Parking Management Systems
- Freight System
- Transportation Finance
- **Roadway System**
- **Safety**
- **Environmental Considerations**



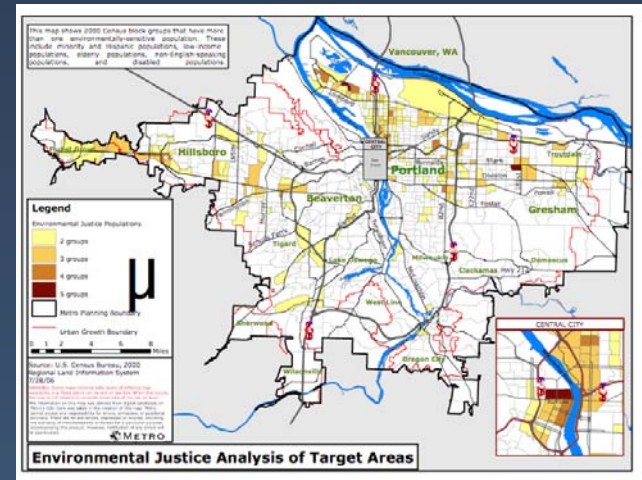
METRO

PEOPLE PLACES
OPEN SPACES

Key Findings and Issues - Highlights

Environmental Justice

- **People with low-income**
 - 24% of population earned less than \$33,400/year for family of 4
 - 9% of population earned less than \$16,700 for family of 4
- **Rapidly growing Latino and Hispanic population**
 - 8% of population identified themselves in 2000; with increases since
- **People with disabilities**
 - 11% of population report some disability
- **Outreach to identify target areas' needs**



- **Phase 3 analysis to assess broader equity impacts**



METRO

PEOPLE PLACES

OPEN SPACES

Key Findings and Issues - Highlights

Regional Security

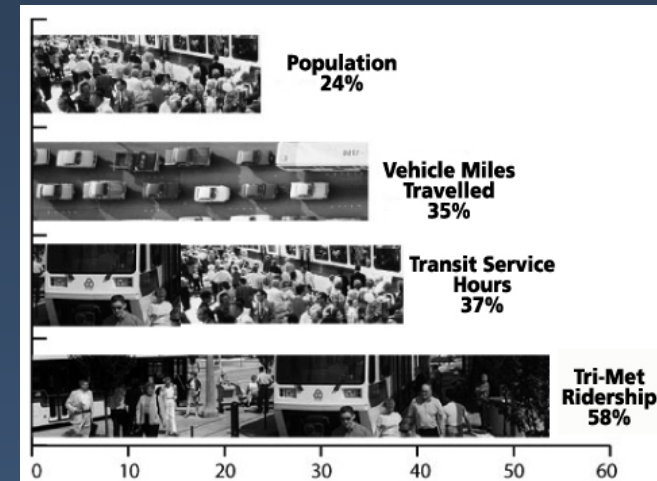
- **Multiple collaborative efforts underway**
 - Regional Emergency Management Group (REMG)
 - TriMet
 - Port of Portland
 - ODOT
- **Critical infrastructure analysis to be completed in '07**
- **Important role for ITS/system management**
- **Metro's role unclear without more federal guidance**
- **RTP policies need to be expanded to respond to SAFETEA-LU**



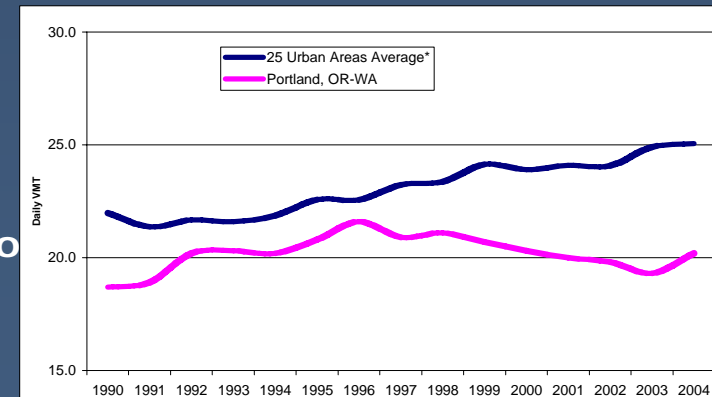
Key Findings and Issues - Highlights Trends Affecting System...

- Transit ridership outpacing population, VMT and service growth
- Changing demographics
 - 10% of population over the age of 65 with growing suburban presence and reduced driving
- Steadying vehicle miles traveled per person
- Significant growth in travel outside region impacts state highways
 - land use and housing cost part of the equation

1990-2000 Trends



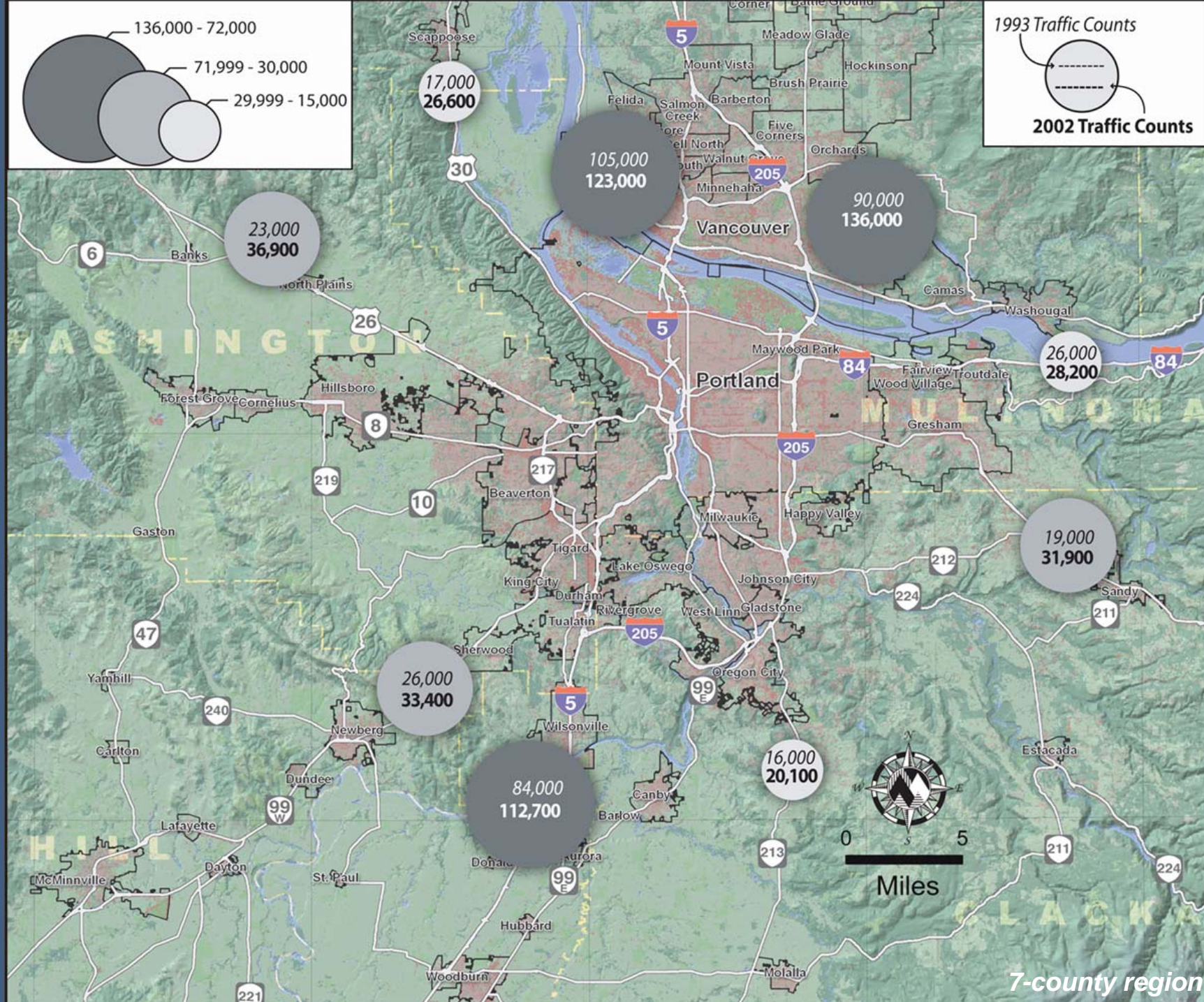
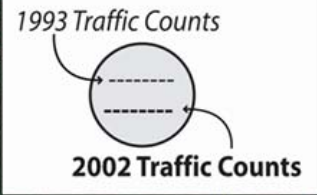
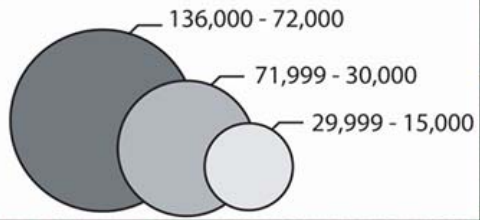
1990-2004 Trends



METRO

PEOPLE PLACES

OPEN SPACES



17,000
26,600

105,000
123,000

90,000
136,000

23,000
36,900

26,000
28,200

19,000
31,900

26,000
33,400

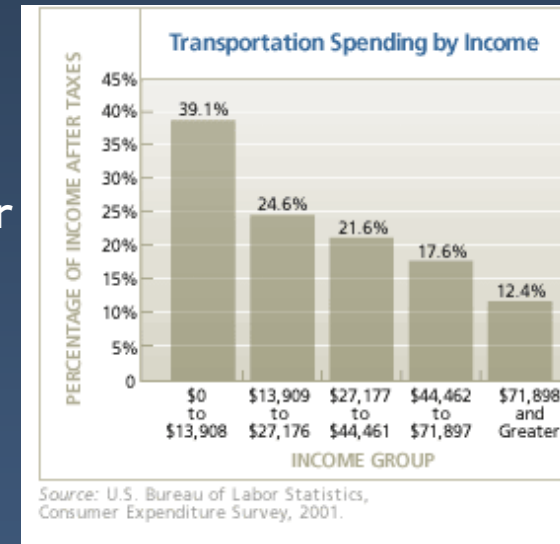
84,000
112,700

16,000
20,100

7-county region

Key Findings and Issues - Highlights ...Trends Affecting System

- **Economy relies on transportation**
 - access to jobs and labor market
 - access to industry
- **Declining public investment in transportation**
 - declined from 29 cents per dollar invested in 1965 to 19 cents per dollar invested in 2002
- **Continued oil uncertainty**
- **Growing transportation costs**
 - 2nd highest expense (housing 1st and food 3rd)
 - lower-income households spend highest percentage
 - \$6,848 per year in this region (17% of household budget)



METRO

PEOPLE PLACES
OPEN SPACES

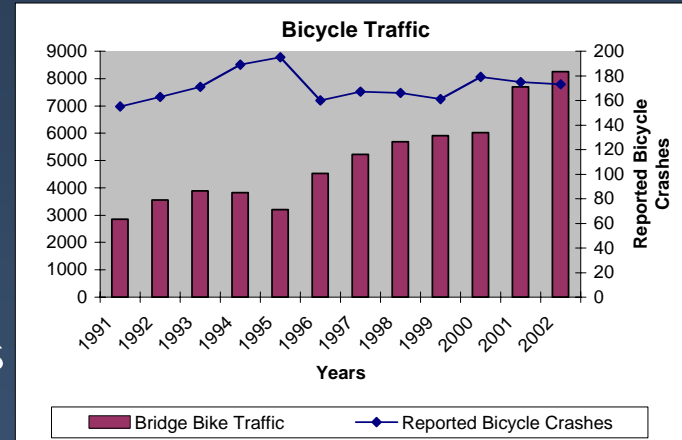
Key Findings and Issues - Highlights

Regional Bicycle System

- Lack of data collected
- Regional system 49% complete; 117 miles of bike lanes completed ('99-'05)
- Completing system gaps helps improve safety, ridership and public health benefits
- Safety in numbers and education on "rules of the road"
- More research needed on role of bicycle boulevards



City of Portland (1991 – 2002)



- Current policy silent on needed arterial crossings and gaps in connections to centers

Key Findings and Issues - Highlights

Regional Pedestrian System

- Lack of data collected
- Regional system 66% complete
- Sidewalks connect only 69% of bus stops in region
- Emphasize safety and universal context sensitive design
 - 8% of fatalities under age 15
 - 16% of fatalities over age 70
- Focus on completing gaps in the system and access to land use & transit increases walking, safety and public health benefits



Key Findings and Issues - Highlights

Regional Transit System

- Overall ridership outpacing population growth, VMT and service growth
- Design and provision of complete trip and infrastructure
- Coordination with land use critical
 - transit-oriented development increases ridership and reduces drive alone trips
- More coordination between service providers needed
 - efficiencies of seamless system & service integration
- Growing demand for LIFT service
- Needs of low income and special needs riders important to consider
- Growing suburban-to-suburban travel demand
- Strong role for ITS and system management



Key Findings and Issues - Highlights

Regional Travel Options & Parking Management Systems

RTP
Phase 2
Research

- Individualized marketing and parking management effective
 - Reduce drive alone trips and increase transit, shared ride, walking and biking trips
- Supports all other modes of travel and efficient management of system
- Public/private partnerships and regional coordination critical
- Land use important too
 - Growing non-work related trips (50% in peak period)
- Pair strategies with all corridor improvements



State of Oregon
Department of
Environmental
Quality



METRO



OREGON OFFICE
OF ENERGY



METRO

PEOPLE PLACES

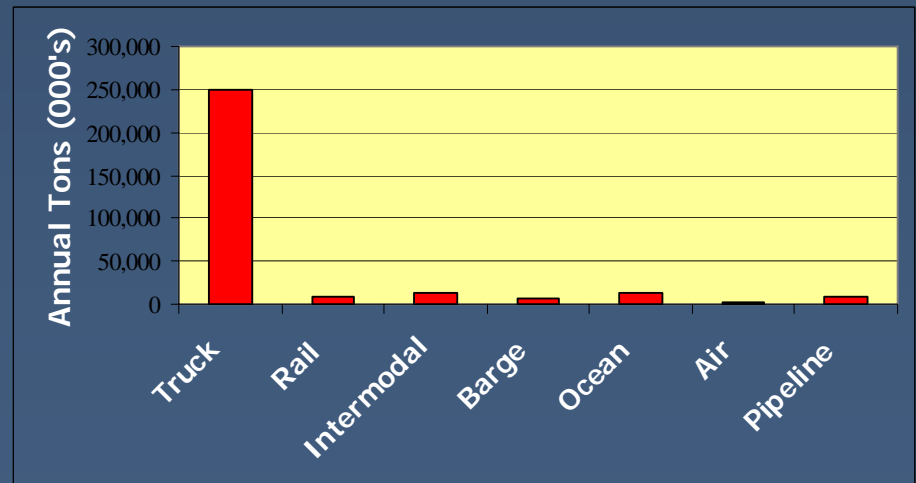
OPEN SPACES

Key Findings and Issues - Highlights Regional Freight System

- Growing freight volumes, mostly moved by truck
- Existing and predicted capacity constraints for landside modes (truck, rail, pipeline)
- Emphasize reliability and efficient network connectivity
- Focus on access to industry and intermodal connections
- System management critical



Change in
Freight Tonnage
by Mode (2000 –
2035)



2035 Regional Transportation Plan Update Remaining RTP Research

- **Safety**
- **Regional Roadway System
(including bridges)**
- **Environment**
- **Scientific opinion research on
public priorities and willingness
pay**
- **Available for review in January**



2035 Regional Transportation Plan Update

Project Timeline

Feb.-June '06

- Phase 1: Scoping

June '06 -Feb. '07

- Phase 2: Research and Policy Development

March-Aug. '07

- Phase 3: System Development and Analysis

Sept.-Nov. '07

- Phase 4: Adoption Process

Dec. '07-Feb. '08

- Phase 5: Air Quality Analysis and State/Federal Consultation

Post March '08

- Continue work to address outstanding RTP issues



METRO

PEOPLE PLACES

OPEN SPACES

2035 Regional Transportation Plan Update

JPACT Next Steps

- **Today**
 - Frame transportation policy implications for upcoming TPAC/JPACT discussions
- **January 18 meeting**
 - Remaining research
 - Draft Chapter 1 policy (RTP Goals & Measures)
- **January 29 retreat**
 - Draft Chapter 1 policy (RTP Goals & Measures)
 - Transportation finance
 - Legislative issues
- **February 8 meeting**
 - Draft Chapter 1 policy (RTP Goals & Measures)
 - Project solicitation process
 - TPAC policy recommendations
- **March 1 meeting**
 - Final action requested on draft Chapter 1 policy



METRO

PEOPLE PLACES

OPEN SPACES

Preliminary Financial Analysis

- NOT the Financial Element of the RTP
 - That Element prepared Spring / Summer 2007
- Financial fact base to inform policy discussions on reasonably available revenue and investment priorities (projects & programs)
 - That discussion occurs Winter / Spring 2007
- Report available week of December 18
- Today's presentation: preview and check-in

Clarifications

- **NOT** making policy decisions about projects or funding sources
- Thus: *Preliminary* and **Illustrative**
- General ideas about size of “**estimated funding gap**” but...
 - Uses project costs in the preferred system of the 2004 RTP
 - Updated projects will not be identified and selected (and their costs estimated) until 2007
 - Need some estimates of costs to compare to revenue

Assumptions

- Planning period: 2007 - 2035 (29 years)
- Federal requirements
 - “Financially Constrained”
 - “Reasonably Available” Revenue sources
 - Adequate levels of Maintenance
- Sources: 2004 RTP, ODOT, TriMet, FinTAG, other
- “Reasonably Available” is:
 - A range: Existing Existing + Existing ++
 - Ultimately a policy decision

The Document

- **Overview of funding in the region**
- **Revenues**
- **Costs**
- **Estimated funding gap**
- **Appendices**

Revenues

- **Road**

 - \$12.5 billion (E)

 - \$15 billion (E+)

 - \$18.6 billion (E++)

- **Transit**

 - \$17 billion

Preliminary Financial Analysis

Revenues

| | E | E+ | E++ |
|--------------------|---------------|---------------|---------------|
| Road | \$12.5 | \$15.0 | \$18.6 |
| Modernization | \$2.4 | \$3.2 | \$3.9 |
| OM&P | \$3.2 | \$3.2 | \$3.2 |
| Flexible | \$6.8 | \$8.5 | \$11.5 |
| Transit | \$17.4 | \$17.4 | \$17.4 |
| Modernization | \$1.2 | \$1.2 | \$1.2 |
| O&M | \$0.0 | \$0.0 | \$0.0 |
| Flexible | \$16.3 | \$16.3 | \$16.3 |
| Total | \$29.9 | \$32.4 | \$36.0 |
| Modernization | \$3.6 | \$4.4 | \$5.1 |
| O&M | \$3.2 | \$3.2 | \$3.2 |
| Flexible | \$23.1 | \$24.8 | \$27.8 |
| Grand Total | \$29.9 | \$32.4 | \$36.0 |

Costs

- **Roads and Highways**

- State OM&P: \$5.3 billion
- State Capital: \$3.9 billion
- Local OM&P: \$7.0 billion
- Local Capital: \$6.0 billion

- **Transit**

- O&M: \$16.5 billion
- Capital: \$7.0 billion

Preliminary Financial Analysis

Costs

| Project Type | OM&P | Capital | Total |
|---------------------------|-----------------|----------------|---------------|
| Roads and Highways | \$12.3 | \$9.9 | \$22.2 |
| State | \$5.3 | \$3.9 | \$9.2 |
| Local | \$7.0 | \$6.0 | \$13.0 |
| Transit | \$16.5 | \$7.0 | \$23.5 |
| Total | \$28.8 | \$16.9 | \$45.7 |
| % Total | 63% | 37% | 100% |

Estimated Funding Gap

- **Roads and Highways (capital only)**
 - estimated \$6 to \$7.5 billion shortfall
 - at 80% of costs: \$4 to \$5.5 billion
 - at 60% of costs: \$2 to \$3.5 billion
- **Transit**
 - estimated at \$6 billion shortfall

Preliminary Financial Analysis

Estimated Funding Gap (road and highway capital only)

| | | Estimated Revenue | | |
|------------------------|-------|-------------------|-----------------------------------|----------------------------------|
| | | Existing (E) | Existing+ Conservative (E+) | Existing+ Optimistic (E++) |
| Cost Levels | Cost | \$2.4 | \$3.2 | \$3.9 |
| | | Funding Gaps | | |
| Estimated total costs | \$9.9 | -\$7.5 | -\$6.7 | -\$6.0 |
| 80% of estimated costs | \$7.9 | -\$5.5 | -\$4.7 | -\$4.0 |
| 60% of estimated costs | \$5.9 | -\$3.5 | -\$2.7 | -\$2.0 |

2035

RTP

Update

Estimated Funding Gap

- **Roads and Highways (looking at E+)**
 - State: \$5.2 billion gap
 - OM&P: \$2.2 billion gap
 - Modernization: \$3.1 billion gap
 - Flexible funding: \$40 million
 - Local: \$2.1 billion gap
 - OM&P: \$6.9 billion gap
 - Modernization: \$3.6 billion gap
 - Flexible funding: \$8.5 billion

Preliminary Financial Analysis

Estimated Funding Gap

| Cost Type | Funding Gap | | |
|-----------------------|----------------|----------------|---------------|
| | E | E+ | E++ |
| State | -\$5.5 | -\$5.2 | -\$5.1 |
| State OM&P | -\$2.2 | -\$2.2 | -\$2.2 |
| State modernization | -\$3.3 | -\$3.1 | -\$3.0 |
| flexible funding | \$0.0 | \$0.0 | \$0.0 |
| Local | -\$4.3 | -\$2.1 | \$1.5 |
| State OM&P | -\$6.9 | -\$6.9 | -\$6.9 |
| State modernization | -\$4.2 | -\$3.6 | -\$3.0 |
| flexible funding | \$6.8 | \$8.5 | \$11.5 |
| Transit | -\$6.0 | -\$6.0 | -\$6.0 |
| Transit O&M | -\$16.5 | -\$16.5 | -\$16.5 |
| Transit modernization | -\$5.8 | -\$5.8 | -\$5.8 |
| flexible funding | \$16.3 | \$16.3 | \$16.3 |
| Grand Total | -\$15.8 | -\$13.3 | -\$9.6 |

Next Steps

1. Discussion of the vision for the regional transportation system (draft RTP goals)
2. Scientific opinion research and focus groups on public priorities and willingness to pay
3. Discussion of OMP
4. Discussion of expanded or new revenue sources
5. Regional decision on what resources are most reasonable to fund transportation investments
6. Defining transportation needs and selection of projects based on desired outcomes in Spring 2007

Columbia River **CROSSING**

Project Briefing

JPACT

December 14, 2006



Presentation Topics

- Project Update
 - Work completed to date
 - Upcoming tasks and schedule to complete
- Staff Recommendations for DEIS Alternatives
 - River Crossing
 - Transit Modes
- Polling Results

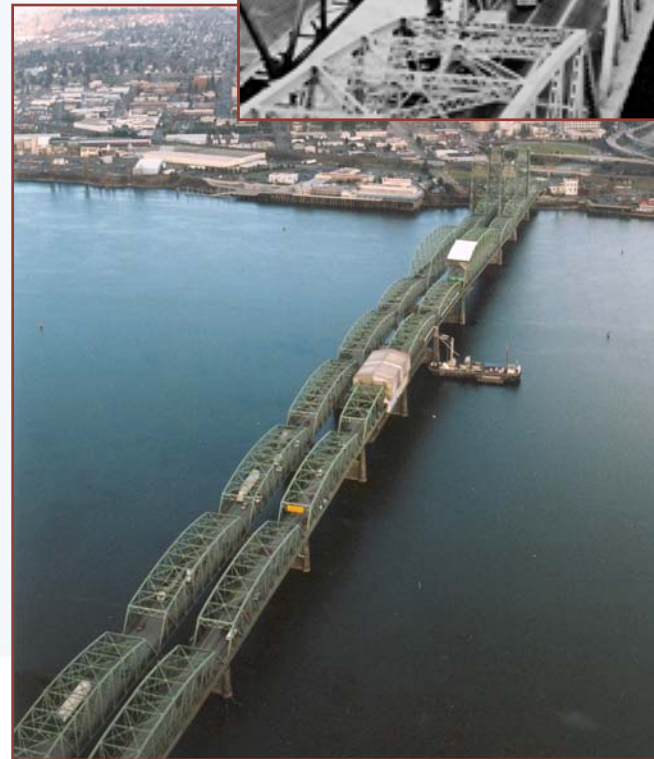
Columbia River **CROSSING**

Background and Objectives



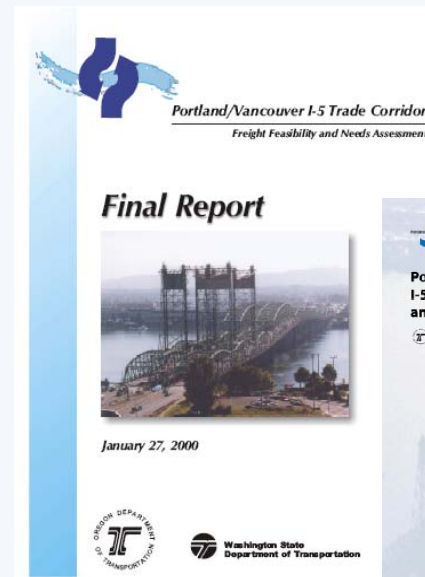
I-5 Columbia River Bridges

- 2 side-by-side bridges
- Eastern (northbound) built in 1917
- Western (southbound) built in 1958
- 3 lanes each direction
- Current traffic volumes
 - ~135,000 vehicles per day on each bridge



Recommendations from the 2002 Partnership Study:

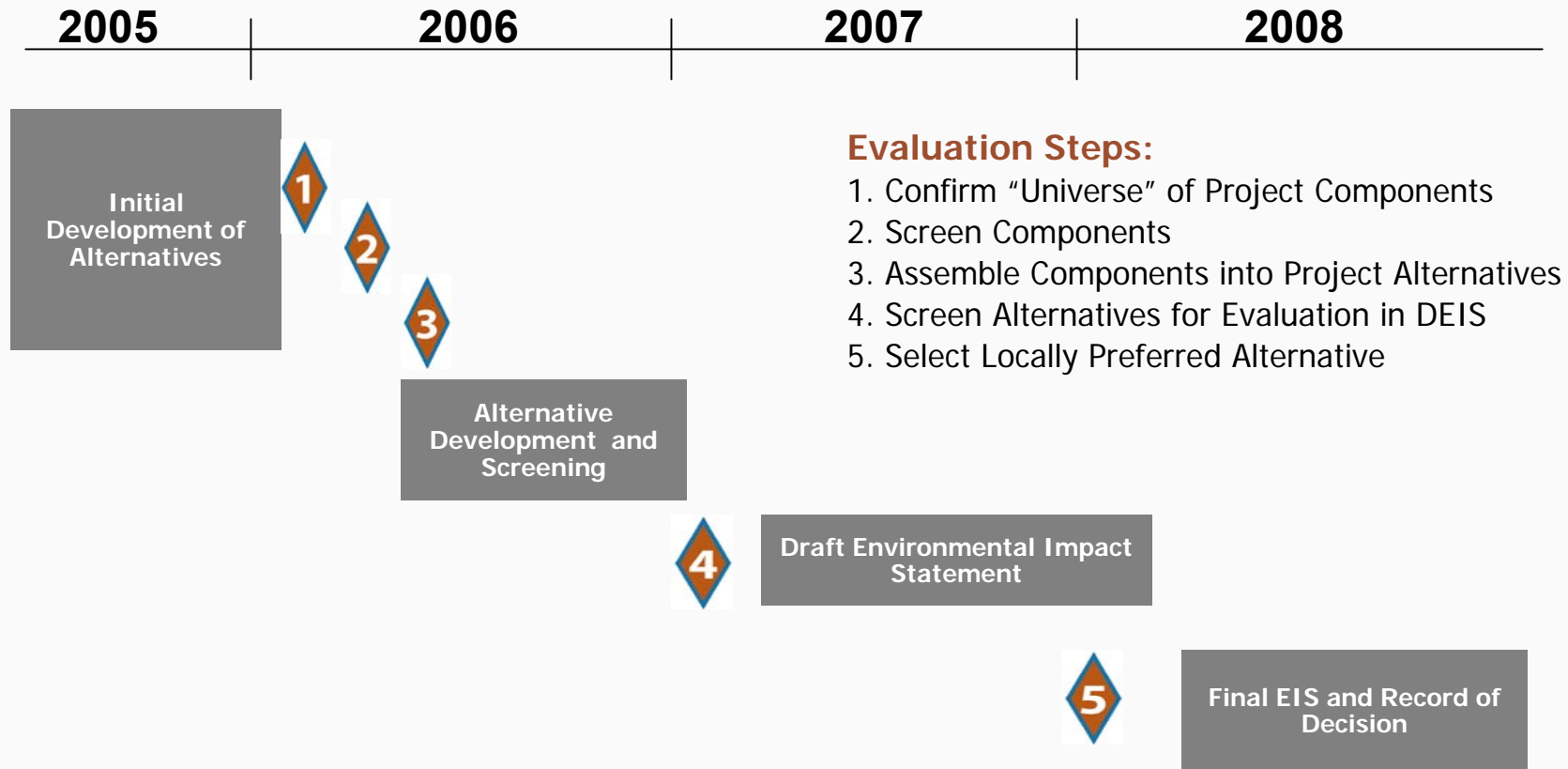
- Provide for high capacity transit between Portland and Clark County
- Improve I-5 by addressing bottlenecks at:
 - 99th Street to I-205 in Clark County
 - Delta Park to Lombard in Portland
 - Columbia River Crossing and related interchanges (SR-500 to Columbia Boulevard)



Project addresses a range of needs:

- **Congestion**
Travel demand exceeds capacity
- **Transit**
Service is limited by congestion
- **Freight**
Mobility to/from and through the area is impaired
- **Safety**
Crash rates are too high
- **Bike and pedestrian**
Facilities and connections are inadequate
- **Seismic**
Bridges do not meet current standards for earthquake safety

Evaluation Process and Schedule



Issues/Opportunities to be Addressed in DEIS

- HCT alignment and station area refinement
- Interchange designs linking to river crossing
- Freight features
- TDM/TSM measures
- Managed lanes
- Tolling
- Number of lanes crossing the river
- Bridge type, alignment and appearance



Task Force Meetings and Topics

October 2006 – March 2007

| | | October | November | December | January | February | March |
|----------------|----|--------------------------------|--|----------|---------------------------------|---|---|
| | | 25 | 29 | | 24 | 28 | 25 |
| Topics: | 1. | Preliminary evaluation results | Preliminary evaluation results | | Tolling and finance discussion | Review public comments | Refinement discussions on alternatives (interchange options, transit alignment options, etc.) |
| | 2. | | Draft staff recommendations for transit modes and river crossing | | Economic importance of corridor | Task Force recommendations for DEIS alternatives (transit and river crossing) | |

Columbia River **CROSSING**

River Crossing Recommendations

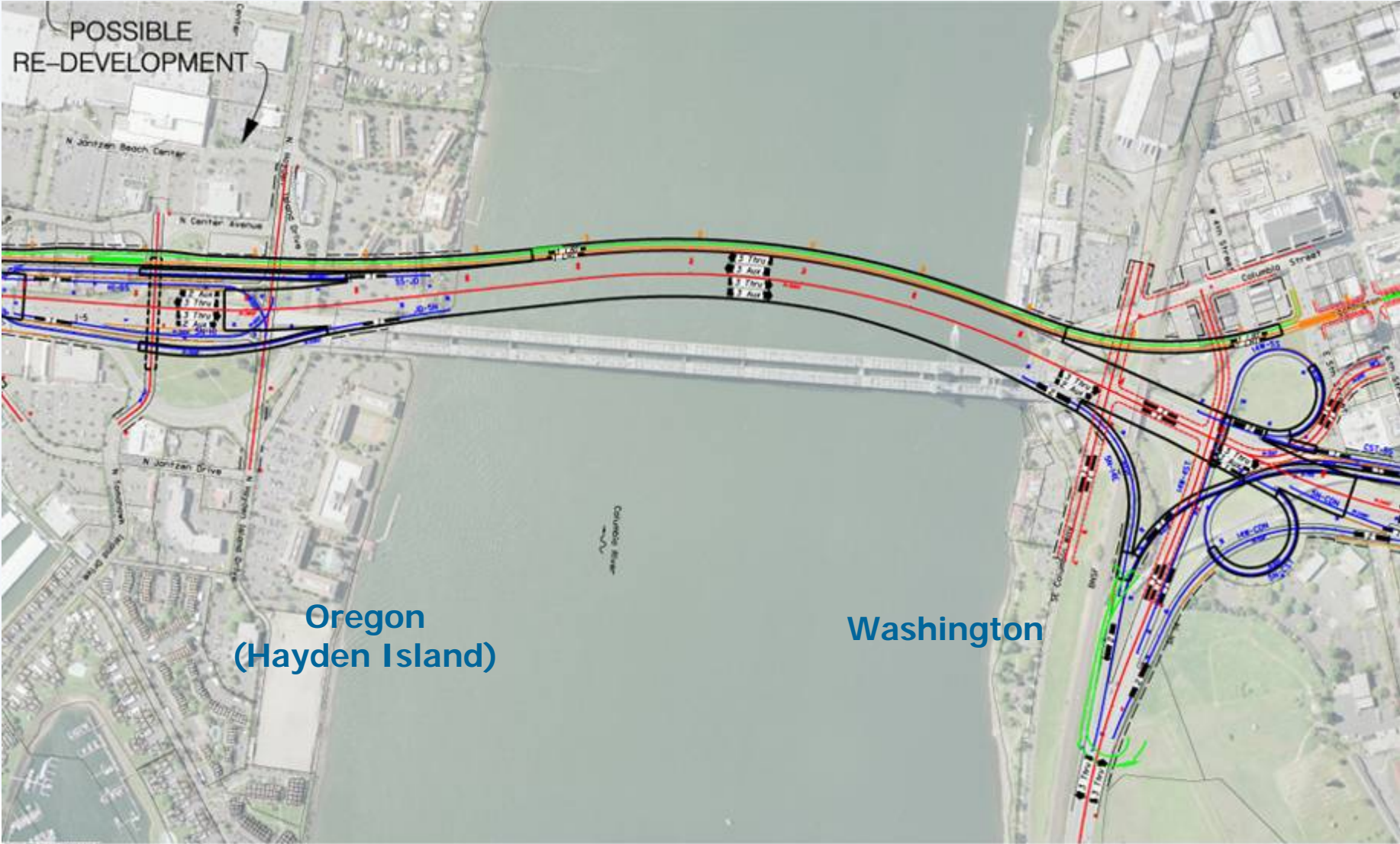




River Crossing Concepts for Consideration

- Replacement Bridge Downstream Midlevel
- Replacement Bridge Upstream Midlevel
- Supplemental Bridge Downstream Midlevel
- Arterial Crossing with I-5 Improvements

Replacement Downstream (Alt's 8, 9, 11)

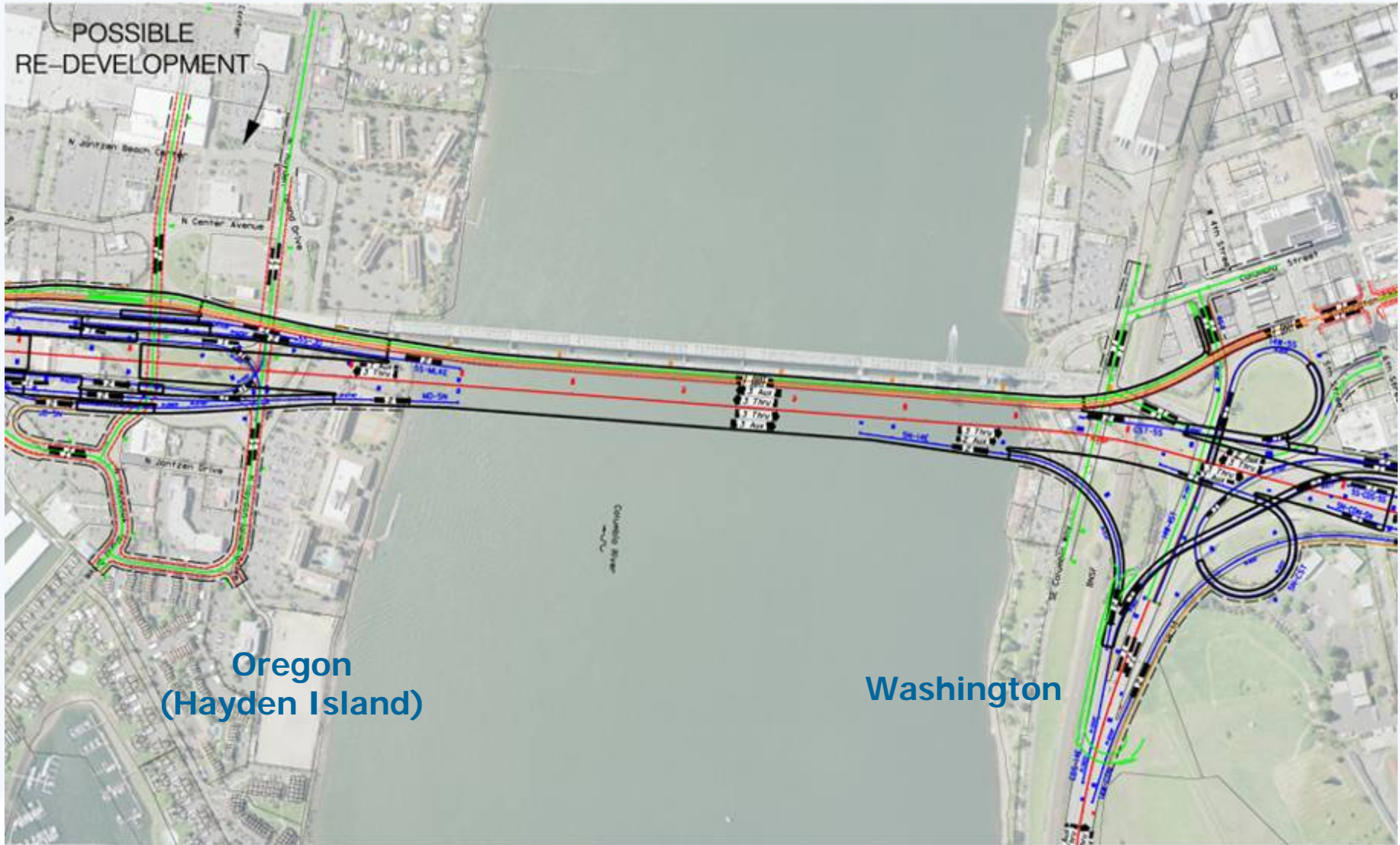


Oregon
(Hayden Island)

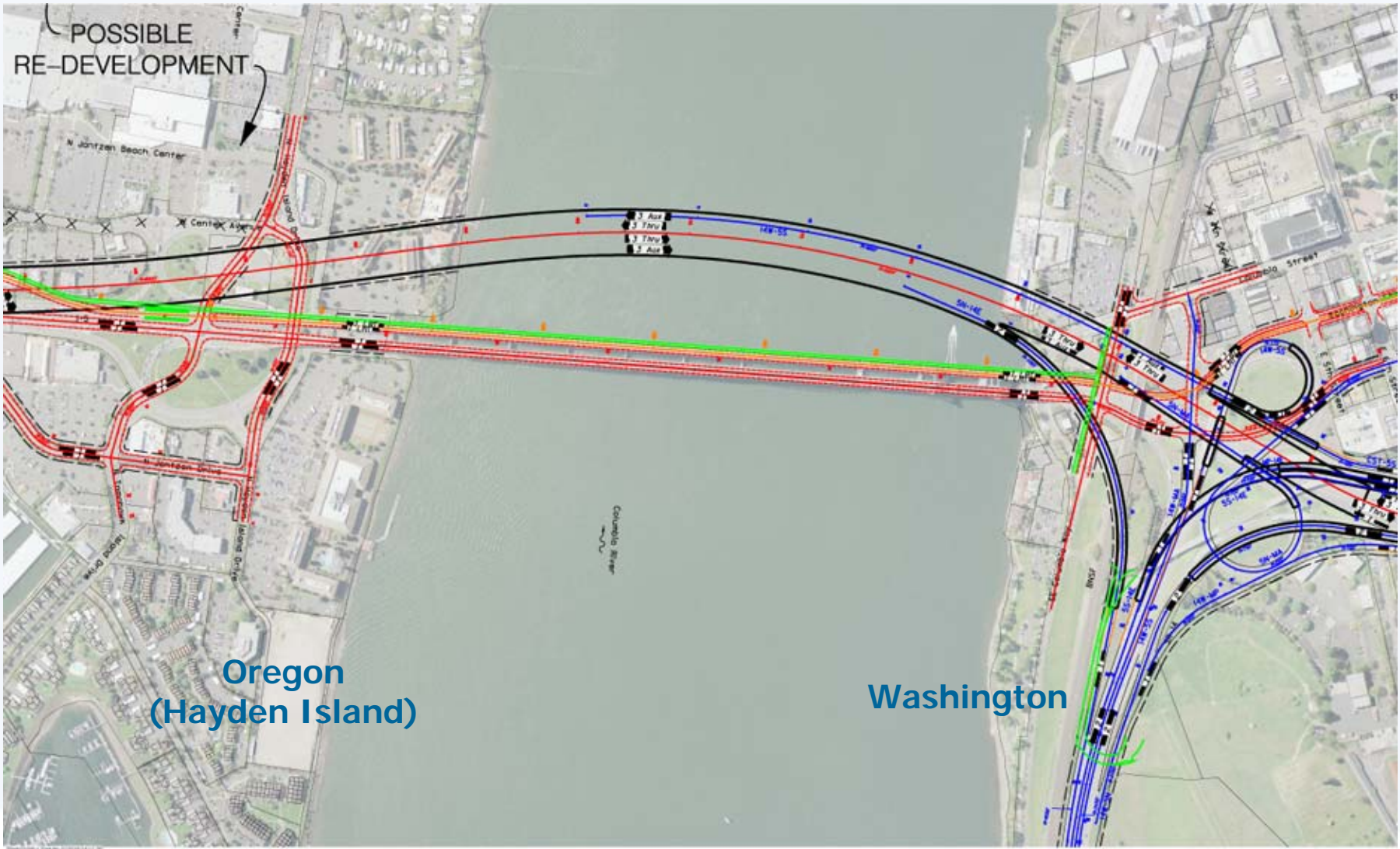
Washington



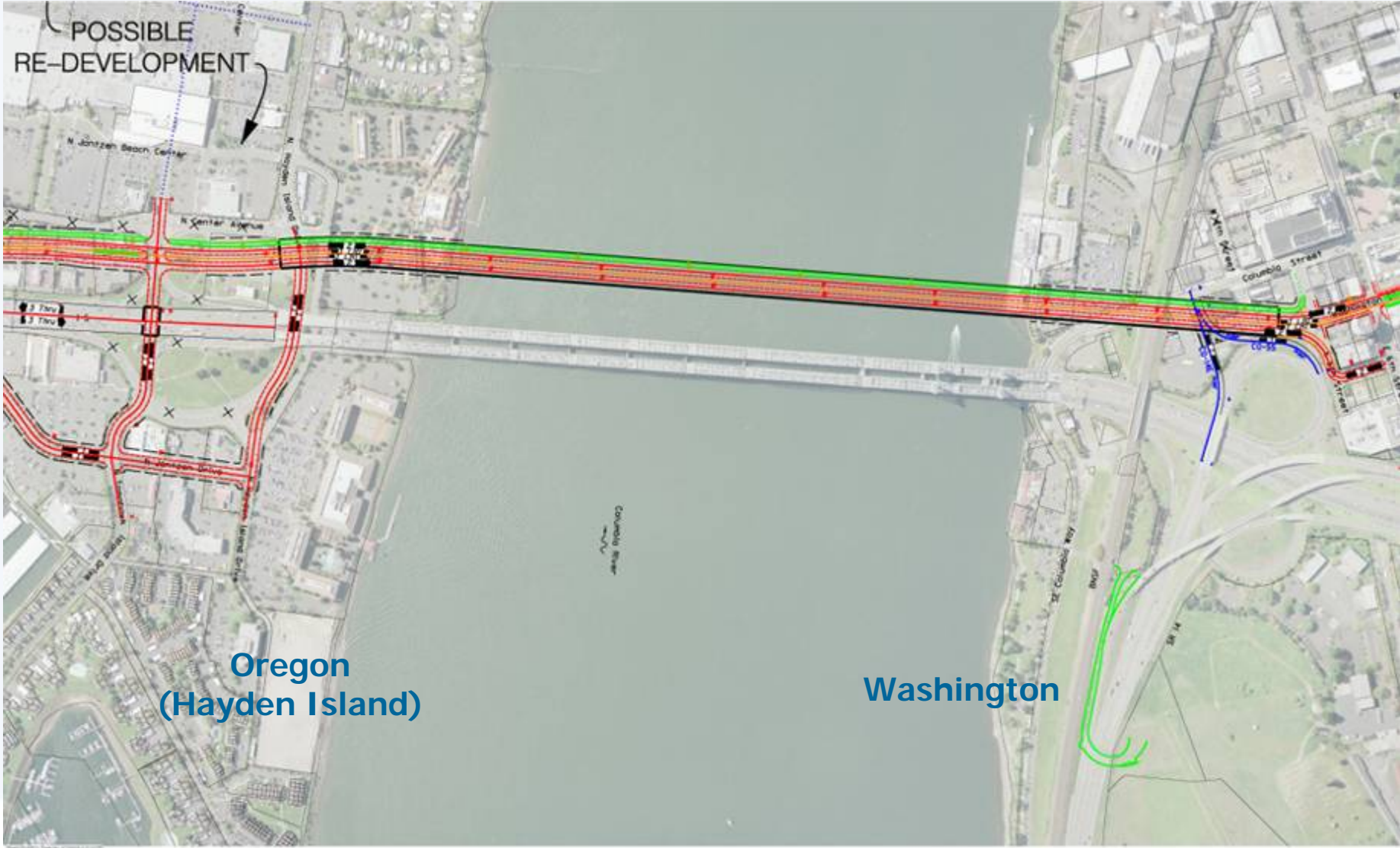
Replacement Upstream (Alt's 10 & 12)



Supplemental Downstream (Alt's 4, 5, 6, 7)

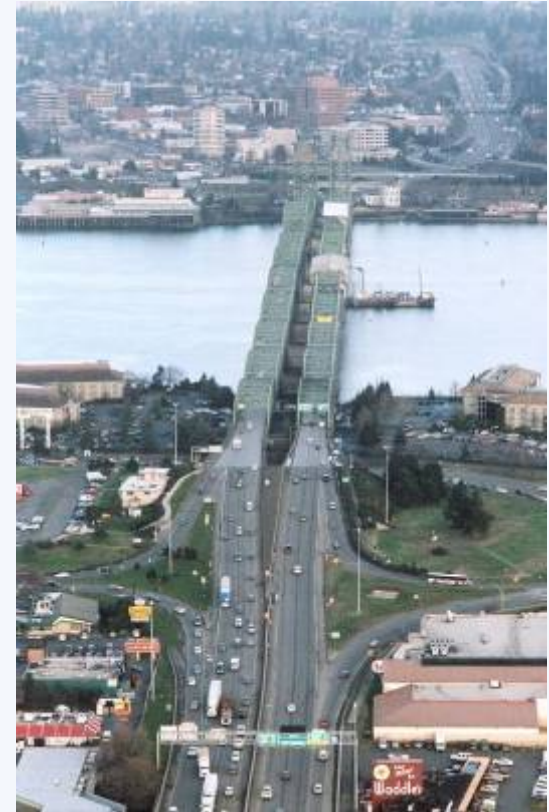


Arterial Crossing, Supplemental Downstream (Alt 3)

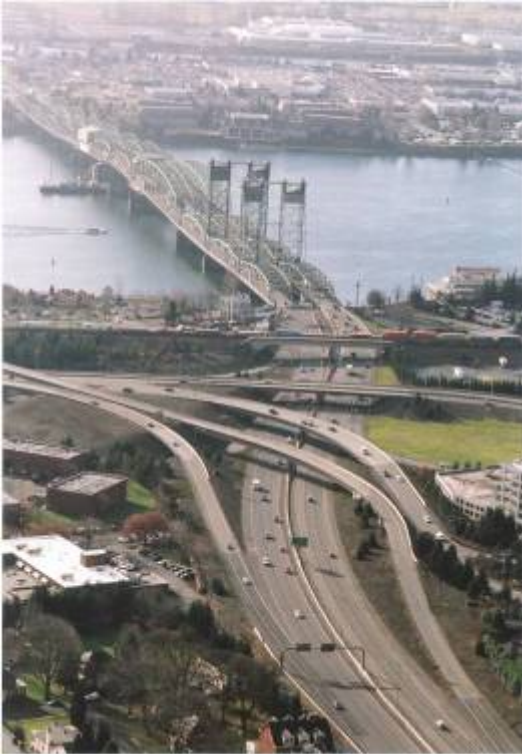


What we learned from the Performance Criteria

- I-5 Needs to be on a new structure.
- A parallel arterial bridge that leaves I-5 traffic on the existing I-5 Bridges doesn't meet Purpose and Need.
- Replacement bridges work better than supplemental bridges in all cases.
- There is a compelling case to remove the existing bridges.



The case for a new I-5 Bridge



Existing bridges are obsolete for Interstate traffic

- They don't meet current design standards
- They can't handle current and projected traffic volumes
- They aren't safe
- Transit and freight are stuck in traffic with everyone else
- Bridge lifts further impact congestion
- They don't meet current seismic standards

I-5 Northbound Bridge Opened in 1917



Designed when 50% of US vehicles were Model T's.

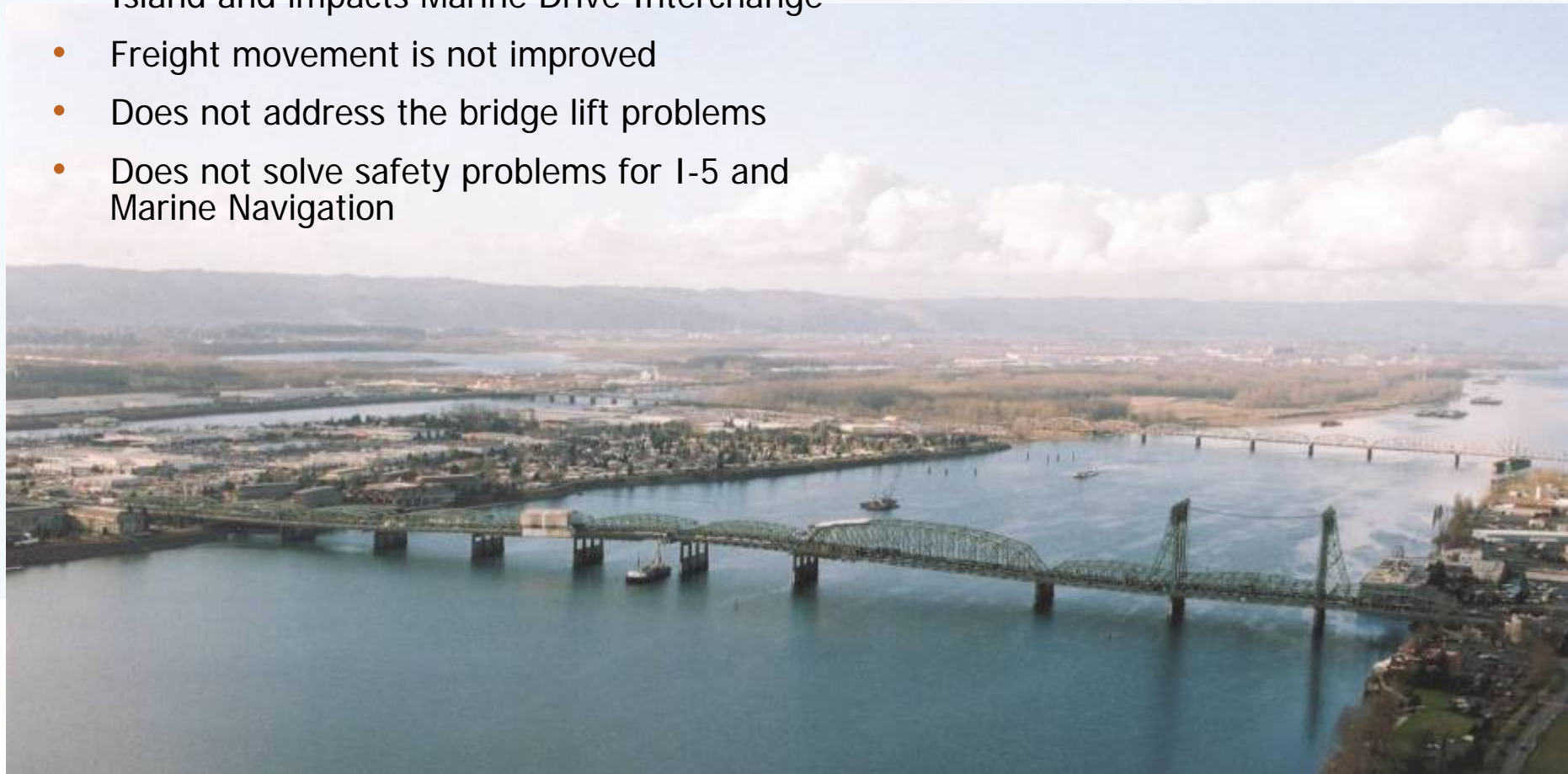
Built for horses, trolleys and cars.

Originally posted for speed of 15 mph – now 50 mph.

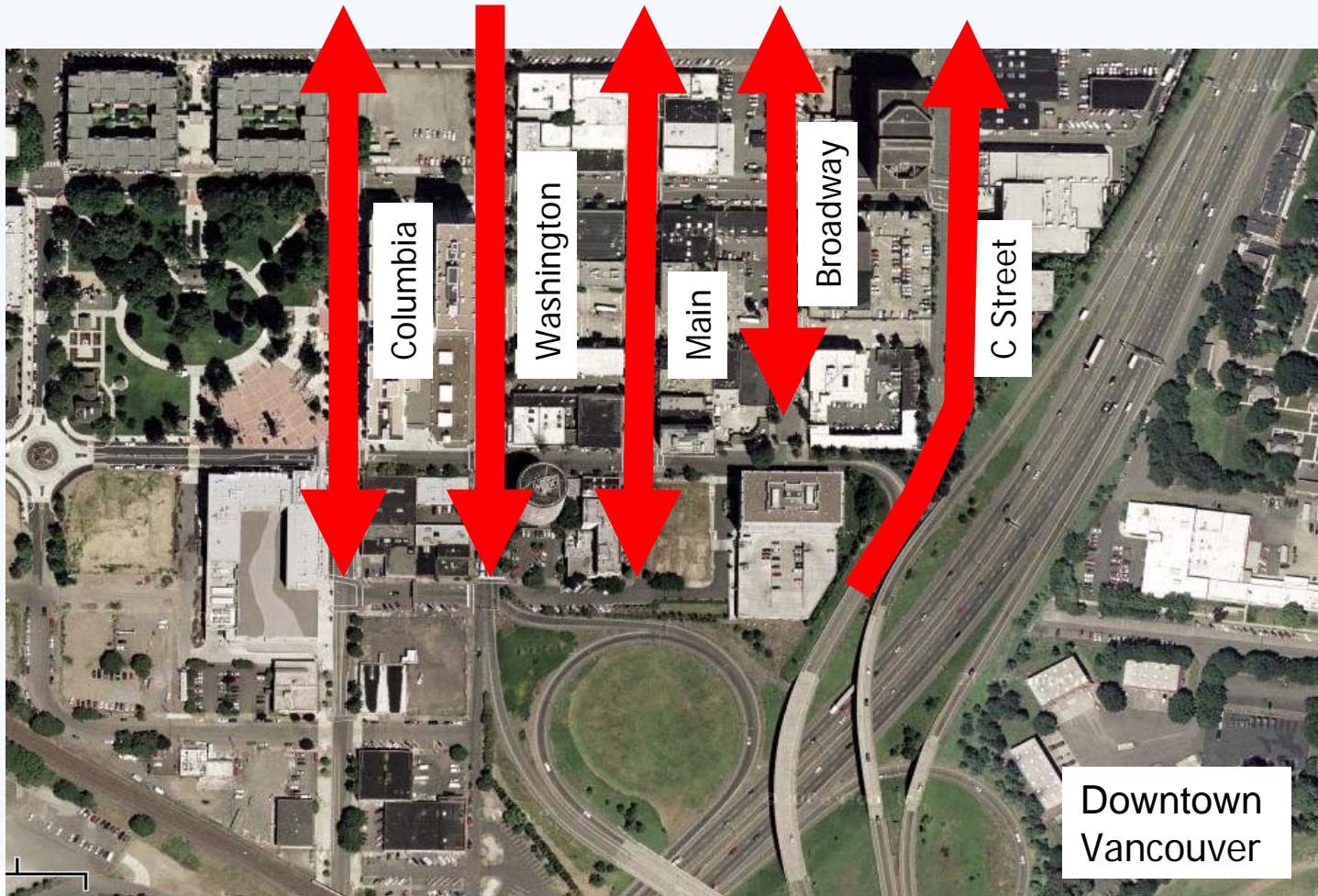
Re-stripped for three lanes in each direction.

Why a new arterial/transit bridge won't work

- Keeps I-5 traffic on the existing bridges
- Traffic demand across the river far exceeds the capacity of arterial bridges
- Clogs streets in downtown Vancouver, Hayden Island and impacts Marine Drive Interchange
- Freight movement is not improved
- Does not address the bridge lift problems
- Does not solve safety problems for I-5 and Marine Navigation



Alternative 3: Downtown Vancouver Effects

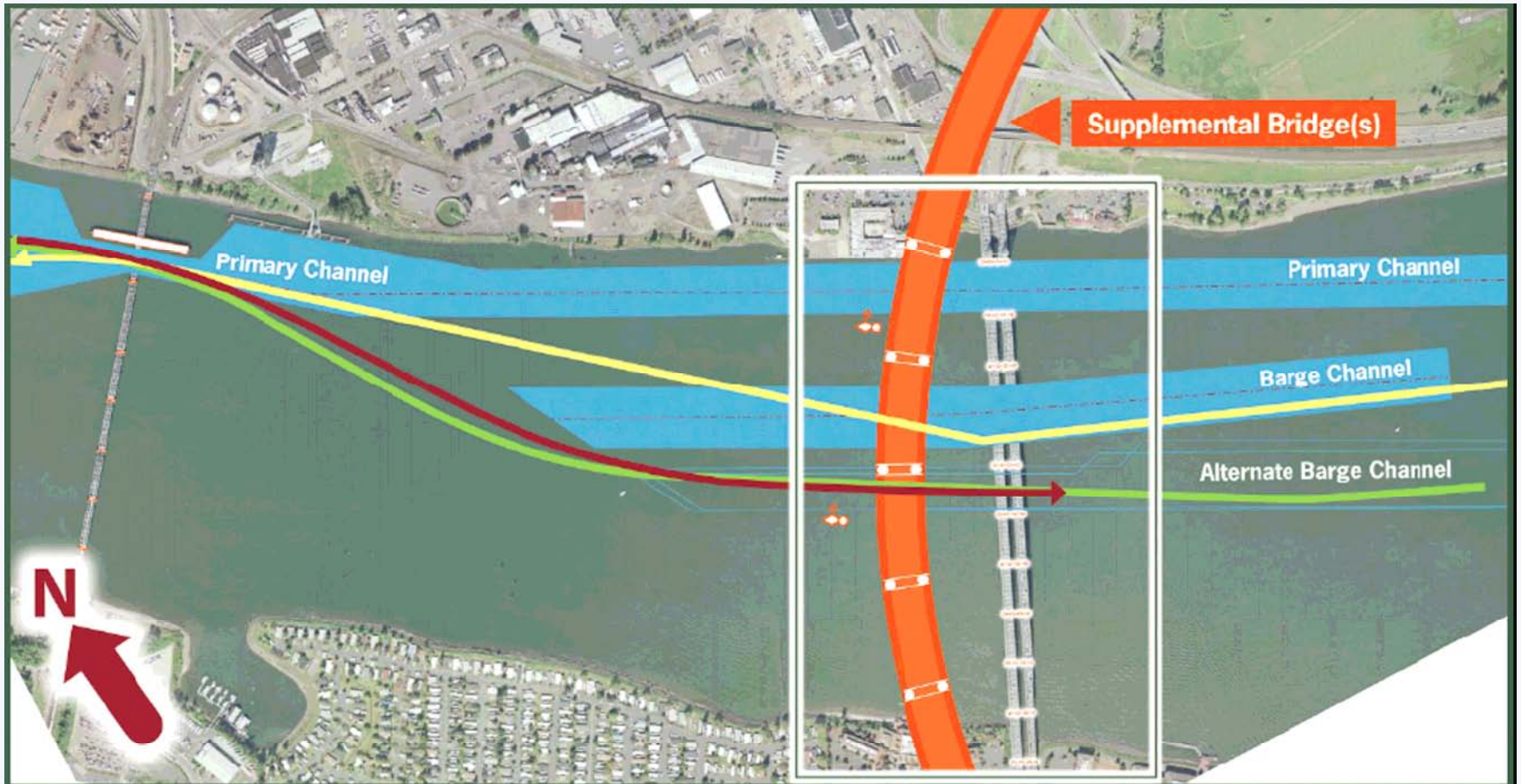


Why not keep the existing bridges?

- Three potential uses
 - Arterial
 - Transit
 - Bicycle and Pedestrian



River Navigation for Supplemental Bridge Pier Locations, Bridge and Barge Channels



Other impacts to keeping existing bridges

- Ownership is a significant consideration
- M&O costs estimated at nearly \$3 million a year (excluding seismic upgrade costs)
- Adverse land use and ROW impacts
- Natural resource impacts

A Replacement Bridge

- Accommodates all types of travel over the Columbia River
- Provides a safe and efficient bridge for vehicles, freight, public transit, bicycles and pedestrians
- Can be built high enough to avoid the need for a lift span
- Can be designed to avoid impacts to Pearson Air Park
- Improves river navigation
- Has fewer natural resource impacts
- Has less land use/ROW impacts

Columbia River **CROSSING**

Transit Recommendations





Summary of Findings

- HCT alternatives increased transit use significantly over the 2030 No-Build
- HCT and Express Buses are needed to serve forecasted transit markets
- Strong 2030 transit market for reliable, fast, frequent and more accessible transit service
- Delays associated with lift spans degrade transit reliability
- HCT modes in exclusive guideways increase reliability and decrease delay
- Substantial cost differences between the modes
- Remaining transit modes can be optimized for better performance



Transit Modes Evaluated

- TR-1: Express buses in I-5 general purpose lanes
- TR-2: Express buses in I-5 managed lanes
- TR-3: Bus Rapid Transit LITE (BRT-LITE)
- TR-4: Bus Rapid Transit (BRT)
- TR-5: Light Rail Transit (LRT)





Recommendations

HCT Mode

+

Express Bus

- DEIS Alternative # 1
 - **Bus Rapid Transit** with complementary express bus service.

- DEIS Alternative # 2
 - **Light Rail Transit** with complementary express bus service.





Recommendation

DEIS Alternative # 1 Bus Rapid Transit

PROS:

- Significantly increases transit use.
- Any bus can use the exclusive guideway.
- Lower capital cost HCT alternative.
- Supports local and regional transportation plans in OR and WA.



CONS:

- Highest HCT operating cost.
- Bus access to downtown is constrained.
- Decreased reliability due to operations in I-5 lanes south of the bridge.



Recommendation

DEIS Alternative # 2 Light Rail Transit

PROS:

- Significantly increases transit use.
- Highest passenger capacity.
- Highest travel time reliability.
- Takes advantage of existing LRT infrastructure.
- One-seat ride from Vancouver to Portland.
- Lowest HCT operating cost.
- Best supports local and regional plans.



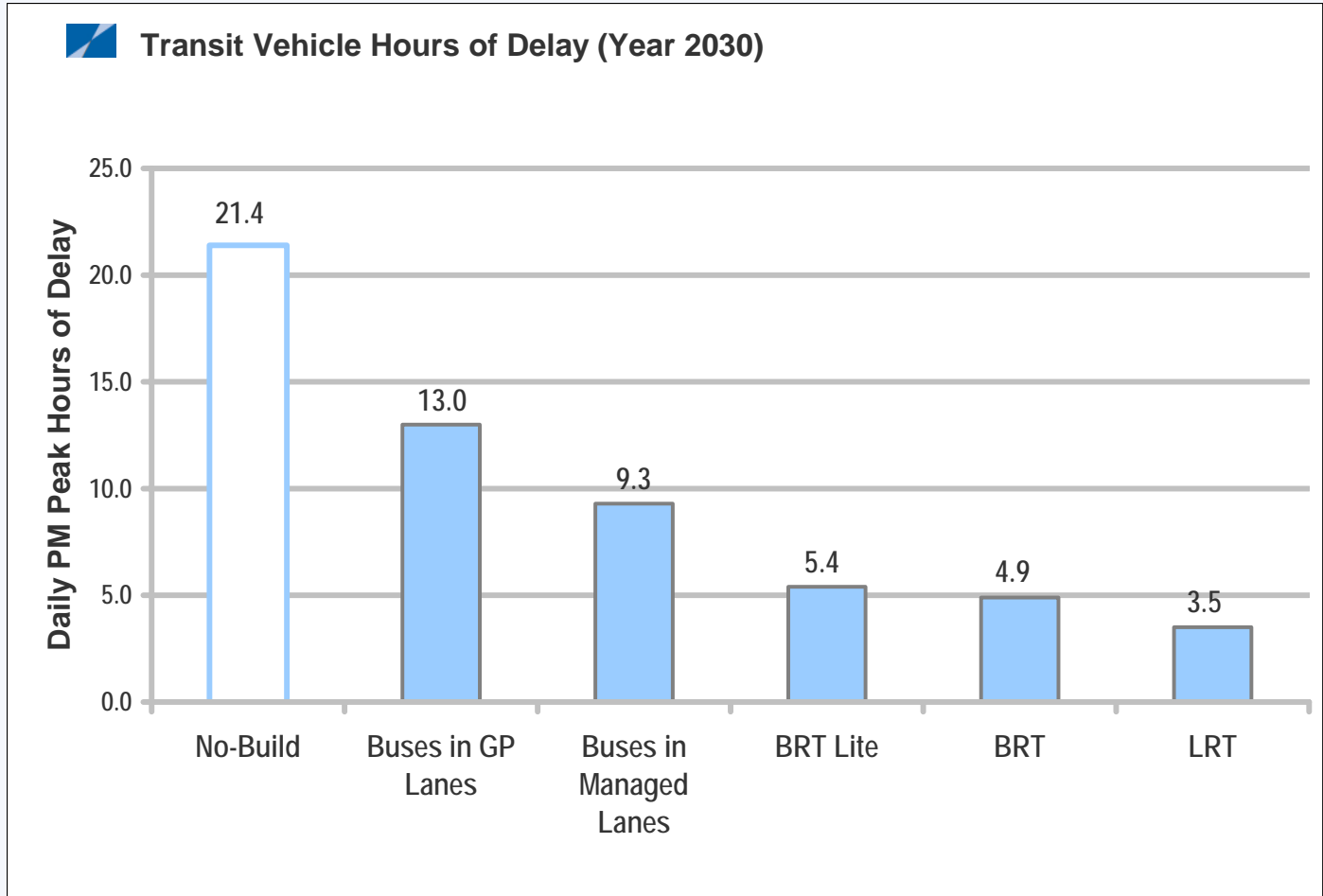
CONS:

- Highest capital cost of HCT alternates.
- Less flexibility than bus modes.



Lessons Learned

Transit Reliability





Lessons Learned Transit Operations

Criterion 8.1 and 8.3



LRT



BRT

Operating Costs



Capital Costs





Upcoming DEIS Activities

- Work with local project sponsors to optimize alternatives.
- Obtain public input on alignments and station locations at:
 - Open houses
 - Community Events
 - Neighborhood and Business Association Meetings
 - Project Sponsor Meetings
- Refine cost estimates.
- Optimize the supporting local and express bus networks.
- Evaluate alignment options and determine park and ride lot configuration.

Public Discussion

Open Houses

January 17, 2007

5:30pm – 7:30pm

Battle Ground

January 20, 2007

9:30 a.m. - 1 p.m.

Lincoln Elementary School, Vancouver

January 25, 2007

4:30 p.m. - 7:30 p.m.

OAME in Portland



Community Events

January 18 - African American Community Unity Breakfast

Listening sessions in Clark County and Portland

Presentations to neighborhood groups

Agency briefings

Columbia River **CROSSING**

www.ColumbiaRiverCrossing.org

feedback@columbiarivercrossing.org

Vancouver 360-737-2726

Portland 503-256-2726

Toll-free 1-866-396-2726



FOR RELEASE on December 14, 2006

Contacts: Danielle Cogan, Public Information Officer, 360-816-8857 or 360-904-4863

Oregon and Washington See The Need for Multiple Solutions for Problems on I-5 Bridge

The Columbia River Crossing project hired Davis Hibbitts and Midghall to conduct a telephone survey in the Portland tri-county area and in Clark County.

The goal of the survey is to understand public opinions on what if anything should be done with possible crossing alternatives.

Opinions are shared on both sides of the river

When asked an open ended question on critical issues for the region, Transportation and Education are in a virtual tie as the top concerns on both sides of the Columbia River.

A mix of highway and transit improvements is needed to fix the congestion, safety and mobility problems on I-5. There is no one solution to these problems.

Both Oregon and Washington expressed strong public support for advancing public transit options under consideration, which include Bus Rapid Transit and Light Rail Transit, each with express bus service.

51% of the survey respondents view tolling as a way to pay for bridge construction and maintenance.

The public believes there are strong and compelling reasons for the Columbia River Crossing project including:

- Currently, moving freight and goods is impaired.
- The exiting bridge's traffic jams seriously impinge on people's quality of life.
- The longer we wait to fix the problem, the more expensive the solution will be.
- It takes too long to get places.
- The public wants a long- term solution.

When probed, there were no compelling reasons not to build a multi-modal bridge.

There is strong recognition in the region that I-5 and the I-5 bridge area needs improvement.

- 78% of the respondents think the I-5 crossing between Oregon and Washington is a critical or serious problem. (Clark County 85%; Tri-County 75 %)
- 76% of people favor replacing the existing bridge with a bridge that has wider auto lane, an emergency shoulder and more effective public transit options like light rail and bus lanes to a new bridge. (Clark County 78%; Tri-County 72%.)
- 92% want a long-term solution. They want a crossing that will serve the community for a long period. (Clark County 94%; Tri-County 92%)
- 89% feel the longer the region waits to deal with this problem; the more it is going to cost. (Clark County 93%; Tri-County 88%.)

Both sides of the river favor transit as a part of the solution and increasing road capacity.

- 84% think believe transit is part of the multi-modal solution. Both Oregon and Washington participants support LRT and Buses. (Clark County 84% Tri-County 80%)
- 74% favor extending light rail into Vancouver and further north into Clark County. (Clark County 68%; Tri-County 76%.)
- 66% favor replacing the existing I-5 bridge with a bridge that has more lanes that can carry more automobile traffic. (Clark County 65%; Tri-County 66%)
- On a scale of 1 to 10, Clark County residents prefer extending the north Portland light rail (6.3) to a new type of bus that can carry more people, has its own travel lanes, and connects to the light rail line in Portland. (5.9)
- On a scale of 1 to 10, Tri-County residents preferred extending the north Portland light rail (7.0) to a new type of bus that can carry more people, has its own travel lanes, and connects to the light rail line in Portland. (6.4)

The survey was administered to a total of 800 registered voters: 400 respondents from the Tri-County area and 400 from Clark County. Within Clark County, 180 were Vancouver residents and 220 lived in the county outside of Vancouver.

The results were broken out in three ways; by Clark County; by tri-county area; and by a combined weighted by-population average. Unless otherwise noted, the numbers reflect the weighted average of the Oregon and Washington responses.

The Columbia River Crossing Task Force accepted the recommendations of project staff on bridge and public transit options on November 29 so the proposal can be evaluated by the community during the next two months. The Task Force will act on the substance of the recommendations at its February 27 meeting after the results of the discussions with the community and local governments.

For more information, please contact: Danielle Cogan, Public Information Officer
Columbia River Crossing, 360 816-8857 or Adam Davis of Davis Hibbitts and Midghall,
503 220-0575

CRC OPINION SURVEY

Prepared for the Columbia
River Crossing Project
December 2006

Presented By
Adam Davis, Partner
Davis, Hibbitts & Midghall, Inc.
921 SW Morrison
Portland, OR 97205

www.dhmresearch.com

Research Objectives

- # To learn what voters consider the area's primary traffic problems
- # To ask specifically about I-5 between Columbia Blvd. and State Route 500 in Vancouver
- # To test several options for improving that section of the freeway

- # DHM conducted a telephone survey between Nov. 29th and December 4th, 2006
 - 800 likely voters polled: 400 in Clark County, Washington; and 400 in Clackamas, Multnomah and Washington counties in Oregon
 - Results weighted for the area to accurately match the population of each county
 - The survey took an average of 17-18 minutes to complete

Voters are Optimistic

- # Voters feel the area is moving in the right direction, by a margin of **55%** to **32%**
- # Every age group and both genders believe that the region is headed in the right direction
- # The most optimistic assessment since 2000, and most of the upswing happened within the past year

Voters' Top Priorities

Q2. What is the most important issue that you would like to see your local and regional government officials do something about?

Overall

| | |
|--------------------------------|-----|
| Traffic congestion / control | 17% |
| Education quality | 11% |
| Education funding | 11% |
| Tax control | 8% |
| Road development / maintenance | 5% |
| Growth / land-use | 4% |
| Health care / insurance | 4% |
| Crime / Public Safety | 4% |

Tri-County Area

| | |
|--------------------------------|-----|
| Traffic congestion / control | 16% |
| Education funding | 13% |
| Education quality | 12% |
| Tax control | 8% |
| Road development / maintenance | 4% |

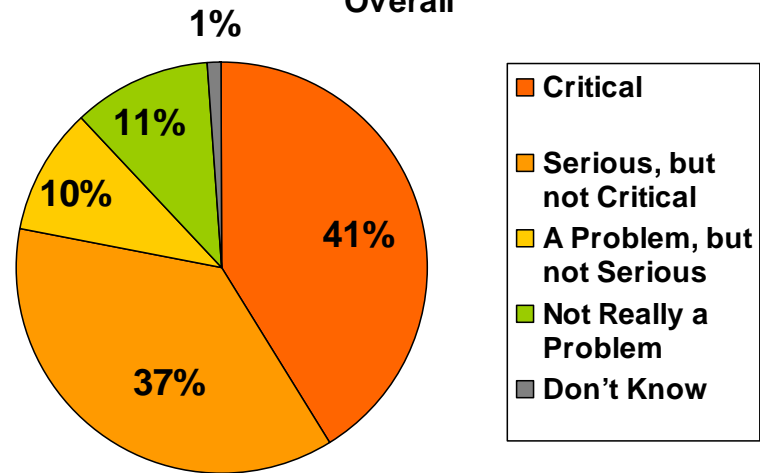
Clark County

| | |
|--------------------------------|-----|
| Traffic congestion / control | 22% |
| Education quality | 10% |
| Road development / maintenance | 7% |
| Growth / land-use | 7% |
| Tax control | 7% |

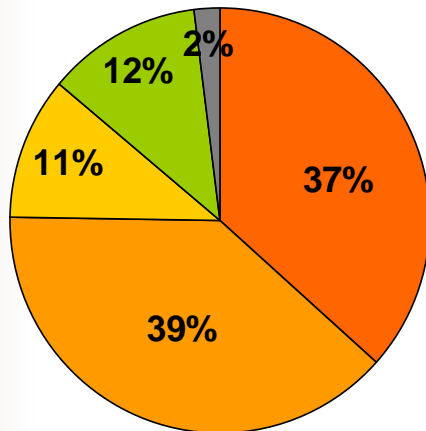
Traffic Problems on I-5

Q4. Thinking about I-5 between State Route 500 in Vancouver, and Columbia Boulevard in Portland, also including the interstate bridge in Portland, how would you describe traffic problems along that section of freeway: a *critical* problem, a *serious* problem but not critical, a *problem* but not that serious, or *not really a problem* at all?

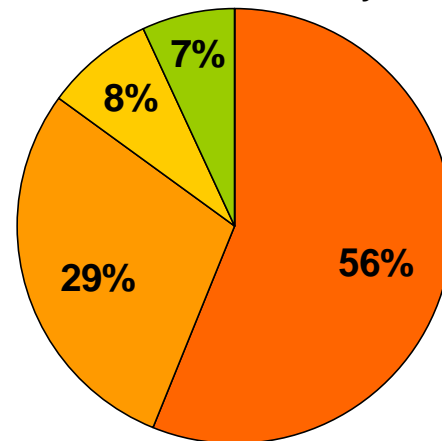
Overall



Tri-County Area



Clark County



What Makes I-5 Traffic a Problem

- # Too much traffic on the road (33%)
- # Bottlenecks or lane reduction merges (15%)
- # Too few or too narrow lanes (13%)

Ratings Reasons to Take Action

| | Very Good/Good Combined |
|--|-------------------------|
| A solution to this problem needs to be a long term, comprehensive solution, not a short term band aid. | 92% |
| The longer we wait to deal with this problem the more it is going to cost. | 89% |
| Repairs and improvements should be made along that section of the freeway to allow for easier access by emergency vehicles. | 85% |
| Reducing commuting times along the freeway will give people more time to spend at home, rather than on the road. | 85% |
| Including transit as part of the solution will help more people get to where they need to go. | 84% |
| Movement of products and freight will be slowed if we don't reduce congestion along that section of the freeway. | 81% |
| It just takes too long to get where you need to go along this section of the freeway. | 81% |
| The productivity of workers who have to commute along that section of freeway is being affected by all the time they spend sitting in traffic. | 80% |

Ratings Reasons to Take Action (cont.)

| | Very Good/Good Combined |
|---|-------------------------|
| Including improved public transit as part of the improvement of that section of the freeway would help reduce our pollution. | 77% |
| This section of the freeway, including off ramps and the way lanes are designed are just unsafe and need to be improved. | 73% |
| Interstate commerce along the West Coast, including the movement of goods and products is being hurt by the traffic bottleneck along that section of the freeway. | 69% |
| Improving that section of the freeway might help reduce incidents of road rage. | 67% |
| This is a dangerous section of freeway with too many accidents. | 66% |
| Including public transit as part of the improvement of that section of I-5 would help reduce our country's reliance on foreign oil. | 63% |
| Local businesses will be hurt if we don't reduce traffic congestion along that stretch of I-5. | 60% |

Ratings Reasons to Not Take Action

| | Very Good/Good Combined |
|---|-------------------------|
| Making changes to that section of the I-5 freeway is going to be expensive, and we don't know how we are going to pay for it. | 30% |
| There are more important priorities for spending the money it would take to improve that section of I-5. | 30% |
| Anything they did now would just be a short term fix, we would be facing the same problems again in a few years. | 28% |
| If we don't improve that section of I-5, eventually it will force people to take public transit or drive at a different time, and that is a better and less expensive way to deal with the problem than the other solutions that have been suggested. | 26% |
| The problem along that section of I-5 just don't affect me enough to be concerned about it. | 20% |
| Improving that section of I-5 will actually cause more environmental problems than it will solve. | 18% |

What to Do About it--Unprompted

Q6. What do you think should be done, if anything, to minimize the problems on I-5 between SR 500 in Vancouver and Columbia Boulevard in Portland, including the Interstate Bridge across the Columbia River?

Overall

| | |
|---|-----|
| Add Lanes / Widen Roads / Eliminate Bottlenecks | 27% |
| Add Another Bridge | 24% |
| Mass Transit--General | 10% |
| Replace / Widen Current Bridge | 7% |
| Extend Light-Rail Across Bridge | 6% |
| Don't Know | 20% |

Tri-County Area

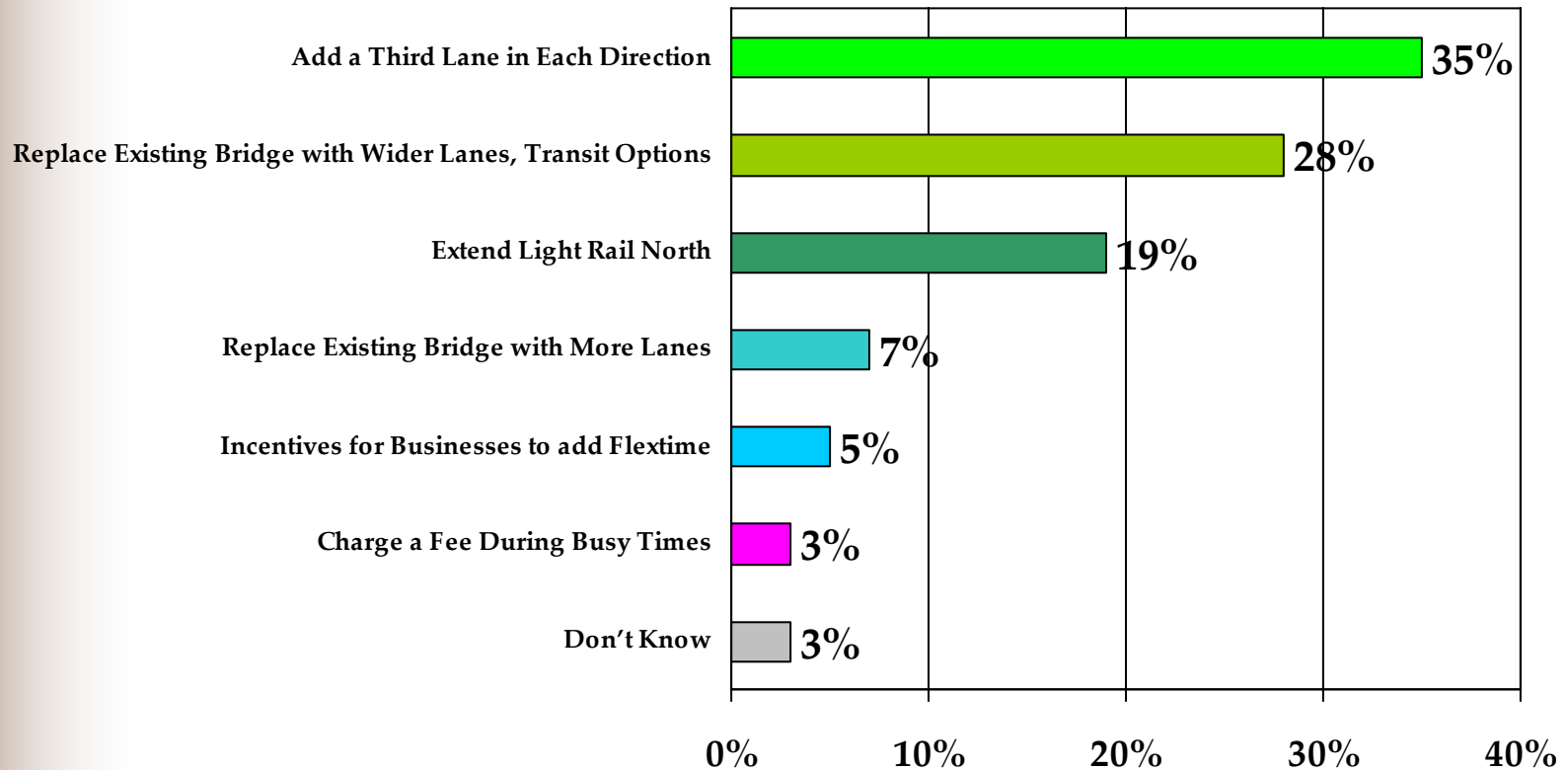
| | |
|---|-----|
| Add Lanes / Widen Roads / Eliminate Bottlenecks | 25% |
| Add Another Bridge | 20% |
| Mass Transit--General | 11% |
| Replace / Widen Current Bridge | 7% |
| Extend Light-Rail Across Bridge | 6% |
| MAX Train Development/Expansion | 4% |

Clark County

| | |
|---|-----|
| Add Another Bridge | 38% |
| Add Lanes / Widen Roads / Eliminate Bottlenecks | 36% |
| Replace / Widen Current Bridge | 8% |
| Extend Light-Rail Across Bridge | 8% |
| Mass Transit--General | 5% |

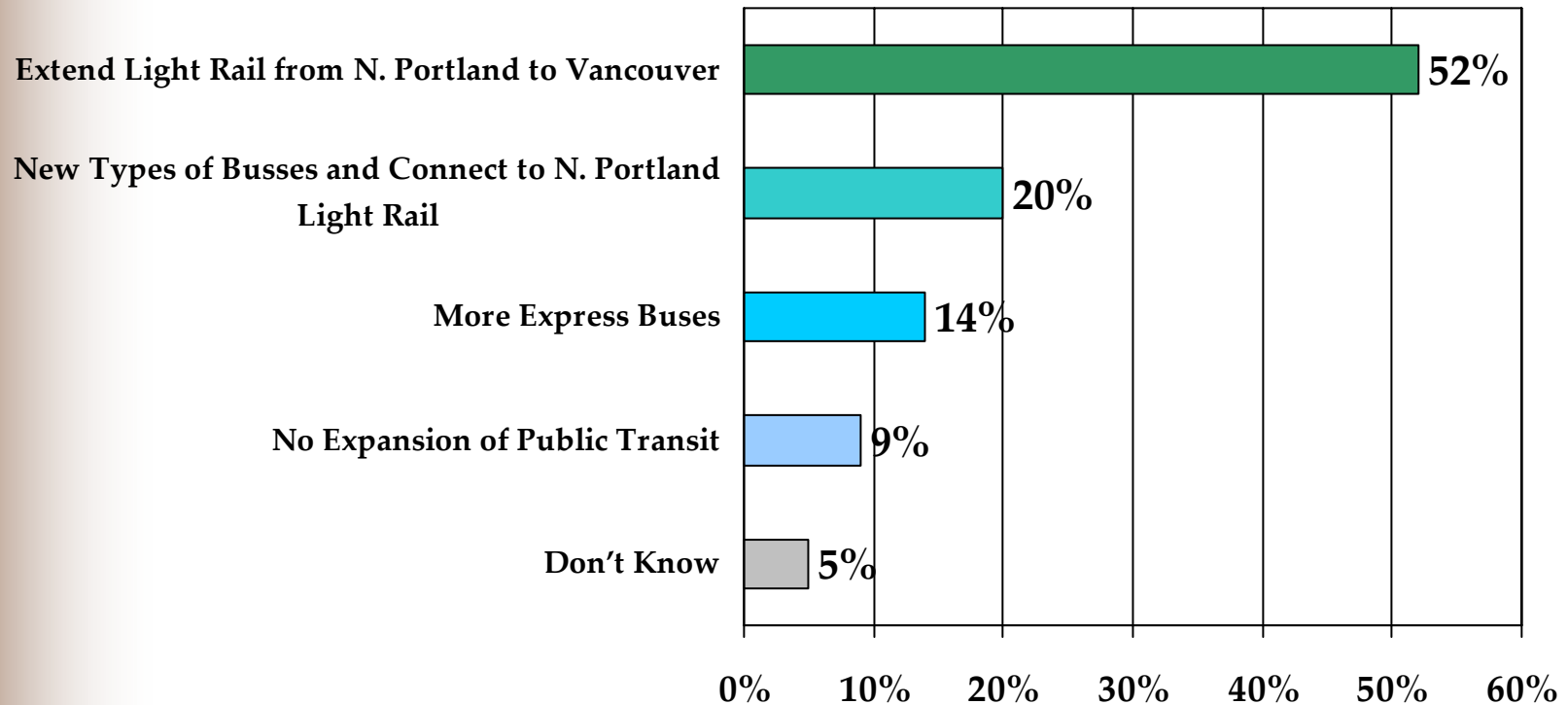
What to Do About it--Prompted

Now, let me read some possible options for dealing with the transportation problems on this stretch of I-5.... Please tell me which one option is the most appealing to you personally.



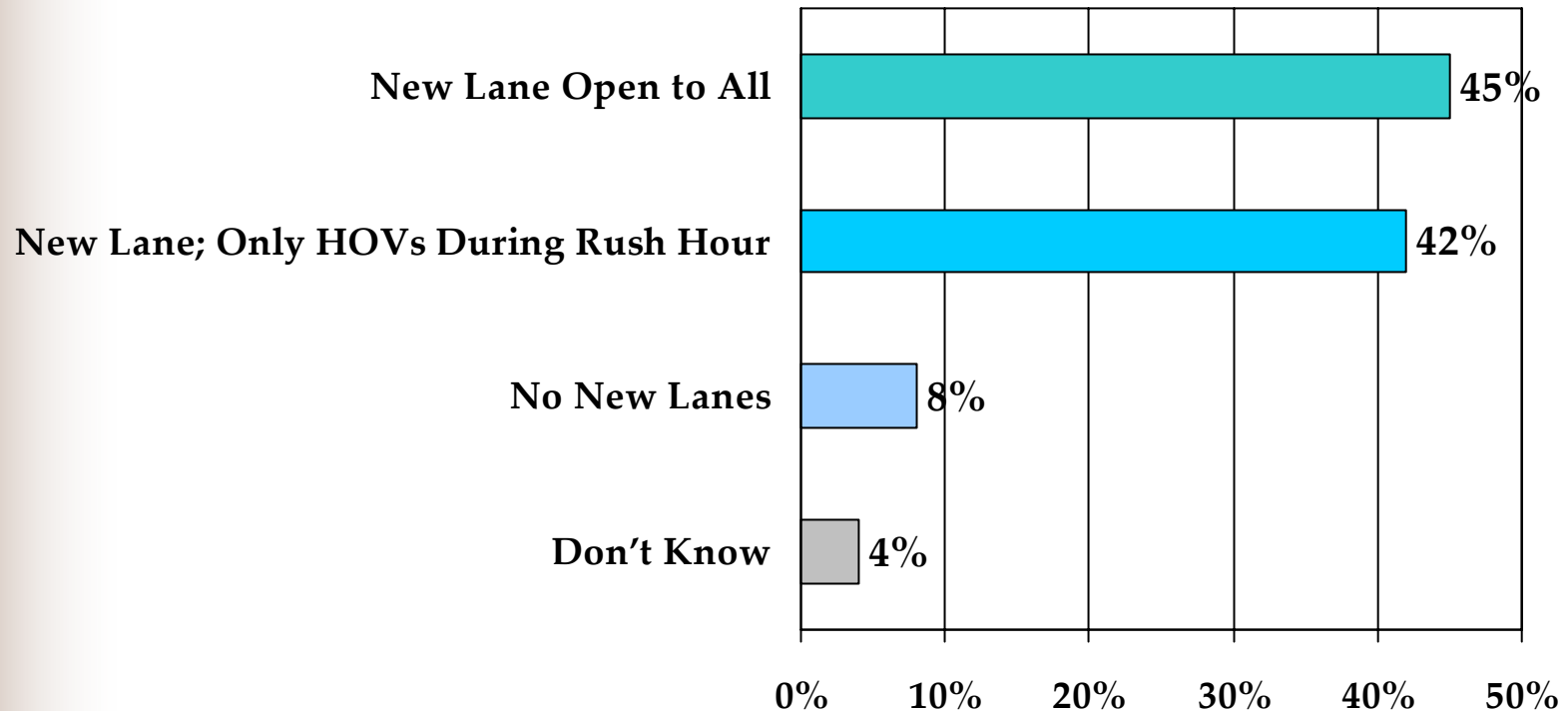
Public Transit Options

Now, I would like to ask you about some public transit options that might help reduce traffic congestion between Portland and Vancouver.... Please tell me which [is the] one option that you like the most.



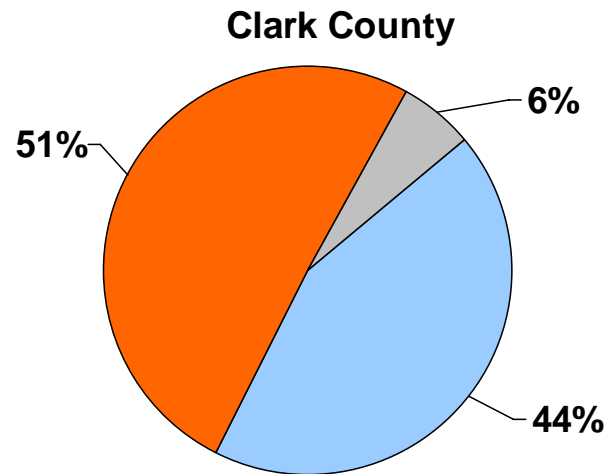
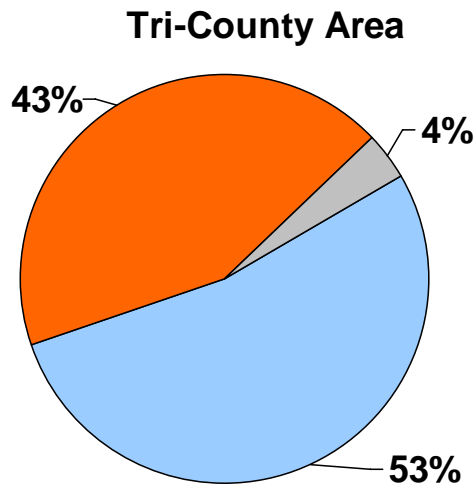
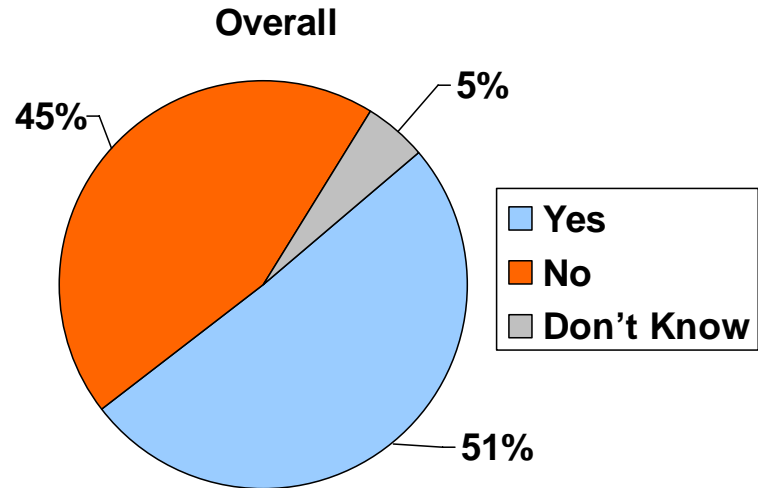
New Lane Use

Next, I would like to ask you about options related to adding a new freeway lane on I-5 between State Route 500 in Vancouver and Columbia Boulevard in Portland... Please tell me which one option you like the most.



Reaction to Earmarked Tolls

Q20. If you knew that the toll would be used to pay for the construction of a new bridge across the Columbia River, and then would be reduced after the bridge is paid off to just pay for ongoing maintenance of the new bridge, would you be willing to pay a \$2 toll for such a bridge?



Observations and Conclusions

- # THE transportation project for the region.
- # Need to do something now and be comprehensive.
- # Prefer multi-modal approach. Need a mix.
- # Mixed opinion on HOV lane.
- # Tolling generally not supported. Support increases with information.

Davis, Hibbitts & Midghall, Inc.
Columbia Crossing Survey, November 2006
Two 15-minute surveys, Tri-County Area and Clark County
Each survey n=400 likely voters (2 of last 4 elections)

WARM-UP

Q1. All in all, would you say that things in the Portland/Vancouver area are headed in the right direction, or are things pretty much off on the wrong track?

| | <u>Combined</u> | <u>TC</u> | <u>Clark Co</u> |
|-----------------------------|-----------------|-----------|-----------------|
| Right direction----- | 55% | 56% | 54% |
| Off on the wrong track----- | 32% | 32% | 33% |
| [DON'T READ] DK----- | 13% | 13% | 13% |

MESSAGING – REASONS WHY CRITICAL/SERIOUS PROBLEM - UNPROMPTED

Q2. What is the most important issue that you would like to see your local and regional government officials do something about? (Open, probe for one issue only)

open ended

| | | |
|---------------------|---|------------|
| Combined | Traffic Congestion/Control----- | 17% |
| | Education Quality----- | 11% |
| | Education Funding----- | 11% |
| | Tax Control----- | 8% |
| | Road/Freeway Development/Maintenance----- | 5% |
| | Growth/Development Control/Land Use----- | 4% |
| | Healthcare/Insurance----- | 4% |
| | Crime/Public Safety----- | 4% |
| | All other responses----- | 3% or less |
| | [DON'T READ] DK----- | 6% |
| Tri-County | Traffic Congestion/Control----- | 16% |
| | Education Funding----- | 13% |
| | Education Quality----- | 12% |
| | Tax Control----- | 8% |
| | Road/Freeway Development/Maintenance----- | 4% |
| | Healthcare/Insurance----- | 4% |
| | Crime/Public Safety----- | 4% |
| | Growth/Development Control/Land Use----- | 4% |
| | All other responses----- | 3% or less |
| | [DON'T READ] DK----- | 6% |
| Clark County | Traffic Congestion/Control----- | 22% |
| | Education Quality----- | 10% |
| | Road/Freeway Development/Maintenance----- | 7% |
| | Growth/Development Control/Land Use----- | 7% |
| | Tax Control----- | 7% |
| | Columbia River Bridge----- | 6% |
| | Transportation/Public Mass Transit----- | 5% |
| | Healthcare/Insurance----- | 4% |
| | All other responses----- | 3% or less |
| | [DON'T READ] DK----- | 6% |

Q3. (If respondent mentions traffic congestion on Q2) Is there a particular freeway, highway, or road segment where traffic congestion particularly concerns you? (Open, probe for response)

| | | |
|---------------------|---|------------|
| Combined | I-5----- | 17% |
| | I-5 Bridge/PDX-Vancouver Bridge----- | 11% |
| | I-205----- | 11% |
| | All of them/Everywhere----- | 9% |
| | Highway 26----- | 7% |
| | Highway 217----- | 4% |
| | I-5/I-205 Interchange----- | 4% |
| | All other responses----- | 3% or less |
| | [DON'T READ] DK ----- | 4% |
| Tri-County | I-5----- | 14% |
| | I-205----- | 14% |
| | All of them/Everywhere----- | 11% |
| | Highway 26----- | 9% |
| | I-5 Bridge/PDX-Vancouver Bridge----- | 8% |
| | Highway 217----- | 5% |
| | I-5 and I-205 Interchange----- | 3% |
| | 26 th Street between 185 th and Murray----- | 3% |
| | All other responses----- | 2% or less |
| | [DON'T READ] DK ----- | 5% |
| Clark County | I-5----- | 29% |
| | I-5 Bridge/PDX-Vancouver Bridge----- | 23% |
| | I-5 and Mill Plain----- | 11% |
| | I-5 at Delta Park----- | 8% |
| | I-5 and I-205 Interchange----- | 7% |
| | HWY 500 between 54 th and 42 nd ----- | 4% |
| | All other responses----- | 2% or less |
| | [DON'T READ] DK ----- | 1% |

Q4. Thinking about I-5 between State Route 500 in Vancouver, and Columbia Boulevard in Portland, also including the interstate bridge in Portland, how would you describe traffic problems along that section of freeway; a critical problem, a serious problem but not critical, a problem but not that serious, or not really a problem at all?

| | <u>Combined</u> | <u>TC</u> | <u>Clark Co</u> |
|--|-----------------|-----------|-----------------|
| Critical problem----- | 41% | 37% | 56% |
| Serious problem, but not critical----- | 37% | 39% | 29% |
| A problem, but not serious----- | 10% | 11% | 8% |
| Not really a problem at all----- | 11% | 12% | 7% |
| [DON'T READ] DK ----- | 1% | 2% | 0% |

Q5. (If respondent says critical or serious problem, ask) What is it in particular that makes that section of I-5 a critical/serious problem? (Open, probe for comments)

| | | | |
|------------------------|--|------------|-----|
| Combined | Amt of Traffic/Too Many Vehicles/Population Increase | 33% | 61% |
| | Bottleneck/Lane Reduction Merges | 15% | |
| | Not Enough Lanes/Road Too Narrow | 13% | |
| | Rush Hour/Peak Times/Job Commuter Travel | 8% | |
| | Gridlock/Traffic Stuck/Not Moving | 6% | |
| | All other responses | 3% or less | |
| | [DON'T READ] DK | 2% | |
| Tri-County | Amount of Traffic/Too Many Vehicles/Population Inc | 36% | |
| | Not enough Lanes/Road too Narrow | 13% | |
| | Bottleneck/Lane Reduction Merges | 12% | |
| | Rush Hour/Peak Times/Job Commuter Travel | 8% | |
| | Gridlock/Traffic Stuck Not Moving | 7% | |
| | All other responses | 3% or less | |
| [DON'T READ] DK | 3% | | |
| Clark County | Amt of Traffic/Too Many Vehicles/Population Increase | 25% | |
| | Bottleneck/Lane Reduction Merges | 25% | |
| | Not Enough Lanes/Road Too Narrow | 15% | |
| | Rush Hour/Peak Times/Job Commuter Travel | 8% | |
| | Outdated Roadways/Bridges/Lack of Highway Imp | 4% | |
| | Travel Times/Slow Traffic | 4% | |
| | All other responses | 3% or less | |
| [DON'T READ] DK | 1% | | |

PROJECT COMPONENTS - UNPROMPTED

Q6. What do you think should be done, if anything, to minimize the problems on I-5 between SR 500 in Vancouver and Columbia Boulevard in Portland, including the Interstate Bridge across the Columbia River? (Open)




| | | |
|------------------------|---|------------|
| Combined | Lanes Added/Wider Roads/Eliminate Bottlenecks | 27% |
| | Another Bridge Added | 24% |
| | Mass Transit (General)/Development/Improvements | 10% |
| | Current Bridge Replaced/Widened | 7% |
| | Light Rail Development/Expansion Across Bridge | 6% |
| | Highways/Roads Added/New Route Choices | 4% |
| | All other responses | 3% or less |
| [DON'T READ] DK | 20% | |
| Tri-County | Lanes Added/Wider Roads/Eliminate Bottlenecks | 25% |
| | Another Bridge Added | 20% |
| | Mass Transit (General) Development/Improvements | 11% |
| | Current Bridge Replaced/Widened | 7% |
| | Light Rail Development/Expansion Across Bridge | 6% |
| | Max Train Development/Expansion | 4% |
| | All other responses | 3% or less |
| [DON'T READ] DK | 23% | |

| | |
|---|------------|
| Clark County Another Bridge Added----- | 38% |
| Lanes Added/Wider Roads/Eliminate Bottlenecks ----- | 36% |
| Current Bridge Replace/Widened----- | 8% |
| Light Rail Development/Expansion Across Bridge----- | 8% |
| Mass Transit (General) Development/Improvements ----- | 5% |
| New highways/Route choices ----- | 5% |
| All other responses ----- | 3% or less |
| [DON'T READ] DK ----- | 9% |

MESSAGING – RATING REASONS WHY TO DO SOMETHING - PROMPTED

Q7. I would like to read some reasons people have given us as to why something should be done to reduce traffic problems along the section of I-5 between state route 500 in Vancouver and Columbia Boulevard in Portland, including the interstate bridge across the Columbia River. Regardless of how you feel about this stretch of I-5, please tell me if you think that particular reason is a very good, good, poor, or very poor reason to do something to reduce problems along that section of freeway.

| (ROTATE) | | <u>Very</u> | | | <u>NA/</u> | | | |
|-----------------|---|-------------|-------------|-------------|-------------|-----------|-----|----|
| | | <u>Good</u> | <u>Good</u> | <u>Poor</u> | <u>Poor</u> | <u>DK</u> | | |
| a. | The longer we wait to deal with this problem the more it is going to cost us. ----- | 89 | 46% | 43% | 8% | 2% | 2% | |
| | Tri-County----- | 88 | 44% | 44% | 9% | 2% | 2% | |
| | Clark County----- | 93% | 54% | 38% | 4% | 3% | 1% | |
| b. | Movement of products and freight will be slowed if we don't reduce congestion along that section of the freeway.----- | | 33% | 48% | 11% | 3% | 4% | 82 |
| | Tri-County----- | | 33% | 48% | 12% | 3% | 5% | 81 |
| | Clark County----- | | 36% | 49% | 10% | 3% | 3% | 85 |
| c. | That section of freeway, including off ramps and the way the lanes are designed are just unsafe and need to be improved.----- | | 34% | 39% | 13% | 3% | 11% | 73 |
| | Tri-County----- | | 34% | 39% | 13% | 3% | 12% | 73 |
| | Clark County----- | | 38% | 39% | 13% | 4% | 7% | 77 |
| d. | Local businesses will be hurt if we don't reduce traffic congestion along that stretch of I-5.----- | | 19% | 41% | 23% | 7% | 10% | 60 |
| | Tri-County----- | | 17% | 41% | 24% | 7% | 11% | 58 |
| | Clark County----- | | 24% | 42% | 21% | 7% | 7% | 66 |
| e. | Including improved public transit as part of the improvement of that section of freeway would help reduce air pollution ----- | 77% | 34% | 43% | 13% | 5% | 5% | 77 |
| | Tri-County----- | 78 | 34% | 44% | 13% | 4% | 6% | 78 |
| | Clark County----- | 75 | 34% | 41% | 13% | 9% | 4% | 75 |

| (ROTATE) | | Very | Good | Poor | Very | NA/ | |
|--|---|------|------|------|------|-----|----|
| | | Good | Good | Poor | Poor | DK | |
| f. | Improving that section of the freeway might help reduce incidents of road rage. ----- | 27% | 40% | 19% | 7% | 6% | 67 |
| | Tri-County ----- | 25% | 40% | 20% | 8% | 7% | 65 |
| | Clark County ----- | 37% | 39% | 14% | 7% | 4% | 75 |
| g. | Including public transit as part of the improvement of that section of I-5 would help reduce our country's reliance on foreign oil. ----- | 26% | 37% | 20% | 10% | 7% | 63 |
| | Tri-County ----- | 26% | 36% | 21% | 10% | 8% | 62 |
| | Clark County ----- | 25% | 40% | 19% | 10% | 6% | 65 |
| h. | Interstate commerce along the West Coast, including the movement of goods and products is being hurt by the traffic bottleneck along that section of freeway. ----- | 25% | 44% | 16% | 6% | 9% | 69 |
| | Tri-County ----- | 24% | 45% | 16% | 6% | 10% | 69 |
| | Clark County ----- | 30% | 40% | 18% | 6% | 7% | 70 |
|  i. | The productivity of workers who have to commute along that section of freeway is being affected by all the time they spend sitting in traffic. ----- | 37% | 43% | 13% | 4% | 4% | 80 |
| | Tri-County ----- | 35% | 43% | 14% | 4% | 4% | 78 |
| | Clark County ----- | 46% | 41% | 10% | 2% | 2% | 87 |
| j. | Repairs and improvements should be made along that section of freeway to allow for easier access by emergency vehicles. ----- | 40% | 45% | 8% | 1% | 6% | 85 |
| | Tri-County ----- | 37% | 47% | 8% | 1% | 7% | 84 |
| | Clark County ----- | 49% | 39% | 7% | 2% | 3% | 88 |
|  k. | Including transit as part of the solution will help more people get to where they need to go. ----- | 34% | 50% | 11% | 3% | 2% | 84 |
| | Tri-County ----- | 33% | 51% | 11% | 3% | 2% | 84 |
| | Clark County ----- | 36% | 44% | 10% | 7% | 3% | 80 |
| l. | Reducing commuting times along the freeway will give people more time to spend at home, rather than on the road. ----- | 38% | 47% | 9% | 3% | 3% | |
| | Tri-County ----- | 36% | 48% | 9% | 3% | 4% | |
| | Clark County ----- | 46% | 43% | 8% | 2% | 2% | |
|  m. | A solution to this problem needs to be a long term, comprehensive solution, not a short term band aid. ----- | 57% | 35% | 4% | 1% | 3% | 92 |
| | Tri-County ----- | 57% | 35% | 4% | 2% | 3% | 92 |
| | Clark County ----- | 59% | 35% | 3% | 1% | 2% | 94 |

| (ROTATE) | | <u>Very</u> <u>Good</u> | <u>Good</u> | <u>Poor</u> | <u>Very</u> <u>Poor</u> | <u>NA/</u> <u>DK</u> |
|-----------------|--|----------------------------|-------------|-------------|----------------------------|-------------------------|
| n. | It just takes too long to get to where you need to go along this section of freeway. | 37% | 44% | 10% | 3% | 6% |
| | Tri-County | 35% | 45% | 11% | 3% | 6% |
| | Clark County | 45% | 40% | 9% | 1% | 4% |
| e. | This is a dangerous section of freeway with too many accidents. | 33% | 33% | 12% | 4% | 18% |
| | Tri-County | 30% | 33% | 13% | 4% | 20% |
| | Clark County | 43% | 33% | 11% | 3% | 11% |

66
63

MESSAGING – RATING REASONS WHY NOT TO DO SOMETHING - PROMPTED

Q8. On the other side of the coin, here are some reasons people have given us for not doing anything about that section of I-5 at this time. For each, please tell me if you feel that particular reason is a very good, good, poor, or very poor reason to not do anything about that section of I-5 at this time.

| (ROTATE) | | <u>Very</u> <u>Good</u> | <u>Good</u> | <u>Poor</u> | <u>Very</u> <u>Poor</u> | <u>NA/</u> <u>DK</u> |
|-----------------|---|----------------------------|-------------|-------------|----------------------------|-------------------------|
| a. | Making changes to that section of the I-5 freeway is going to be expensive, and we don't know how we are going to pay for it. | 9% | 21% | 44% | 24% | 2% |
| | Tri-County | 9% | 22% | 45% | 23% | 2% |
| | Clark County | 8% | 20% | 42% | 27% | 2% |
| b. | The problems along that section of I-5 just don't affect me enough to be concerned about it. | 7% | 13% | 44% | 33% | 2% |
| | Tri-County | 8% | 14% | 45% | 31% | 2% |
| | Clark County | 5% | 12% | 39% | 43% | 2% |
| c. | Anything they did now would just be a short term fix, we would be facing the same problems again within a few years. | 8% | 20% | 41% | 25% | 6% |
| | Tri-County | 8% | 21% | 41% | 25% | 6% |
| | Clark County | 8% | 17% | 43% | 28% | 5% |
| d. | There are more important priorities for spending the money it would take to improve that section of I-5. | 5% | 25% | 36% | 24% | 10% |
| | Tri-County | 6% | 26% | 35% | 23% | 11% |
| | Clark County | 4% | 19% | 42% | 29% | 6% |

| (ROTATE) | | <u>Very</u> | | | <u>Very</u> | <u>NA/</u> |
|-----------------|--|-------------|-------------|-------------|-------------|------------|
| | | <u>Good</u> | <u>Good</u> | <u>Poor</u> | <u>Poor</u> | <u>DK</u> |
| e. | If we don't improve that section of I-5, eventually it will force more people to take public transit or drive at a different time, and that is a better and less expensive way to deal with the problem than the other solutions that have been suggested. ----- | 6% | 20% | 38% | 30% | 5% |
| | Tri-County ----- | 6% | 22% | 38% | 29% | 5% |
| | Clark County ----- | 6% | 15% | 39% | 36% | 4% |
| f. | Improving that section of I-5 will actually cause more environmental problems than it will solve. ----- | 5% | 13% | 35% | 33% | 14% |
| | Tri-County ----- | 5% | 14% | 34% | 32% | 16% |
| | Clark County ----- | 5% | 9% | 40% | 37% | 9% |

PROJECT COMPONENTS - PROMPTED

Q9. Now, let me read some possible options for dealing with the transportation problems on this stretch of I-5. Please tell me if you strongly favor, somewhat favor, are currently neutral, somewhat oppose, or strongly oppose that particular option.

| (ROTATE) | | <u>Strong</u> | <u>Smwt</u> | <u>Currently</u> | <u>Smwt</u> | <u>Strong</u> | <u>DK/</u> |
|-----------------|--|---------------|--------------|------------------|---------------|---------------|------------|
| | | <u>Favor</u> | <u>Favor</u> | <u>Neutral</u> | <u>Oppose</u> | <u>Oppose</u> | <u>NA</u> |
| a. | Add a third lane in each direction in those sections of I-5 that now have only two lanes, so that section of I-5 will have three lanes of travel in each direction. ----- | 44% | 32% | 11% | 7% | 4% | 2% |
| | Tri-County ----- | 42% | 33% | 12% | 8% | 4% | 2% |
| | Clark County ----- | 53% | 29% | 8% | 4% | 5% | 1% |
| b. | Replace the existing I-5 bridge across the Columbia River with a new bridge that has wider auto lanes, an emergency shoulder, and add more effective public transit options like light rail and bus lanes to any new bridge. ----- | 48% | 28% | 9% | 6% | 6% | 2% |
| | Tri-County ----- | 49% | 29% | 10% | 5% | 5% | 2% |
| | Clark County ----- | 45% | 27% | 9% | 9% | 8% | 2% |
| c. | Provide incentives for businesses to reduce rush hour traffic by offering more flexible hours and the ability to work from home. ----- | 35% | 32% | 16% | 10% | 5% | 3% |
| | Tri-County ----- | 36% | 32% | 16% | 10% | 5% | 3% |
| | Clark County ----- | 31% | 34% | 15% | 12% | 6% | 3% |

(ROTATE)

Strong Favor Smwt Favor Currently Neutral Smwt Oppose Strong Oppose DK/NA

- d. Use a system where motorists who drive that section of I-5 during busy times would pay a fee to do so. The intention would be to encourage motorists to drive at times other than rush hour.
 - 12% --- 23% ----- 10% --- 20% --- 32% --- 3%
 - Tri-County ----- 13% --- 24% ----- 10% --- 20% --- 30% --- 3%
 - Clark County ----- 11% --- 17% ----- 12% --- 21% --- 37% --- 2%
- e. Replace the existing I-5 bridge across the Columbia River to add more lanes that can carry more automobile traffic.
 - 33% --- 33% ----- 11% --- 11% --- 8% --- 3%
 - Tri-County ----- 33% --- 33% ----- 12% --- 11% --- 8% --- 3%
 - Clark County ----- 32% --- 33% ----- 10% --- 13% --- 9% --- 3%
- f. Extend light rail into Vancouver and further north into Clark County.
 - 49% --- 25% ----- 8% --- 6% --- 10% --- 3%
 - Tri-County ----- 50% --- 26% ----- 8% --- 5% --- 9% --- 3%
 - Clark County ----- 45% --- 23% ----- 8% --- 7% --- 16% --- 2%

Q10. Let me read that list of options again. Please tell me which one option is the most appealing to you personally. (REREAD LIST FROM Q9 AND RECORD ONE OPTION)

- Combined**
 - Add a third lane in each direction of I-5 ----- 35%
 - Replace existing bridge with wider lanes/Transit options -- 28%
 - Extend light rail into Vancouver and north into Clark Co -- 19%
 - Replace existing bridge and add more lanes for auto traffic-- 7%
 - Incentives for business to offer flextime/work from home-- 5%
 - Motorists would pay a fee to use I-5 during busy times----- 3%
 - [DON'T READ] DK----- 3%
- Tri-County**
 - Add a third lane in each direction of I-5 ----- 34%
 - Replace existing bridge with wider lanes/Transit options --- 28%
 - Extend light rail into Vancouver and north into Clark Co -- 21%
 - Replace existing bridge and add more lanes for auto traffic-- 7%
 - Incentives for business to offer flextime/work from home-- 5%
 - Motorists would pay a fee to use I-5 during busy times----- 3%
 - [DON'T READ] DK----- 3%
- Clark County**
 - Add a third lane in each direction of I-5 ----- 42%
 - Replace existing bridge with wider lanes/Transit options --- 30%
 - Extend light rail into Vancouver and north into Clark Co -- 13%
 - Replace existing bridge and add more lanes for auto traffic-- 7%
 - Incentives for business to offer flextime/work from home-- 5%
 - Motorists would pay a fee to use I-5 during busy times----- 2%
 - [DON'T READ] DK----- 2%

Q11. And which of the options would be the second most appealing to you? (RECORD OPTION)

| | | |
|---------------------|---|-----|
| Combined | Replace existing bridge with wider lanes/transit options ---- | 19% |
| | Add a third lane in each direction of I-5 ----- | 16% |
| | Incentives for business to offer flextime/work from home- | 15% |
| | Extend light rail into Vancouver and north into Clark Co -- | 14% |
| | Replace existing bridge and add more lanes for auto traffic- | 13% |
| | Motorists would pay a fee to use I-5 during busy times----- | 6% |
| | [DON'T READ] DK ----- | 16% |
| Tri-County | Replace existing bridge with wider lanes/transit options ---- | 19% |
| | Incentives for business to offer flextime/work from home- | 15% |
| | Add a third lane in each direction of I-5 ----- | 15% |
| | Extend light rail into Vancouver and north into Clark Co -- | 15% |
| | Replace existing bridge and add more lanes for auto traffic- | 13% |
| | Motorists would pay a fee to use I-5 during busy times----- | 7% |
| | [DON'T READ] DK ----- | 16% |
| Clark County | Replace existing bridge with wider lanes/transit options ---- | 20% |
| | Add a third lane in each direction of I-5 ----- | 19% |
| | Replace existing bridge and add more lanes for auto traffic- | 15% |
| | Extend light rail into Vancouver and north into Clark Co -- | 13% |
| | Incentives for business to offer flextime/work from home- | 13% |
| | Motorists would pay a fee to use I-5 during busy times----- | 5% |
| | [DON'T READ] DK ----- | 15% |

TRANSIT OPTIONS

Q12. Now, I would like to ask you about some public transit options that might help reduce traffic congestion between Portland and Vancouver. Using a scale of 1 to 10, where a 1 means that you don't like that option at all, and a 10 means that you are very enthusiastic about that particular option, please rate each of the following. Of course, you can use any number between 1 and 10.

| | Don't Like That Option | | | | | | | | | | Very Enthusiastic | | DK/NA | |
|---|------------------------|----|----|----|----|----|----|----|----|----|-------------------|--|-----------|-----|
| | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | | | |
| ROTATE | | | | | | | | | | | | | | |
| a. Extend the light rail line from North Portland across the Columbia River to Vancouver. ----- | | | | | | | | | | | | | Mean----- | 6.9 |
| Tri-County ----- | | | | | | | | | | | | | Mean----- | 7.0 |
| Clark County ----- | | | | | | | | | | | | | Mean----- | 6.3 |
| b. Add new types of buses that can carry more people, have their own travel lanes, and connects to the light rail line in north Portland. ----- | | | | | | | | | | | | | Mean----- | 6.3 |
| Tri-County ----- | | | | | | | | | | | | | Mean----- | 6.4 |
| Clark County ----- | | | | | | | | | | | | | Mean----- | 5.9 |

prefer LRT.

*not
most
concerned*

- c. More express bus service on the freeway should be added between Portland and Vancouver. ----- Mean---6.2
- Tri-County ----- Mean---6.3
- Clark County ----- Mean---6.0
- d. No expansion of public transit of any kind should be completed along the freeway corridors between Portland and Vancouver. ----- Mean---2.9
- Tri-County ----- Mean---2.8
- Clark County ----- Mean---3.2

Q13. Let me read those options again. Please tell me which one option that you like the most.
(RECORD CHOICE FROM Q12 LIST)

- Combined** Extend light rail from North Portland to Vancouver -----52% *
- New types of buses and connect to N Portland light rail----20%
- More express bus service between PDX and Vancouver----14%
- No expansion of public transit between PDX and Van-----9%
- [DON'T READ] DK-----5%
- Tri-County** Extend light rail line from North PDX to Vancouver -----52%
- New types of buses and connect to N Portland light rail----21%
- More express bus service between PDX and Vancouver----13%
- No expansion of public transit between PDX and Van-----9%
- [DON'T READ] DK-----5%
- Clark County** Extend light rail line from North PDX to Vancouver -----50%
- New types of buses and connect to N Portland light rail----18%
- More express bus service between PDX and Vancouver----17%
- No expansion of public transit between PDX and Van-----11%
- [DON'T READ] DK-----4%

*★
PMD -
Transit
But more
road oriented*

3 to one

NEW FREEWAY LANE OPTIONS

Q14. Next, I would like to ask you about options related to adding a new freeway lane on I-5 between State Route 500 in Vancouver and Columbia Boulevard in Portland. Again, using a 1 to 10 scale, where a 1 means that you do not like that option at all, and a 10 means that you are very enthusiastic about that option, please rate each of the following. Once again, you can use any number between 1 and 10.

| | Don't Like That Option | | | | | | | | Very Enthusiastic | DK/NA | |
|--|------------------------|----|----|----|----|----|----|----|-------------------|-------|----|
| | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
| ROTATE | | | | | | | | | | | |
| a. A new lane added to this section of the I-5 freeway that can be used by all vehicles, 24 hours a day. ----- | | | | | | | | | | | |
| Mean----- | | | | | | | | | | | |
| Tri-County ----- | | | | | | | | | | | |
| Mean----- | | | | | | | | | | | |
| Clark County ----- | | | | | | | | | | | |
| Mean----- | | | | | | | | | | | |

- b. A new lane added to the I-5 freeway that would be a high occupancy vehicle lane (HOV lane) for carpools and busses only during rush hour traffic, and open to all traffic the rest of the time. ----- -- Mean-----6.5
 Tri-County ----- -- Mean-----6.6
 Clark County ----- -- Mean-----6.2
- c. No new lanes should be added to the I-5 freeway. ----- -- Mean-----2.7
 Tri-County ----- -- Mean-----2.8
 Clark County ----- -- Mean-----2.5

Q15. Let me read that list again. Please tell me which one option you like the most. (RECORD CHOICE FROM Q14 LIST)

| | | |
|---------------------|---|-----|
| Combined | New lane added to I-5 to be used by all vehicles ----- | 45% |
| | New lane added to I-5 to be an HOV during rush hour ----- | 42% |
| | No new lanes added to I-5 ----- | 8% |
| | [DON'T READ] DK ----- | 4% |
| Tri-County | New lane added to I-5 to be used by all vehicles ----- | 43% |
| | New lane added to I-5 to be an HOV during rush hour ----- | 44% |
| | No new lanes added to I-5 ----- | 9% |
| | [DON'T READ] DK ----- | 5% |
| Clark County | New lane added to I-5 to be used by all vehicles ----- | 54% |
| | New lane added to I-5 to be an HOV during rush hour ----- | 37% |
| | No new lanes added to I-5 ----- | 6% |
| | [DON'T READ] DK ----- | 4% |

Clark Co. Best HOV experience

TOLLING

Q16. Are you familiar with the idea of a user fee, such as a toll on certain highways or bridges that would pay for improvements and reduce traffic congestion?

| | <u>Combined</u> | <u>TC</u> | <u>Clark Co</u> |
|------------------------|-----------------|-----------|-----------------|
| Yes, familiar ----- | 90% | 90% | 90% |
| No, not familiar ----- | 9% | 9% | 9% |
| [DON'T READ] DK ----- | 1% | 1% | 1% |

Q17. In general, would you say that you strongly favor, somewhat favor, somewhat oppose, or strongly oppose the idea of tolls as a way to improve highway maintenance and operations, and reduce traffic congestion?

| | <u>Combined</u> | <u>TC</u> | <u>Clark Co</u> |
|-----------------------|-----------------|-----------|-----------------|
| Strongly favor ----- | 16% | 18% | 11% |
| Somewhat favor ----- | 26% | 26% | 26% |
| Somewhat oppose ----- | 18% | 18% | 21% |
| Strongly oppose ----- | 36% | 35% | 40% |
| [DON'T READ] DK ----- | 3% | 4% | 2% |

Q18. In some parts of the country, tolls are used to manage congestion by charging a higher toll fee during times of heaviest traffic. The price difference is intended to encourage people to travel during less busy traffic hours. In general, would you say that you strongly favor, somewhat favor, somewhat oppose, or strongly oppose this idea.

| | <u>Combined</u> | <u>TC</u> | <u>Clark Co</u> |
|----------------------|-----------------|-----------|-----------------|
| Strongly favor----- | 13% | 14% | 10% |
| Somewhat favor----- | 22% | 23% | 18% |
| Somewhat oppose----- | 19% | 19% | 22% |
| Strongly oppose----- | 42% | 40% | 48% |
| [DON'T READ] DK----- | 4% | 4% | 3% |

Q19. Would you be willing to pay a \$2 to \$3 toll for a new I-5 bridge across the Columbia River if it would provide more predictable travel times and less congestion along the I-5 corridor between Portland and Vancouver?

| | <u>Combined</u> | <u>TC</u> | <u>Clark Co</u> |
|----------------------|-----------------|-----------|-----------------|
| Yes----- | 36% | 37% | 32% |
| No----- | 58% | 56% | 63% |
| [DON'T READ] DK----- | 7% | 7% | 6% |

Q20. If you knew that the toll would be used to pay for the construction of a new bridge across the Columbia River, and then would be reduced after the bridge is paid off to just pay for ongoing maintenance of the new bridge, would you be willing to pay a \$2 toll for such a bridge?

| | <u>Combined</u> | <u>TC</u> | <u>Clark Co</u> |
|----------------------|-----------------|-----------|-----------------|
| Yes----- | 51% | 53% | 44% |
| No----- | 45% | 43% | 51% |
| [DON'T READ] DK----- | 5% | 4% | 6% |

TRAVEL BEHAVIOR

Q21. Which of the following best describes how often you use any part of the section of I-5 between state route 500 in Vancouver and Columbia Boulevard in Portland: every day; not every day but several times a week; about once a week, less than once a week but more than once a month; once a month or less?

| | <u>Combined</u> | <u>TC</u> | <u>Clark Co</u> |
|--|-----------------|-----------|-----------------|
| Every day----- | 9% | 7% | 18% |
| Not every day, but several times a week----- | 10% | 8% | 22% |
| About once a week----- | 15% | 13% | 21% |
| Less than once a week, but more than once a month----- | 19% | 20% | 16% |
| Once a month or less----- | 45% | 51% | 22% |
| [DON'T READ] DK----- | 1% | 1% | 2% |

Q22. And which of the following best describes how often you travel over the I-5 Interstate Bridge: every day; not every day but several times a week; about once a week; less than once a week but more than once a month; once a month or less?

| | <u>Combined</u> | <u>TC</u> | <u>Clark Co</u> |
|--|-----------------|-----------|-----------------|
| Every day----- | 7% | 6% | 13% |
| Not every day, but several times a week----- | 11% | 8% | 24% |
| About once a week----- | 14% | 13% | 20% |
| Less than once a week, but more than once a month----- | 17% | 17% | 19% |
| Once a month or less----- | 49% | 56% | 24% |
| [DON'T READ] DK----- | 2% | 2% | 1% |

Now these last few questions are for statistical purposes only.

Q23. Is your age between [READ LIST]?

| | <u>Combined</u> | <u>TC</u> | <u>Clark Co</u> |
|------------------------------------|-----------------|-----------|-----------------|
| 18-34----- | 12% | 12% | 13% |
| 35-54----- | 42% | 42% | 43% |
| 55 + ----- | 44% | 45% | 44% |
| [DO NOT READ] Refused ----- | 1% | 1% | 1% |

Q24. How many years have you lived in the Portland Vancouver area?

| | <u>Combined</u> | <u>TC</u> | <u>Clark Co</u> |
|------------------------------------|-----------------|-----------|-----------------|
| Less than 5 years ----- | 3% | 3% | 6% |
| 5-10 years ----- | 11% | 12% | 10% |
| 11-20 years ----- | 19% | 19% | 22% |
| 21 or more years ----- | 64% | 65% | 61% |
| [DO NOT READ] Refused ----- | 2% | 2% | 1% |
| Mean----- | 32.1 | 32.5 | 30.2 |

Q25. Gender [BY OBSERVATION]

| | <u>Combined</u> | <u>TC</u> | <u>Clark Co</u> |
|-------------|-----------------|-----------|-----------------|
| Male----- | 48% | 48% | 49% |
| Female----- | 52% | 52% | 51% |

Q26. What County do you live in?

| | <u>Combined</u> | <u>TC</u> | <u>Clark Co</u> |
|-------------------------|-----------------|-----------|-----------------|
| Multnomah County ----- | 36% | 45% | |
| Washington County ----- | 24% | 30% | |
| Clackamas County ----- | 20% | 25% | |
| Clark County ----- | 20% | | 100% |

DRAFT



January 2007

*Transportation Priorities 2008-11
Investing in the 2040 Growth Concept*

Executive Summary Public Comment Report

Metropolitan Transportation
Improvement Program (MTIP)



METRO

PEOPLE PLACES
OPEN SPACES

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.

Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Brian Newman, District 2; Carl Hosticka, District 3; Susan McLain, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor – Alexis Dow, CPA

Metro's web site

www.metro-region.org

Non-discrimination Notice to the Public

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed with the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at www.metro-region.org or call (503) 797-1536.

Metro

600 NE Grand Ave.
Portland, OR 97232-2736
(503) 797-1700

Transportation Priorities 2008-11

January 2007

Table of Contents

| | <u>Page</u> |
|-------------------------------------|-------------|
| Section 1: Introduction..... | 1-1 |
| Section 2: Summary of Comments..... | 2-1 |
| Section 3: Table of Comments | 3-1 |

Section 1: Introduction

Introduction

This report provides a brief summary of public comments received on the first-cut list of Transportation Priorities 2008–11 for the Metropolitan Transportation Improvement Program (MTIP). The Transportation Priorities program, administered by Metro, allocates federal funds, commonly known as regional flexible funds, to local transportation projects. These funds are from two funding categories—the Surface Transportation Program funds and Congestion Mitigation/Air Quality funds. The funds 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 these funds be invested in ways that support the region's 2040 Growth Concept—that is, that 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.

JPACT and the Metro Council will hold a public hearing on the draft final project list before final action, tentatively scheduled for February 13, 2007. (Confirm the date and time with the Council Office, 303-797-1540, or check the Metro website at www.metro-region.org.)

Overview of comments

The public comment period on the first-cut list opened on October 13, 2006 and closed on December 1, 2006. During that time, Metro held four public "listening posts" around the region—in Gresham, Beaverton, Oregon City and Portland—attended by 215 individuals who had the opportunity to comment directly to decision-makers. Other comments were received as letters, post cards, comment cards, emails, through the Metro Transportation Hotline and the Metro website.

During the comment period 1,238 comments on 67 projects were received from residents, stakeholders, businesses and jurisdictions. The next section provides a summary of comments by type of project, followed by a summary table identifying each commenter and basic position on specific projects.

Section 2: Summary of Comments

Summary of Comments

Bike/Trail

NE/SE 50s Bikeway: NE Thompson to SE Woodstock—35 comments, all but 1 supporting a needed north-south bike route. One opposed cited over-representation of bicycle projects. Similar comments—33 positive comments and 1 negative—were submitted on **NE/SE 70s Bikeway 70s: NE Killingsworth to SE Clatsop**.

Willamette Greenway Trail: SW Gibbs to SW Lowell—44 comments, all but 1 supporting the project as a connection to other trails for bicycle and pedestrian use and as important for developing the area. The one opposed said other projects on the list were more worthy.

Trolley Trail: Arista St to Glen Echo—26 comments, 24 supporting this as a positive addition to the trail system that promotes exercise and non-auto commuting. The 2 comments in opposition cite objections to spending money on trails and over-representation of bicycle projects.

Rock Creek Path: Orchard Park to NW Wilkins—17 comments, 15 supporting this as a safe connector for runners, walkers, and bikers, and 2 opposing the project.

Marine Drive Bike Facility Gaps: NE 6th to NE 185th—14 comments, all in favor of fixing a dangerous gap in the bicycle route.

Westside Corridor Trail: Tualatin to Willamette Rivers—30 comments, 29 in favor of connecting with other trails, providing safe pathways for pedestrians and bike riders and access to nature. One commenter objects to funding trails.

Sullivan's Gulch Trail: Esplanade to 122nd Ave—66 comments from residents, developers, businesses and agencies supporting this trail as a boon to development, to bicycle commuting and recreation, and to pedestrian connections.

Milwaukie to Lake Oswego Trail—40 comments, 37 in favor as supporting a safe bicycle route, especially for seniors. The 3 opposing comments included 1 that suggested transit on this route; 1 that objects to funding bicycle facilities, and 1 that said the project would not solve transportation problems.

Willamette Falls Dr: 10th St to Willamette Dr—4 comments in favor.

NE 28th Ave preliminary engineering: NE Grant to E. Main St—no comments.

Boulevard

East Baseline Street, Cornelius: 10th Ave to 19th Ave—20 comments, all but one strongly favorable to address pedestrian safety, improve bicycle access, promote development; one opposed said "it's a travesty."

East Burnside: 3rd Ave to 14th Ave—28 comments, all but 2 in favor; most to support better bike connections and promote development. Opposition criticized the design and questioned whether the project would be safe for buses and truck.

McLoughlin Blvd: Clackamas River to Dunes Drive—17 comments, all support project as a way to provide access to improve bike and pedestrian connections and access to the river,

NE 102nd Avenue: NE Glisan to NE Stark—11 comments, 8 support as a way to promote positive development; 2 opposed (design; should be paid for by local business, one asked to see plans; the rest supported the project.

SE Burnside: 181 Street to Stark Street—15 comments, all in favor, to spur economic development, improve bike and pedestrian facilities, and address safety issues.

Boones Ferry Road: Red Cedar Way to S of Reese Road—55 comments, 37 opposing the project as lacking in public involvement and an economic impact study; 18 supporting to improve safety and promote development and 37 opposed. 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.

Diesel Retrofit

Transit bus emission reduction: region wide—5 comments, all in favor.

Sierra Cascade SmartWay Technology: region wide—15 comments, 14 in favor of this as a way to promote fuel efficiency and reduce emissions; 1 opposes the program.

Freight

82nd Ave/Columbia intersection improvements—9 comments, 7 supporting the project as a way to move freight, reduce auto-truck conflicts, and promote economic competitiveness. Opposition includes contention that the Port of Portland should fund the project.

Portland Road/Columbia Blvd—6 comments, 5 favoring this as a way to protect St Johns neighborhood; 1 concerned about traffic cutting through.

N Burgard/Lombard: N Columbia Blvd to UPRR Bridge—4 comments in favor.

Green Streets Culvert

OR 99-E Bridge at Kellogg Lake—38 strongly in favor to restore fish habitat and provide safe facilities for bike riders and pedestrians.

Green Streets Retrofit

Cully Boulevard: NE Prescott to NE Killingsworth—55 comments from elected officials representing the area, businesses, residents and neighborhood associations in favor of making these crucial safety improvements that are long overdue in an underserved area.

Main Street: Rail Corridor to 99W, Tigard—26 comments, 25 in favor mostly as a means of revitalizing the downtown; 1 does not support the project.

Large Bridge

Morrison Bridge: Willamette River, Portland—4 comments in favor of improving this vital connection to downtown Portland.

Pedestrian

Hood Street: SE Division Street to SE Powell Blvd—13 comments, 12 favor the project for providing access to transit, pedestrian safety, and spurring economic development; 1 opposed.

Foster-Woodstock: SE 87th St to SE 101 St—36 comments, 35—mostly residents and the neighborhood association—in favor as a way to spur revitalization of the area and promote safety for seniors and children; 1 opposes the project.

SE 17th Ave: SE Ochoco to SE Lava Drive—31 comments in favor of this project for improving pedestrian and bicycle facilities and addressing safety issues.

Sandy Blvd pedestrian improvements: NE 17 to NE Wasco St—one comment in favor.

Fanno Creek trail: Hall Blvd crossing study—87 comments, 86 in favor of addressing a dangerous crossing at Hall Blvd and providing needed bicycle and pedestrian connections to the natural area; 1 comment opposes, citing expense of a bridge and suggesting installing a traffic light instead.

Planning

MPO Program: region wide—no comments.

RTP corridor project: region wide—no comments.

Livable Streets policy and guidebook update: region wide—3 comments supporting the program, 2 of the comments represent local pedestrian and bicycle advocacy groups.

Pedestrian Network Analysis: region wide—5 comments, 4 supporting the program and 1 non-committal.

Tanasbourne town center planning study: Hillsboro—no comments.

Rx for Big Streets: Metro region 2040 corridors—3 comments in favor.

Hillsboro RC planning study—1 comment opposing the study as being ambiguous.

Regional Travel Options

Regional Travel Options: region wide—15 comments, 14 in favor of promoting transportation choices; 1 opposes the program.

RTO individualized marketing program: region wide—5 comments in favor of promoting transportation choices and reducing SOV use.

RTO new TMA Support: region wide—4 comments from businesses and pedestrian advocacy group in favor of a program that benefits employers and employees and reduces SOV use.

Road Capacity

Harmony Road: 82nd Ave to Highway 224—15 comments, 5 in favor as a way to address congestion; 10 opposed for environmental reasons or safety concerns; 1 non-committal.

Farmington Road: SW Murray Blvd to SW Hocken Ave—18 comments, 14 in favor to address congestion; 4 opposed as not a way to solve the problem.

Tualatin-Sherwood Road ATMS: 99W to SW Teton Rd—4 comments in favor as a low-cost way to manage congestions; 3 of the comments from local jurisdictions.

SE 190th Dr: Pleasant View/Highland to SW 30th St—15 comments, 14 in favor as necessary to development of Pleasant Valley; 1 opposes to converting a quiet road into a busy one.

Clackamas County ITS: Clackamas County—6 comments, 5 in favor as a way to maximize existing capacity; 1 "does not fully support."

ITS Programmatic Allocation: region wide—5 comments, 4 in favor as a cost-efficient way to manage traffic; 1 opposes funding more ways to move traffic

Highway 217: Beaverton Hillsdale Hwy to SW Allen Blvd—8 comments, 6 in favor as a way to address congestion; 2 opposed as expensive and environmentally unsound.

Happy Valley Town Center arterial street planning—3 comments in favor as addressing safety issues an improving bike and pedestrian facilities.

SE 172nd Ave: Multnomah Co line to Sunnyside Rd—8 comments, 4 in favor of this connection to Damascus; 4 opposed to spending more money on car travel or that won't work with bike lanes.

Cornell Road ATMS and ATIS: Hillsboro to US 26—3 comments, 2 in favor as a cost-efficient way to manage traffic; 1 opposes as too expensive.

Wood Village Blvd: NE Halsey St to NE Arata Rd—5 comments, 4 in favor as a way to address congestion; 1 opposes as it will create more traffic.

Sue/Dogwood Connection: NW Dale to NW Saltzman—1 comment supports the connection.

Road Reconstruction

Division Street: SE 6th St to 39th St—49 comments, 47 in favor as supporting development, business, bicycle riders and pedestrians; 2 opposed as not improving safety.

223rd RR undercrossing at Sandy Boulevard—40 comments, 39 in favor of fixing what is currently seen as a dangerous situation for autos, bicyclists, and pedestrians; 1 opposes fearing an increase in traffic in Fairview.

Transit

Eastside Streetcar: NW 10th to NE Oregon—14 comments, 9 in favor of adding another transit option and stimulating positive development; 5 opposed as not needed, too expensive, and lacking vision.

On-street transit facilities: region wide—4 comments in favor as improving amenities that encourage transit use.

South Corridor Phase II (PE): Portland to Milwaukie—11 comments in favor of this "long overdue" project; 1 "has concerns."

Tigard Transit Center: SW Commercial St, Tigard—12 comments in favor as promoting downtown revitalization, connecting with commuter rail, enhancing the livability of the area.

Transit Oriented Development

Metro TOD Implementation Program: region wide—28 comments, 27 in favor of a program with a proven track record, that supports 2040 goals, and that encourages public-private partnerships; 1 opposes programs that benefit developers.

Metro Centers Implementation Program: region wide—30 comments; 29 in favor of a program that supports 2040 goals, improves economic vitality, and promotes healthy public-private partnerships; 1 opposes programs that benefit developers

Hollywood Transit Center: NE Halsey and NE 42nd St—37 comments, 35 strongly favoring a project that will improve a poor design, support local business development and improve access to transit; 2 opposed—1 questions whether safety will improve and 1 objects to curb extensions.

General Comments

Thirty-four 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.

Section 3: Table of Comments

| Type | Name | Affiliation | Location | ID | Project description | Comment | Position |
|-----------|------------------|---|----------|--------|---------------------------------|--|----------|
| Letter | Hoffman, Bill | Central Eastside Industrial Council | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | Urge reconsideration of cost-effectiveness ranking | Pro |
| Letter | Holmes, Tim | Burnside Bridgehead Adv. Comm. | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | Crucial for redevelopment | Pro |
| Letter | Lindsay, Susan | Central Eastside Urban Renewal Advisory Committee | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | Needed for redevelopment and renewal | Pro |
| Letter | Bricker, Scott | Bicycle Transportation Alliance | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | Supports bicycling region-wide and multi-modal transportation | Pro |
| Letter | Powell, Michael | Friends of Burnside/Couch, Inc. | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | Supports redevelopment, housing, job creation | Pro |
| Email | Newlevant, Jack | Bicycle Route Technology | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | Promotes practical use of bicycles for transportation | Pro |
| Letter | Lundgren, Eric | Resident | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | Bicycling improves environment, promotes health, reduces congestion | Pro |
| Letter | Gardner, Ann | Portland Freight Committee | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | Improve safety; accommodate buses and trucks | Pro |
| Email | Standish, Myles | Resident | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | Bike projects increase livability and desirability of Portland as a city | Pro |
| Email | Stepp, John | Resident | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | Support funding | Pro |
| Email | Bennett, Josh | Resident | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | No adequate bike route | Pro |
| Email | Cornell, Adam | Resident | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | Supports bike linkages | Pro |
| Email | Gorlin, Lisa | Resident | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | Trails promote tourism, livability, alternative transportation | Pro |
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | Supports project | Pro |
| Testimony | Wentworth, Greg | Resident | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | Supports project | Pro |
| Testimony | Lindsay, Susan | Central Eastside Urban Renewal Advisory Committee | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | Supports project as critical to Burnside/Couch couplet; improve safety of pedestrians and bicycles | Pro |
| Testimony | Gardner, Ann | Portland Freight Committee | Portland | BD1089 | E Burnside: 3rd Ave to 14th Ave | Questions whether project will be safe for trucks and buses | Con |
| Web | Beamer, Nancy | | | BD1089 | E Burnside: 3rd Ave to 14th Ave | Project is poorly designed and too expensive | Con |
| Web | Fekety, Sharon | | | BD1089 | E Burnside: 3rd Ave to 14th Ave | Important bike link | Pro |
| Web | Hallin, Jack | | | BD1089 | E Burnside: 3rd Ave to 14th Ave | Does not recommend unless it includes bike lanes | |
| Web | Hovmiller, Erik | | | BD1089 | E Burnside: 3rd Ave to 14th Ave | Crucial for making area more livable | Pro |
| Web | Langston, Amelia | | | BD1089 | E Burnside: 3rd Ave to 14th Ave | Expensive, but helpful project | Pro |
| Web | Recker, Joseph | | | BD1089 | E Burnside: 3rd Ave to 14th Ave | Project helps achieve 2040 plan | Pro |

| | | | | | | | | |
|-----------|-------------------------|--|----------------|--|--------|------------------------------------|--|-----|
| Web | Tarfman, Aaron | | | | BD1089 | E Burnside: 3rd Ave to 14th Ave | Fully endorses project, include elimination of Sandy from 12th to 7th for safety | Pro |
| Web | Timm, Ethan | | | | BD1089 | E Burnside: 3rd Ave to 14th Ave | Inner SE needs better connections to esplanade and bridges | Pro |
| Web | Woodson, Garlynn | | | | BD1089 | E Burnside: 3rd Ave to 14th Ave | Project will improve access to businesses and signal timing issue | Pro |
| Testimony | Holmes, Tim | Central Eastside Industrial Council; Burnside Bridgehead Citizens Advisory Committee | Portland | | BD1089 | E Burnside: 3rd Ave to 14th Ave | Supports E Burnside-Couch couplet | Pro |
| Testimony | Finley Fry, Peter | Central East Side Industrial Council | Portland | | BD1089 | E Burnside: 3rd Ave to 14th Ave | Supports project | Pro |
| Email | Ovington, Peter | Resident | Portland | | BD1221 | Killingsworth: N Commercial-NE MLK | Create needed link between neighborhoods and MAX | Pro |
| Testimony | Robinson, Linda | Gateway Regional Center URAC | Portland | | BD2015 | NE 102nd Ave: NE Glisan-NE Stark | Support 102nd project as the spine of a regional center | Pro |
| Web | DeLaTorre, Alan | | | | BD2015 | NE 102nd Ave: NE Glisan-NE Stark | Are there plans available to view? | |
| Web | Dotterrer, Steve | Gateway Urban Renewal Advisory Committee | | | BD2015 | NE 102nd Ave: NE Glisan-NE Stark | 102nd is spine that holds Gateway together, project would help build "main street" | Pro |
| Web | Hovmiller, Erik | | | | BD2015 | NE 102nd Ave: NE Glisan-NE Stark | Project can help density area and improve ped amenities | Pro |
| Web | Jones, Brad | | | | BD2015 | NE 102nd Ave: NE Glisan-NE Stark | Should be paid for by local businesses | Con |
| Web | Masciocchi, Christopher | | | | BD2015 | NE 102nd Ave: NE Glisan-NE Stark | Area needs help to live up to potential, project lays foundation for area improvements | Pro |
| Web | Mattson, Annette | | | | BD2015 | NE 102nd Ave: NE Glisan-NE Stark | Improves safety and aesthetics of area | Pro |
| Web | Moll, Phil | Resident of Gateway area | | | BD2015 | NE 102nd Ave: NE Glisan-NE Stark | Strongly supports project | Pro |
| Web | Reese, Alesia | | | | BD2015 | NE 102nd Ave: NE Glisan-NE Stark | Project would support services and major employers in the area | Pro |
| Web | Robinson, Linda | | | | BD2015 | NE 102nd Ave: NE Glisan-NE Stark | Will help image of area and function of street through pedestrian improvements | Pro |
| Web | Tarfman, Aaron | | | | BD2015 | NE 102nd Ave: NE Glisan-NE Stark | Concerned about design of project | Con |
| Letter | Roberts, Lonnie | E. Mult. Transp. Comm. | E. Mult County | | BD2104 | SE Burnside: 181 St-Stark St | EMCT supports | Pro |
| Letter | Everett, Kathy | Gresham Council Transp. Comm. | Gresham | | BD2104 | SE Burnside: 181 St-Stark St | Improve bike and ped access to light rail | Pro |
| Letter | Brown, Robert | Gresham Area Chamber of Commerce | Gresham | | BD2104 | SE Burnside: 181 St-Stark St | Important for economic development in Rockwood District of West Gresham | Pro |

| | | | | | | | |
|-----------|-----------------------|----------------------------------|--------------|--------|---|---|-----|
| Letter | Becker, Charles | City of Gresham | Gresham | BD2104 | SE Burnside:181 St-Stark St | Important for urban renewal; supports private/public relationships; supports residential and commercial development | Pro |
| Testimony | Craddick, Shirley | Resident | Gresham | BD2104 | SE Burnside:181 St-Stark St | Supports Rockwood town center with bike, ped improvements | Pro |
| Email | DiNucci, Dina | Resident | Gresham | BD2104 | SE Burnside:181 St-Stark St | Road improvement, transit connectivity, economic support | Pro |
| Letter | Meyer, Roger N | Rockwood Neighborhood Assn | Portland | BD2104 | SE Burnside:181 St-Stark St | Improve pedestrian and bicycle access to transit; help revitalize the town center | Pro |
| Testimony | Fuller, David | Resident | Wood Village | BD2104 | SE Burnside:181 St-Stark St | Supports the project; delay will increase costs | Pro |
| Testimony | Brown, Robert | Gresham Area Chamber of Commerce | Gresham | BD2104 | SE Burnside:181 St-Stark St | Key to urban renewal in the Rockwood area | Pro |
| Testimony | Craddick, Shirley | City of Gresham | Gresham | BD2104 | SE Burnside:181 St-Stark St | Promote development of centers; add needed bike and pedestrian facilities | Pro |
| Testimony | Doubleday, Sandra | Resident | West Linn | BD2104 | SE Burnside:181 St-Stark St | Spur economic development | Pro |
| Testimony | Becker, Charles | City of Gresham | Gresham | BD2104 | SE Burnside:181 St-Stark St | Facilitate development and economic improvement; improve livability | Pro |
| Testimony | Mindin, Kathy | Resident | Gresham | BD2104 | SE Burnside:181 St-Stark St | Provide access to transit and area attractions | Pro |
| Web | Rheave, Alixe | Resident of area | | BD2104 | SE Burnside:181 St-Stark St | Needs improvement for safety | Pro |
| Web | Secreast, Sherry | | | BD2104 | SE Burnside:181 St-Stark St | Area needs major improvements for safety and rejuvenating the area | Pro |
| Web | Recker, Joseph | | | Bd3020 | Rose Biggi Ave: Southwest Hall Blvd to Crescent Way | Does not support this project | Con |
| Web | Tarfman, Aaron | | | Bd3020 | Rose Biggi Ave: Southwest Hall Blvd to Crescent Way | Project would connect the Round with existing street network | Pro |
| Letter | Sardineta, Sabino | Centro Cultural | Cornelius | BD3169 | E: Baseline (Cornelius) 10th Ave-19th Ave | Will improve pedestrian safety and bike access | Pro |
| Letter | Aranza, Consuelo | Resident | Cornelius | BD3169 | E: Baseline (Cornelius) 10th Ave-19th Ave | Sidewalks will improve safety | Pro |
| Letter | Vargas, Claudia | Resident | Portland | BD3169 | E: Baseline (Cornelius) 10th Ave-19th Ave | Provides ped access to the store for for people with special needs | Pro |
| Letter | Todd-Tiffany, Georgia | TVI Power & Sports | Cornelius | BD3169 | E: Baseline (Cornelius) 10th Ave-19th Ave | Essential for safety | Pro |
| Letter | Garner, Jenny | Cornelius Chamber of Commerce | Cornelius | BD3169 | E: Baseline (Cornelius) 10th Ave-19th Ave | Essential for safety | Pro |

| | | | | | | | |
|-----------|---------------------|--------------------------------------|-------------|--------|---|---|-----|
| Letter | Bricker, Scott | Bicycle Transportation Alliance | Portland | BD3169 | East Baseline Street, Cornelius: 10th Ave to 19th Ave | Supports bicycling region-wide and multi-modal transportation | Pro |
| Email | Newlevant, Jack | Bicycle Route Technology | Portland | BD3169 | East Baseline Street, Cornelius: 10th Ave to 19th Ave | Promotes practical use of bicycles for transportation | Pro |
| Letter | Araza, Consuelo | Resident | Cornelius | BD3169 | East Baseline Street, Cornelius: 10th Ave to 19th Ave | Essential for pedestrian safety; safety of people in wheelchairs | Pro |
| Email | Naumann, Keith | Resident | Portland | BD3169 | East Baseline Street, Cornelius: 10th Ave to 19th Ave | Promotes health, reduces congestion, supports the economy | Pro |
| Letter | Bash, Bill | City of Cornelius | Cornelius | BD3169 | East Baseline Street, Cornelius: 10th Ave to 19th Ave | Vital for continued development and to attract and retain business | Pro |
| Testimony | Dalin, Jeff | City of Cornelius | Cornelius | BD3169 | East Baseline Street, Cornelius: 10th Ave to 19th Ave | Supports project | Pro |
| Testimony | Meyer, Richard | City of Cornelius | Cornelius | BD3169 | East Baseline Street, Cornelius: 10th Ave to 19th Ave | Supports project | Pro |
| Testimony | Garner, Jenny | Cornelius Chamber of Commerce | Cornelius | BD3169 | East Baseline Street, Cornelius: 10th Ave to 19th Ave | Supports project | Pro |
| Testimony | Odermott, Don | City of Hillsboro | Hillsboro | BD3169 | East Baseline Street, Cornelius: 10th Ave to 19th Ave | Supports project; citizens request more detailed planning | Pro |
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | Portland | BD3169 | East Baseline Street, Cornelius: 10th Ave to 19th Ave | Supports program | Pro |
| Testimony | Whistler, Terry | City of Cornelius | Cornelius | BD3169 | East Baseline Street, Cornelius: 10th Ave to 19th Ave | Crucial for safety of pedestrians; important for downtown development | Pro |
| Web | Tarfman, Aaron | | | BD3169 | E. Baseline (Cornelius) 10th Ave-19th Ave | Great project for safety in much needed area | Pro |
| Web | Gibson, Teresa | | | BD3169 | E. Baseline (Cornelius) 10th Ave-19th Ave | Supports to relieve congestion | Pro |
| Web | Tarfman, Aaron | | | BD3169 | E. Baseline (Cornelius) 10th Ave-19th Ave | Project is a travesty | Con |
| Letter | Wright-Wilson, Lisa | Parks&Rec Advisory Comm. | Oregon City | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Provide access to recreation and natural area | Pro |
| Letter | Slack, Don | Oregon City Public Works | Oregon City | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Complements STIP preservation project | Pro |
| Letter | Kromer, Dan | Parks&Rec Advisory Comm. | Oregon City | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Provide access to recreation and natural area | Pro |
| Card | Buehrig, Karen | Resident | Oregon City | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Supports project | Pro |
| Letter | Scott, Jack | Clackamas Co. Economic Dev. Comm | Clackamas | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Supports redevelopment; adds bike and ped amenities | Pro |
| Letter | DeGrazia, Greg | N. Clackamas Co. Chamber of Commerce | Clackamas | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Supports redevelopment of underdevelopment | Pro |
| Letter | Franco, Kathy | Rivershore Hotel | Oregon City | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Will help make the area an attractive destination | Pro |

| | | | | | | | |
|-----------|------------------------|---|--------------|--------|--|---|-----|
| Testimony | Norris, Alice | City of Oregon City | Oregon City | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Supports project | Pro |
| Testimony | Slack, Don | Oregon City Transportation Advisory Committee | Oregon City | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Supports project | Pro |
| Testimony | Kromer, Dan | Oregon City Parks and Recreation Advisory Committee | Oregon City | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Committee supports project | Pro |
| Testimony | Hewitt, Gary | Resident | | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Supports project | Pro |
| Testimony | Neeley, Doug | Resident | | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Supports project | Pro |
| Testimony | Holveck, Amber | Oregon City Chamber of Commerce | Oregon City | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Supports project | Pro |
| Testimony | Barth, Gary | Clackamas County Economic Development Association | Clackamas Co | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Supports project | Pro |
| Web | Bryant, C | | | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Ped and Bike safety improvements needed | Pro |
| Web | Huiras, Gordon | | | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Will enhance public safety | Pro |
| Web | Lindah, Lance | | | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Much needed bike/ped connection between Oregon City Regional Center & Gladstone town center | Pro |
| Web | Orzen-Szeplakay, Lynda | | | BD5134 | McLoughlin Blvd:Clackamas R.-Dunes Dr. | Improve access to river and pedestrian crossings, medians and landscaping | Pro |
| Letter | Krebs, Carolyn | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Important for safety of bikes, peds, autos | Pro |
| Testimony | Jordan, Donna | LO Transportation Advisory Council | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Necessary for development of Lake Grove town center | Pro |
| Letter | Amundson, Janet | Lake Grove Commercial Association | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Postpone project until impacts analyzed | Con |
| Letter | Johnson, Elaine | Citizens for Excellence | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Postpone project until impacts analyzed and public input obtained | Con |
| Testimony | Splidsbael, James A | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Will hurt business | Con |
| Letter | Surrett, John | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Will hurt business;will drive taxes up | Con |
| Testimony | Nash, Don | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Will create more problems than it solves | Con |
| Letter | Hammerstad, Judy | City of Lake Oswego | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Supports designated town center; improve bike, ped, and transit systems | Pro |

| | | | | | | | | |
|-----------|-----------------------|--------------------------------------|--|-------------|--------|--|--|-----|
| Testimony | Walker, Larry | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Solve the traffic safety problem in less e | Con |
| Email | Allen, Grant | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Opposes installation of medians that prevent left turns | Con |
| Letter | Scott, Jack | Clackamas Co. Economic Dev. Comm | | Clackamas | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Provides connectivity to industrial sites | Pro |
| Letter | DeGrazia, Greg | N. Clackamas Co. Chamber of Commerce | | Clackamas | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Provides connectivity to industrial sites | Pro |
| Email | Kolzow, Char | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Bad idea; will prevent access to shops in one direction | Con |
| Email | Cambell, Yvonne | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Strongly opposes project | Con |
| Email | Lockhart, JB | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Needs mor financial planning; inhibits left turns | Con |
| Email | Elton, Aaron | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Opposes a solid median in the plan; needs economic feasibility study first | Con |
| Email | Potts, Craig | Prudential Northwest Properties | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Opposes funding without economic impact study | Con |
| Email | Kuran, John | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Too expensive; not a good use of money | Con |
| Email | Campbell, Yvonne | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Lacks citizen support;not cost-effective | Con |
| Email | Miller, Julia Ann | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Adamantly opposed to the project | Con |
| Email | Smith, Pat and Duane | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Adamantly opposed to the project | Con |
| Email | Harding, Bob | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Adamantly opposed to the project | Con |
| Email | Kindberg, Mike and T | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Adamantly opposed to the project | Con |
| Email | St John, Emily & Rob | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Do not proceed without an economic study | Con |
| Email | Lockhart, Ralph | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Lacked public process; needs economic analysis | Con |
| Email | Bistolias, Kyle & Kim | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Lacked public process; needs economic analysis | Con |
| Email | Kelley, Marie | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Adamantly opposed; lacked public involvement; needs cost analysis | Con |
| Email | Debord, Ray C | Resident | | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Opposes plan; will reduce safety; other priorities for the money | Con |

| | | | | | | | |
|-----------|--------------------|--|--------------|--------|--|---|-----|
| Email | Splidsboel, James | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Citizens and business owners excluded from the process; does not have broad support | Con |
| Email | Levin, Burton | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Opposes project;does not have broad support | Con |
| Email | Ivall, Tauran | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Do not fund without economic analysis;process lacked citizen involvement | Con |
| Email | Nash, Don | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Process lacked citizen involvement | Con |
| Card | James, Lorie | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Needed to increase safety at the intersection | Pro |
| Letter | VanDeventer, Frank | VanDeventer LLC | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Opposes project without economic analysis;public involvement lacking | Con |
| Letter | McNulty, Wilma | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Opposes project without complete economic impact study and adequate public process | Con |
| Testimony | Zeller, Barbara | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Addresses safety issues | Pro |
| Testimony | Finnigan, Matt | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Supports project | Pro |
| Testimony | DeGrazia, Greg | North Clackamas Co. Chamber of Commerce | Clackamas Co | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Supports project | Pro |
| Testimony | Uchida, Cheryl | Lake Grove Village Ctr Plan Advisory Committee | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Urged support | Pro |
| Testimony | Smither, Sid | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Project solves many problems | Pro |
| Testimony | Krebs, Carolyn | Lake Grove Village Ctr Plan Advisory Committee | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Supports project | Pro |
| Testimony | Buck, Michael | Lake Grove Business Association | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Supports project | Pro |
| Testimony | Walker, Larry | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Supports project | Pro |
| Testimony | Hammerstad, Judy | City of Lake Oswego | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Project will help develop town center; improves bicycle and pedestrian access | Pro |
| Testimony | Surett, John | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Opposes project;does not have community support;will increase taxes | Con |
| Testimony | Amundson, Jan | Business owner | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Opposes project;economic impact study needed first | Con |

| | | | | | | | |
|-----------|---------------------|--|-------------|--------|--|--|-----|
| Testimony | Spleetsbol, James | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Opposes project; inadequate public process; needs economic impact study | Con |
| Testimony | Spaccarelli, Nathan | Business owner | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Opposes project; less expensive solutions exist; needs more study | Con |
| Testimony | Johnson, Elaine | Citizens for Excellence in City Governmnet | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Opposes project; lacks demonstrated public support | Con |
| Testimony | McNulty, Wilma | Lake Grove Advisory Committee | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Opposes project | Con |
| Testimony | Jordan, Donna | Lake Oswego Transportation Advisory Board | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Project critical for developing a town center and to improve safety | Pro |
| Testimony | Drysdale, Scott | Resident | Lake Oswego | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Opposes project; lacks public input and economic impact study | Con |
| Web | Jones, Brad | | | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Project should be paid for by Lake Oswego | Con |
| Web | Rummel-Eury, Rose | | | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Residents support project including medians for safety | Pro |
| Web | Tarfman, Aaron | | | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Does not support this project | Con |
| Web | Waltz, Ray | | | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Support project for accessing services and recreation by bike | Pro |
| Web | Waltz, Samantha | | | BD6127 | Boones Ferry Road: Red Cedar Way-S of Reese Rd | Support project for accessing services and recreation by bike | Pro |
| Letter | Green, Moira | Lloyd District TMA | Portland | BK0001 | Sullivan's Gulch Trail | Promises \$26 k local match | Pro |
| Letter | Aeder, Linda | Lloyd TMA Bike Comm. | Portland | BK0001 | Sullivan's Gulch Trail | Major east-west bike connection | Pro |
| Letter | Bebb, Janet | Sullivan's Gulch N.Assn. | Portland | BK0001 | Sullivan's Gulch Trail | Neighborhood Assn in support | Pro |
| Letter | Warwich, Mike | Eliot Neighborhood Assn | Portland | BK0001 | Sullivan's Gulch Trail | Connects bikeway to Esplanade; good for development | Pro |
| Letter | Whitmore, Michael | Kerns Neighborhood Assn | Portland | BK0001 | Sullivan's Gulch Trail | "Missing link" in bike connection | Pro |
| Letter | Leonard, Justin | Mt Tabor Neighborhood Assn | Portland | BK0001 | Sullivan's Gulch Trail | Important for multi-modal connections | Pro |
| Letter | Naylor, Gary | Laurelhurst Neighborhood Assn | Portland | BK0001 | Sullivan's Gulch Trail | \$1000 in local match; asset to multi-modal connections | Pro |
| Letter | Naylor, Gary | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Strategic bike and ped connection | Pro |
| Letter | Ruff, William | Laurelhurst NA land-use comm | Portland | BK0001 | Sullivan's Gulch Trail | Strategic bike and ped connection | Pro |
| Letter | Loos, Andrew | SRM Development, LLC | Seattle | BK0001 | Sullivan's Gulch Trail | Development asset; bike/ped connection | Pro |
| Letter | Davis, Kelly | Rose City Park Neighborhood | Portland | BK0001 | Sullivan's Gulch Trail | Important access to transit; connect the bike/ped system; boost bike commuters on the eastside | Pro |
| Letter | Pettit, Harrison | Sullivan's Gulch N.Assn. | Portland | BK0001 | Sullivan's Gulch Trail | Development asset; bike/ped connection | Pro |

| | | | | | | | |
|-----------|-----------------------|---------------------------------|-----------|--------|------------------------|---|-----|
| Letter | Jordan, Robert G | Center Neighborhood Assn | Portland | BK0001 | Sullivan's Gulch Trail | Boost bike commuters; ease congestion on E. Burnside and NE Glisan; provide access to transit | Pro |
| Letter | Santner, Zari | Portland Parks & Recreation | Portland | BK0001 | Sullivan's Gulch Trail | Promises \$26K in local match | Pro |
| Card | Landon, Rachel | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Supports safe bicycle commuting | Pro |
| Card | Harris, Monique | Resident | Vancouver | BK0001 | Sullivan's Gulch Trail | Supports safe bicycle commuting | Pro |
| Testimony | Howell, Jim | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Important bike and ped access | Pro |
| Letter | Bricker, Scott | Bicycle Transportation Alliance | Portland | BK0001 | Sullivan's Gulch Trail | Supports bicycling region-wide and multi-modal transportation | Pro |
| Email | Newlevant, Jack | Bicycle Route Technology | Portland | BK0001 | Sullivan's Gulch Trail | Promotes practical use of bicycles for transportation | Pro |
| Letter | Lundgren, Eric | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Bicycling improves environment, promotes health, reduces congestion | Pro |
| Email | Naumann, Keith | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Promotes health, reduces congestion, supports the economy | Pro |
| Email | Robinson, Linda | Hazelwood Neighborhood Assn | Portland | BK0001 | Sullivan's Gulch Trail | Maximizes capacity of existing system by promoting a safe alternative for bikes and peds | Pro |
| Email | Smith, George Ivan | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Bike facilities attract new residents; linkages enhance bike safety; biking promotes health | Pro |
| Email | Standish, Myles | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Bike projects increase livability and desirability of Portland as a city | Pro |
| Email | Stepp, John | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Support funding | Pro |
| Email | McCoy, Megan (and | Montavilla Neighborhood Assn | Portland | BK0001 | Sullivan's Gulch Trail | Supports transportation choices | Pro |
| Email | Hert, Clay | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Will make a significant contribution to the bikeways | Pro |
| Email | Berry, Rebecca | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Create important connections on a safe bikeway | Pro |
| Email | Cornell, Adam | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Supports bike linkages | Pro |
| Email | Warren, Joseph | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Supports safe transportation alternatives | Pro |
| Email | Turner-Gillespie, Dan | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Support safe bike path for commuters | Pro |
| Email | Lambert, James | Bonneville Power Administration | Portland | BK0001 | Sullivan's Gulch Trail | Supports safe bike commuting | Pro |
| Email | Gorlin, Lisa | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Trails promote tourism, livability, alternative transportation | Pro |
| Email | Roberts, Jessica | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Bicycle facilities support economic competitiveness; need facilities safe for all | Pro |

| | | | | | | | |
|-----------|-----------------------|---|----------|--------|------------------------|--|-----|
| Email | Green, Lulu, Shara, F | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Supports project | Pro |
| Testimony | Lerch-Walters, Dan | Sullivan's Gulch N.Assn. | Portland | BK0001 | Sullivan's Gulch Trail | Enhance access to transit; provide safe bicycle route | Pro |
| Testimony | Barber, Bill | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Lots of bang for the buck; part of regional trail system | Pro |
| Testimony | Perkins, Brad | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Provide a needed and safe bike corridor | Pro |
| Testimony | Barber, Bill | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Supports project | Pro |
| Testimony | Naylor, Gary | Laurelhurst Neighborhood Assn | Portland | BK0001 | Sullivan's Gulch Trail | Association promises to contribute some match | Pro |
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | Portland | BK0001 | Sullivan's Gulch Trail | Supports program | Pro |
| Testimony | Grund, Ted | Sullivan Gulch Corridor Trail Committee | Portland | BK0001 | Sullivan's Gulch Trail | Supports project | Pro |
| Testimony | Coe, MJ | Sullivan Gulch Corridor Trail Committee | Portland | BK0001 | Sullivan's Gulch Trail | Supports project; local community promises to contribute to funding match | Pro |
| Testimony | Sweeney, Brian | | Portland | BK0001 | Sullivan's Gulch Trail | Provides connectivity and access to parks | Pro |
| Testimony | Perkins, Brad | Sullivan's Gulch Neighborhood Assn | Portland | BK0001 | Sullivan's Gulch Trail | Stimulus for economic development as well as providing connectivity to downtown Portland | Pro |
| Testimony | Walters, Daniel | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Supports project | Pro |
| Testimony | Robinson, Linda | Gateway Regional Center URAC | Portland | BK0001 | Sullivan's Gulch Trail | Provides safe bike route to the city center | Pro |
| Testimony | Vien, Catherine | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Supports project | Pro |
| Testimony | Zaleda, A.J. | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Supports project | Pro |
| Testimony | Calvert, Tim | Resident | | BK0001 | Sullivan's Gulch Trail | Supports this project and all bike projects | Pro |
| Testimony | Newlevant, Jack | Bicycle Route Technology | Portland | BK0001 | Sullivan's Gulch Trail | Spoke in favor of this project and all bike projects | Pro |
| Testimony | Whitaker, David | Resident | Portland | BK0001 | Sullivan's Gulch Trail | Supports project | Pro |
| Testimony | Everhart, Gregg | Portland Parks & Recreation | Portland | BK0001 | Sullivan's Gulch Trail | District supports project | Pro |
| Web | Achor, Robert | | | BK0001 | Sullivan's Gulch Trail | Trail could increase appeal and safety of commuting by bike | Pro |
| Web | Anderson, Lenny | | | BK0001 | Sullivan's Gulch Trail | Questions Metro sponsorship of project | |
| Web | Cohen, Scott | | | BK0001 | Sullivan's Gulch Trail | Would help reduce congestion on I-84 | Pro |
| Web | Fekety, Sharon | | | BK0001 | Sullivan's Gulch Trail | Really important off-street trail | Pro |
| Web | Hovmiller, Erik | | | BK0001 | Sullivan's Gulch Trail | Easier biking between residential and commercial areas | Pro |
| Web | Jacobs, Robert | | | BK0001 | Sullivan's Gulch Trail | Supports funding of this study | Pro |

| | | | | | | | | | |
|--------|--------------------|--|------------------------------|----------|--------|---|--|--|-----|
| Web | Kelly, Tim | | | | BK0001 | Sullivan's Gulch Trail | | Bike path would help access outer NE Portland | Pro |
| Web | Kelso, Douglas | | | | BK0001 | Sullivan's Gulch Trail | | Critical connection in bike network | Pro |
| Web | Langston, Amelia | | | | BK0001 | Sullivan's Gulch Trail | | Useful connection, good value for the money | Pro |
| Web | Moore, Miriam | | | | BK0001 | Sullivan's Gulch Trail | | Important connection from I-205 to Esplanade | Pro |
| Web | Raitt, Merritt | | | | BK0001 | Sullivan's Gulch Trail | | Excellent addition to esplanade/Springwater/I-205 bike path system | Pro |
| Web | Recker, Joseph | | | | BK0001 | Sullivan's Gulch Trail | | Opportunity for increasing bike mode share | Pro |
| Web | Woodsong, Garlynn | | | | BK0001 | Sullivan's Gulch Trail | | Supports construction of trail | Pro |
| Letter | Sato, Rick | | S. Waterfront Greenway Part. | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | | Provides access to the waterfront and connects to existing trails | Pro |
| Card | Peterson, Nicole | | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | | Connection to existing system; without connection, trail isn't useful | Pro |
| Card | Papas, M. | | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | | Supports bicycle safety, environment; bike path connection | Pro |
| Card | Connelly, Tom | | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | | Supports urban livability, property values; reduces congestion | Pro |
| Card | Fenimore, James | | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | | Provides safety for bicyclists | Pro |
| Card | Szigethy, Steven | | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | | Provides missing link; good for business development | Pro |
| Letter | Wilde, Dennis | | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | | Crucial for future of the S. Waterfront district | Pro |
| Letter | Wilde, Jean | | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | | Crucial for future of the S. Waterfront district | Pro |
| Card | Linvog, Erik | | Resident | Newberg | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | | Essential for pedestrian safety; access to greenspace | Pro |
| Card | Panoff, Krista | | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | | Essential for pedestrian safety | Pro |
| Card | Rehberg, Shayna | | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | | Essential for pedestrian safety; capitalizes on existing bike improvements in the area | Pro |
| Card | Curry, Bob | | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | | Provides access to the waterfront | Pro |
| Letter | Bergen, Marilyn | | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | | Enhance livability of the area and access to greenspace | Pro |
| Letter | Liversidge, Justin | | Resident | Bend | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | | Connects people to the river | Pro |

| | | | | | | | |
|-----------|----------------------|------------------------------|----------|--------|---|--|-----|
| Card | Landau, paul | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Nice to have a longer bike trail | Pro |
| Email | Brown, Roger | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Will fix a gap in the trail; improve bike and ped safety | Pro |
| Email | Weijo, Rick & Sharon | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Will help spur development | Pro |
| Email | Connor, William | OHSU | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Important for bicyclists and walkers; promotes health | Pro |
| Email | Farzan, Jim | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Supports development of the area | Pro |
| Card | Newlevant, Jack | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Will be a useful link | Pro |
| Card | Luke, Jim | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Needed for safety of increasing numbers of bikers and walkers | Pro |
| Testimony | Luke, Jim | Greenspaces Committee | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Supports project | Pro |
| Testimony | Peterson, Nicole | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Provides access to river; local property owner donating easement | Pro |
| Testimony | Tarhman, Erin | Resident | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Opposes project | Con |
| Testimony | Everhart, Gregg | Portland Parks & Recreation | Portland | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | District supports project | Pro |
| Web | Bergen, Mary | | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Existing trails are well used, this trail should be extended | Pro |
| Web | Dang, Charles | | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Critical piece of Willamette Greenway trail to Willamette Park | Pro |
| Web | Freedman, Joana | | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Funds needed to complete gap in trail and funding, vital connection | Pro |
| Web | Glick, Oren | | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Funding for integrated, whole and complete project | Pro |
| Web | Huang, Yuchen | | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Would like to see trail on list for funding | Pro |
| Web | Jones, Mike | | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Trail is a vital link in Portland bike/ped system | Pro |
| Web | McCaw, Linda | Resident of South Waterfront | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Section of trail is essential for access to river | Pro |
| Web | Noguchi, Thomas | Resident of South Waterfront | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Trail would ensure access to river for everyone | Pro |
| Web | Reuther, Karen | Resident of South Waterfront | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Trail is essential to development of district and supports needed health related opportunities | Pro |
| Web | Reuther, Karen | Resident of South Waterfront | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | 2nd comment, reiterating support for trail | Pro |

| | | | | | | | | |
|-----------|--------------------|---------------------------------|----------|--|--------|---|---|-----|
| Web | Russo, Domenica | | | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Project links two important waterfront areas | Pro |
| Web | Tarfman, Aaron | | | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Does not support this project, there are better projects to fund on list | Con |
| Web | Weijo, Rick | | | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Trail encourages non-auto travel and sustainable living practices in the area | Pro |
| Web | Weijo, Sharon | | | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Trail encourages non-auto travel and sustainable living practices in the area | Pro |
| Web | White, Rolland | | | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Project would help create access to river | Pro |
| Web | Wilde, Dennis | Resident of South Waterfront | | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Supports completion of trail | Pro |
| Web | Fenner, Peter | | | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Trail is critical for South Water front success | Pro |
| Web | Walsh, Michelle | | | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Supports trail project | Pro |
| Testimony | Fenner, Peter | Resident | Portland | | BK1048 | Willamette Greenway Trail: SW Gibbs-SW Lowell | Presented petition of 75 Meriwether residents in support | Pro |
| Email | Warren, Joseph | Resident | Portland | | BK1089 | East Burnside: 3rd Ave to 14th Ave | Supports safe transportation alternatives | Pro |
| Card | Landon, Rachel | Resident | Portland | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Supports safe bicycle commuting | Pro |
| Letter | Bricker, Scott | Bicycle Transportation Alliance | Portland | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Supports bicycling region-wide and multi-modal transportation | |
| Email | Parker, Terry | Resident | Portland | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Too expensive; bicycles overrepresented | Con |
| Email | Newlevant, Jack | Bicycle Route Technology | Portland | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Promotes practical use of bicycles for transportation | Pro |
| Letter | Lundgren, Eric | Resident | Portland | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Bicycling improves environment, promotes health, reduces congestion | Pro |
| Email | Naumann, Keith | Resident | Portland | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Promotes health, reduces congestion, supports the economy | Pro |
| Email | Smith, George Ivan | Resident | Portland | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Bike facilities attract new residents; linkages enhance bike safety; biking promotes health | Pro |
| Email | Seal, Steven | Resident | Portland | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | North-south bike corridors needed | Pro |
| Email | Garzotto, Mark | Resident | Portland | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | North-south bike corridors needed | Pro |

| | | | | | | | |
|-----------|-----------------------|--|----------|--------|---|---|-----|
| Email | Standish, Myles | Resident | Portland | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Bike projects increase livability and desirability of Portland as a city | Pro |
| Email | Andrews, Heather | Resident | Portland | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Will encourage more people in SE Portland to go by bike | Pro |
| Email | Stepp, John | Resident | Portland | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Support funding | Pro |
| Email | Bennett, Josh | Resident | Portland | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | North-south bike corridors needed | Pro |
| Email | Cornell, Adam | Resident | Portland | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Supports bike linkages | Pro |
| Email | Warren, Joseph | Resident | Portland | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Supports safe transportation alternatives | Pro |
| Email | Gorlin, Lisa | Resident | Portland | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Bike and ped facilities promote tourism, livability, alternative transportation | Pro |
| Email | Roberts, Jessica | Resident | Portland | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Bicycle facilities support economic competitiveness; need facilities safe for all | Pro |
| Email | Clark, Dan | Resident | Portland | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Currently access is limited; need this link for bikes | Pro |
| Email | Green, Lulu, Shara, F | Resident | Portland | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Need bike boulevards going north-south | Pro |
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | Portland | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Supports project | Pro |
| Testimony | Walters, Daniel | Resident | Portland | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Supports project | Pro |
| Testimony | Zaleda, A.J. | Resident | Portland | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Supports project | Pro |
| Testimony | Smith, Chris | Portland Streetcar Citizens Advisory Committee | Portland | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Least expensive way to reduce SOV use | Pro |
| Web | Barron | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Woodstock resident supports this project | Pro |
| Web | Cittadini, Matthew | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Need project for safe connection to Woodstock | Pro |
| Web | Cohen, Scott | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Close gaps in regional bike network, need north-south routes | Pro |
| Web | Fekety, Sharon | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Important north/south bicycle connection | Pro |
| Web | Forrest, Hilary | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Important north/south bicycle connection | Pro |

| | | | | | | | |
|--------|-------------------|---------------------------------|----------|--------|---|--|-----|
| Web | Hallin, Jack | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Important north/south bicycle connection for safety, attracting new cyclists | Pro |
| Web | Harris, Julia | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Connection for commuters and recreational bikers accessing Springwater | Pro |
| Web | Hovmiller, Erik | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Bike Blvds are the highways for cyclists and make biking easier | Pro |
| Web | Jacobsen, Pete | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Need complete north-south route | Pro |
| Web | Jones, Brad | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Does not support this project, supports roads | Con |
| Web | Land, Dean | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Would use this trail, it would reduce traffic | Pro |
| Web | McBride, Megan | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | More north-south connectivity, increase safety | Pro |
| Web | Ong, Jeff | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Need north-south connection | Pro |
| Web | Raitt, Merritt | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Important project for adding to existing system | Pro |
| Web | Recker, Joseph | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Strongly supports project and bike Blvds | Pro |
| Web | Tarfman, Aaron | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Strongly encourages completion of project | Pro |
| Web | Timm, Ethan | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Bike Blvds are essential to encourage cycling | Pro |
| Web | Walker, Matt | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | North-south connection needed | Pro |
| Web | Woodsong, Garlynn | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Welcomes addition of bike infrastructure for safety in SE | Pro |
| Web | Y, Natalie | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | This project should be a top priority for funding | Pro |
| Web | Spiegel, John | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Current routes are dangerous, need this project | Pro |
| Web | McGilvrey, Tim | | | BK1126 | NE/SE 50s Bikeway:NE Thompson to SE Woodstock | Please fund, important for regional network | Pro |
| Letter | Bricker, Scott | Bicycle Transportation Alliance | Portland | BK1999 | NE/SE 70s: NE Killingsworth to SE Clatsop | Supports bicycling region-wide and multi-modal transportation | Pro |
| Email | Parker, Terry | Resident | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | Too expensive; bicycles overrepresented | Con |
| Email | Newlevant, Jack | Bicycle Route Technology | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | Promotes practical use of bicycles for transportation | Pro |

| | | | | | | | |
|-----------|-----------------------|--|----------|--------|---|---|-----|
| Letter | Lundgren, Eric | Resident | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | Bicycling improves environment, promotes health, reduces congestion | Pro |
| Email | Smith, George Ivan | Resident | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | Bike facilities attract new residents; linkages enhance bike safety; biking promotes health | Pro |
| Email | Seal, Steven | Resident | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | North-south bike corridors needed | Pro |
| Email | Garzotto, Mark | Resident | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | North-south bike corridors needed | Pro |
| Email | Standish, Myles | Resident | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | Bike projects increase livability and desirability of Portland as a city | Pro |
| Email | Andrews, Heather | Resident | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | Will encourage more people in SE Portland to go by bike | Pro |
| Email | Stepp, John | Resident | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | Support funding | Pro |
| Email | Bennett, Josh | Resident | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | North-south bike corridors needed | Pro |
| Email | Cornell, Adam | Resident | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | Supports bike linkages | Pro |
| Email | Warren, Joseph | Resident | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | Supports safe transportation alternatives | Pro |
| Email | Gorlin, Lisa | Resident | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | Trails promote tourism, livability, alternative transportation | Pro |
| Email | Roberts, Jessica | Resident | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | Bicycle facilities support economic competitiveness; need facilities safe for all | Pro |
| Email | Green, Lulu, Shara, F | Resident | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | Need bike boulevards going north-south | Pro |
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | Supports project | Pro |
| Testimony | Walters, Daniel | Resident | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | Supports project | Pro |
| Testimony | Zaleda, A.J. | Resident | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | Supports project | Pro |
| Testimony | Smith, Chris | Portland Streetcar Citizens Advisory Committee | Portland | BK1999 | NE/SE 70s Bikeway:NE Killingsworth - SE Clatsop | Least expensive way to reduce SOV use | Pro |
| Web | Cohen, Scott | | | BK1999 | NE/SE 70s: NE Killingsworth to SE Clatsop | Helps connect bike network and provides more transportation options | Pro |
| Web | Fekety, Sharon | | | BK1999 | NE/SE 70s: NE Killingsworth to SE Clatsop | Important north-south route | Pro |

| | | | | | | | | |
|-----------|-------------------|---------------------------------|-----------|--|--------|--|---|-----|
| Web | Hallin, Jack | | | | BK1999 | NE/SE 70s: NE Killingworth to SE Clatsop | Another badly needed bike connection | Pro |
| Web | Harris, Julia | | | | BK1999 | NE/SE 70s: NE Killingworth to SE Clatsop | Great alternative to hazardous 82nd Ave | Pro |
| Web | Jacobsen, Pete | | | | BK1999 | NE/SE 70s: NE Killingworth to SE Clatsop | Supports north-south route development | Pro |
| Web | Jones, Brad | | | | BK1999 | NE/SE 70s: NE Killingworth to SE Clatsop | Does not support this project, supports roads | Con |
| Web | Land, Dean | | | | BK1999 | NE/SE 70s: NE Killingworth to SE Clatsop | Good for accessing 82nd Ave | Pro |
| Web | Larkin, Kay | | | | BK1999 | NE/SE 70s: NE Killingworth to SE Clatsop | no comment recorded | |
| Web | Moore, Miriam | | | | BK1999 | NE/SE 70s: NE Killingworth to SE Clatsop | North-south connection needed in the 70s | Pro |
| Web | Raitt, Merritt | | | | BK1999 | NE/SE 70s: NE Killingworth to SE Clatsop | Important addition to existing system | Pro |
| Web | Recker, Joseph | | | | BK1999 | NE/SE 70s: NE Killingworth to SE Clatsop | Bike blvds are effective and efficient and help promote alternative modes | Pro |
| Web | Tarfman, Aaron | | | | BK1999 | NE/SE 70s: NE Killingworth to SE Clatsop | Strongly encourages completion of project | Pro |
| Web | Woodsong, Garlynn | | | | BK1999 | NE/SE 70s: NE Killingworth to SE Clatsop | Need more bike infrastructure for safer and easier cycling | Pro |
| Web | McGilvrey, Tim | | | | BK1999 | NE/SE 70s: NE Killingworth to SE Clatsop | Important to the regional bike network | Pro |
| Testimony | Kimura, Arlene | Gateway Regional Center URAC | Portland | | BK2015 | NE 102nd Avenue: NE Glisan to NE Stark | Crucial for safe pedestrian crossing | Pro |
| Letter | McLain, Susan | Meitro Council | Portland | | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Serves densely populated area; crucial to livability; connects to transit; supports 2040 concept; complements local efforts | Pro |
| Card | Otcenas, Susan | Resident | Beaverton | | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Supports safe bike commuting and bike businesses | Pro |
| Letter | Bricker, Scott | Bicycle Transportation Alliance | Portland | | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Supports bicycling region-wide and multi-modal transportation | Pro |
| Letter | Kinney, Terry | West Hills Development Company | Beaverton | | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Important trail connection; improves livability | Pro |
| Email | Newlevant, Jack | Bicycle Route Technology | Portland | | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Promotes practical use of bicycles for transportation | Pro |

| | | | | | | | |
|-----------|---------------------|--|--------------|--------|--|--|-----|
| Letter | Coulter, John | Hillsboro 2020 Vision Implementation Committee | Hillsboro | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Part of the Hillsboro 2020 Vision; supported by citizens; provides essential connectivity to greenspaces | Pro |
| Email | Banaka, Chuck&Sheri | Resident | Beaverton | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Promotes safe walking; access to transit | Pro |
| Email | O'Donnel, Linda | Miller Education Center West | | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Provides safe bike route, connects trails with MAX | Pro |
| Email | Endicott, Jackie | Resident | Beaverton | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Important for commuting and exercise; access to nature | Pro |
| Email | Connegan, Joseph | Resident | Hillsboro | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Strongly supports | Pro |
| Email | Weselak, Brian | Resident | | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Safe alternative to the street for runners | Pro |
| Email | Feltham, Derek | Resident | Portland | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Strongly supports; provides safe alternative transportation route and recreation | Pro |
| Testimony | Ordal, Mary | Hillsboro Parks & Recreation District | Hillsboro | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Strongly supports; project started but more needed for match | Pro |
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | Portland | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Supports program | Pro |
| Web | Gibson, Teresa | | | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Project would provide needed connection to Orchard park in Hillsboro-increase walkability | Pro |
| Web | Jones, Brad | | | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Does not support this project, supports roads | Con |
| Web | Tarfman, Aaron | | | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Provides vital connections to existing trail | Pro |
| Web | Thomson, David | | | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Against expansion of Rock Cr Trail until xings at Evergreen & Cornell are addressed | Con |
| Email | Rosenbaum, Lee | Resident | | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Supports transportation choices and recreation | Pro |
| Email | Spurgeon, John | Resident | Hillsboro | BK3012 | Rock Creek path: Orchard Park-NW Wilkins | Looks forward to riding bikes with children on new trails | Pro |
| Letter | Brian, Tom | Wash. County Comm. | Wash. County | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Advances trail connecting 7 cities, 3 counties | Pro |
| Letter | Kroger, Wendy | Tualatin Hills Park&Rec | Beaverton | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Advances trail connecting 7 cities, 3 counties | Pro |
| Letter | Stuhr, Donna | Resident | Beaverton | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Important for regional trail system | Pro |

| | | | | | | | | |
|-----------|----------------------|---|--|---------------|--------|--|---|-----|
| Letter | Rhea, Alison | Resident | | Beaverton | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Important for regional trail system | Pro |
| Letter | Kroger, Bill | Resident | | Beaverton | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Connects 181,000 people, 50 schools, 270 parks | Pro |
| Card | Roberts, D.E. | Resident | | Beaverton | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Support transportation options; promote health and recreation | Pro |
| Letter | Bricker, Scott | Bicycle Transportation Alliance | | Portland | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Supports bicycling region-wide and multi-modal transportation | Pro |
| Letter | Hanson, Susan | Resident | | Beaverton | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Supports safe bicycling | Pro |
| Email | Naumann, Keith | Resident | | Portland | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Promotes health, reduces congestion, supports the economy | Pro |
| Email | Connegan, Joseph | Resident | | Hillsboro | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Strongly supports | Pro |
| Email | Emerson, Jim | Resident | | Beaverton | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Strongly supports; provides safe alternative transportation route and recreation | Pro |
| Email | Schouten, Dick | Washington County Commission | | Washington Co | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Connects with other major trails and natural areas | Pro |
| Email | Roberts, Duane | City of Tigard | | Tigard | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Supports exercise, access to trails, safety of runners and drivers | Pro |
| Email | Roberts, Jessica | Resident | | Portland | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Bicycle facilities support economic competitiveness; need facilities safe for all | Pro |
| Email | Brian, Tom | Washington County Commission | | Washington Co | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | On Washington County's federal agenda; has regional support | Pro |
| Email | Bartlett, Bruce | CPO-1 | | Washington Co | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | CPO voted in support 18-1 | Pro |
| Letter | Freudenthal, Michael | Tigard park and Recreation Advisory Board | | Tigard | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Provides needed multi-use path on the west side and access to nature | Pro |
| Testimony | Ascher, Leland | Tualatin Parks & Recreation District | | Beaverton | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Supports project | Pro |
| Testimony | Barber, Bill | Resident | | Portland | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Supports project | Pro |
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | | Portland | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Supports program | Pro |
| Testimony | Kroger, Wendy | Tualatin Parks & Recreation District | | Beaverton | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Supports project | Pro |
| Testimony | Mankey, Kdoung | Beaverton Park District | | Beaverton | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Supports project | Pro |
| Web | Babcock, Louis | | | | BK3014 | Westside Corridor Trail: Tualatin R.- Willamette R. | Efficient and safe north/south path in the area | Pro |

| | | | | | | | | |
|-----------|--------------------|--|-----------|--|--------|--|--|-----|
| Web | Bartlett, Bruce | CPO 1 | | | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | CPO endorses project | Pro |
| Web | Bartlett, Bruce | CPO 1 | | | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Clarification of support for Metro sponsorship | Pro |
| Web | Brewer, Brent | | | | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Project will add to livability | Pro |
| Web | Cohen, Scott | | | | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Westside needs this path to provide transportation options | Pro |
| Web | Frewing, John | Friends of Tigard/Bull Mountain Trails | | | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Endorses project, for increased livability and access | Pro |
| Web | Johnson, Elizabeth | | | | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Great addition to nearby trails | Pro |
| Web | Jones, Brad | | | | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Does not support trail project | Con |
| Web | Rinehart, Pam | | | | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Supports addition of trail for safe recreation | Pro |
| Web | Sedory, Tom | | | | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Trail would bring big return, existing trail is fragmented | Pro |
| Web | Tabor, Kristen | | | | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Trail encourages healthier living and improves environmental quality | Pro |
| Web | Tarfman, Aaron | | | | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Could be Wash. County's Springwater equivalent | Pro |
| Web | Welch, Sarah | | | | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Not many trails in Tigard-Tualatin area, this trail would provide safe recreation/exercise areas | Pro |
| Web | Weit, Ramsay | | | | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Supports trail development and this trail project | Pro |
| Testimony | Gulgren, Steve | Hillsboro Parks & Recreation District | Hillsboro | | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Supports project | Pro |
| Email | Rinehart, Pam | Resident | Portland | | BK3014 | Westside Corridor Trail: Tualatin R.-Willamette R. | Important for safety of runners and bikers | Pro |
| Web | Brown, Frank | | | | BK3114 | NE 28th PE: NE Grant to E Main Streets | Great project, but 6 feet of plantings is too much | Pro |
| Web | Gibson, Teresa | | | | BK3114 | NE 28th PE: NE Grant to E Main Streets | Disappointed project is not on first cut list | Pro |
| Web | Tarfman, Aaron | | | | BK3114 | NE 28th PE: NE Grant to E Main Streets | Endorses project, but opposes center-left turn lane in design | Pro |
| Letter | Towle, Dick | E Columbia Neighborhood Assn | Portland | | BK4011 | Marine Dr Bike Facility Gaps:NE 6th-Ne 185th | Crucial for bike and ped safety and trail connectivity | Pro |
| Card | Barthel, Susan | Resident | Portland | | BK4011 | Marine Dr Bike Facility Gaps:NE 6th-Ne 185th | Crucial connection; capitalizes on other investments in public spaces | Pro |
| Card | Sullivan, Robin | Resident | Portland | | BK4011 | Marine Dr Bike Facility Gaps:NE 6th-Ne 185th | Supports safe bicycle commuting | Pro |

| | | | | | | | | |
|-----------|------------------|---------------------------------|--|----------|--------|--|--|-----|
| Card | Jacklin, Rich | Resident | | Portland | BK4011 | Marine Dr Bike Facility Gaps:NE 6th-Ne 185th | Supports safe bicycle commuting | Pro |
| Card | Bussey, Gordon | Resident | | Portland | BK4011 | Marine Dr Bike Facility Gaps:NE 6th-Ne 185th | Crucial for bike and ped safety and trail connectivity | Pro |
| Card | Balogh, Kathryn | Resident | | Portland | BK4011 | Marine Dr Bike Facility Gaps:NE 6th-Ne 185th | Supports safe bicycle commuting and recreation | Pro |
| Card | Landon, Rachel | Resident | | Portland | BK4011 | Marine Dr Bike Facility Gaps:NE 6th-Ne 185th | Supports safe bicycle commuting | Pro |
| Testimony | Whitney, Matt | Bridgton Neighborhood | | Portland | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | Supports program | Pro |
| Testimony | Yonemura, Norm | Resident | | Portland | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | Supports project | Pro |
| Testimony | Bartel, Susan | Resident | | Portland | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | Project provides needed safety for bikes | Pro |
| Testimony | Towhe, Richard | East Columbia Neighborhood Assn | | Portland | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | Supports project | Pro |
| Testimony | Everhart, Gregg | Portland Parks & Recreation | | Portland | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | District supports project | Pro |
| Web | Adamski, Joe | | | | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | Finish "missing links" for safety and economic opportunities | Pro |
| Web | Cohen, Scott | | | | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | Close gaps in regional bike network | Pro |
| Web | Harris, Julia | | | | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | Build trail for safety | Pro |
| Web | Jacobsen, Pete | | | | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | Put project back on first cut list | Pro |
| Web | Recker, Joseph | | | | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | Project is not just recreational, it connects communities | Pro |
| Web | Robinson, Linda | | | | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | Completes gaps, improves access, and safety | Pro |
| Web | Schoenborn, Thom | | | | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | Riding on Marine Dr. is dangerous, need to complete gaps | Pro |
| Web | Stoffer, Vincent | | | | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | Project improves safety and completes 40 mile loop | Pro |
| Web | Tarfman, Aaron | | | | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | Bike travel in corridor needs to be examined, there are no safe routes in this area. | Pro |
| Web | Wehbring, Kurt | | | | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | This is a good extension to a great bikeway | Pro |
| Web | Y, Natalie | | | | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | Marine drive portion of bike route is difficult | Pro |
| Web | Smith, Jeff | | | | BK4011 | Marine Drive Bike Facility Gaps:NE 6th to NE 185th | Good for filling gap between I-205 & 122nd | Pro |

| | | | | | | | |
|-----------|----------------------|--|----------------|--------|------------------------------------|---|-----|
| Letter | Knapp, Jim Jr. | Oak Lodge Water District | Clackamas Co. | BK5026 | Trolley trail: Arista St-Glen Echo | Completes 20-mile bike and ped connection | Pro |
| Letter | Byerly, Steve | SCOTSCO, Inc. | Clackamas Co. | BK5026 | Trolley trail: Arista St-Glen Echo | Important as safe bike and ped connector | Pro |
| Letter | Smith, Florence M | Resident | Milwaukie | BK5026 | Trolley trail: Arista St-Glen Echo | Important for safe biking of elderly and children | Pro |
| Letter | Schneider, George | Resident | Milwaukie | BK5026 | Trolley trail: Arista St-Glen Echo | Needed for pedestrian connection | Pro |
| Letter | Jones, Dick | Resident | Oak Grove | BK5026 | Trolley trail: Arista St-Glen Echo | Completes 20-mile bike and ped connection | Pro |
| Card | Hanrahan, Paul | Resident | Jennings Lodge | BK5026 | Trolley trail: Arista St-Glen Echo | Reduce pollution, promote exercise | Pro |
| Card | Mastronade, Carol | Resident | Milwaukie | BK5026 | Trolley trail: Arista St-Glen Echo | Supports safe bicycle commuting | Pro |
| Card | Buehrig, Karen | Resident | Oregon City | BK5026 | Trolley trail: Arista St-Glen Echo | Essential connection in bikeway | Pro |
| Letter | Bricker, Scott | Bicycle Transportation Alliance | Portland | BK5026 | Trolley trail: Arista St-Glen Echo | Supports bicycling region-wide and multi-modal transportation | Pro |
| Email | Newlevant, Jack | Bicycle Route Technology | Portland | BK5026 | Trolley trail: Arista St-Glen Echo | Promotes practical use of bicycles for transportation | Pro |
| Letter | Scott, Jack | Clackamas Co. Economic Dev. Comm | Clackamas | BK5026 | Trolley trail: Arista St-Glen Echo | Critical bike and ped connection | Pro |
| Letter | DeGrazia, Greg | N. Clackamas Co. Chamber of Commerce | Clackamas | BK5026 | Trolley trail: Arista St-Glen Echo | Critical bike and ped connection | Pro |
| Letter | Hungerford, Laila | Resident | Milwaukie | BK5026 | Trolley trail: Arista St-Glen Echo | Encourages alternate transportation; provides missing link | Pro |
| Letter | Haggenmiller, Thelma | Slow Poke Tours | Oak Grove | BK5026 | Trolley trail: Arista St-Glen Echo | Bike and ped projects promote tourism | Pro |
| Letter | Hoffman, Faith | Oak Grove Garden Club | Milwaukie | BK5026 | Trolley trail: Arista St-Glen Echo | Links Milwaukie with Gladstone; provides safety for walkers and bikers | Pro |
| Letter | Herauf, Willie | Oak Grove Garden Club | Oregon City | BK5026 | Trolley trail: Arista St-Glen Echo | Supports pedestrians and bicyclists; has community support | Pro |
| Email | Shook, Richard | Friends of Kellogg and Mt Scott Creeks Watershed | Milwaukie | BK5026 | Trolley trail: Arista St-Glen Echo | Will provide vital alternative transportation link | Pro |
| Email | Hanrahan, Paul | Western Metrology, Inc | Wilsonville | BK5026 | Trolley trail: Arista St-Glen Echo | Big bang for the buck; lots of people can use, even during the wet season | Pro |
| Email | Gorton, Karen | Campfire USA, Mt Hood Council | Portland | BK5026 | Trolley trail: Arista St-Glen Echo | Provides important trail connection | Pro |
| Email | Roberts, Jessica | Resident | Portland | BK5026 | Trolley trail: Arista St-Glen Echo | Bicycle facilities support economic competitiveness; need facilities safe for all | Pro |
| Testimony | Loomis, Joe | City of Milwaukie | Milwaukie | BK5026 | Trolley trail: Arista St-Glen Echo | Supports project | Pro |
| Testimony | Jones, Dick | Resident | | BK5026 | Trolley trail: Arista St-Glen Echo | Supports project | Pro |
| Testimony | DeGrazia, Greg | North Clackamas Co. Chamber of Commerce | Clackamas Co. | BK5026 | Trolley trail: Arista St-Glen Echo | Supports project | Pro |

| | | | | | | | |
|-----------|------------------|---|--------------|--------|------------------------------------|---|-----|
| Testimony | Bryant, Carolyn | Resident | | BK5026 | Trolley trail: Arista St-Glen Echo | Needed for pedestrian safety | Pro |
| Testimony | Healy, Michelle | No Clackamas Parks & Recreation District | | BK5026 | Trolley trail: Arista St-Glen Echo | Supports project | Pro |
| Testimony | Barth, Gary | Clackamas County Economic Development Association | Clackamas Co | BK5026 | Trolley trail: Arista St-Glen Echo | Supports project | Pro |
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | Portland | BK5026 | Trolley trail: Arista St-Glen Echo | Supports program | Pro |
| Testimony | Newlevant, Jack | Bicycle Route Technology | Portland | BK5026 | Trolley trail: Arista St-Glen Echo | Spoke in favor of this project and all bike projects | Pro |
| Web | Batey, Lisa | | | BK5026 | Trolley trail: Arista St-Glen Echo | Needed for bike/ped alternative and connecting unincorporated areas | Pro |
| Web | Bryant, C | | | BK5026 | Trolley trail: Arista St-Glen Echo | Good in combo w/ Milwaukie to LO trail | Pro |
| Web | Foy, Gerald M. | | | BK5026 | Trolley trail: Arista St-Glen Echo | Lots of community support for trail | Pro |
| Web | Grant Eugene | Mayor Happy Valley | | BK5026 | Trolley trail: Arista St-Glen Echo | Supports trial for biking/hiking in Clackamas | Pro |
| Web | Jones, Brad | | | BK5026 | Trolley trail: Arista St-Glen Echo | Does not support this project | Con |
| Web | Lehr, Susan | Rose Villa Retirement Community | | BK5026 | Trolley trail: Arista St-Glen Echo | Trail supports use by local senior citizens | Pro |
| Web | Tarfman, Aaron | | | BK5026 | Trolley trail: Arista St-Glen Echo | Project is expensive, funds should be spent on other bike projects | Con |
| Letter | Walker, Ian | Oliver Rose (real estate) | Clackamas Co | BK5026 | Trolley trail: Arista St-Glen Echo | Important as safe bike and ped connector | Pro |
| Letter | Bricker, Scott | Bicycle Transportation Alliance | Portland | BK5053 | Milwaukie to Lake Oswego Trail | Supports bicycling region-wide and multi-modal transportation | Pro |
| Email | Newlevant, Jack | Bicycle Route Technology | Portland | BK5053 | Milwaukie to Lake Oswego Trail | Promotes practical use of bicycles for transportation | Pro |
| Letter | Scott, Jack | Clackamas Co. Economic Dev. Comm | Clackamas | BK5053 | Milwaukie to Lake Oswego Trail | Efficient use of existing resources; important bike and ped connection | Pro |
| Letter | DeGrazia, Greg | N. Clackamas Co. Chamber of Commerce | Clackamas | BK5053 | Milwaukie to Lake Oswego Trail | Efficient use of existing resources; important bike and ped connection | Pro |
| Email | Naumann, Keith | Resident | Portland | BK5053 | Milwaukie to Lake Oswego Trail | Promotes health, reduces congestion, supports the economy | Pro |
| Email | Roberts, Jessica | Resident | Portland | BK5053 | Milwaukie to Lake Oswego Trail | Bicycle facilities support economic competitiveness; need facilities safe for all | Pro |
| Testimony | Barber, Bill | Resident | Portland | BK5053 | Milwaukie to Lake Oswego Trail | Supports project | Pro |
| Testimony | DeGrazia, Greg | North Clackamas Co. Chamber of Commerce | Clackamas Co | BK5053 | Sullivan's Gulch Trail | Supports project | Pro |
| Testimony | Barth, Gary | Clackamas County Economic Development Association | Clackamas Co | BK5053 | Milwaukie to Lake Oswego Trail | Supports project | Pro |
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | Portland | BK5053 | Milwaukie to Lake Oswego Trail | Supports program | Pro |

| | | | | | | | |
|-----------|-------------------|--------------------------|----------|--------|--------------------------------|---|-----|
| Testimony | Newlevant, Jack | Bicycle Route Technology | Portland | BK5053 | Milwaukie to Lake Oswego Trail | Spoke in favor of this project and all bike projects | Pro |
| Web | Bryant, C | | | BK5053 | Milwaukie to Lake Oswego Trail | Provide access to the trail at River Villa Park | Pro |
| Web | Butler, Wayne | | | BK5053 | Milwaukie to Lake Oswego Trail | Trail is a great idea | Pro |
| Web | Cohen, Scott | | | BK5053 | Milwaukie to Lake Oswego Trail | helps connect bike network and provides more transportation options | Pro |
| Web | Earp, Michael | | | BK5053 | Milwaukie to Lake Oswego Trail | Connect Lake Oswego to east side of River. Increases recreational/commuting options | Pro |
| Web | Fekety, Sharon | | | BK5053 | Milwaukie to Lake Oswego Trail | Important for crossing the river | Pro |
| Web | Forbes, John | | | BK5053 | Milwaukie to Lake Oswego Trail | Please support trail | Pro |
| Web | Haber, Gordon | | | BK5053 | Milwaukie to Lake Oswego Trail | Provides a safe alternative to current routes | Pro |
| Web | Haber, Meryl | | | BK5053 | Milwaukie to Lake Oswego Trail | Look beyond Lake Oswego for solution, traffic originates in Oregon City. | Pro |
| Web | Jackson, Sandra | | | BK5053 | Milwaukie to Lake Oswego Trail | River is a barrier, need to connect east and west sides | Pro |
| Web | Jones, Brad | | | BK5053 | Milwaukie to Lake Oswego Trail | Project will not solve transportation problems. | Con |
| Web | Kelso, Douglas | | | BK5053 | Milwaukie to Lake Oswego Trail | Route should be used for transit, not bikes | Con |
| Web | Land, Dean | | | BK5053 | Milwaukie to Lake Oswego Trail | This would be a great project | Pro |
| Web | Langston, Amelia | | | BK5053 | Milwaukie to Lake Oswego Trail | Priority should go to trails that connect to wider system | Con |
| Web | Marantz, Richard | | | BK5053 | Milwaukie to Lake Oswego Trail | Significant project for south Metro area | Pro |
| Web | McBride, Megan | | | BK5053 | Milwaukie to Lake Oswego Trail | River crossing would make a huge difference | Pro |
| Web | McNulty, Joel | | | BK5053 | Milwaukie to Lake Oswego Trail | Great route across river, bicycling is great for seniors | Pro |
| Web | McNulty, Wilma | | | BK5053 | Milwaukie to Lake Oswego Trail | Great route across river, bicycling is great for seniors | Pro |
| Web | Newgard, Jerry | | | BK5053 | Milwaukie to Lake Oswego Trail | Hwy 43 is dangerous for biking, need river crossing for safety | Pro |
| Web | Newgard, Veronika | | | BK5053 | Milwaukie to Lake Oswego Trail | Hwy 43 is dangerous for biking, need river crossing for safety | Pro |
| Web | Nielson, Gordon | | | BK5053 | Milwaukie to Lake Oswego Trail | River crossing would be a valuable link | Pro |

| | | | | | | | | |
|-----------|-------------------|-------------------|--|-----------|--------|---|--|-----|
| Web | Parsons, Richard | | | | BK5053 | Milwaukie to Lake Oswego Trail | Bike path starting in Lake Oswego would be ideal east-west link | Pro |
| Web | Recker, Joseph | | | | BK5053 | Milwaukie to Lake Oswego Trail | Would connect two 2040 town centers | Pro |
| Web | Schoenborn, Thom | | | | BK5053 | Milwaukie to Lake Oswego Trail | Great idea and would encourage new bikers who are intimidated by vehicular traffic | Pro |
| Web | Tarfman, Aaron | | | | BK5053 | Milwaukie to Lake Oswego Trail | Strongly supports this project | Pro |
| Web | Waltz, Ray | | | | BK5053 | Milwaukie to Lake Oswego Trail | Strongly supports this project, good for encouraging older cyclists | Pro |
| Web | Waltz, Samantha | | | | BK5053 | Milwaukie to Lake Oswego Trail | Strongly supports this project, good for encouraging older cyclists | Pro |
| Web | Y, Natalie | | | | BK5053 | Milwaukie to Lake Oswego Trail | Encourages more bike commuters | Pro |
| Web | Rummel-Eury, Rose | | | | BK5053 | Milwaukie to Lake Oswego Trail | Awesome idea, improves connectivity | Pro |
| Web | Smith, Jeff | | | | BK5053 | Milwaukie to Lake Oswego Trail | Great project, would enhance Springwater trail | Pro |
| Testimony | Eberle, Michele | City of West Linn | | West Linn | BK5193 | Willamette Falls Drive: 10th Street to Willamette Drive | Supports project | Pro |
| Web | Relyea, William | | | | BK5193 | Willamette Falls Drive: 10th-Willamette Drive | Excellent alternative transportation project | Pro |
| Web | Schoenborn, Thom | | | | BK5193 | Willamette Falls Drive: 10th-Willamette Drive | Would improve life and biking in area | Pro |
| Web | Tabor, Kristen | | | | BK5193 | Willamette Falls Drive: 10th-Willamette Drive | Project is past due and needed for safety | Pro |
| Web | Barker, Tim | | | | DR0001 | Sierra Cascade SmartWay Technology | Excellent idea for reducing pollution | Pro |
| Web | Barton, William | | | | DR0001 | Sierra Cascade SmartWay Technology | Will help clean up environment and improve fuel efficiency of trucking industry | Pro |
| Web | Boyer, Don | | | | DR0001 | Sierra Cascade SmartWay Technology | Efficient way to inform truckers of technology | Pro |
| Web | Cole, Barbara | Port of Seattle | | | DR0001 | Sierra Cascade SmartWay Technology | This is an innovative approach to reaching truckers to educate about new technologies. | Pro |
| Web | Gustafson, Hon | | | | DR0001 | Sierra Cascade SmartWay Technology | Dollars are needed to improve community air quality | Pro |
| Web | Jones, Brad | | | | DR0001 | Sierra Cascade SmartWay Technology | Does not support this project | Con |
| Web | Powell, Ted | | | | DR0001 | Sierra Cascade SmartWay Technology | Provides truckers needed access to technology | Pro |

| | | | | | | | | |
|-----------|-------------------|-----------------------------------|----------|--|--------|---|---|-----|
| Web | Price, George | | | | DR0001 | Sierra Cascade SmartWay Technology | Supports establishment of these outreach centers | Pro |
| Web | Proudfoot, Joshua | | | | DR0001 | Sierra Cascade SmartWay Technology | Portland is missing link for providing this info, would provide reductions in pollution | Pro |
| Web | Smith, Joel | | | | DR0001 | Sierra Cascade SmartWay Technology | Will help inform truck owners of how to bring their equipment into compliance | Pro |
| Web | Stanger, Thayne | | | | DR0001 | Sierra Cascade SmartWay Technology | Great opportunity to effect fuel savings technologies | Pro |
| Web | Stibolt, Victor | Jubitz Corporation | | | DR0001 | Sierra Cascade SmartWay Technology | Needed outreach center and project is consistent with commercial driver needs | Pro |
| Web | Tarfman, Aaron | | | | DR0001 | Sierra Cascade SmartWay Technology | Supports project and efforts to reduce pollution | Pro |
| Web | Van Haren, Frank | Washington State Dept. of Ecology | | | DR0001 | Sierra Cascade SmartWay Technology | CSS model is a win-win approach for reducing emissions and saving fuel costs | Pro |
| Web | Lin, Cindy | Port of Tacoma | | | DR0001 | Sierra Cascade SmartWay Technology | Will reduce emissions | Pro |
| Letter | Aulwes, David | Portland Pedestrian Advisory Com | Portland | | DR8028 | Transit Bus Emission Reduction | Benefits pedestrians by reducing air pollution | Pro |
| Web | Langston, Amelia | | | | DR8028 | Transit Bus Emission Reduction | Supports project, but has questions | Pro |
| Web | Moll, Phil | | | | DR8028 | Transit Bus Emission Reduction | Supports making transit vehicles cleaner | Pro |
| Web | Sedory, Tom | | | | DR8028 | Transit Bus Emission Reduction | Long over due project | Pro |
| Web | Tarfman, Aaron | | | | DR8028 | Transit Bus Emission Reduction | Supports project | Pro |
| Letter | Johnson, Leland | Jet Delivery Systems | Portland | | FR0001 | N Burgard/Lombard:N Columbia Blvd-UPRR Bridge | Safe efficient movement of goods supports economic competitiveness | Pro |
| Testimony | Hanke, Brenda | St. Johns Neighborhood Assn | Portland | | FR0001 | N Burgard/Lombard:N Columbia Blvd-UPRR Bridge | Supports project | Pro |
| Testimony | Gardner, Ann | Portland Freight Committee | Portland | | FR0001 | N Burgard/Lombard:N Columbia Blvd-UPRR Bridge | Supports project to keep truck out of St Johns neighborhoods | Pro |
| Web | Tarfman, Aaron | | | | FR0001 | N Burgard/Lombard:N Columbia Blvd-UPRR Bridge | Worthwhile project, suggest a jersey barrier to separate bikes from roadway | Pro |
| Letter | Johnson, Leland | Jet Delivery Systems | Portland | | FR0002 | Portland Road/Columbia Blvd | Safe efficient movement of goods supports economic competitiveness | Pro |
| Testimony | Collier, Corky | Columbia Corridor Assn | Portland | | FR0002 | Portland Road/Columbia Blvd | Good for St. Johns residents; good for freight | Pro |

| | | | | | | | |
|-----------|----------------------|-----------------------------|----------|--------|---|--|-----|
| Testimony | Hanke, Brenda | St. Johns Neighborhood Assn | Portland | FR0002 | Portland Road/Columbia Blvd | Supports project | Pro |
| Testimony | Gardner, Ann | Portland Freight Committee | Portland | FR0002 | Portland Road/Columbia Blvd | Supports project | Pro |
| Web | Adamski, Joe | | | FR0002 | Portland-Road-Columbia Boulevard | Concerned about cut through traffic if more freight is promoted on Portland Road | Con |
| Web | Jones, Brad | | | FR0002 | Portland-Road-Columbia Boulevard | Supports this project | Pro |
| Letter | Collier, Corky | Columbia Corridor Assn | Portland | FR4044 | 82nd Ave/Columbia Intersection | Important for moving freight while protecting pedestrians | Pro |
| Letter | Wolf, Brian | Airport Drayage Co., Inc. | Portland | FR4044 | 82nd Ave/Columbia Intersection | Improved freight movement while improving safety for bike and peds | Pro |
| Email | McMorris, Daniel | OIA Global Logistics | Portland | FR4044 | 82nd Ave/Columbia Intersection | Company supports the project | Pro |
| Letter | Gardner, Ann | Portland Freight Committee | Portland | FR4044 | 82nd Ave/Columbia Intersection | Address conflicts between commercial and private traffic | Pro |
| Letter | Johnson, Leland | Jet Delivery Systems | Portland | FR4044 | 82nd Ave/Columbia Intersection | Safe efficient movement of goods supports economic competitiveness | Pro |
| Testimony | Collier, Corky | Columbia Corridor Assn | Portland | FR4044 | 82nd Ave/Columbia Intersection | Needed to address congestion | Pro |
| Testimony | Gardner, Ann | Portland Freight Committee | Portland | FR4044 | 82nd Ave/Columbia Intersection | Supports project | Pro |
| Web | Stovel, Fred | | | FR4044 | 82nd Ave/Columbia Intersection | Port should pay for this project | Con |
| Web | Tarfman, Aaron | | | FR4044 | 8nd Ave/Columbia Intersection | Does not support project | Con |
| Letter | Lortz, Anna | Resident | Portland | GS1124 | Cully Blvd:NE Prescott-NE Killingsworth | Sidewalks essential for pedestrian safety | Pro |
| Letter | Eddy, Jacquita | Resident | Portland | GS1124 | Cully Blvd:NE Prescott-NE Killingsworth | Letter in support | Pro |
| Letter | Gregg, Bernice | Resident | Portland | GS1124 | Cully Blvd:NE Prescott-NE Killingsworth | Letter in support | Pro |
| Letter | Stange, Janis H. | Resident | Portland | GS1124 | Cully Blvd:NE Prescott-NE Killingsworth | Letter in support | Pro |
| Letter | Zarvis, Christina | Resident | Portland | GS1124 | Cully Blvd:NE Prescott-NE Killingsworth | Letter in support | Pro |
| Letter | Seet, Sandra | Resident | Portland | GS1124 | Cully Blvd:NE Prescott-NE Killingsworth | Letter in support | Pro |
| Letter | Rivera, Roberto | Resident | Portland | GS1124 | Cully Blvd:NE Prescott-NE Killingsworth | Letter in support | Pro |
| Letter | Wentworth-Plato, Jim | Resident | Portland | GS1124 | Cully Blvd:NE Prescott-NE Killingsworth | Letter in support | Pro |

| | | | | | | | |
|--------|----------------------|------------------------------|----------|--------|---|---|-----|
| Letter | Fuerstenau | Cully Assn. Of Neighborhoods | Portland | GS1124 | Cully Blvd:NE Prescott-NE Killingsworth | Letter in support | Pro |
| Letter | Wolfersperger, Tanya | Hacienda CDC | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Local match; SDC funds available; essential for safety | Pro |
| Letter | Welsch, Alex | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Sidewalks essential for pedestrian safety | Pro |
| Letter | Reilly, Denis | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Letter in support | Pro |
| Letter | Vietzke, Mell R. | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Letter in support | Pro |
| Letter | Fritz, Barb | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Letter in support | Pro |
| Letter | Donnelly, Jeane L. | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Letter in support | Pro |
| Letter | Thompson, Robert | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Letter in support | Pro |
| Letter | Thompson, Jean | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Letter in support | Pro |
| Letter | Grant, Helen | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Letter in support | Pro |
| Letter | Thompson, Jean and | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Crucial for safety of pedestrians; \$1.6 M local match promised | Pro |
| Letter | Cassady, Robert | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Crucial for pedestrian safety | Pro |
| Letter | Ueland, Bob | Central NE Neighbors, Inc. | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Crucial for pedestrian safety | Pro |
| Letter | Fuerstenau, Kathy | Cully Assn. Of Neighborhoods | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Crucial for pedestrian safety | Pro |
| Letter | Gibbs, Philip | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Crucial for safety of pedestrians | Pro |
| Letter | Busse, Shawn | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Crucial for safety of pedestrians | Pro |
| Letter | Isman, Carole | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Crucial for safety of pedestrians | Pro |
| Letter | Fritz, Barb | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Crucial for safety of pedestrians | Pro |
| Letter | Fuscus, Marjorie | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Crucial for safety of pedestrians | Pro |
| Letter | Mejia, Marco | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Crucial for safety of pedestrians | Pro |
| Letter | Graham, Eileen | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Crucial for safety of pedestrians | Pro |

| | | | | | | | |
|-----------|--------------------|------------------------------------|----------|--------|---|--|-----|
| Letter | Harris, Ned | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Crucial for safety of pedestrians | Pro |
| Letter | Dryer, Christina | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Crucial for safety of pedestrians | Pro |
| Email | Neison, Susan | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Crucial for safety of pedestrians | Pro |
| Email | Newlevant, Jack | Bicycle Route Technology | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Promotes practical use of bicycles for transportation | Pro |
| Letter | Lundgren, Eric | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Bicycling improves environment, promotes health, reduces congestion | Pro |
| Letter | Hoffman, Julie | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Essential for safety of pedestrians | Pro |
| Letter | Mann, Karen | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Essential for safety of pedestrians | Pro |
| Letter | Bailey, Clark | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Essential for safety of pedestrians | Pro |
| Letter | Peterson, Dennis | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Essential for safety of pedestrians | Pro |
| Letter | Dorr, Linda | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Much needed improvements are long overdue | Pro |
| Letter | Hansen, Gary | State Rep District 44 | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Badly needed project in a historically neglected area; essential for safety of residents | Pro |
| Letter | Dingfelder, Jackie | State Rep District 45 | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Badly needed to improve safety for all modes | Pro |
| Letter | Curtin, Anna | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Improves safety, supports retail commerce, has local support | Pro |
| Letter | Potter, Tom | City of Portland | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Essential for safety; improves stormwater management; city priority long overdue | Pro |
| Letter | Aulwes, David | Portland Pedestrian Advisory Com | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Needed improvements; strong community support | Pro |
| Email | Osborn, Ellen | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Essential for pedestrian safety | Pro |
| Email | Browne, Chris | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Essential for pedestrian safety | Pro |
| Email | Gorfin, Lisa | Resident | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Trails promote tourism, livability, alternative transportation | Pro |
| Testimony | Fuerstenau, Kathy | Cully Association of Neighborhoods | Portland | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Supports project as an opportunity to showcase green streets | Pro |

| | | | | | | | | |
|-----------|--------------------|---|-----------|--|--------|---|---|-----|
| Web | Fekety, Sharon | | | | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Blake lanes on Cully are very important | Pro |
| Web | Hencke, James | Cully Resident | | | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Underserved area needs infrastructure improvements | Pro |
| Web | Lefrancois, Sandra | Central Northeast Neighbors | | | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Street does not currently meet transportation needs of the community, needs improvement | Pro |
| Web | Recker, Joseph | | | | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Neighborhood lacks basic infrastructure and is in desperate need of this project | Pro |
| Web | Tarfman, Aaron | | | | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Fantastic project, it should be funded | Pro |
| Web | Woodsong, Garlynn | | | | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Great project for demonstrating green building principles | Pro |
| Web | Gorman, Edward | | | | GS1224 | Cully Blvd:NE Prescott-NE Killingsworth | Would enhance area, would like roundabout at 5 way intersection on Cully | Pro |
| Testimony | Shepherd, Danielle | Historic Milwaukie Neighborhood | Portland | | GS5049 | OR 99E-E Bridge at Kellogg Lake | Supports project | Pro |
| Letter | Weber, Jeremy | Army Corps of Engineers | Milwaukie | | GS5049 | OR 99E-E Bridge at Kellogg Lake | Important for habitat restoration and fish passage | Pro |
| Letter | Tomei, Carolyn | State Rep District 41 | Milwaukie | | GS5049 | OR 99E-E Bridge at Kellogg Lake | Important for habitat restoration and fish passage | Pro |
| Letter | Blumenauer, Earl | US Congress, 3rd District | Milwaukie | | GS5049 | OR 99E-E Bridge at Kellogg Lake | Important for habitat restoration and fish passage | Pro |
| Letter | Berliner, Steve | Friends of Kellogg & Mt. Scott Creeks Watershed | Milwaukie | | GS5049 | OR 99E-E Bridge at Kellogg Lake | Important for habitat restoration and fish passage | Pro |
| Letter | Bussard, Michelle | Johnshon Crk Watershed Council | Milwaukie | | GS5049 | OR 99E-E Bridge at Kellogg Lake | Important for habitat restoration and fish passage | Pro |
| Letter | Labbe, Jim | Audubon Soc. Of Portland | Portland | | GS5049 | OR 99E-E Bridge at Kellogg Lake | Important for habitat restoration and fish passage | Pro |
| Card | Hawthorn, Molly Jo | Resident | Milwaukie | | GS5049 | OR 99E-E Bridge at Kellogg Lake | Restores fish habitat; provide non-motorized access to riverfront | Pro |
| Letter | Stone, Susan | Milwaukie City Council | Milwaukie | | GS5049 | OR 99E-E Bridge at Kellogg Lake | Important for habitat restoration and fish passage | Pro |
| Email | Russell, Pat | Resident | Clackamas | | GS5049 | OR 99E-E Bridge at Kellogg Lake | Important for fish habitat; supports Goal 5 | Pro |
| Card | Batey, Lisa | Resident | Milwaukie | | GS5049 | OR 99E-E Bridge at Kellogg Lake | Restores fish habitat; provide non-motorized access to riverfront | Pro |
| Letter | Batey, Lisa | Island Station Neighborhood Assn | Milwaukie | | GS5049 | OR 99E-E Bridge at Kellogg Lake | Restores fish habitat; provide non-motorized access to riverfront | Pro |

| | | | | | | | |
|-----------|--------------------|--|--------------|--------|---------------------------------|---|-----|
| Email | Berliner, Steve | Friends of Kellogg and Mt Scott Creeks Watershed | Milwaukie | GS5049 | OR 99E-E Bridge at Kellogg Lake | Important for habitat restoration and fish passage | Pro |
| Email | Shook, Richard | Resident | Milwaukie | GS5049 | OR 99E-E Bridge at Kellogg Lake | Important for habitat restoration and fish passage | Pro |
| Card | Hamilton, Alicia | Resident | Milwaukie | GS5049 | OR 99E-E Bridge at Kellogg Lake | Important for habitat restoration and fish passage | Pro |
| Letter | Wall, Mitchell C | Resident | Clackamas Co | GS5049 | OR 99E-E Bridge at Kellogg Lake | Important for habitat restoration and fish passage; sidewalks and bike lanes needed | Pro |
| Testimony | Loomis, Joe | City of Milwaukie | Milwaukie | GS5049 | OR 99E-E Bridge at Kellogg Lake | Supports project | Pro |
| Testimony | Harris, Ray | Resident | | GS5049 | OR 99E-E Bridge at Kellogg Lake | Supports project | |
| Testimony | Collette, Carlotta | City of Milwaukie | Milwaukie | GS5049 | OR 99E-E Bridge at Kellogg Lake | Supports project | Pro |
| Testimony | Bryant, Carolyn | Resident | | GS5049 | OR 99E-E Bridge at Kellogg Lake | Needed for pedestrian safety | Pro |
| Testimony | Barnes, Deborah | City of Milwaukie | Milwaukie | GS5049 | OR 99E-E Bridge at Kellogg Lake | Supports project | Pro |
| Testimony | Shawn | Friends of N. Clackamas Park | Milwaukie | GS5049 | OR 99E-E Bridge at Kellogg Lake | Supports removal of Kellogg Lake Dam | Pro |
| Testimony | Stone, Susan | City of Milwaukie | Milwaukie | GS5049 | OR 99E-E Bridge at Kellogg Lake | Important for salmon restoration; bike access to river | |
| Web | Bryant, C | | | GS5049 | OR 99-E Bridge at Kellogg Lake | Likes the bike and ped crossing improvements with this project | Pro |
| Web | Ferranti, Charles | | | GS5049 | OR 99-E Bridge at Kellogg Lake | Opportunity to maintain/enhance unique habitat | Pro |
| Web | Glenn, Jessica | | | GS5049 | OR 99-E Bridge at Kellogg Lake | Supports removal of Kellogg Lake culvert to improve wildlife habitat | Pro |
| Web | Horay, Brian | | | GS5049 | OR 99-E Bridge at Kellogg Lake | Supports dam removal project | Pro |
| Web | Howell, Caitlyn | | | GS5049 | OR 99-E Bridge at Kellogg Lake | Supports removal of box-culvert dam | Pro |
| Web | Kohl, David | | | GS5049 | OR 99-E Bridge at Kellogg Lake | Project is fundamental to improving habitat | Pro |
| Web | Lauvray, Logan | | | GS5049 | OR 99-E Bridge at Kellogg Lake | Project will build on upstream volunteer efforts | Pro |
| Web | Lindahl, Lance | | | GS5049 | OR 99-E Bridge at Kellogg Lake | Project will build on other redevelopment activities in downtown Milwaukie | Pro |
| Web | Recker, Joseph | | | GS5049 | OR 99-E Bridge at Kellogg Lake | Project is critical to restoring balance of ecosystem in region | Pro |
| Web | Robinson, Linda | | | GS5049 | OR 99-E Bridge at Kellogg Lake | Fish and bikes/peds benefit from this project | Pro |
| Web | Tarfman, Aaron | | | GS5049 | OR 99-E Bridge at Kellogg Lake | Project supports many uses and should be funded | Pro |
| Web | Till, Richard | | | GS5049 | OR 99-E Bridge at Kellogg Lake | Supports restoration of Kellogg Creek | Pro |

| | | | | | | | | |
|-----------|--------------------|--|--|--------|--------|---------------------------------|--|-----|
| Web | Vaughan, Mace | | | | GS5049 | OR 99-E Bridge at Kellog Lake | This sounds great | Pro |
| Web | Runyard, Chris | | | | GS5049 | OR 99-E Bridge at Kellog Lake | Project removes a serious barrier to Kellog and Mt. Scott creeks fish population | Pro |
| Web | Shepard, Dion | Milwaukie Resident | | | GS5049 | OR 99-E Bridge at Kellog Lake | Supports dam removal and replacement of bridge over Hwy 99 | Pro |
| Letter | Dirksen, Craig E. | City of Tigard | | Tigard | GS6050 | Main St: Rail Corridor: Hwy 99E | Important for town center revitalization | Pro |
| Letter | Henderson, Marland | Tigard Ctrl Bus Dist Assn | | Tigard | GS6050 | Main St: Rail Corridor: Hwy 99E | Important for supporting Main Street | Pro |
| Letter | Switzer, Carl | City of Tigard | | Tigard | GS6050 | Main St: Rail Corridor: Hwy 99E | Urban revitalization; improves pedestrian environment | Pro |
| Letter | Buehner, Gretchen | City of Tigard | | Tigard | GS6050 | Main St: Rail Corridor: Hwy 99E | Helps protect Fanno Creek; promotes pedestrian access, supports revitalization | Pro |
| Email | Switzer, Carl | Resident | | Tigard | GS6050 | Main St: Rail Corridor: Hwy 99E | Will help revitalize downtown; has broad public support | Pro |
| Email | Stevenson, Mike | B&B Print Source | | Tigard | GS6050 | Main St: Rail Corridor: Hwy 99E | Will help revitalize downtown | Pro |
| Email | Yount, Phil | Tigard Grange | | Tigard | GS6050 | Main St: Rail Corridor: Hwy 99E | Will enhance livability; improve likelihood of economic redevelopment | Pro |
| Email | Wegener, Brian | Tualatin Riverkeepers | | | GS6050 | Main St: Rail Corridor: Hwy 99E | Important for environmental protection, especially stormwater management | Pro |
| Email | Roberts, Duane | City of Tigard | | Tigard | GS6050 | Main St: Rail Corridor: Hwy 99E | Will support needed development of downtown | Pro |
| Testimony | Wilson, Nick | City of Tigard | | Tigard | GS6050 | Main St: Rail Corridor: Hwy 99E | Supports project | Pro |
| Testimony | Olson, Lisa | Resident | | | GS6050 | Main St: Rail Corridor: Hwy 99E | Supports project | Pro |
| Testimony | Henderson, Marand | Tigard Central Business District Assn | | Tigard | GS6050 | Main St: Rail Corridor: Hwy 99E | Supports project | Pro |
| Testimony | Gaut, Alice | City Center Advisory Committee | | Tigard | GS6050 | Main St: Rail Corridor: Hwy 99E | Supports project | Pro |
| Web | Babcock, Louis | | | | GS6050 | Main St: Rail Corridor: Hwy 99E | Project will compliment the commuter rail and transit center projects | Pro |
| Web | Baughter, Brad | Fans of Fanno Creek | | | GS6050 | Main St: Rail Corridor: Hwy 99E | Water quality of Fanno creek will be improved with this project | Pro |
| Web | Eckert, Jessica | Tigard Resident | | | GS6050 | Main St: Rail Corridor: Hwy 99E | Tigard needs revitalization that this project could help spur | Pro |
| Web | Espinoza, Amy | | | | GS6050 | Main St: Rail Corridor: Hwy 99E | Would improve business and pedestrian environments | Pro |
| Web | Frewing, John | Friends of Tigard/Bull Mountain Trails | | | GS6050 | Main St: Rail Corridor: Hwy 99E | Project would be model for other downtown areas | Pro |
| Web | Gallagher, Suzanne | Tigard Resident | | | GS6050 | Main St: Rail Corridor: Hwy 99E | Project will help revitalize Tigard | Pro |

| | | | | | | | | | |
|--------|---------------------|----------------------------|--|-------------|--|--|--|---|-----|
| Web | Johnson, Elizabeth | | | | | | Main St: Rail Corridor: Hwy 99E | Would like to see more green streets in Tigard | Pro |
| Web | Jones, Brad | | | | | | Main St: Rail Corridor: Hwy 99E | Does not support this project | Con |
| Web | Lindahl, Lance | | | | | | Main St: Rail Corridor: Hwy 99E | Downtown Tigard is a walkable urban center and would benefit from additional improvements | Pro |
| Web | Lof, Nancy | | | | | | Main St: Rail Corridor: Hwy 99E | Downtown Tigard needs revitalizing | Pro |
| Web | Scheidrich, William | | | | | | Main St: Rail Corridor: Hwy 99E | Street is underdeveloped for ped travel, project would help | Pro |
| Web | Swanda, Mike | | | | | | Main St: Rail Corridor: Hwy 99E | Project would help pedestrians and build on rail improvements | Pro |
| Web | McGilvrey, Tim | | | | | | Main St: Rail Corridor: Hwy 99E | Would enhance redevelopment potential | Pro |
| Card | Barbour, Jason | Resident | | Portland | | | General (Sellwood Bridge) | Should be regional priority | Pro |
| Card | Stallwyn, Sandra | Resident | | Lake Oswego | | | General (Lake Oswego streetcar) | No streetcar; add #35 express route | Con |
| Card | Landon, Rachel | Resident | | Portland | | | NE/SE 70s Bikeway; NE Killingsworth - SE Clatsop | Supports safe bicycle commuting | Pro |
| Card | Coakley, Rhonda | Resident | | Beaverton | | | General | Support mixed-use development | Pro |
| Card | Chay, Annette | Resident | | West Linn | | | General (Beaverton development) | Supports mixed-use projects; higher density with retail | Pro |
| Card | Chambers, Dale C | Resident | | Oregon City | | | General (Increase mass transit) | Increase mass transit and commuter rail; promote living close to work; upgrade existing roads | Pro |
| Letter | Howell, Jim | Resident | | Portland | | | General | Suggestion to study public transportation transfer options at Ross Island Bridge | Pro |
| Email | Welling, Bart | Resident | | Beaverton | | | General | Support for freeway projects | Pro |
| Email | Selker, Frank | Asset Exchange, Inc. | | | | | General | Support for bicycle improvement | Pro |
| Email | Adkins, Bruce | Resident | | | | | General | Money should be spent on roads | |
| Letter | Boggis, Tiffany | Pacific University | | Hillsboro | | | MAX extension | Extend MAX from Hillsboro to Forest Grove | Pro |
| Letter | McDonough, Sandra | Portland Business Alliance | | Portland | | | Targeting of Flexible Funds | Fund projects with regional impact (not just local) and a good ROI | Pro |
| Email | Mullin, Nancy | Resident | | Portland | | | Naming Lents Light Rail Station | Use "Lents Junction" for historical accuracy | |
| Email | Furgusson, Tom | Resident | | | | | Highway 99E and Durham Road | Congestion during rush hour | Pro |
| Email | Badyrka, Nick | Resident | | | | | Bike projects | Supports all bike projects | Pro |
| Email | MacLeod, Douglas | Resident | | | | | Bike projects | Support bicycle transportation region-wide | Pro |
| Email | Reynolds, Justin | Resident | | Portland | | | Bike projects | Support bicycle transportation region-wide | Pro |
| Email | Weiss, Charlie | LaunchBox LLC | | Portland | | | Bike projects | Increase funding for bicycle facilities in Portland | Pro |

| | | | | | | | |
|-----------|----------------------|--|-------------|--------|---|---|-----|
| Email | Egan, Melissa | Resident | Portland | No # | Bike projects | Reduce congestion; support region's livability | Pro |
| Email | Birkett, Craig | Resident | Portland | No # | Bike projects | Need more bike facilities on the west side | Pro |
| Email | Thompson, Dave | Resident | Portland | No # | Bike projects | Portland needs more safe bikeways | Pro |
| Email | Hert, Clay | Resident | Portland | No # | Bike projects | Make biking a priority | Pro |
| Email | Butterfield, Cyril | Resident | Gresham | No # | Traffic light at 223rd and Sandy | Dangerous intersection needs a light | Pro |
| Email | Liden, Keith | Resident | Portland | No # | SW Portland transportation needs | MTIP generally well-balanced, but SW Portland city has been overlooked | |
| Email | Harris, Julia | Resident | Portland | No # | Need for projects in SW Portland | SW Portland lacks sidewalks and bike lanes | |
| Email | Bistolas, Kyle & Kim | Resident | Lake Oswego | No # | SW Capitol Highway, Multnomah to SW Barbur | Dangerous for bikes and peds to travel | |
| Testimony | Carlock, Jim | Resident | Portland | No # | Saving energy | Promote fuel-efficient cars; stop pushing density because it wastes fuel and increases congestion | Pro |
| Testimony | Coakley, Rhonda | Resident | | No # | Bike and pedestrian projects | Support infrastructure improvements for bikes and peds | Pro |
| Testimony | Kosinski, Christine | Resident | | No # | General concerns | Landslides on Holy Lane, Livesay Rd, Redland Rd; development infringing on wildlife habitat | Pro |
| Testimony | Polani, Ray | Citizens for Better Transit; Oregon Rail and Transit Advocates | Portland | No # | MTIP general policy | Provided suggestions | |
| Testimony | Ashbrook, Connie | Oregon Tradeswomen, Inc | | No # | Hiring and contracting on construction | Encouraged diversity in race and gender | |
| Web | Gunderson, Ed | | | No # | Projects that reduce SOV use | Support all bike, transit, pedestrian projects | |
| Web | McDaniel, Sharma | | | Pd1119 | Sandy Blvd ped improvements L NE 17th to NE Wasco | Changes to Sandy would make it safer for peds | Pro |
| Web | Smith, George | | | Pd1119 | Sandy Blvd ped improvements L NE 17th to NE Wasco | Sandy is too wide for peds, priority should be given to improving crossing safety | Con |
| Letter | Peek, Cynthia | Lents Town Center Urban URAC | Portland | PD1160 | Foster-Woodstock: SE 87th ST-SE 101st ST | Supports neighborhood plan; supports pedestrian safety and TOD | Pro |
| Letter | Aulwes, David | Portland Pedestrian Advisory Comm | Portland | PD1160 | Foster-Woodstock: SE 87th ST-SE 101st ST | Provides critical pedestrian links in a designated town center | Pro |

| | | | | | | | |
|-----------|---------------------|----------------------------------|----------|--------|---|--|-----|
| Email | Mytron, Kate | Resident | Portland | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Will help revitalize Lents neighborhoods | Pro |
| Email | Vhay, Sarah | Resident | Portland | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Will make Lents a great place to live and work | Pro |
| Email | Evans, Robert | Resident | Portland | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Will provide needed access for seniors to future light rail station | Pro |
| Letter | Turner, Ken | 82nd Avenue Business Association | Portland | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Make needed safety improvements; provide needed access to transit; stimulate economic activity | Pro |
| Letter | Akers, Dewey | Lents Neighborhood Association | Portland | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Make needed safety improvements; provide needed access to transit; stimulate economic activity | Pro |
| Letter | Chapin, Nancy | Foster Area Business Association | Portland | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Make needed safety improvements; provide needed access to transit; stimulate economic activity | Pro |
| Testimony | Lake, Christina | Resident | Portland | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Make needed safety improvements; provide needed access to transit; stimulate economic activity | Pro |
| Testimony | Laventall, Jess | Lents Neighborhood Association | Portland | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Supports project | Pro |
| Testimony | Akers, Dewey | Lents Neighborhood Association | Portland | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Supports project | Pro |
| Testimony | Akers, Dewey | Lents Neighborhood Association | Portland | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Supports project and offered to contribute to fund match | Pro |
| Testimony | Notice, John | Resident | Portland | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Supports project | Pro |
| Web | Akers, Deward | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Project would tie into light rail and Lents urban renewal | Pro |
| Web | Anderson, Sandra | Lents resident | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Supports the project to help Lents town center | Pro |
| Web | Beedle, Joyce | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Supports project for improving safety particularly for young and elderly people | Pro |
| Web | Clutter, Mike | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Much needed improvements to Lents area | Pro |
| Web | Diffenauer, Amie | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Supports the project to help Lents town center | Pro |
| Web | Eagle, Laura | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Area has been neglected for too long, project would build on existing community efforts | Pro |
| Web | Garrison, Cassandra | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Wants money to go to 92nd and Flavel stop | |

| | | | | | | | | |
|--------|---------------------|----------------------------------|--|-----------------|---------|---|--|-----|
| Web | Hovmiller, Erik | | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Area is dangerous, slow traffic and increase development of Lents | Pro |
| Web | Jones, Brad | | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Does not support project | Con |
| Web | Lake Nord, Kristina | | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Need project for better ped access | Pro |
| Web | Laventall, Jess | Lents Neighborhood Assoc. | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Supports the project to help Lents town center | Pro |
| Web | Loeffler, Wisteria | | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Need project for Lents Town center improvements and to support light rail | Pro |
| Web | Mattson, Annette | | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Much needed money for helping Lents area | Pro |
| Web | Notis, John | | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Help make Lents a real town center | Pro |
| Web | Paxton, Debra | | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Project would help people in Lents that don't drive and who have disabilities | Pro |
| Web | Potter, Cora | Lents resident | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Project needed for improving Lents town center | Pro |
| Web | Pratt, Emily | Lents resident | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Need infrastructure changes in Lents for urban renewal and safety | Pro |
| Web | Robins, Emily | | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Area is loud, dangerous and unsafe, project would help pedestrian friendliness in area | Pro |
| Web | Rose, Jeffrey | | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Money will go a long way in helping Lents regain its remarkable past | Pro |
| Web | Sauvie, Nick | | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Ped improvements will help repair the damage 1-250 caused in the area | Pro |
| Web | Tarfman, Aaron | | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | Supports many aspects of project, but questions on-street parking aspect of project | Pro |
| Web | Wolfe, Wes | | | | PD1160 | Foster-Woodstock:SE 87th ST-SE 101st ST | A small change can make a big difference in Lents | Pro |
| Letter | Hallgren, Lynn | Resident | | Beaverton | PD16007 | Fanno Creek Trail: Hall Blvd Crossing | Essential for safe access to trail | Pro |
| Letter | Roberts, Lonnie | E. Mult. Transp. Comm. | | E. Mult. County | PD2057 | Hood St:SE Division-SE Powell | EMCT supports | Pro |
| Letter | Everett, Kathy | Gresham Council Transp. Comm. | | Gresham | PD2057 | Hood St:SE Division-SE Powell | Complete th "ped to MAX" corridor | Pro |
| Letter | Brown, Robert | Gresham Area Chamber of Commerce | | Gresham | PD2057 | Hood St:SE Division-SE Powell | Important for pedestrian safety and access to the future center for the Arts and City Visitor Center | Pro |

| | | | | | | | |
|-----------|---------------------|----------------------------------|--------------|--------|---|---|-----|
| Letter | Everett, Kathy | Gresham Downtown Dev. Assn | Gresham | PD2057 | Hood St:SE Division-SE Powell | Provided needed pedestrian improvements; supports mixed use development; improves access to the MAX station | Pro |
| Letter | Mouser, Kirk | Gresham Ctr for Arts Foundation | Gresham | PD2057 | Hood St:SE Division-SE Powell | Improve access to future Arts Center; improves pedestrian environment and safety | Pro |
| Testimony | | Resident | Gresham | PD2057 | Hood St:SE Division-SE Powell | Important pedestrian improvements; access to future Arts Center | Pro |
| Testimony | Fuller, David | Resident | Wood Village | PD2057 | Hood Street: SE Division Street to SE Powell Blvd | Supports the project;delay will increase costs | Pro |
| Testimony | Brown, Robert | Gresham Area Chamber of Commerce | Gresham | PD2057 | Hood Street: SE Division Street to SE Powell Blvd | Needed to improve safety and to provide access to the future center for performing arts | Pro |
| Testimony | Craddick, Shirley | City of Gresham | Gresham | PD2057 | Hood Street: SE Division Street to SE Powell Blvd | Promote development of centers; add needed bike and pedestrian facilities | Pro |
| Testimony | Doubleday, Sandra | Resident | West Linn | PD2057 | Hood Street: SE Division Street to SE Powell Blvd | Promote economic development | Pro |
| Testimony | Becker, Charles | City of Gresham | Gresham | PD2057 | Hood Street: SE Division Street to SE Powell Blvd | Promote economic development | Pro |
| Web | Jones, Brad | | | PD2057 | Hood Street: SE Division St to Powell Blvd | Does not support this project | Con |
| Web | Tarfman, Aaron | | | PD2057 | Hood Street: SE Division St to Powell Blvd | Fully supports this project | Pro |
| Letter | Preston, Leah | Dark Horse Comics | Milwaukie | PD5052 | SE 17th Ave:SE Ochoco-SE Lava | Essential for safety | Pro |
| Letter | Atkins, Jeremy | Dark Horse Comics | Milwaukie | PD5052 | SE 17th Ave:SE Ochoco-SE Lava | Essential for safety | Pro |
| Letter | Antunes, Karen | Dark Horse Comics | Milwaukie | PD5052 | SE 17th Ave:SE Ochoco-SE Lava | Essential for safety | Pro |
| Letter | Simon, Phillip | Dark Horse Comics | Milwaukie | PD5052 | SE 17th Ave:SE Ochoco-SE Lava | Essential for safety | Pro |
| Letter | Blake, Victoria | Dark Horse Comics | Milwaukie | PD5052 | SE 17th Ave:SE Ochoco-SE Lava | Essential for safety | Pro |
| Letter | Ervin, Tim | Dark Horse Comics | Milwaukie | PD5052 | SE 17th Ave:SE Ochoco-SE Lava | Essential for safety | Pro |
| Letter | Kishel, Tom | Dark Horse Comics | Milwaukie | PD5052 | SE 17th Ave:SE Ochoco-SE Lava | Essential for safety | Pro |
| Letter | Gore, Shawna | Dark Horse Comics | Milwaukie | PD5052 | SE 17th Ave:SE Ochoco-SE Lava | Essential for safety | Pro |
| Letter | Marshall, Dave | Dark Horse Comics | Milwaukie | PD5052 | SE 17th Ave:SE Ochoco-SE Lava | Essential for safety | Pro |
| Letter | Winston, Michael | Dark Horse Comics | Milwaukie | PD5052 | SE 17th Ave:SE Ochoco-SE Lava | Essential for safety | Pro |
| Letter | Hankerson, Neil | Dark Horse Comics | Milwaukie | PD5052 | SE 17th Ave:SE Ochoco-SE Lava | Essential for safety | Pro |
| Letter | Gootee, Robert | ODS Companies | Milwaukie | PD5052 | SE 17th Ave:SE Ochoco-SE Lava | Benefits environment, business, employees, residents | Pro |
| Letter | Pai, Susanna | City of Milwaukie | Milwaukie | PD5052 | SE 17th Ave:SE Ochoco-SE Lava | Important for bike and ped safety | Pro |
| Letter | Tomei, Carolyn | State Rep District 41 | Milwaukie | PD5052 | SE 17th Ave:SE Ochoco-SE Lava | Promotes alternative transportation | Pro |
| Letter | Macken-Hambright, D | Milwaukie Pioneer Cemetery Assn | Milwaukie | PD5052 | SE 17th Ave:SE Ochoco-SE Lava | Important for bike and ped safety | Pro |

| | | | | | | | | | | | | | |
|-----------|--------------------|--|--|--|--|--|--|--|--|--|--|--|-----|
| Card | Hawthorn, Molly Jo | Resident | | | | | | | | | | Link major trail system; supports multi-modal transportation | Pro |
| Letter | Stone, Susan | Milwaukie City Council | | | | | | | | | | Supports multi-modal connectivity | Pro |
| Letter | Green, David | Riverfront Advisory Board | | | | | | | | | | Provides critical bicycle connection; supports multi-modal transportation | Pro |
| Card | Batey, Lisa | Resident | | | | | | | | | | Links two trail systems; improves access; revitalizes downtown and riverfront | Pro |
| Card | Rowe, Mary | Resident | | | | | | | | | | Links two trail systems; improves access; revitalizes downtown and riverfront | |
| Letter | Wall, Mitchell C | Resident | | | | | | | | | | Will link to major existing trail systems; improve bike and pedestrian routes; improve stormwater management | Pro |
| Testimony | Loomis, Joe | City of Milwaukie | | | | | | | | | | Supports project | Pro |
| Testimony | Harris, Ray | Resident | | | | | | | | | | Supports project | Pro |
| Testimony | Collette, Carlotta | City of Milwaukie | | | | | | | | | | Supports project | Pro |
| Testimony | Bryant, Carolyn | Resident | | | | | | | | | | Needed for pedestrian safety | Pro |
| Testimony | Healy, Michelle | No Clackamas Parks & Recreation District | | | | | | | | | | Supports project | Pro |
| Testimony | Barnes, Deborah | City of Milwaukie | | | | | | | | | | Supports project | Pro |
| Testimony | Stone, Susan | City of Milwaukie | | | | | | | | | | Supports program for bicycle and pedestrian access; links to other projects | |
| Web | Recker, Joseph | | | | | | | | | | | Project supports improved bikeway connectivity | Pro |
| Web | Tarfman, Aaron | | | | | | | | | | | Strongly supports this project for safety | Pro |
| Web | Evans, Randy | | | | | | | | | | | Great project, would improve connections to Springwater trail | Pro |
| Letter | Griffiths, John | Tualatin Hills Park&Rec | | | | | | | | | | Crucial for safe trail crossing; completes a gap | Pro |
| Letter | Kanable, William | Tualatin Hills Park&Rec | | | | | | | | | | Crucial for safe trail crossing; completes a gap | Pro |
| Letter | Scott, Bob | Tualatin Hills Park&Rec | | | | | | | | | | Crucial for safe trail crossing; completes a gap | Pro |
| Letter | Pelatt, Larry | Tualatin Hills Park&Rec | | | | | | | | | | Crucial for safe trail crossing; completes a gap | Pro |
| Letter | Blowers, Joe | Tualatin Hills Park&Rec | | | | | | | | | | Crucial for safe trail crossing; completes a gap | Pro |

| | | | | | | | |
|-----------|----------------------|---------------------------------|-----------|--------|---------------------------------------|--|-----|
| Letter | Kirkham, R. Kim | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Crucial for safe trail crossing; completes a gap | Pro |
| Letter | Gallagher, Melinda | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Crucial for safe trail crossing; completes a gap | Pro |
| Letter | Kosmoski, Jeff | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Crucial for safe trail crossing; completes a gap | Pro |
| Letter | Ide, Elizabeth | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Crucial for safe trail crossing; completes a gap | Pro |
| Letter | Kroger, Wendy | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Crucial for safe trail crossing; completes a gap | Pro |
| Letter | Dektor, Brenda | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Improve safety of pedestrians using the trail | Pro |
| Letter | Rhea, Alison | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Safety for pedestrians reaching the trail and people accessing the commuter line | Pro |
| Letter | Crocker, Ramona | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Safety for pedestrians reaching the trail and people accessing the commuter line | Pro |
| Letter | Schlietz, Jon D | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Safety for pedestrians reaching the trail; important to trail system | Pro |
| Letter | Nobbe, Terry | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Safety for pedestrians reaching the trail; important to trail system | Pro |
| Letter | Kroger, Bill | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Safety for pedestrians reaching the trail; important to trail system | Pro |
| Letter | Hendricks, John | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Safety for pedestrians reaching the trail; important to trail system | Pro |
| Letter | Fleming, Nicole | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Safety for pedestrians reaching the trail; important to trail system | Pro |
| Letter | Adams, Betsy | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Safety for pedestrians reaching the trail; important to trail system | Pro |
| Card | Otcenas, Susan | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Supports project | Pro |
| Testimony | Kroger, Wendy | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Crucial for pedestrian and bike safety | Pro |
| Letter | Bricker, Scott | Bicycle Transportation Alliance | Portland | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Supports bicycling region-wide and multi-modal transportation | Pro |
| Letter | Hanson, Susan | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Important for safe pedestrian and bicycle access to trails | Pro |
| Letter | Speer, Homer & Nancy | Resident | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Without this, crossing Hall is nearly impossible | Pro |
| Email | Newlevant, Jack | Bicycle Route Technology | Portland | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Promotes practical use of bicycles for transportation | Pro |

| | | | | | | | | |
|-----------|-------------------|----------------------------------|--|-----------|--------|---------------------------------------|---|-----|
| Email | Goodness, Jill | Resident | | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Necessary for safe access to trail | Pro |
| Email | Jackson, Diane | Resident | | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Necessary for safe access to trail | Pro |
| Email | Conlin, Laurie | Tualatin Hills Park&Rec | | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Necessary for safe access to trail | Pro |
| Email | Shirazi, Kelley | Microsoft | | Portland | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Necessary for safe access to trail | Pro |
| Email | Thukkani, Thiru | Resident | | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Instead of bridge, improve similar to Sch | Con |
| Email | Toews, Victoria | Resident | | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Crucial for safe access to trail | Pro |
| Email | Zagorski, John | Resident | | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Crucial for bike and ped safety and trail connectivity | Pro |
| Email | Hannan, Paula | Resident | | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Crucial for bike and ped safety; encourages alternative transportation | Pro |
| Email | Carlson, Marge | Resident | | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Will make trail safer | Pro |
| Email | Grillo, Kevin | Resident | | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Crucial for bike and ped safety and trail connectivity | Pro |
| Email | Christensen, Doug | Rivermark Community Credit Union | | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | | Pro |
| Email | Oswald, Jack | Resident | | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Important for safety and train connectivity | Pro |
| Email | Little, Woody | Resident | | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Important for ped safety; even a well-lit crosswalk would do | Pro |
| Letter | Storwick, Michael | Resident | | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Essential for safe crossing to reach trail | Pro |
| Letter | McWilliams, Sue | Resident | | Portland | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Essential for safety of peds; crucial link | Pro |
| Letter | | Resident | | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Current situation is dangerous; essential for safety | Pro |
| Testimony | Kroger, Wendy | Tualatin Hills Park&Rec | | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Crucial for safe trail crossing; completes a gap | Pro |
| Email | Naumann, Keith | Resident | | Portland | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Promotes health, reduces congestion, supports the economy | Pro |
| Email | Novick, Eva | Resident | | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Essential for safety of bikes and peds crossing, plus help cars driving on Hall | Pro |

| | | | | | | | | |
|-----------|-----------------------|---------------------------------------|---------------|--|--------|---------------------------------------|---|-----|
| Email | Campbell, Malcolm | Resident | | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Fix this dangerous crossing and complete a trail that is a jewel for the area | Pro |
| Email | Westerfield, Tracy | Resident | Beaverton | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Essential for safety of bikes and peds crossing, plus help cars driving on Hall | Pro |
| Email | Flanigan, Peggy & M | Resident | Beaverton | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Current crossing is hazardous and needs to be fixed | Pro |
| Email | Davidson, Chris | Resident | Beaverton | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Current crossing is hazardous and needs to be fixed | Pro |
| Email | Bucsek, John | Resident | Tigard | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Make bike crossing at the trail safer | Pro |
| Email | Smith, Mary Elizabeth | Resident | Beaverton | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Essential for safe bike crossing | Pro |
| Email | Kershaw, Anthony | Rapid Technologies | Portland | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Prefers installing a stop light rather than a bridge | Con |
| Email | DeGroot, Valerie | Resident | Beaverton | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Current crossing is hazardous and needs to be fixed | Pro |
| Email | Miller, Tom | Apparel/Equipment Product Creation | | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Support safe trail crossing | Pro |
| Email | Steele Nielsen, Pat | Resident | Beaverton | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Essential for safe bike and ped access to the trail and park | Pro |
| Email | Bleye, Dawn and Rol | Cub Scout Pack 605 | Beaverton | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Would create a safe link for children who bike to use the path | Pro |
| Email | Stokes, Tanya | Resident | | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Essential for safe bike and ped access to the trail and park | Pro |
| Email | Schouten, Dick | Washington County Commission | Washington Co | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Essential for safe bike and ped access to the trail and park | Pro |
| Email | Moore, Terry & Willy | Resident | Beaverton | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Opposes expense of a bridge; supports a traffic light instead | Con |
| Email | Roberts, Jessica | Resident | Portland | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Bicycle facilities support economic competitiveness; need facilities safe for all | Pro |
| Email | Brian, Tom | Washington County Commission | Washington Co | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Has been a bottleneck to safe crossing and impediment to use | Pro |
| Email | Persey, Jim | Resident | Beaverton | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Important part of regional trail system; Hall is too dangerous to cross currently | Pro |
| Letter | Manseau, Mary | CPO-7 | Washington Co | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Will help complete a trail that benefits area residents | Pro |
| Testimony | Hobson, Keith | Hillsboro Parks & Recreation District | Hillsboro | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Supports project | Pro |

| | | | | | | | |
|-----------|--------------------|---|---------------|--------|---------------------------------------|--|-----|
| Testimony | Barcott, Joe | Tualatin Parks & Recreation District | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Supports project | Pro |
| Testimony | Ascher, Leland | Tualatin Parks & Recreation District | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Supports project | Pro |
| Testimony | Nobbe, Terry | Washington Co. Bicycle Transportation Coalition | Washington Co | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Needed to safely cross Hall | Pro |
| Testimony | Otcenas, Susan | Resident | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Supports project | Pro |
| Testimony | Kanable, Bill | Hillsboro Parks & Recreation District | Hillsboro | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Supports project | Pro |
| Testimony | Hayward, Marilyn | Resident | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Supports project | Pro |
| Testimony | Chapnick, Barbara | Resident | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Supports project | Pro |
| Testimony | McAlpin, Esther | Resident | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Supports project | Pro |
| Testimony | Kosmoski, Jeff | Resident | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Supports project | Pro |
| Testimony | Hake, Jennifer | Resident | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Suggests putting in a tunnel | Pro |
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | Portland | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Supports program | Pro |
| Testimony | Kroger, Wendy | Tualatin Parks & Recreation District | Beaverton | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Supports project | Pro |
| Web | Blume, Julie | | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Increasing ease of crossing Hall Blvd would be valuable | Pro |
| Web | Frewing, John | Friends of Tigard/Bull Mountain Trails | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Supports project, but would like to add a second crossing to be studied | Pro |
| Web | Grimm, Wayne | | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Dangerous crossing needs to be improved for safety | Pro |
| Web | Johnson, Elizabeth | | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Would be nice to have a safe crossing on this frequently used trail | Pro |
| Web | Lof, Nancy | | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Would like to be able to cross safely | Pro |
| Web | Sandberg, Rhyc | | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Intersection at Hall is dangerous and is an obstacle in the trail system | Pro |
| Web | Sandberg, DeeAnn | | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Intersection at Hall is dangerous and is an obstacle in the trail system | Pro |

| | | | | | | | | |
|-----------|------------------|-----------------------------------|-------------|--|--------|--|---|-----|
| Web | Sedory, Tom | | | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Would like intersection improved, but study seems too expensive | |
| Web | Tabor, Kristen | | | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Xing is inconvenient and hazardous | Pro |
| Web | Tarfman, Aaron | | | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Dangerous crossing needs to be improved for safety, Foster @ Springwater is example | Pro |
| Web | McGilvrey, Tim | | | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Very difficult to cross at Hall, crossing would enhance Fanno Creek | Pro |
| Email | Kinion, Sally | Tualatin Hills Park&Rec | Beaverton | | PD6007 | Fanno Creek Trail: Hall Blvd Crossing | Necessary for safe access to trail | Pro |
| Web | Tarfman, Aaron | | | | PD6117 | Pine StreetL Willamette St to Sunset Blvd | Supports this project | Pro |
| Card | Buehrig, Karen | Resident | Oregon City | | PD8035 | Pedestrian Network Analysis: Metro Region | Supports project | Pro |
| Letter | Bricker, Scott | Bicycle Transportation Alliance | Portland | | PD8035 | Pedestrian Network Analysis: Metro Region | Supports bicycling region-wide and multi-modal transportation | Pro |
| Letter | Aulwes, David | Portland Pedestrian Advisory Comr | Portland | | PD8035 | Pedestrian Network Analysis: Metro Region | Address sidewalk gaps, especially access to transit | Pro |
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | Portland | | PD8035 | Pedestrian Network Analysis: Metro Region | Supports program | Pro |
| Web | Schaecher, Nancy | | | | PD8035 | Pedestrian Network Analysis | Comments about Cedar Mill trail | |
| Letter | Aulwes, David | Portland Pedestrian Advisory Comr | Portland | | PL0001 | Rx for Big Streets: Metro region 2040 corridors | Pedestrian improvements will promote mixed use | Pro |
| Web | Lindahl, Lance | | | | PL0001 | Rx for Big Streets: Metro 2040 Corridors | Potential for transforming region, supports funding for this project | Pro |
| Web | Russell, Pat | | | | PL0001 | Rx for Big Streets: Metro 2040 Corridors | Supports project, particularly for Clackamas County streets | Pro |
| Letter | Bricker, Scott | Bicycle Transportation Alliance | Portland | | PL0002 | Livable Streets Policy and Guidebook Update: Region wide | Supports bicycling region-wide and multi-modal transportation | Pro |
| Letter | Aulwes, David | Portland Pedestrian Advisory Comr | Portland | | PL0002 | Livable Streets Policy and Guidebook Update: Region wide | Pedestrian design standards will reduce waste in pedestrian improvement projects | Pro |
| Web | Lindahl, Lance | | | | PL0002 | Livable streets Policy and guidebook update | Book is a valuable educational resource | Pro |
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | Portland | | PL0002 | Livable Streets Policy and Guidebook Update: Region wide | Supports program | Pro |
| Web | Tarfman, Aaron | | | | PL0004 | Hillsboro Regional Center Planning Study | Proposal is ambiguous. | Con |
| Web | Grant Eugene | Mayor Happy Valley | | | PL0007 | Happy Valley Town Center arterial street planning | Project is a ped and bike priority in Happy Valley | Pro |

| | | | | | | | | |
|-----------|---------------------|---|--|----------------|--------|---|--|-----|
| Web | Jones, Brad | | | | PL0007 | Happy Valley Town Center arterial street planning | Supports project | Pro |
| Web | Luchak, Lori | | | | PL0007 | Happy Valley Town Center arterial street planning | Area is dangerous, kids nearby are affected | Pro |
| Letter | Drake, Rob | City of Beaverton | | Beaverton | RC0001 | ITS Programmic Allocation: region wide | Cost-effective means of addressing congestion | Pro |
| Email | Hagedorn, Hau | Oregon Transportation Research and Education Consortium | | Portland | RC0001 | ITS Programmic Allocation: region wide | ITS systems support effective, cost-efficient approach to traffic management | Pro |
| Testimony | Barth, Gary | Clackamas County Economic Development Association | | Clackamas Co | RC0001 | ITS Programmic Allocation: region wide | Supports project | Pro |
| Web | Sedory, Tom | | | | RC0001 | ITS Programmic Allocation: region wide | Will significantly improve traffic efficiency | Pro |
| Web | Tarfman, Aaron | | | | RC0001 | ITS Programmic Allocation: region wide | Opposes more money to move traffic | Con |
| Letter | Roberts, Lonnie | E. Mult. Transp. Comm. | | E. Mult County | RC2110 | Wood Village Blvd NE Halsey-NE Arata | EMCT supports | Pro |
| Testimony | Fuller, David | Resident | | Wood Village | RC2110 | Wood Village Blvd NE Halsey-NE Arata | Supports the project;delay will increase costs | Pro |
| Testimony | Fudge, Brad | West Columbia Gorge Chamber of Commerce | | Fairview | RC2110 | Wood Village Blvd NE Halsey-NE Arata | Relieve congestion | Pro |
| Testimony | Quimby, Ken | City of Fairview | | Fairview | RC2110 | Wood Village Blvd NE Halsey-NE Arata | Needed as an alternative route | Pro |
| Web | Tarfman, Aaron | | | | RC2110 | Wood Village Blvd:NE Halsey ST-NE Arata Rd | Opposes project; will create more traffic | Con |
| Letter | Ogden, Lou | City of Tualatin | | Tualatin | RC3016 | Tualatin-Sherwood Rd ATMS:99W-SWTeton Rd | Advance traffic management;reduce congestion | Pro |
| Letter | Drake, Rob | City of Beaverton | | Beaverton | RC3016 | Tualatin-Sherwood Rd ATMS:99W-SWTeton Rd | Improve traffic mobility with low-cost IT solution | Pro |
| Letter | Mays, Keith | City of Sherwood | | Sherwood | RC3016 | Tualatin-Sherwood Rd ATMS:99W-SWTeton Rd | Improve traffic mobility with low-cost IT solution | Pro |
| Email | Hagedorn, Hau | Oregon Transportation Research and Education Consortium | | Portland | RC3016 | Tualatin-Sherwood Rd ATMS:99W-SWTeton Rd | ITS systems support effective, cost-efficient approach to traffic management | Pro |
| Letter | Drake, Rob | City of Beaverton | | Beaverton | RC3023 | Hwy 217E: Bvrtn-Hillsdale to SW Allen Blvd | Improve traffic flow, safety, access | Pro |
| Email | Merrick, Tom | Resident | | Portland | RC3023 | Highway 217: Beaverton Hillsdale Hwy to SW Allen | Crucial for traffic flow | Pro |
| Letter | Schlueter, Jonathan | Westside Economic Alliance | | Portland | RC3023 | Highway 217: Beaverton Hillsdale Hwy to SW Allen | Improve freight mobility, commuter access, public safety | Pro |
| Email | Schouten, Dick | Washington County Commission | | Washington Co | RC3023 | Highway 217: Beaverton Hillsdale Hwy to SW Allen | Critical freight route; need to fix current configurations | Pro |

| | | | | | | | |
|-----------|---------------------|------------------------------------|---------------|--------|---|--|-----|
| Email | Brian, Tom | Washington County Commission | Washington Co | RC3023 | Highway 217: Beaverton Hillsdale Hwy to SW Allen | On Washington County's federal agenda; has regional support | Pro |
| Web | Jones, Brad | | | RC3023 | Highway 217: Beaverton-Hillsdale Highway to SW Allen Blvd | Supports project as regional transportation solution | Pro |
| Web | Kelly, Tim | | | RC3023 | Highway 217: Beaverton-Hillsdale Highway to SW Allen Blvd | Horrible idea, environmentally destructive | Con |
| Web | Tarfman, Aaron | | | RC3023 | Highway 217: Beaverton-Hillsdale Highway to SW Allen Blvd | Obsolete system that is too expensive | Con |
| Letter | Brian, Tom | Wash. County Comm. | Wash. County | RC3030 | Farmington Rd:SW Murray Blvd-SW Hocken Ave | Will improve safety and congestion | Pro |
| Letter | Menzel, Jeff | Highland Neighborhood Assn | Beaverton | RC3030 | Farmington Rd:SW Murray Blvd-SW Hocken Ave | Important for bike and ped safety; decrease congestion | Pro |
| Letter | King, Darla | Central Beaverton NA | Beaverton | RC3030 | Farmington Rd:SW Murray Blvd-SW Hocken Ave | Important for bike and ped safety; decrease congestion | Pro |
| Letter | Hohnbaum, Kevin and | Beaverton Chamber of Commerce | Beaverton | RC3030 | Farmington Rd:SW Murray Blvd-SW Hocken Ave | Improves freight and commuter traffic; reduce congestion | Pro |
| Card | Guilford, Nancy | Resident | Beaverton | RC3030 | Farmington Rd:SW Murray Blvd-SW Hocken Ave | Improves traffic flow; reduce congestion caused by growth and infill | Pro |
| Card | Callender, Debra | Resident | Beaverton | RC3030 | Farmington Rd:SW Murray Blvd-SW Hocken Ave | Improves traffic flow; reduce congestion caused by growth and infill | Pro |
| Letter | Price, Sue | W. Beaverton NAC | Beaverton | RC3030 | Farmington Rd:SW Murray Blvd-SW Hocken Ave | Needed for traffic flow; improve safety for peds, transit riders, bicyclists | Pro |
| Letter | Mays, Keith | City of Sherwood | Sherwood | RC3030 | Farmington Rd:SW Murray Blvd-SW Hocken Ave | Improve traffic mobility with low-cost IT solution | Pro |
| Letter | Drake, Rob | City of Beaverton | Beaverton | RC3030 | Farmington Rd:SW Murray Blvd-SW Hocken Ave | Address congestion; builds on other improvements; project is ready to go | Pro |
| Letter | Brian, Tom | Washington County Commission | Washington Co | RC3030 | Farmington Rd:SW Murray Blvd-SW Hocken Ave | Address congestion; builds on other improvements; project is ready to go | Pro |
| Testimony | | Beaverton Area Chamber of Commerce | Beaverton | RC3030 | Farmington Rd:SW Murray Blvd-SW Hocken Ave | Supports project | Pro |
| Testimony | | Central Beaverton NA | Beaverton | RC3030 | Farmington Rd:SW Murray Blvd-SW Hocken Ave | Supports project | Pro |
| Testimony | Tarhman, Erin | Resident | | RC3030 | Farmington Rd:SW Murray Blvd-SW Hocken Ave | Opposes for safety reasons | Con |
| Web | Jones, Brad | | | RC3030 | Farmington Road: SW Murray Blvd to SW Hocken Ave | Adding turn lanes will not help this area | Con |

| | | | | | | | | |
|-----------|-------------------|---|--------------|--|--------|---|--|-----|
| Web | McCormick, Rita | | | | RC3030 | Fairmington Road: SW Murray Blvd to SW Hocken Ave | Questions about project, no specific comment | |
| Web | Recker, Joseph | | | | RC3030 | Fairmington Road: SW Murray Blvd to SW Hocken Ave | Additional vehicle capacity is not a good use of funds | Con |
| Web | Sedory, Tom | | | | RC3030 | Fairmington Road: SW Murray Blvd to SW Hocken Ave | Supports project, bike and ped improvements | Pro |
| Web | Tarfman, Aaron | | | | RC3030 | Fairmington Road: SW Murray Blvd to SW Hocken Ave | Strongly opposes this project | Con |
| Letter | Drake, Rob | City of Beaverton | Beaverton | | RC3150 | Cornell Rd ATMS and ATIS: Hillsboro to US 26 | Improve traffic signal timing and provide real-time traffic information | Pro |
| Email | Hagedorn, Hau | Oregon Transportation Research and Education Consortium | Portland | | RC3150 | Cornell Rd ATMS and ATIS: Hillsboro to US 26 | ITS systems support effective, cost-efficient approach to traffic management | Pro |
| Web | Tarfman, Aaron | | | | RC3150 | Cornell Road ATMS/ATIS: Hillsboro to Hwy 26 | Too expensive for this type of project | Con |
| Web | Tarfman, Aaron | | | | RC3192 | Sue/Dogwood Connection:NWDale-Saltzman | Supports the connection | Pro |
| Letter | Scott, Jack | Clackamas Co. Economic Dev. Comm | Clackamas | | RC5069 | Harmony Road: 82nd Ave to Highway 224 | Relieve congestion | Pro |
| Letter | DeGrazia, Greg | N. Clackamas Co. Chamber of Commerce | Clackamas | | RC5069 | Harmony Road: 82nd Ave to Highway 224 | Relieve congestion | Pro |
| Testimony | DeGrazia, Greg | North Clackamas Co. Chamber of Commerce | Clackamas Co | | RC5069 | Harmony Road: 82nd Ave to Highway 224 | Supports project | Pro |
| Testimony | Barth, Gary | Clackamas County Economic Development Association | Clackamas Co | | RC5069 | Harmony Road: 82nd Ave to Highway 224 | Supports project | Pro |
| Web | Batey, Lisa | | | | RC5069 | Harmony Road: 82nd Ave to Hwy 224 | Objects to widening of this road, funding is premature | Con |
| Web | Bowmer, Nicole | | | | RC5069 | Harmony Road: 82nd Ave to Hwy 224 | Opposes project | Con |
| Web | Bryant, C | | | | RC5069 | Harmony Road: 82nd Ave to Hwy 224 | Questions about project elements, no specific comment | |
| Web | Mullooly, Daniel | | | | RC5069 | Harmony Road: 82nd Ave to Hwy 224 | Opposes widening of Harmony Rd, concerned about environmental concerns | Con |
| Web | Ferranti, Charles | | | | RC5069 | Harmony Road: 82nd Ave to Hwy 224 | Opposes widening of Harmony Rd, concerned about environmental concerns | Con |
| Web | Glenn, Jessica | | | | RC5069 | Harmony Road: 82nd Ave to Hwy 224 | Does not support this project for environmental concerns | Con |
| Web | Horay, Brian | | | | RC5069 | Harmony Road: 82nd Ave to Hwy 224 | Does not support road expansions | Con |

| | | | | | | | | |
|-----------|-------------------|---|--------------|--|--------|--|---|-----|
| Web | Howell, Caitlyn | | | | RC5069 | Harmony Road:82nd Ave to Highway 224 | Opposes project for environmental harm | Con |
| Web | Lindahl, Lance | | | | RC5069 | Harmony Road:82nd Ave to Highway 224 | Supports to relieve congestion and improve bike and pedestrian facilities | Pro |
| Web | Tarfman, Aaron | | | | RC5069 | Harmony Road:82nd Ave to Highway 224 | Opposes project; would increase traffic and create safety hazards | Con |
| Web | Till, Richard | | | | RC5069 | Harmony Road:82nd Ave to Highway 224 | Opposes for project for environmental harm | Con |
| Web | Rummel-Eury, Rose | | | | RC5069 | Harmony Road:82nd Ave to Highway 224 | Asks if TriMet will serve and whether bike and pedestrian facilities will also be built | |
| Web | Runyard, Chris | | | | RC5069 | Harmony Road:82nd Ave to Highway 224 | Opposes project for environmental harm | Con |
| Letter | Scott, Jack | Clackamas Co. Economic Dev. Comm | Clackamas | | RC5101 | Clackamas Co. ITS: Clackamas County | Maximizes capacity of existing system | Pro |
| Letter | DeGrazia, Greg | N. Clackamas Co. Chamber of Commerce | Clackamas | | RC5101 | Clackamas Co. ITS: Clackamas County | Maximizes capacity of existing system | Pro |
| Email | Hagedorn, Hau | Oregon Transportation Research and Education Consortium | Portland | | RC5101 | Clackamas Co. ITS: Clackamas County | ITS systems support effective, cost-efficient approach to traffic management | Pro |
| Testimony | Barth, Gary | Clackamas County Economic Development Association | Clackamas Co | | RC5101 | Clackamas Co. ITS: Clackamas County | Supports project | Pro |
| Web | Bryant, C | | | | RC5101 | Clackamas Co. ITS: Clackamas County | ITS should not be a priority until pads are safe on streets | Con |
| Web | Tarfman, Aaron | | | | RC5101 | Clackamas Co. ITS: Clackamas County | Does not fully support this project | Con |
| Testimony | DeGrazia, Greg | North Clackamas Co. Chamber of Commerce | Clackamas Co | | RC5101 | Clackamas Co. ITS: Clackamas County | Supports project | Pro |
| Letter | Scott, Jack | Clackamas Co. Economic Dev. Comm | Clackamas | | RC7000 | SE 172nd Ave: Multnomah Co. line to Sunnyside Rd | Critical connection to Damascus | Pro |
| Letter | DeGrazia, Greg | N. Clackamas Co. Chamber of Commerce | Clackamas | | RC7000 | SE 172nd Ave: Multnomah Co. line to Sunnyside Rd | Critical connection to Damascus | Pro |
| Testimony | DeGrazia, Greg | North Clackamas Co. Chamber of Commerce | Clackamas Co | | RC7000 | SE 172nd Ave: Multnomah Co. line to Sunnyside Rd | Supports project | Pro |
| Testimony | Barth, Gary | Clackamas County Economic Development Association | Clackamas Co | | RC7000 | SE 172nd Ave: Multnomah Co. line to Sunnyside Rd | Supports project | Pro |
| Web | Mullin, Rachel | | | | RC7000 | SE 172nd Ave:Multnomah County Line-Sunnyside Rd | Opposes spending more money on car travel | Con |
| Web | Neves, David | | | | RC7000 | SE 172nd Ave:Multnomah County Line-Sunnyside Rd | Opposes spending more money on car travel | Con |

| | | | | | | | | |
|-----------|--------------------|----------------------------------|--|----------------|--------|---|---|-----|
| Web | Tarfman, Aaron | | | | RC7000 | SE 172nd Ave:Multnomah County Line-Sunnyside Rd | Opposes;project won't work with bike lanes | Con |
| Web | Warloe, Bjorn | | | | RC7000 | SE 172nd Ave:Multnomah County Line-Sunnyside Rd | Opposes;project won't work with bike lanes | Con |
| Letter | Roberts, Lonnie | E. Mult. Transp. Comm. | | E. Mult County | RC7036 | SE 190th Dr:Pleasant View/Highland-SW 30th | EMCT supports | Pro |
| Letter | Everett, Kathy | Gresham Council Transp. Comm. | | Gresham | RC7036 | SE 190th Dr:Pleasant View/Highland-SW 30th | Gateway to Town Ctr; reduce stormwater runoff; | Pro |
| Letter | Brown, Robert | Gresham Area Chamber of Commerce | | Gresham | RC7036 | SE 190th Dr:Pleasant View/Highland-SW 30th | Improve access to Pleasant Valley | Pro |
| Letter | Keizur, Joe | Pacific Lifestyle Homes | | Vancouver | RC7036 | SE 190th Dr:Pleasant View/Highland-SW 30th | Important for developing Pleasant Valley | Pro |
| Letter | Bemis, Shane | City of Gresham | | Gresham | RC7036 | SE 190th Dr:Pleasant View/Highland-SW 30th | Essential pedestrian link to transit, residential areas, business; supporting Pleasant Valley development | Pro |
| Letter | Tuttle, Rian | Pacific Landmark Development | | Clackamas | RC7036 | SE 190th Dr:Pleasant View/Highland-SW 30th | Essential for development of Pleasant Valley | Pro |
| Letter | Stalberger, Steve | Tim Aldinger&Assoc. | | Portland | RC7036 | SE 190th Dr:Pleasant View/Highland-SW 30th | Supports development of Pleasant Valley | Pro |
| Letter | Talbot, Max | Alpha Community Development | | Gresham | RC7036 | SE 190th Dr:Pleasant View/Highland-SW 30th | Crucial for developing Pleasant Valley | Pro |
| Testimony | | Resident | | Gresham | RC7036 | SE 190th Dr:Pleasant View/Highland-SW 30th | Important for development of Pleasant Valley | Pro |
| Email | Larson, Rick | Centennial School District | | Portland | RC7036 | SE 190th Dr:Pleasant View/Highland-SW 30th | Supports the project | Pro |
| Letter | Palmer, Jerry | Alpha Community Development | | Portland | RC7036 | SE 190th Dr:Pleasant View/Highland-SW 30th | Essential for development of Pleasant Valley | Pro |
| Email | Hoyt, Bruce | Alpha Community Development | | Portland | RC7036 | SE 190th Dr:Pleasant View/Highland-SW 30th | Strategic for development in the Happy Valley, Damascus, and Clackamas County | Pro |
| Card | Bliss | Resident | | Portland | RC7036 | SE 190th Dr:Pleasant View/Highland-SW 30th | Essential for development of Pleasant Valley | Pro |
| Letter | Slagle, Misty | Home Builders Association | | Portland | RC7036 | SE 190th Dr:Pleasant View/Highland-SW 30th | Crucial for developing Pleasant Valley | Pro |
| Testimony | Strathern, Richard | Resident | | Gresham | RC7036 | SE 190th Dr:Pleasant View/Highland-SW 30th | Needed for safety | Pro |
| Testimony | Fuller, David | Resident | | Wood Village | RC7036 | SE 190th Dr:Pleasant View/Highland-SW 30th | Supports the project;delay will increase costs | Pro |

| | | | | | | | |
|-----------|-------------------|-----------------------------------|---------------|--------|---|---|-----|
| Testimony | Talbot, Max | Alpha Community Development | Gresham | RC7036 | SE 190th Dr.:Pleasant View/Highland-SW 30th | Needed to develop Pleasant Valley; will support bike and pedestrian facilities and reduce stormwater runoff | Pro |
| Testimony | Brown, Robert | Gresham Area Chamber of Commerce | Gresham | RC7036 | SE 190th Dr.:Pleasant View/Highland-SW 30th | Needed to develop Pleasant Valley | Pro |
| Testimony | eizur, Joe | Simple Lifestyle Homes | Vancouver, WA | RC7036 | SE 190th Dr.:Pleasant View/Highland-SW 30th | Needed for development;will bring jobs | Pro |
| Testimony | Craddick, Shirley | City of Gresham | Gresham | RC7036 | SE 190th Dr.:Pleasant View/Highland-SW 30th | Promote development of Pleasant Valley and provide another north-south route | Pro |
| Testimony | Spiekman, Tim | Real estate developer | Lake Oswego | RC7036 | SE 190th Dr.:Pleasant View/Highland-SW 30th | Needed for housing development in Pleasant Valley | Pro |
| Testimony | Doubleday, Sandra | Resident | West Linn | RC7036 | SE 190th Dr.:Pleasant View/Highland-SW 30th | Provide a needed link to Pleasant Valley | Pro |
| Testimony | Becker, Charles | City of Gresham | Gresham | RC7036 | SE 190th Dr.:Pleasant View/Highland-SW 30th | Already invested a great deal; need to implement | Pro |
| Web | Tarfman, Aaron | | | RC7036 | SE 190th Dr.:Pleasant View/Highland-SW 30th | Opposes;will convert quiet road to high-speed | Con |
| Web | Cantwell, Thomas | Rejuvenation House Parts | Portland | RR1010 | Morrison Bridge:Willamette River, Portland | Would improve connection to downtown;support businesses | Pro |
| Web | Jones, Brad | | | RR1010 | Morrison Bridge:Willamette River, Portland | Would benefit many people | Pro |
| Web | Ong, Jeff | | | RR1010 | Morrison Bridge:Willamette River, Portland | Improve connection to downtown | Pro |
| Web | Sedory, Tom | | | RR1010 | Morrison Bridge:Willamette River, Portland | Bridge maintenance is high priority | Pro |
| Letter | Aulwes, David | Portland Pedestrian Advisory Comf | Portland | RR1214 | Division St: SE 6th-SE 39th St | Improves pedestrian environment | Pro |
| Email | Eichinger, Martin | Eichinger Sculpture School | Portland | RR1214 | Division St: SE 6th-SE 39th St | Will support small business, art and culture | Pro |
| Email | Lut, Margaret | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040;encourages mixed use; encourages alternative transportation | Pro |
| Email | Davis, Tim | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040;encourages mixed use; encourages alternative transportation | Pro |
| Email | Kingsley, Charles | Division/Vision Coalition | Portland | RR1214 | Division St: SE 6th-SE 39th St | Cultivates vibrant community, good ecology, diverse transportation options | Pro |
| Email | Dufay, Frank | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Enjoys broad community support | Pro |

| | | | | | | | |
|-------|----------------------|--------------------------------|----------|--------|--------------------------------|---|-----|
| Email | Kingham, Heather | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040;encourages mixed use; encourages alternative transportation | Pro |
| Email | Jackson, Rin Carroll | ARTWalk | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040;encourages mixed use; encourages alternative transportation | Pro |
| Email | Burkart, Jennifer | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040;encourages mixed use; encourages alternative transportation | Pro |
| Email | Chapin, Nancy | D/C Street Fair | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040;encourages mixed use; encourages alternative transportation | Pro |
| Email | Ryan, Michelle | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040;encourages mixed use; encourages alternative transportation | Pro |
| Email | Baker, Jean | Division/Clinton Business Assn | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040;encourages mixed use; improves safety of alternative transportation | Pro |
| Email | Lodwick, Jim | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports health of older Portland neighborhoods | Pro |
| Email | Schultz, Sara | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040;encourages mixed use; improves safety of alternative transportation | Pro |
| Email | Schultz, Carrie | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040;encourages mixed use; improves safety of alternative transportation | Pro |
| Email | DiMarco, Frank | DiMarco Images | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040;encourages mixed use; improves safety of alternative transportation | Pro |
| Email | Maczko, Karin | Miller Education Center West | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040;encourages mixed use; improves safety of alternative transportation | Pro |
| Email | Otto, Ken | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Encourages environmentally responsible development | Pro |
| Email | Soots, Mary | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040;encourages mixed use; improves safety of alternative transportation | Pro |
| Email | Newell, Hanna Nespel | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040 goals | Pro |
| Email | Burnett, Rex and Rob | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040 goals | Pro |
| Email | Chambers, Susan and | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040 goals | Pro |
| Email | Brock, Carolyn | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040 goals | Pro |

| | | | | | | | |
|-------|----------------------|---|----------|--------|--------------------------------|---|-----|
| Email | West, Mary Kay | Norris, Beggs & Simpson | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports vibrant communities as embodied by 2040 | Pro |
| Email | Petersen, Jill | Carleton Hart Architecture | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports vibrant community and sustainable development | Pro |
| Email | Carpenter-Black, Tam | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports vibrant communities as embodied by 2040 | Pro |
| Email | Hall, Terry | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports vibrant communities as embodied by 2041 | Pro |
| Email | Rohter, Brian | New Seasons Markets | Portland | RR1214 | Division St: SE 6th-SE 39th St | Further vision of sustainable community; enjoys broad community support | Pro |
| Email | Bedney, Anne | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports vibrant communities as embodied by 2040 | Pro |
| Email | Kraus, Kevin | REACH | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports vibrant communities as embodied by 2041 | Pro |
| Email | Pearce, Sue | Hosford-Abernathy Neighborhood Development Assn | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports vibrant communities as embodied in 2040 goals | Pro |
| Email | Miller, Julie | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Help make this a safe street | Pro |
| Email | Rhee, Suk | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040 goals | Pro |
| Email | Shugerman, Susan | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040 goals | Pro |
| Email | Cadena, Angela | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Essential for safety, especially children and peds | Pro |
| Email | Brandt, Jonathan | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040 goals | Pro |
| Email | Kannee, Lauren | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040 goals | Pro |
| Email | Ross, Richard | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Good regional investment; supports 2040 goals | Pro |
| Email | Nettekoven, Linda | HAND CWG, Division Vision | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports vibrant communities embodied by 2040 | Pro |
| Web | Baker, Nancy | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports bike and pedestrian improvements | Pro |
| Web | Beamer, Nancy | | | RR1214 | Division St: SE 6th-SE 39th St | Spend money on resurfacing and ADA ramps instead | Con |
| Web | Burkart, Jennifer | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports bike and pedestrian improvements | Pro |
| Web | Dufay, Frank | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports these improvements | Pro |
| Web | Hanrahan, Lynn | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Will support business; improve bike and pedestrian facilities | Pro |
| Web | Mattson, Annette | | | RR1214 | Division St: SE 6th-SE 39th St | Needed for bike safety | Pro |
| Web | Ricker, Joseph | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Community strongly supports these improvements | Pro |

| | | | | | | | |
|-----------|-------------------------|--|----------------|--------|---------------------------------|--|-----|
| Web | Shorb, John | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040 goals for urban neighborhood | Pro |
| Web | Tarfman, Aaron | | | RR1214 | Division St: SE 6th-SE 39th St | Opposes:project will not improve safety | Con |
| Email | Wachsler, Annie | Resident | Portland | RR1214 | Division St: SE 6th-SE 39th St | Supports 2040;encourages mixed use; encourages alternative transportation | Pro |
| Letter | Roberts, Lonnie | E. Mult. Transp. Comm. | E. Mult County | RR2081 | 223rd RR undercrossing at Sandy | EMCT supports | Pro |
| Letter | Andersen, John | Columbia-Cascade River Dist. | E. Mult County | RR2081 | 223rd RR undercrossing at Sandy | important for boosting business and industry | Pro |
| Letter | Andersen, John | Columbia-Cascade River Dist. Steering Comm | E. Mult County | RR2081 | 223rd RR undercrossing at Sandy | Important for boosting business and industry; important for bike and ped safety | Pro |
| Letter | Brown, Robert | Gresham Area Chamber of Commerce | Gresham | RR2081 | 223rd RR undercrossing at Sandy | Key to economic development of the east county | Pro |
| Letter | O'Brien, Rev. Cynthia | Smith Memorial Presbyterian Church | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Essential for safety | |
| Letter | Ludeman, Leulla | Resident | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Essential for safety | Pro |
| Letter | Grasser, Vera | Resident | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Essential for pedestrian safety; long overdue project | Pro |
| Letter | Ferris-Butterfield, Dof | Resident | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Desperately needed for safety | Pro |
| Email | Chiaudana, Marcia | Smith Memorial Presbyterian Church | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Crucial for safety of those attending church | Pro |
| Email | Brink, Ivan | Resident | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Essential for safety of drivers and pedestrians | Pro |
| Email | Davis, R. Phillman | Resident | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Essential for safety of drivers and pedestrians | Pro |
| Email | Fast, Bill | Resident | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Current situation is dangerous; essential for safety | Pro |
| Email | Bettianne Goetz | Resident | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Essential for safety | Pro |
| Email | Houck, Kathy | Reynolds School District | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Current situation is dangerous; essential for safety | Pro |
| Email | Sunderland, Fran | Resident | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Badly needed for safe access of pedestrians, especially those trying to reach the church | Pro |
| Testimony | Stovall, Travis | East Metro Economic Alliance | Gresham | RR2081 | 223rd RR undercrossing at Sandy | Supports economic development; makes safety improvements | Pro |
| Testimony | Weatherby, Mike | Resident | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Central to economic development and safety | Pro |
| Testimony | Vonderharr, Richard | City of Fairview | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Badly needed for safety | Pro |
| Testimony | Cooper, Larry | City of Fairview | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Badly needed for safety | Pro |

| | | | | | | | |
|-----------|----------------------|---|--------------|---------|---|---|-----|
| Testimony | Fuller, David | Resident | Wood Village | RR2081 | 223rd RR undercrossing at Sandy | Supports the project;delay will increase costs | Pro |
| Testimony | Mullins, Lisa Barton | Resident | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Crucial for safety | Pro |
| Testimony | Anderson, John | Columbia Cascade River District | | RR2081 | 223rd RR undercrossing at Sandy | Important project for economic progress | Pro |
| Testimony | Brown, Robert | Gresham Area Chamber of Commerce | Gresham | RR2081 | 223rd RR undercrossing at Sandy | Support for the project | Pro |
| Testimony | Fudge, Brad | West Columbia Gorge Chamber of Commerce | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Very dangerous for pedestrians as it is | Pro |
| Testimony | Colleen, Carol | Resident | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Needed for pedestrian and bicycle safety | Pro |
| Testimony | Quimby, Ken | City of Fairview | Fairview | RR2081 | 223rd RR undercrossing at Sandy | Needed for pedestrian and bicycle safety | Pro |
| Testimony | Doubleday, Sandra | Resident | West Linn | RR2081 | 223rd RR undercrossing at Sandy | Needed for pedestrian and bicycle safety | Pro |
| Testimony | Collier, Corky | Columbia Corridor Assn | Portland | RR2081 | 223rd RR undercrossing at Sandy | Needed for pedestrian and bicycle safety | Pro |
| Testimony | Becker, Charles | City of Gresham | Gresham | RR2081 | 223rd RR undercrossing at Sandy | Needed for pedestrian and bicycle safety | Pro |
| Web | Gordon, Jane | | | RR2081 | 223rd RR undercrossing at Sandy | Supports;existing situation is very dangerous | Pro |
| Web | Hardin, Heather | | | RR2081 | 223rd RR undercrossing at Sandy | Opposes project that will increase traffic in Fairview | Con |
| Web | Hartley, Candace | | | RR2081 | 223rd RR undercrossing at Sandy | Supports for safety | Pro |
| Web | Hemingway, Edith | Smith Memorial Presbyterian Church | | RR2081 | 223rd RR undercrossing at Sandy | Supports;existing situation is very dangerous | Pro |
| Web | Koshewa, Allen | Fairview Elementary School | | RR2081 | 223rd RR undercrossing at Sandy | Supports;existing situation is very dangerous | Pro |
| Web | Mitchell, Margaret | Smith Memorial Presbyterian Church | | RR2081 | 223rd RR undercrossing at Sandy | Supports;existing situation is very dangerous | Pro |
| Web | O'Brien, Cynthia | Smith Memorial Presbyterian Church | | RR2081 | 223rd RR undercrossing at Sandy | Supports;existing situation is very dangerous | Pro |
| Web | Purchase, Peggy | Smith Memorial Presbyterian Church | | RR2081 | 223rd RR undercrossing at Sandy | Supports;existing situation is very dangerous | Pro |
| Web | Tarfman, Aaron | | | RR2081 | 223rd RR undercrossing at Sandy | Supports;will promote more balanced transportation system | Pro |
| Web | Wann, Bob | Smith Memorial Presbyterian Church | | RR2081 | 223rd RR undercrossing at Sandy | Supports;existing situation is very dangerous | Pro |
| Web | Watson, Andrea | Reynolds School District | | RR2081 | 223rd RR undercrossing at Sandy | Supports;existing situation is very dangerous | Pro |
| Letter | Everett, Kathy | Gresham Downtown Dev. Assn | Gresham | TD8005A | Metro TOD Implementation Program: Region wide | Fosters more transit and less auto use | Pro |

| | | | | | | | |
|--------|-----------------------|-----------------------------------|-------------|---------|--|---|-----|
| Letter | Bruning, Fred | CenterCal Properties, LLC | Tigard | TD8005A | Metro TOD Implementation Program: Region wide | Effective use of public investments to leverage private development; reduces congestion, increases value all around | Pro |
| Letter | Drake, Rob | City of Beaverton | Beaverton | TD8005A | Metro TOD Implementation Program: Region wide | Fights sprawl, reduces congestion, supports transportation choices | Pro |
| Letter | Kelley, Craig | Housing Development Center | Portland | TD8005A | Metro TOD Implementation Program: Region wide | Effective use of public investments to leverage private development; reduces congestion, increases value all around | Pro |
| Letter | Aulwes, David | Portland Pedestrian Advisory Comm | Portland | TD8005A | Metro TOD Implementation Program: Region wide | TODs promote walking and transit use; strong return on private investment | Pro |
| Letter | Becker, Charles | City of Gresham | Gresham | TD8005A | Metro TOD Implementation Program: Region wide | Promotes vibrant, mixed use communities | Pro |
| Letter | Greenlaw-Fink, Sheila | Community Partners | Tigard | TD8005A | Metro TOD Implementation Program: Region wide | Exemplifies 2040 goals; essential for catalyzing similar investments | Pro |
| Letter | Everett, Kathy | Gresham Downtown Dev. Assn | Gresham | TD8005A | Metro TOD Implementation Program: Region wide | Reduce congestion; supports mixed-use building | Pro |
| Letter | Segrest, Matt | Simpson Housing LLLP | Seattle, WA | TD8005A | Metro TOD Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | Kemper, Thomas | KemperCo, LLC | Portland | TD8005A | Metro TOD Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | Boxer, Charlotte | Pacific Continental Bank | Portland | TD8005A | Metro TOD Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | Leland, David C | Leland Consulting Group | Portland | TD8005A | Metro TOD Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | Becker, Charles | City of Gresham | Gresham | TD8005A | Metro TOD Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | Rosman, Mike | PEAK Development | Gresham | TD8005A | Metro TOD Implementation Program: Region wide | TODS further goals of creating vibrant, mixed-use urban areas | Pro |
| Letter | Drake, Rob | City of Beaverton | Beaverton | TD8005A | Metro TOD Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | Hughes, Tom | City of Hillsboro | Hillsboro | TD8005A | Metro TOD Implementation Program: Region wide | TOD program is a powerful regional tool to help cities implement 2040 Concept | Pro |
| Letter | Myhre, Jeff | Myhre Group Architects | Portland | TD8005A | Metro TOD Implementation Program: Region wide | TOD program is a powerful regional tool to help cities implement 2040 Concept | Pro |
| Letter | Livingston, Elizabeth | Gresham NW Neighborhood Assn | Gresham | TD8005A | Metro TOD Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |

| | | | | | | | |
|-----------|-------------------|---------------------------------|-----------|---------|---|---|-----|
| Letter | Bader, Kali S | Rembold Companies | Portland | TD8005A | Metro TOD Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | Cavenaugh, Kevin | Cavenough + Cavenaugh LLC | | TD8005A | Metro TOD Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | McNamara, Ed | Turtle Island Development LLC | Portland | TD8005A | Metro TOD Implementation Program: Region wide | Encourages private firms to risk these developments; valuable public-private partnerships | Pro |
| Testimony | Doubleday, Sandra | Resident | West Linn | TD8005A | Metro TOD Implementation Program: Region wide | Reduce congestion | Pro |
| Testimony | Laramee, Brian | Myhre Group Architects | | TD8005A | Metro TOD Implementation Program: Region wide | Supports program | Pro |
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | Portland | TD8005A | Metro TOD Implementation Program: Region wide | Supports program | Pro |
| Testimony | Kemper, Thomas | KemperCo, LLC | Portland | TD8005A | Metro TOD Implementation Program: Region wide | Supports program | Pro |
| Web | Hovmiller, Erik | | | TD8005A | Metro TOD Implementation Program: Region wide | Reduces auto-dependency | Pro |
| Web | Jones, Brad | | | TD8005A | Metro TOD Implementation Program: Region wide | Opposes projects that benefit developers | Con |
| Web | Tarfman, Aaron | | | TD8005A | Metro TOD Implementation Program: Region wide | Worthwhile use of funds | Pro |
| Testimony | Cavenaugh, Kevin | Cavenough + Cavenaugh LLC | | TD8005A | Metro TOD Implementation Program: Region wide | Promotes TOD projects | |
| Letter | Bricker, Scott | Bicycle Transportation Alliance | Portland | TD8005B | Metro Centers Implementation Program: Region wide | Supports bicycling region-wide and multi-modal transportation | Pro |
| Letter | Bricker, Scott | Bicycle Transportation Alliance | Portland | TD8005B | Metro TOD Implementation Program: Region wide | Supports bicycling region-wide and multi-modal transportation | Pro |
| Letter | Everett, Kathy | Gresham Downtown Dev. Assn | Gresham | TD8005B | Metro Centers Implementation Program: Region wide | Fosters more transit and less auto use | Pro |
| Letter | Bruning, Fred | CenterCal Properties, LLC | Tigard | TD8005B | Metro Centers Implementation Program: Region wide | Effective use of public investments to leverage private development; reduces congestion, increases value all around | Pro |
| Letter | Drake, Rob | City of Beaverton | Beaverton | TD8005B | Metro Centers Implementation Program: Region wide | Fights sprawl, reduces congestion, supports transportation choices | Pro |
| Letter | Kelley, Craig | Housing Development Center | Portland | TD8005B | Metro Centers Implementation Program: Region wide | Effective use of public investments to leverage private development; reduces congestion, increases value all around | Pro |

| | | | | | | | |
|--------|-----------------------|----------------------------------|-------------|---------|---|---|-----|
| Letter | Bernard, James | City of Milwaukie | Milwaukie | TD8005B | Metro Centers Implementation Program: Region wide | Effective use of public investments to leverage private development; reduces congestion, increases value all around | Pro |
| Letter | Aulwes, David | Portland Pedestrian Advisory Com | Portland | TD8005B | Metro Centers Implementation Program: Region wide | TODs promote walking and transit use; strong return on private investment | Pro |
| Letter | Becker, Charles | City of Gresham | Gresham | TD8005B | Metro Centers Implementation Program: Region wide | Promotes vibrant, mixed use communities | Pro |
| Letter | Greenlaw-Fink, Sheila | Community Partners | Tigard | TD8005B | Metro Centers Implementation Program: Region wide | Exemplifies 2040 goals; essential for catalyzing similar investments | Pro |
| Letter | Everett, Kathy | Gresham Downtown Dev. Assn | Gresham | TD8005B | Metro Centers Implementation Program: Region wide | Reduce congestion; supports mixed-use building | Pro |
| Letter | Segrest, Matt | Simpson Housing LLLP | Seattle, WA | TD8005B | Metro Centers Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | Kemper, Thomas | KemperCo, LLC | Portland | TD8005B | Metro Centers Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | Boxer, Charlotte | Pacific Continental Bank | Portland | TD8005B | Metro Centers Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | Leland, David C | Leland Consulting Group | Portland | TD8005B | Metro Centers Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | Becker, Charles | City of Gresham | Gresham | TD8005B | Metro Centers Implementation Program: Region wide | TODS further goals of creating vibrant, mixed-use urban areas | Pro |
| Letter | Rossmann, Mike | PEAK Development | Gresham | TD8005B | Metro Centers Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | Drake, Rob | City of Beaverton | Beaverton | TD8005B | Metro Centers Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | Hughes, Tom | City of Hillsboro | Hillsboro | TD8005B | Metro Centers Implementation Program: Region wide | TOD program is a powerful regional tool to help cities implement 2040 Concept | Pro |
| Letter | Myhre, Jeff | Myhre Group Architects | Portland | TD8005B | Metro Centers Implementation Program: Region wide | TOD program is a powerful regional tool to help cities implement 2040 Concept | Pro |
| Letter | Livingston, Elizabeth | Gresham NW Neighborhood Assn | Gresham | TD8005B | Metro Centers Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | Bader, Kali S | Rembold Companies | Portland | TD8005B | Metro Centers Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | Cavenaugh, Kevin | Cavenaugh + Cavenaugh LLC | | TD8005B | Metro Centers Implementation Program: Region wide | Essential for allowing private firms to risk these developments | Pro |
| Letter | McNamara, Ed | Turtle Island Development LLC | Portland | TD8005B | Metro Centers Implementation Program: Region wide | Encourages private firms to risk these developments; valuable public-private partnerships | Pro |

| | | | | | | | |
|-----------|-----------------------|---------------------------------|----------|---------|---|--|-----|
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | Portland | TD8005B | Metro Centers Implementation Program: Region wide | Supports program | Pro |
| Testimony | Kemper, Thomas | KemperCo, LLC | Portland | TD8005B | Metro Centers Implementation Program: Region wide | Supports program | |
| Web | Hovmiller, Erik | | | TD8005B | Metro Centers Implementation Program: Region wide | A dream come true if it actually succeeds | Pro |
| Web | Jones, Brad | | | TD8005B | Metro Centers Implementation Program: Region wide | Opposes projects that benefit developers | Con |
| Web | Lindah, Lance | | | TD8005B | Metro Centers Implementation Program: Region wide | Past successes indicate continued funding | Pro |
| Web | Tarfman, Aaron | | | TD8005B | Metro Centers Implementation Program: Region wide | Supports, especially those that are cooperatively owned and include open space | Pro |
| Letter | Clark, Paul | Hollywood Boosters | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Improve safety, access for economic vitality | Pro |
| Letter | Rose City Park Neigh | Rose City Park Neighborhood | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Improves safety, circulation, efficiency | Pro |
| Letter | Manning, Barry | Resident | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Improve function, safety; support development | Pro |
| Testimony | Bischoff, Debbie | Portland Bureau of Planning | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Improve function, safety; support development | Pro |
| Letter | Bank, Katherine | Resident | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Promote development; improve safety | Pro |
| Testimony | Howell, Jim | Resident | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Badly needs improved design;improve safety | Pro |
| Letter | Ueland, Bob | Central NE Neighbors, Inc. | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Redesign badly needed; supports development | Pro |
| Letter | Ueland, Bob | Hollywood Neighborhood Assn | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Redesign badly needed; supports development | Pro |
| Letter | Bergstone Beer, Eller | Filmaction Oregon | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Provides safer access to movies; reduces congestion | Pro |
| Email | Parker, Terry | Resident | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Will not promote safety; deny funding | Con |
| Email | Baird, Jeff | Broadway Medical Clinic | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Improved safety; improved parking; improved traffic flow | Pro |
| Letter | Wallace, Matthew | NE Community Center | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Improved access for Community Ctr users | Pro |
| Email | Payntor, Jim | Hollywood Senior Center | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Important for older adults to access transit | Pro |
| Email | Anderson, Linda | Hollywood Boosters | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Crucial for ease of access to transit | Pro |

| | | | | | | | |
|-----------|------------------|-----------------------------------|----------|--------|--|---|-----|
| Letter | White, Dana | Providence Health Systems | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Supports transportation choices;supports business in the area; large benefit for the cost | Pro |
| Letter | Jewel, Kirsten | Citizen Working Group | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Current center is dysfunctional | Pro |
| Email | Rahija, Trudi | Hollywood Land Use | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Petition with 18 signatures supporting the project | Pro |
| Letter | Naylor, Gary | Laurelhurst Neighborhood Assn | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Will stimulate redevelopment in the area | Pro |
| Email | Wright, Jeff | Hollywood Farmer's Market | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Strongly supports | Pro |
| Email | Danielson, Marah | Resident | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Needed improvements; should extend to fixing traffic between 39th St and offramp | Pro |
| Email | Briggs, Suzanne | Resident | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Needed to integrate the transit center with the neighborhood | Pro |
| Testimony | Parker, Terry | Resident | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Opposes curb extensions; questions funding | Con |
| Testimony | Clark, Paul | Hollywood Boosters | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Supports project | Pro |
| Testimony | Howell, Jim | Hollywood Development Corporation | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Supports project | Pro |
| Testimony | Teneau, Peter | Hollywood Neighborhood Assn | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Supports project | Pro |
| Testimony | Veland, Bob | Hollywood Neighborhood Assn | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Supports project | Pro |
| Testimony | Perkins, John | Resident | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Opportunity for new development | Pro |
| Testimony | Manning, Gary | Resident | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Supports project | Pro |
| Testimony | Vien, Catherine | Resident | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Supports town center;promotes positive development | Pro |
| Testimony | Whitaker, David | Resident | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Supports project | Pro |
| Web | Cantwell, Thomas | | | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Needed to address exploding development | Pro |
| Web | Hardin, Heather | | | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Improvements needed for transit users | Pro |
| Web | Hovmiller, Erik | | | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Land use needs to work closely with transportation | |
| Web | Recker, Joseph | | | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Strongly supports badly needed improvements | Pro |

| | | | | | | | |
|-----------|-------------------|---|--------------|--------|---|--|-----|
| Web | Rygielwicz, Paul | Resident | Portland | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Supports project, but only if done well | Pro |
| Web | Tarfman, Aaron | | | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Encourages even more funds be spent | Pro |
| Web | Gorman, Edward | | | TD8025 | Hollywood Transit Ctr: NE Halsey&NE 42nd | Anything to improve a better environment, especially at night | Pro |
| Card | Buehrig, Karen | Resident | Oregon City | TO8052 | Regional Travel Options: Region wide | Supports project | Pro |
| Letter | Anderson, Lenny | Swan Island TMA | Portland | TO8052 | Regional Travel Options: Region wide | Promote travel options for Swan Island employees | Pro |
| Letter | Bricker, Scott | Bicycle Transportation Alliance | Portland | TO8052 | Regional Travel Options: Region wide | Supports bicycling region-wide and multi-modal transportation | Pro |
| Letter | DeGrazia, Greg | N. Clackamas Co. Chamber of Commerce | Clackamas | TO8052 | Regional Travel Options: Region wide | Relieve congestion | Pro |
| Letter | Aulwes, David | Portland Pedestrian Advisory Comr | Portland | TO8052 | Regional Travel Options: Region wide | Improves quality of life; reduces SOV use | Pro |
| Email | Howard, Patrick | DSU Peterbilt & GMC Inc | Portland | TO8052 | Regional Travel Options: Region wide | TMA's benefit busines and employees | Pro |
| Email | Nelson, Kendra | Stack Metallurgical Services | Portland | TO8052 | Regional Travel Options: Region wide | Important benefit to businesses and employees | Pro |
| Testimony | Doubleday, Sandra | Resident | West Linn | TO8052 | Regional Travel Options: Region wide | Progressive projects | Pro |
| Testimony | Barber, Bill | Resident | Portland | TO8052 | Regional Travel Options: Region wide | Supports project | Pro |
| Testimony | DeGrazia, Greg | North Clackamas Co. Chamber of Commerce | Clackamas Co | TO8052 | Regional Travel Options: Region wide | Supports project | Pro |
| Testimony | Anderson, Lenny | Swan Island TMA | Portland | TO8052 | Regional Travel Options: Region wide | Supports program;has led to increase in carpools and transportation options in Swan Island | Pro |
| Web | Jones, Brad | | | TO8052 | Regional Travel Options: Region wide | Does not support this program | Con |
| Web | Edwards, Judy | | | TO8052 | Regional Travel Options: Region wide | Urges continued support for TMA's | Pro |
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | Portland | TO8052 | Regional Travel Options: Region wide | Supports program | Pro |
| Email | Dees, Ian | Resident | | TO8052 | Regional Travel Options: Region wide | Promotes the efficiency of the transportation system | Pro |
| Letter | Bricker, Scott | Bicycle Transportation Alliance | Portland | TO8053 | RTO Individualized Marketing Program: Region wide | Supports bicycling region-wide and multi-modal transportation | Pro |
| Letter | DeGrazia, Greg | N. Clackamas Co. Chamber of Commerce | Clackamas | TO8053 | RTO Individualized Marketing Program: Region wide | Relieve congestion | Pro |
| Letter | Aulwes, David | Portland Pedestrian Advisory Comr | Portland | TO8053 | RTO Individualized Marketing Program: Region wide | Improves quality of life; reduces SOV use | Pro |

| | | | | | | | |
|-----------|--------------------|---|--------------|--------|---|--|-----|
| Testimony | DeGrazia, Greg | North Clackamas Co. Chamber of Commerce | Clackamas Co | TO8053 | RTO Individualized Marketing Program: Region wide | Supports project | Pro |
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | Portland | TO8053 | RTO Individualized Marketing Program: Region wide | Supports program | Pro |
| Email | Howard, Patrick | DSU Peterbilt & GMC Inc | Portland | TO8056 | RTO New TMA Support: Region-wide | TMA's benefit business and employees | Pro |
| Letter | Aulwes, David | Portland Pedestrian Advisory Comm | Portland | TO8056 | RTO New TMA Support: Region-wide | Improves quality of life; reduces SOV use | Pro |
| Email | Nelson, Kendra | Stack Metallurgical Services | Portland | TO8056 | RTO New TMA Support: Region-wide | Important benefit to businesses and employees | Pro |
| Testimony | Anderson, Lenny | Swan Island TMA | Portland | TO8056 | RTO New TMA Support: Region-wide | Supports program; has led to increase in carpools and transportation options in Swan Island | Pro |
| Letter | Scott, Jack | Clackamas Co. Economic Dev. Comm | Clackamas | TR1003 | S. Corridor Phase II (PE): Portland to Milwaukie | Provides transportation options | Pro |
| Letter | DeGrazia, Greg | N. Clackamas Co. Chamber of Commerce | Clackamas | TR1003 | S. Corridor Phase II (PE): Portland to Milwaukie | Provides transportation options; support redevelopment | Pro |
| Letter | Aulwes, David | Portland Pedestrian Advisory Comm | Portland | TR1003 | South Corridor Phase II (PE): Portland to Milwaukie | Important to continue funding transit options | Pro |
| Letter | Lindahl, Lance | Brooklyn Action Corps | Portland | TR1003 | South Corridor Phase II (PE): Portland to Milwaukie | Reduce congestion; spur commercial and residential development; spur needed pedestrian and bike route improvements | Pro |
| Testimony | DeGrazia, Greg | North Clackamas Co. Chamber of Commerce | Clackamas Co | TR1003 | South Corridor Phase II (PE): Portland to Milwaukie | Supports project | Pro |
| Testimony | Collette, Carlotta | City of Milwaukie | Milwaukie | TR1003 | South Corridor Phase II (PE): Portland to Milwaukie | Supports project | Pro |
| Testimony | Barth, Gary | Clackamas County Economic Development Association | Clackamas Co | TR1003 | South Corridor Phase II (PE): Portland to Milwaukie | Supports project | Pro |
| Testimony | Swaren, Ron | Resident | Portland | TR1003 | South Corridor Phase II (PE): Portland to Milwaukie | Concerned about this project | Con |
| Web | Kelly, James | Resident | Portland | TR1003 | South Corridor Phase II (PE): Portland to Milwaukie | Long over due project | Pro |
| Web | Tarfman, Aaron | | | TR1003 | South Corridor Phase II (PE): Portland to Milwaukie | Will greatly help the metropolitan region | Pro |
| Web | McGiffrey, Tim | | | TR1003 | South Corridor Phase II (PE): Portland to Milwaukie | Light rail is crucial | Pro |
| Email | Birkett, Craig | Resident | Portland | TR1106 | Eastside Streetcar: NW 10th to NE Oregon | Tracks are dangerous to bicyclists | Con |
| Testimony | Swaren, Ron | Resident | Portland | TR1106 | Eastside Streetcar: NW 10th to NE Oregon | Supports project | Pro |

| | | | | | | | |
|-----------|-------------------|--|----------|--------|--|---|-----|
| Testimony | Parker, Richard | Resident | Portland | TR1106 | Eastside Streetcar: NW 10th to NE Oregon | Support this project; other projects are contingent on this project's going forward | Pro |
| Testimony | Smith, Chris | Portland Streetcar Citizens Advisory Committee | Portland | TR1106 | Eastside Streetcar: NW 10th to NE Oregon | Supports project as building on previous investments; enhances livability | Pro |
| Web | Beamer, Nancy | | | TR1106 | Eastside Streetcar: NW 10th to NE Oregon | Boondoggle; not worth the money | Con |
| Web | Findler, Patrick | | | TR1106 | Eastside Streetcar: NW 10th to NE Oregon | Reduce car travel with cost-effective transit | Pro |
| Web | Hovmiller, Erik | | | TR1106 | Eastside Streetcar: NW 10th to NE Oregon | Catalyst for denser development, improved economy, alternative to car travel | Pro |
| Web | Jones, Brad | | | TR1106 | Eastside Streetcar: NW 10th to NE Oregon | Too expensive; will not reduce traffic | Con |
| Web | Kelso, Douglas | | | TR1106 | Eastside Streetcar: NW 10th to NE Oregon | Should be top priority | Pro |
| Web | Schwab, Vanessa | | | TR1106 | Eastside Streetcar: NW 10th to NE Oregon | Support connecting east and west Portland | Pro |
| Web | Sedory, Tom | | | TR1106 | Eastside Streetcar: NW 10th to NE Oregon | Lacks vision | Con |
| Web | Tarfman, Aaron | | | TR1106 | Eastside Streetcar: NW 10th to NE Oregon | Supports project | Pro |
| Web | Timm, Ethan | Resident | Portland | TR1106 | Eastside Streetcar: NW 10th to NE Oregon | Vital link in streetcar system | Pro |
| Web | McDaniel, Sharma | | | TR1106 | Eastside Streetcar: NW 10th to NE Oregon | Not needed | Con |
| Letter | Dirksen, Craig E. | City of Tigard | Tigard | TR8025 | Tigard Transit Center: SW Commercial St | Important for town center revitalization | Pro |
| Email | Switzer, Carl | Resident | Tigard | TR8025 | Tigard Transit Center: SW Commercial St | Will help revitalize downtown; has broad public support | Pro |
| Email | Stevenson, Mike | B&B Print Source | Tigard | TR8025 | Tigard Transit Center: SW Commercial St | Will help revitalize downtown | Pro |
| Email | Yount, Phil | Tigard Grange | Tigard | TR8025 | Tigard Transit Center: SW Commercial St | Will enhance livability; improve likelihood of economic redevelopment | Pro |
| Email | Roberts, Duane | City of Tigard | Tigard | TR8025 | Tigard Transit Center: SW Commercial St | Will support needed development of downtown | Pro |
| Testimony | Gaut, Alice | City Center Advisory Committee | Tigard | TR8025 | Tigard Transit Center: SW Commercial St | Supports project | Pro |

| | | | | | | | | |
|-----------|----------------------|---------------------------------|--|----------|--------|---|--|-----|
| Web | Babcock, Louis | | | | TR8025 | Tigard Transit Center: SW Commercial St | Will complement commuter rail station, attract new business, enrich downtown | Pro |
| Web | Eckart, Jessica | | | | TR8025 | Tigard Transit Center: SW Commercial St | Will jumpstart downtown revitalization | Pro |
| Web | Scheiderich, William | | | | TR8025 | Tigard Transit Center: SW Commercial St | Improvements needed for transit users and urban renewal | Pro |
| Web | Swanda, Mike | Resident | | Tigard | TR8025 | Tigard Transit Center: SW Commercial St | Improvements needed for transit users and urban renewal | Pro |
| Web | Tarfman, Aaron | | | | TR8025 | Tigard Transit Center: SW Commercial St | Improvements needed for transit users and urban renewal | Pro |
| Web | McGilvrey, Tim | | | | TR8025 | Tigard Transit Center: SW Commercial St | Enhance commuter rail; encourage riders | Pro |
| Letter | Bricker, Scott | Bicycle Transportation Alliance | | Portland | TR8035 | On-street Transit Facilities: Region wide | Supports bicycling region-wide and multi-modal transportation | Pro |
| Testimony | Bricker, Scott | Bicycle Transportation Alliance | | Portland | TR8035 | On-street Transit Facilities: Region wide | Supports program | Pro |
| Web | Lindahl, Lance | | | | TR8035 | On-street Transit Facilities: Region wide | Will go a long way to make bus travel attractive | Pro |
| Web | Tarfman, Aaron | | | | TR8035 | On-street Transit Facilities: Region wide | Signal priorities, especially, will improve efficiency of bus travel | Pro |

Acknowledgement

Every two years Metro's Transportation Priorities process selects projects for federal funding through 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 public comment period for the MTIP 2008–11 ran from October 13–December 1, 2006. During that time Metro held four public meetings in different parts of the region for residents to speak directly to decision-makers. Comments were also accepted by mail, e-mail, website and phone hotline.

Thanks to the following people for contributing to the development and production of this report:

Managers and directors

Andy Cotugno, Planning Director

Robin McArthur, Regional Planning Director

Kate Marx, Public Affairs and Government Relations Director

Planning department public involvement staff

Pat Emmerson

Planning department professional staff

Tom Kloster

Ted Leybold

Amy Rose

John Mermin

Josh Naramore

Brian Monberg

Planning department administrative and clerical staff

Francine Floyd

Kelsey Newell

Cecily Norris

Council office management and support staff

Christina Billington

Maggie Voss

Roxanne Taylor

Website development and maintenance staff

Steve Erickson

Sue Gemmell

Vanessa Schwab