

March 2007

Transportation Priorities 2008-11 Investing in the 2040 Growth Concept

Final Public Comment Report

Metropolitan Transportation Improvement Program (MTIP)



Metro

People places • open spaces

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

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

Your Metro representatives

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

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 Final Public Comment Report

Table of Contents

	<u>Page</u>
Introduction	
Section 1: S	Summary of Comments1-1
Section 2:	Table of Comments2-1
	ds
Section 4: A	Appendix otification and Outreach4-1
Section 5: 1	ndex 5-1

Introduction

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

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

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

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

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

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

Section 1: Summary of Comments

Summary of Comments

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

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

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

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

Boulevard

East Burnside: 3rd Ave to 14th Ave

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

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

Killingsworth: N Commercial to MLK

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

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

NE 102nd Avenue: NE Glisan to NE Stark

Final comment period: 2 comments in favor, citing the need for improvements in this area and the fact that the project is ready to go.

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

SE Burnside: 181 Street to Stark Street

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

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

Rose Biggi Ave: Southwest Hall Blvd to Crescent Way

Final comment period: no comment.

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

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

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

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

McLoughlin Blvd: Clackamas River to Dunes Drive

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

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

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

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

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

Bike/Trail

Sullivan's Gulch Trail: Esplanade to 122nd Ave

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

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

Willamette Greenway Trail: SW Gibbs to SW Lowell

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

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

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

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

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

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

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

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

Rock Creek Path: Orchard Park to NW Wilkins

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

First-cut comment period: 20 comments, 18 cited the need for a safe connector for runners, walkers, and bikers; 2 opposed the project.

Westside Corridor Trail: Tualatin to Willamette Rivers

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

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

Northwest 28th PE: NE Grant to East Main Street

Final comment period: no comment.

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

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

Final comment period: no comment.

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

Trolley Trail: Arista St to Glen Echo

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

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

Milwaukie to Lake Oswego Trail

Final comment period: no comment.

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

Willamette Falls Dr: 10th St to Willamette Dr

Final comment period: no comment.

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

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

Final comment period: no comment.
First-cut comment period: no comment.

Diesel Retrofit

Sierra Cascade SmartWay Technology: region wide

Final comment period: no comment.

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

Transit bus emission reduction: region wide

Final comment period: no comment.

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

pollution.

Freight

N Burgard/Lombard: N Columbia Blvd to UPRR Bridge

Final comment period: 2 comment in favor.

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

Portland Road/Columbia Blvd

Final comment period: 3 comments in favor.

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

82nd Ave/Columbia Intersection Improvements

Final comment period: 4 comments in favor.

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

Green Streets Culvert

OR 99-E Bridge at Kellogg Lake

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

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

Green Streets Retrofit

Cully Boulevard: NE Prescott to NE Killingsworth

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

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

Main Street: Rail Corridor to 99W, Tigard

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

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

Pedestrian

Sandy Blvd pedestrian improvements: NE 17 to NE Wasco St

Final comment period: no comment.

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

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

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

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

Hood Street: SE Division Street to SE Powell Blvd

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

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

SE 17th Ave: SE Ochoco to SE Lava Drive

Final comment period: 1 comment in favor, citing town revitalization and need to fill a gap in bike connections.

First-cut comment period: 31 comments in favor of this project as a way to improve pedestrian and bicycle facilities and address safety issues; none opposed.

Fanno Creek trail: Hall Blvd crossing study

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

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

Pine Street: Willamette St to Sunset Blvd

Final comment period: no comment.

First-cut comment period: 1 comment in favor.

Pedestrian Network Analysis: region wide

Final comment period: no comment.

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

Planning

Rx for Big Streets: Metro region 2040 corridors

Final comment period: no comment.

First-cut comment period: 3 comments in favor.

Livable Streets policy and guidebook update: region wide

Final comment period: no comment.

First-cut comment period: 4 comments in favor.

Hillsboro RC planning study

Final comment period: no comment.

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

Happy Valley Town Center arterial street planning

Final comment period: no comment.

First-cut comment period: 3 comments in favor of the project, citing the need for bike and pedestrian facilities and the need to improve safety.

Tanasbourne Town Center planning study: Hillsboro

Final comment period: no comment.

First-cut comment period: no comment.

MPO Program: region wide

Final comment period: no comment.

First-cut comment period: no comment.

RTP corridor project: region wide

Final comment period: no comment.

First-cut comment period: no comment.

Road Capacity

ITS Programmatic Allocation: region wide

Final comment period: no comment.

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

Wood Village Blvd: NE Halsey St to NE Arata Rd

Final comment period: no comment.

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

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

Final comment period: no comment.

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

Highway 217: Beaverton Hillsdale Hwy to SW Allen Blvd

Final comment period: 3 comments in favor, citing the need to provide road capacity and support the state's economy.

First-cut comment period: 8 comments, 6 in favor of the project as a way to address congestion; 2 opposed the project for the expense and for environmental reasons.

Farmington Road: SW Murray Blvd to SW Hocken Ave

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

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

Cornell Road ATMS and ATIS: Hillsboro to US 26

Final comment period: no comment.

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

Sue/Dogwood Connection: NW Dale to NW Saltzman

Final comment period: no comment.

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

Harmony Road: 82nd Ave to Highway 224

Final comment period: no comment.

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

Clackamas County ITS: Clackamas County

Final comment period: no comment.

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

SE 172nd Ave: Multnomah Co line to Sunnyside Rd

Final comment period: no comment.

First-cut comment period: 8 comments, 4 in favor of this connection to Damascus; 4 opposed to spending more money on car travel or a facility that wouldn't work with bike lanes.

SE 190th Dr: Pleasant View/Highland to SW 30th St

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

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

Large Bridge

Morrison Bridge: Willamette River, Portland

Final comment period: 1 comment in favor.

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

Road Reconstruction

Division Street: SE 6th St to 39th St

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

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

223rd RR Undercrossing at Sandy Boulevard

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

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

Transit Oriented Development

Metro TOD Implementation Program: region wide

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

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

Metro Centers Implementation Program: region wide

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

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

Hollywood Transit Center: NE Halsey and NE 42nd St

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

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

Regional Travel Options

Regional Travel Options: region wide

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

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

RTO individualized marketing program: region wide

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

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

RTO new TMA Support: region wide

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

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

Transit

South Corridor Phase II (PE): Portland to Milwaukie

Final comment period: no comment.

First-cut comment period: 11 comments favored this "long overdue" project; 1 had concerns.

Eastside Streetcar: NW 10th to NE Oregon

Final comment period: 1 comment in favor.

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

Tigard Transit Center: SW Commercial St, Tigard

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

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

On-street transit facilities: region wide

Final comment period: no comment.

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

General Comments

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

First-cut comment period: 34 comments were received that did not pertain to specific projects on the first-cut list. Comments ranged from general support for types of projects—pedestrian and bicycle improvements, for example—to suggestions for projects that are not on the current list, to a request that Metro address diversity in contracting.

Section 2: Table of Comments

Туре	Name	Affiliation	Project Location	ID	Project description	Comment	Position
Testimony	Fry, Peter	Resident, Portland	Portland	BD1089	E Burnside: 3rd Ave to 14th Ave	Build it now. Crucial to supporting development in this area.	Pro
Testimony	Holmes, Tim	Central Eastside Industrial Council	Portland	BD1089	E Burnside: 3rd Ave to 14th Ave	Supports project	Pro
Email	Holmes, Tim	Central Eastside Industrial Council	Portland	BD1089	E Burnside: 3rd Ave to 14th Ave	Please fully fund; important for revitalization	Pro
Testimony	Lindsay, Susan	Central Eastside Urban Renewal Advisory Committee	Portland	BD1089	E Burnside: 3rd Ave to 14th Ave	Cornerstone of important redevelopment; please fully fund.	Pro
Testimony	Parker, Terry	Resident, Portland	Portland	BD1089	E Burnside: 3rd Ave to 14th Ave	Needs to be better thought out	Con
Testimony	Wentworth, Greg	Wentworth Chevrolet	Portland	BD1089	E Burnside: 3rd Ave to 14th Ave	Supports the project.	Pro
Testimony	Deane, Kate	Several organizations	Portland	BD1221	Killingworth: N Commercial-MLK Jr. Blvd	Urged funding of this project on behalf of 15 local organizations, businesses, and groups	Pro
Testimony	Gatewood, Algie	PCC Cascade	Portland	BD1221	Killingworth: N Commercial-MLK Jr. Blvd	Support other investments in this area; support livability and reduce car dependency; support student needs	Pro
Letter	Halverson, Brad	Overlook Neighborhood Assn	Portland	BD1221	Killingworth: N Commercial-MLK Jr. Blvd	Vital catalyst to a healthy mixed-use street	Pro
Testimony	Haynes, Michelle	REACH	Portland	BD1221	Killingworth: N Commercial-MLK Jr. Blvd	Vital improvements for transit-dependent people and businesses they frequent	Pro
Letter	Humbolt Neighborhood Assn and 8 other organizations	Humbolt Neighborhood Assn and 8 other organizations	Portland	BD1221	Killingworth: N Commercial-MLK Jr. Blvd	Fill gap in bike and pedestrian improvements in area heavily used by students	Pro
Letter	Valenta, Walter	Interstate Corridor Urban Renewal	Portland	BD1221	Killingworth: N Commercial-MLK Jr. Blvd	Vital catalyst to a healthy mixed-use street	Pro
Testimony	Earnest, Bob	Gateway PAC	Portland	BD2015	NE102nd Ave: NE Glisan-NE Stark	Supports project	Pro
Testimony	Warner, Dorene	Gateway PAC	Portland	BD2015	NE102ndAve: NE Glisan-NE Stark	Important to success of Gateway Regional Center; project is ready to go	Pro
Testimony	Bennett, Mike	City of Gresham	Gresham	BD2104	SE Burnside:181 St-Stark St	Will enhance Rockwood Town Center; add access to transit, pedestrians, bikes	Pro
Testimony	Arauza, Consuelo	Resident, Cornelius	Cornelius	BD3169	E Baseline St, Cornelius: 10 Ave-19th Ave	Essential for pedestrian safety, especially people with disabilities	Pro
Testimony	Arauza, Jose	Resident, Cornelius	Cornelius	BD3169	E Baseline St, Cornelius: 10 Ave-19th Ave	E Baseline St, Cornelius: 10 Ave-19th The community needs ways to walk to shopping, Ave	Pro
Email	Cordell, Vickie	Resident, Cornelius	Cornelius	BD3169	E Baseline St, Cornelius: 10 Ave-19th Ave	Much needed to develop this area	Pro

			Project				
Туре	Name	Affiliation	n	ID	Project description	Comment	Position
					E Baseline St, Cornelius: 10 Ave-19th		
Email	Doyle, Ed and Cindy	Resident, Cornelius	Cornelius	BD3169	Ave	Strongly support project	Pro
Letter	Garner, Jenny	Cornelius Chamber of Commerce	Cornelius	BD3169	E Baseline St, Cornelius: 10 Ave-19th Ave	Important for attracting new business	Pro
Email	Newlevant, Jack	None specified	Cornelius		E Baseline St, Cornelius: 10 Ave-19th Ave	Strongly supports project	Pro
Email	Pelayo, Victor	Mortgage broker	Cornelius	BD3169	E Baseline St, Cornelius: 10 Ave-19th Ave	Good for development of the area	Pro
 ! L	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Section of Control of	: i	0.00	E Baseline St, Cornelius: 10 Ave-19th	March and the desired this control	ė
	- Carlotte		:		seline St, Cornelius: 10 Ave-19th		2
Letter	l ucker, Margie	Crown Construction	Cornelius	BD3169	Ave	Good for development of the area	Pro
Testimony	Whisler, Terry	City of Cornelius	Cornelius	BD3169	E Baseline St, Cornelius: 10 Ave-19th Ave	Baseline St, Cornelius: 10 Ave-19th Crucial to community development; submitted ye	Pro
Letter	Holveck, Amber	Oregon City Chamber of Commerce	Oregon City	BD5134	McLoughlin Blvd: Clackamas River- Dunes Dr	Economically crucial to Oregon City	Pro
Testimony	Holveck, Amber	Oregon City Chamber of Commerce	Oregon City BD5134	BD5134	McLoughlin Blvd: Clackamas River- Dunes Dr	Economically crucial to Oregon City	Pro
Testimony	Neeley, Doug	City of Oregon City	Oregon City	BD5134	McLoughlin Blvd: Clackamas River- Dunes Dr	Needed for connectivity to Main St, Clackamas Cove, Clackamette Park, and new developments	Pro
Testimony	Norris, Alice	City of Oregon City	Oregon City	BD5134	McLoughlin Blvd: Clackamas River- Dunes Dr	Needed to develop this Regional Center and encourage transit	Pro
Testimony	Richmond, Alice	Resident, Oregon City	Oregon City	BD5134	McLoughlin Blvd: Clackamas River- Dunes Dr	Improve aesthetic to promote tourism	Pro
Testimony	Schumaker, Ted	Oregon City Parks and Rec Advisory Committee	Oregon City BD5134	BD5134	McLoughlin Blvd: Clackamas River- Dunes Dr	Provides needed connection to transit; improves McLoughlin	Pro
Testimony	Slack, Don	Oregon City Transportation Advisory Committee	Oregon City	BD5134	McLoughlin Blvd: Clackamas River- Dunes Dr	Crucial arterial that will stimulate development.	Pro
Letter	Groznik, Frank	City of Lake Oswego	Lake Oswego	BD6127	Boones Ferry Rd: Red Cedar Way to S of Reese Rd	Will catalyze development of Lake Grove as a Village Center	Pro
Letter	McNulty, Wilma	Resident, Lake Oswego	Lake Oswego	BD6127	Boones Ferry Rd: Red Cedar Way to S of Reese Rd	Will address serious safety issue	Pro
Testimony	Barber, Bill	Resident, Portland	Portland	BK0001	Sullivan's Gulch Trail: Esplanade to 122nd Ave	Supports project	Pro
Testimony	Сое, МЈ	Sullivan's Gulch Corridor Trail Steering Committee	Portland	BK0001	Sullivan's Gulch Trail: Esplanade to 122nd Ave	17 neighborhood associations support this project; community groups have contributed \$8,100 already.	Pro

Type	Name	Affiliation	Project Location	Q	Project description	Comment	Position
Testimony	Coward, Lynn	Sullivan's Gulch Land Use Committee	Portland	BK0001	Sullivan's Gulch Trail: Esplanade to 122nd Ave	Trail will add much needed alternative and will support denstiy goals	Pro
Testimony	Everhart, Gregg	Portland Parks & Rec	Portland	BK0001	Sullivan's Gulch Trail: Esplanade to 122nd Ave	Supports project	Pro
Testimony	Hathaway-Marxer, Susan	Irvington Neighborhood	Portland	BK0001	Sullivan's Gulch Trail: Esplanade to 122nd Ave	Offers connectivity, serves employment areas; many benefits	Pro
Testimony	Kyle, Guy	Sulivan's Gulch Neighborhood Assn	Portland	BK0001	Sullivan's Gulch Trail: Esplanade to 122nd Ave	Provides needed connection to other neighborhoods, business districts	Pro
Letter	Larson, John	Holladay Park Plaza	Portland	BK0001	Sullivan's Gulch Trail: Esplanade to 122nd Ave	Supports walking by residents of the plaza	Pro
Testimony	Perkins, Brad	None specified	Portland	BK0001	Sullivan's Gulch Trail: Esplanade to 122nd Ave	Needed connectivity for alternative transportation	Pro
Email	Roberts, Jessica	Resident, Portland	Portland	BK0001	Sullivan's Gulch Trail: Esplanade to 122nd Ave	Bike projects repair gaps in a multi-modal network and are cost-effective	Pro
Testimony	Balcom, Clarke	40-mile Loop Land Trust	Portland	BK1048	Willamette Greenway Trail: SW Gibbs- SW Llowell	Need to connect bikes trails to streetcar	Pro
Email	Brown, Bruce	GBD Architects	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell	Fixing gap in loop train would benefit the whole area; area is growing	Pro
Letter	Bruun, Mark	Lorentz Bruun Co., Inc.	Portland	BK1048		Fixing gap in loop train would benefit the whole area; area is growing	Pro
Testimony	Chun, Norman	Resident So. Waterfront	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell	ion	Pro
Email	Clark, Patrick	Resident, S Waterfront	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell	Willamette Greenway Trail: SW Gibbs Fixing gap in loop trail would benefit the whole SW Llowell	Pro
Postcard	Curry, Robert	None specified	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell		Pro
Testimony	Everhart, Gregg	Portland Parks & Rec	Portland	BK1048	Willamette Greenway Trail: SW Gibbs SW Llowell	Willamette Greenway Trail: SW Gibbs-Was supposed to be funded, but money went to SW Llowell	Pro
Email	Fenner, Peter	Resident, S Waterfront	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell		Pro
Email	Garcia, Theresa	None specified	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell	Willamette Greenway Trail: SW Gibbs Extension would provide safer option for SW Llowell	Pro
Postcard	Hall, Kirsty	None specified	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell	Supports the project.	Pro
Email	Kitzhaber, Sharon	None specified	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell	Fixing gap in loop trail would benefit the whole area; area is growing	Pro
Testimony	Kwok, Joan	Resident So. Waterfront	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell		Pro
	Linvog, Erik	None specified	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell	Willamette Greenway Trail: SW Gibbs-Trail needed for bike and pedestrian safety as SW Llowell population and use in that area grows	Pro

			Project				
Type	Name	Affiliation	Location	ID		Comment	Position
Postcard	Luke, Jim	None specified	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-	Trail needed for bike and pedestrian safety as population and use in that area grows	Pro
Testimony	Luke, Jim (with 101 signed supporters)	Resident So Waterfront	Portland	χ 2007 2007	Willamette Greenway Trail: SW Gibbs- SW I Inwell	nas brought	Š
Email	Mathieson, Adrian	Resident, Portland	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell	whole	Pro
Testimony	Mendoza Gray, Steffeni Portland Parks Board	Portland Parks Board	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell	Greenway Trail: SW Gibbs MTIP funds are crucial to fixing the gap in the trail	Pro
Petition	Meriwether residents	SW Waterfront residents	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell	Greenway Trail: SW Gibbs Needed to make safe connection for bikes and pedestrians	Pro
Postcard	Newlevant, Jack	None specified	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell	Will be a useful link in the system	Pro
Email	Panoff, Krista	Resident, S Waterfront	Portland	BK1048	Willamette Greenway Trail: SW Gibbs- SW Llowell	Willamette Greenway Trail: SW Gibbs-Needed to make safe connection for bikes and SW Llowell	Pro
Postcard	Panoff, Krista	None specified	Portland	BK1048	Willamette Greenway Trail: SW Gibbs- SW Llowell	Willamette Greenway Trail: SW Gibbs-Needed for safety from large construction sW Llowell	Pro
Testimony	Peterson, Nicole	Williams&Dame Development, Inc	Portland	BK1048	Willamette Greenway Trail: SW Gibbs- SW Llowell	Greenway Trail: SW Gibbs-Critical connection to trail system to the south in a fast-developing area	Pro
Postcard	Rehberg, Shayna	None specified	Portland	BK1048	Willamette Greenway Trail: SW Gibbs- SW Llowell	Willamette Greenway Trail: SW Gibbs-Maximizes investments in the district; creates SW Llowell	Pro
Testimony	Sallinger, Bob	Audubon Society of Portland	Portland	BK1048	Willamette Greenway Trail: SW Gibbs- SW Llowell	Willamette Greenway Trail: SW Gibbs-Critical connection to trail system to the south in a fast-developing area	Pro
Testimony	Santner, Zari	Portland Parks & Rec	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell	Project serves a growing population, restores Willamette Greenway Trail: SW Gibbs-connectivity where construction has created a SW Llowell	Pro
Web	Schlitt, Donna	None specified	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell	Trail is crucial part of the greenway	Pro
Letter	Shafer, Kelly	Resident, S Waterfront	Portland	BK1048	Willamette Greenway Trail: SW Gibbs- SW Llowell	Centerpiece of life in the area and for downtown	Pro
Letter	Shafer, Mark	Resident, S Waterfront	Portland	BK1048	Willamette Greenway Trail: SW Gibbs- SW Llowell	Needed to get around construction in area	Pro
Email	Smith, Chris	None specified	Portland	BK1048	Willamette Greenway Trail: SW Gibbs- SW Llowell	Should have been funded out of earlier \$10 M Willamette Greenway Trail: SW Gibbs-MTIP; important trail connection for multi-modal system	Pro
Letter	Stout, Mel	40-mile Loop Land Trust	Portland	BK1048	Willamette Greenway Trail: SW Gibbs- SW Llowell	Willamette Greenway Trail: SW Gibbs-Critical connection to trail system to the south in a fast-developing area	Pro
Email	Weijo, Rick & Sharon	Resident, S Waterfront	Portland	BK1048	Willamette Greenway Trail: SW Gibbs-SW Llowell	Growing area needs this resource	Pro

			Project				
Туре	Name	Affiliation	n	ID	Project description	Comment	Position
Email	White, Anna & Rollie	Resident, S Waterfront	Portland	BK1048	Willamette Greenway Trail: SW Gibbs- SW Llowell	Willamette Greenway Trail: SW Gibbs-Needed to make safe connection for bikes and SW Llowell	Pro
Testimony	Parker, Terry	Resident, Portland	Portland	BK1126	NE-SE 50s Bikeway:NE Thompson- SE Woodstock	Opposes project	Con
Email	Roberts, Jessica	Resident, Portland	Portland	BK1126	NE-SE 50s Bikeway:NE Thompson- SE Woodstock	Bike projects repair gaps in a multi-modal network and are cost-effective	Pro
Email	Roberts, Jessica	Resident, Portland	Portland	BK1999	NE-SE 70s Bikeway:NE Killingsworth- SE Clatsop	Bike projects repair gaps in a multi-modal network and are cost-effective	Pro
Testimony	Ordal, Mary	Hillsboro Parks & Rec	Hillsboro	BK3012	Rock Creek Path: Orchard Park-NW Wilkins	Provides connectivity, safety, and quality of life	Pro
Email	Roberts, Jessica	Resident, Portland	Portland	BK3012	Rock Creek Path: Orchard Park-NW Wilkins	Bike projects repair gaps in a multi-modal network and are cost-effective	Pro
Testimony	Kroger, Wendy	Tualatin Hills Parks & Rec	Beaverton	BK3014	Westside Corridor Trail: Tualatin to Willametter Rivers	Fills gaps, provides alternative to car travel, important amenity	Pro
Email	Roberts, Jessica	Resident, Portland	Portland	BK3014	Westside Corridor Trail: Tualatin to Willametter Rivers	Bike projects repair gaps in a multi-modal network and are cost-effective	Pro
Testimony	Schouten, Dick	Washington County	Washington County	BK3014	Westside Corridor Trail: Tualatin to Willametter Rivers	Fills gaps, important amenity	Pro
Email	Roberts, Jessica	Resident, Portland	Portland	BK5026	Trolley Trail:Arista St-Glen Echo	Bike projects repair gaps in a multi-modal network and are cost-effective	Pro
Testimony	Gardner, Ann	Portland Freight Committee	Portland	FR0001	N Burgard/Lombard: N Columbia Blvd ⁻ UPRR Bridge	N Burgard/Lombard: N Columbia Blvd-Will improve freight movement and add bike and pedestrian safety improvement	Pro
Testimony	Mathers, Bob	Kinder Morgan Energy Partners, L.P.	Portland	FR0001	N Burgard/Lombard: N Columbia Blvd- UPRR Bridge	Freight movement essential to the economy; project adds bike and ped facilities and improves freight route	Pro
Testimony	Collier, Corky	Columbia Corridor Assn	Portland	FR0002	Portland Rd/Columbia Blvd	Redirect freight so it doesn't go through the St. Johns neighborhoods	Pro
Testimony	Gardner, Ann	Portland Freight Committee	Portland	FR0002	Portland Rd/Columbia Blvd	Redirect freight so it doesn't go through the St. Johns neighborhoods	Pro
Testimony	Mathers, Bob	Kinder Morgan Energy Partners, L.P.	Portland	FR0002	Portland Rd/Columbia Blvd	Freight movement essential to the economy; project would improve neighborhood safety	Pro
Testimony	Collier, Corky	Columbia Corridor Assn	Portland	FR4044	82nd Ave/Columbia intersection improvements	Will improve freight movement and add bike and pedestrian safety improvement	Pro
Testimony	Gardner, Ann	Portland Freight Committee	Portland	FR4044	82nd Ave/Columbia intersection improvements	Will improve freight movement and add bike and pedestrian safety improvement	Pro
Testimony	Lindsay, Chad	KWE	Portland	FR4044	82nd Ave/Columbia intersection improvements	Would improve access, improve safety, benefit the environment	Pro
Testimony	Mathers, Bob	Kinder Morgan Energy Partners, L.P.	Portland	FR4044	82nd Ave/Columbia intersection improvements	Freight movement essential to the economy; project increases accessibility	Pro

Type	Name	Affiliation	Location	ID	Project description	Comment	Position
Testimony	Fritz, Barb	Cully Neighborhood	Portland	GS1224	Cully Blvd: NE Prescott-NE Killingworth	Badly needed for pedestrian safety	Pro
Testimony	Fuerstenau, Kathy	Cully Association of Neighborhoods	Portland	GS1224	Cully Blvd: NE Prescott-NE Killingworth	Low-income area badly in need of pedestrian safety improvements	Pro
Testimony	Gill, Lauren	poo	Portland	GS1224	NE Prescott-NE	Badly needed for pedestrian safety	Pro
Testimony	Hipolito, Alan	Verde	Portland	GS1224	Cully Blvd: NE Prescott-NE Killingworth	Please fund fully: Badly needed for pedestrian safety; environmental, economic benefits	Pro
Testimony	Mancini, April	Cully Neighborhood	Portland	GS1224	Cully Blvd: NE Prescott-NE Killingworth	Badly needed for pedestrian safety	Pro
Testimony	Vietzke, Mel	Cully Association of Neighborhoods	Portland	GS1224	Cully Blvd: NE Prescott-NE Killingworth	Area has not had a project in 20 years; badly needs sidewalks, other improvements	Pro
Letter	Shawn, Eric (two cosigners)	Friends of No. Clackamas Park	Milwaukie	GS5049	OR99-E Bridge at Kellogg Lake	Important for fish habitat	Pro
Testimony	Craghead, Alexander	City of Tigard	Tigard	GS6050	Main Street: Rail Corridor-99W	Crucial to downtown development	Pro
Testimony	Wegener, Brian	Tualatin Riverkeeprs	Tigard	GS6050	Main Street: Rail Corridor-99W	Important for water quality improvement; integral with other projects	Pro
Testimony	Laventall, Jess	Lents Neighborhood Assn	Portland	PD1160	Foster-Woodstock: SE 87th-SE101st	Badly needed for pedestrian safety; important to develop Lents Town Center	Pro
Letter	Peek, Cynthia	Lents Town Center URAC	Portland	PD1160	Foster-Woodstock: SE 87th-SE101st	Important for pedestrian safety and to develop the Town Center	Pro
Testimony	Bennett, Mike	City of Gresham	Gresham	PD2057	Hood St: SE Division ST-SE Powell Blvd	Importand link between light rail and proposed Center for the Arts	Pro
Testimony	Everett, Kathy	Gresham Downtown Development Assoc.	Region	PD2057	Hood St: SE Division ST-SE Powell Blvd	Fill gap in pedestrian facility, make are ADA compliant, improve connectivity	Pro
Postcard	Hamilton, Alicia	None specified	Milwaukie	PD5052	Key link that would impr SE 17th Ave:SE Ochoco-SE Lava Dr. revitalize the downtown	Key link that would improve bike travel and help revitalize the downtown	Pro
Testimony	Kroger, Wendy	Tualatin Hills Parks & Rec	Beaverton	PD6007	Fanno Creek trail: Hall Blvd Crossing Study	Dangerous crossing; heavily used but would be even more heavily used with safe crossing	Pro
Testimony	Schouten, Dick	Washington County	Washington County	PD6007	Fanno Creek trail: Hall Blvd Crossing Study	Crossing needs to be fixed	Pro
Testimony	Cunningham, Mary	Office of Congressman Wu	Beaverton	RC3023	Highway 217:Beaverton Hillsdale Hwy SW Allen Blvd	Highway 217:Beaverton Hillsdale Hwy Spoke and submitted a letter on behalf of SW Allen Blvd Congressman Wu in support	Pro

			Drojost				
Туре	Name	Affiliation	n	ID	Project description	Comment	Position
Testimony	Schleuter, Jonathan	Westide Economic Alliance	Beaverton	RC3023	Highway 217:Beaverton Hillsdale Hwy SW Allen Blvd	Highway 217:Beaverton Hillsdale Hwy Needed for freight, road capacity, commuter SW Allen Blvd	Pro
Letter	Wu, David	US Representative, 1st District	Beaverton	RC3023	Highway 217:Beaverton Hillsdale Hwy SW Allen Blvd	Highway 217:Beaverton Hillsdale Hwy Economic health of Oregon in jeopardy if this SW Allen Blvd	Pro
					ad: SW Mirray-SW	Intersection needs turn lanes hike lanes: project	
Letter	Drake, Rob	Mayor, City of Beaverton	Beaverton	RC3030		is ready to proceed	Pro
Testimony	King, Carla	Central Beaverton Neighborhood Assn	Beaverton	RC3030	Farmington Road: SW Murray-SW Hocken	Growing area demands fixes to this road	Pro
Email	McCormick, Rita	ent	Hillsboro	RC3030	Farmington Road: SW Murray-SW Hocken	No need to improve; use money elsewhere	Con
Testimony	Bennett, Mike	City of Gresham	Gresham	RC7036	SE 190th DR: Pleasant View/Highland-SW 30th St	Supports development of Pleasant Valley, promotes 2040, serves employment centers	Pro
Testimony	Parker, Terry	Resident, Portland	Portland	RR1010	Morrison Bridge: Willametter, River	Support	Pro
Email	Butler, Andy	None specified	Portland	RR1214	Division Street: SE6th-39th St	Please fund; dissapointed it was not recommended in final draft list	Pro
Testimony	Nettekoven, Linda	HAND/DCBA	Portland	RR1214	Division Street: SE6th-39th St	Necessary to pave Division before other projects can proceed	Pro
Web	Pearce, Susan	HAND	Portland	RR1214	Division Street: SE6th-39th St	Increasing traffic creates congestion and safety hazards	
Letter	Brown, Kerry	None specified	Portland	RR2081	223rd RR undercrossing at Sandy Blvd	Supports project	Pro
Letter	Colleen, Carol	Fairview resident	Fairview	RR2081	223rd RR undercrossing at Sandy Blvd	Crucial for improving safety	Pro
Testimony	Collier, Corky	Columbia Corridor Assn	Portland	RR2081	223rd RR undercrossing at Sandy Blvd	Badly needed to improve safety for all modes.	Pro
Testimony	Cooper, Larry	City of Fairview	Fairview	RR2081	223rd RR undercrossing at Sandy Blvd	Fix key safety issues (Spoke on behalf of Mike Weatherly, Mayor of Fairview)	Pro
Letter	Davis, Phyllis	Resident, Fairview	Fairview	RR2081	223rd RR undercrossing at Sandy Blvd	Badly overdue to fix serious safety issue	Pro
Testimony	Johnson, Ken	Chief of Police, City of Fairview	Fairview	RR2081	223rd RR undercrossing at Sandy Blvd	Extremely dangerous for bikes and pedestrians; site of many crashes	Pro
Letter	Townsend, Jeff	Townsend Farms	Fairview	RR2081	223rd RR undercrossing at Sandy Blvd	Improvements will support economic development and improve safety	Pro
Testimony	Vonderharr, Roger	West Columbia Gorge Chamber of Commerce	Fairview	RR2081	223rd RR undercrossing at Sandy Blvd	Fix a dangerous area; promote economic development	Pro
Letter	Weatherby, Mike	Mayor, City of Fairview	Fairview	RR2081	223rd RR undercrossing at Sandy Blvd	Key to safety and access improvement	Pro

Туре	Name	Affiliation	Project Location	Ω	Project description	Comment	Position
Testimony	Boxer, Charlotte	Pacific Continental Bank	Region	TD8005a	Metro TOD Implementation Program	Mixed use developments benefit the region; these programs make it possible for private investors to proceed.	Pro
Letter	Bruning, Fred	Centercal Properties	Region	TD8005a	Metro TOD Implementation Program	Catalyst for private investment in high-density, mixed use areas	Pro
Testimony	Ellsworth, Mark	Office of the Governor, Salem	Region	TD8005a	Metro TOD Implementation Program	Essential to 30 projects in the region	Pro
Testimony	Everett, Kathy	Gresham Downtown Development Assoc.	Region	TD8005a	Metro TOD Implementation Program	Demonstrated success in creating mixed-use centers and private investment	Pro
Testimony	Gallagher, Ed	City of Gresham	Region	TD8005a	Metro TOD Implementation Program	Important to stimulate private investment	Pro
Testimony	Kemper, Tom	None specified	Region	TD8005a	Metro TOD Implementation Program	Had been instrumental in two project he developed; important to spur infill	Pro
Testimony	Laramee, Brian	Myhre Group Architects	Region	TD8005a	Metro TOD Implementation Program	Creates awareness, nurtures growth	Pro
Testimony	McNamara, Ed	Turtle Island Development, LLC	Region	TD8005a	Metro TOD Implementation Program	Important to leverage private investment	Pro
Letter	Norquist, Jerry	Cycle Oregon	Region	TD8005a	Metro TOD Implementation Program	Project has demonstrated its use in encouraging alternate transportation modes	Pro
Testimony	Southgate, John	City of Hillsboro	Region	TD8005a	Metro TOD Implementation Program	Hillsboro is poised to take off; needs this program to help	Pro
Letter	Bernard, James	Mayor, City of Milwaukie	Region	TD8005b	Metro Centers Implementation Program	Crucial for private-public partnerships that make centers happen	Pro
Letter	Bruning, Fred	Centercal Properties	Region	TD8005b	Metro Centers Implementation Program	Catalyst for private investment in high-density, mixed use areas	Pro
Testimony	Gallagher, Ed	City of Gresham	Region	TD8005b	Metro Centers Implementation Program	Important to stimulate private investment	Pro
Testimony	Laramee, Brian	Myhre Group Architects	Region	TD8005b	Metro Centers Implementation Program	Encourages alternative transportation; window- shopping, gathering places	Pro
Letter	Norquist, Jerry	Cycle Oregon	Region	TD8005b	Metro Centers Implementation Program	Project has demonstrated its use in encouraging alternate transportation modes	Pro
Testimony	Russman, Mike	Peak Development, LLC	Region	TD8005b	Metro Centers Implementation Program	TOD contributes crucial funding, without which these project can't be built	Pro
Testimony	Southgate, John	City of Hillsboro	Region	TD8005b	Metro Centers Implementation Program	Hillsboro is poised to take off; needs this program to help	Pro
Testimony	Swanson, Mike	City of Milwaukie	Region	TD8005b	Metro Centers Implementation Program	Crucial for stimulating redeveloment and development of centers	Pro
Testimony	Parker, Terry	None specified	Portland	TD8025	Hollywood Transit Center: NE Halsey/NE 42nd St	Oppose	Con

			Project				
Туре	Name	Affiliation	Location	ID	Project description	Comment	Position
Letter	White, Dana	Providence Health System	Portland	TD8025	Hollywood Transit Center: NE Halsey/NE 42nd St	Needed for safety and to support transit ridership Pro	Pro
Testimony	Barber, Bill	Resident, Portland	Region	TO8052	Regional Travel Options	RTO projects promote use of many alternatives to SOV travel	Pro
Testimony	Everett, Kathy	Gresham Downtown Development Assoc.	Region	TO8052	Regional Travel Options	Enables partnerships crucial to developing successful centers	Pro
Testimony	Frost, Karen	Westside Transportation Alliance	Region	TO8052	Regional Travel Options	Funds crucial educational component of efforts to reduce car dependency	Pro
Testimony	Barber, Bill	Resident, Portland	Region	TO8053	RTO Individualized marketing program	Supports project	Pro
Testimony	Frost, Karen	Westside Transportation Alliance	Region	TO8053	RTO Individualized marketing program	Allows TMAs to educate people on alternatives to SOV trips	Pro
Testimony	Wiley, Alison	Westside Transportation Alliance	Region	TO8053	RTO Individualized marketing program	Urgent in the face of population growth and roads at capacity now	Pro
Testimony	Anderson, Lenny	Swan Island TMA	Region	TO8056	RTO new TMA Support	Necessary to achieve 2040 goal of reducing SOV use	Pro
Testimony	Barber, Bill	Resident, Portland	Region	TO8056	RTO new TMA Support	Supports project	Pro
Testimony	Burns, Sandi	Clackamas Regional TMA	Region	TO8056	RTO new TMA Support	Program supports TMA that provide crucial information to employers on transit and other mobility options	Pro
Testimony	Everett, Kathy	Gresham Downtown Development Assoc.	Region	TO8056	RTO new TMA Support	Enables partnerships crucial to developing successful centers	Pro
Testimony	Perkins, Brad	None specified	Portland	TR1106	Portland Streetcar: NW 10th-39th St	Supports project	Pro
Letter	Brown, Kerry	None specified	Portland	# oN	Trails projects in SW Portland	Supports all trails in SW Portland	Pro
Letter	Olsen, John W	Phagan's Schools NW, Inc	Portland	No #	General	Need light rail service in Tigard	Pro
Letter	Thayer, Jim	SW Hills Residential League	Portland	No #	General	Need safe bike and pedestrian facilities in SW Portland	Pro

Section 3: Comments

MINUTES OF THE METRO COUNCIL JPACT JOINT PUBLIC HEARING

Tuesday, February 13, 2007 Metro Council Chamber

Councilors Present: Rex Burkholder (JPACT Chair) Kathryn Harrington, Carl Hosticka, Rod

Park, Robert Liberty, Brian Newman

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

(excused)

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

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

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

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

- 1. Final public comment hearing: comments will be summarized for JPACT and Council decision process.
 - a. February 22: JPACT Briefing
 - b. March 1: JPACT Recommendation
 - c. March 15: Metro Council decision
- 2. Public comments received through tonight will be summarized and supplement the existing Public Comment summary book.

Logistics

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

Materials

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

He explained the Public Testimony Procedure

- 1. Testifiers will complete a "Testimony Form" when they sign in.
- 2. Sign-in staff will note the order of arrival on the testimony form.
- 3. Sign-in person will keep white copy of testimony forms and forward them to the Clerk of the Council in batches. Clerk of the Council will pass the forms on to you.
- 4. After testifying, testifier will hand his/her yellow copy of the *Testimony Form* to the Clerk of the Council, along with any supporting material. Keep all the white original Testimony Forms and hand them to the Clerk of the Council at the end of the hearing.

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

II. PUBLIC HEARING ON FINAL PROJECT LIST

Chair Burkholder opened a public hearing.

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

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

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

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

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

Mike Swanson, City of Milwaukie, 10722 SE Main Milwaukie OR 97222 supported the TOD Centers program. He read his letter into the record. He was also submitting a letter from the Mayor of Milwaukie, James Bernard.

Wendy Kroger, Chair of THPRD Trails Advisory Committee, 12030 SE Settle Way Beaverton OR 97008 requested MTIP funding for two projects in the Beaverton/Washington County area, Regional Fanno Creek Greenway Trail and Westside Corridor Trail Master Plan: She read her letter into the record. Councilor Liberty asked Ms. Kroger about transportation alternatives as well as amenities. She felt these projects supported both alternates and amenities.

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

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

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

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

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

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

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

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

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

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

Lenny Anderson, 4567 N Channel Portland OR 97217 supported the RTO Program. This program was a center for auto trip reduction. He urged them to walk the talk. They needed to

reduce auto trips in the region. He spoke to the benefits of reducing auto trips including improving air quality, freight movement, etc. He felt the RTO project should be the center of the program. He said we have to think as RTO as the heart and soul for the next 20 years. He urged that the RTO budget be doubled.

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

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

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

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

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

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

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

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

Larry Cooper, City of Fairview, 844 NE Market Fairview OR 97024 submitted his remarks in writing (for Mike Weatherly, Mayor of City of Fairview).

Roger Vonderharr, West Columbia Gorge Chamber of Commerce, 180 2nd Fairview OR 97024 talked about the 223rd Overpass project. He provided a letter for the record. Councilor Park added his comments about the area. He also noted a letter he was submitting on behalf of Jeff Townsend, Vice President of Townsend Farm that was included in the record.

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

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

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

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

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

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

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

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

Darla King, Chair for Central Beaverton Neighborhood Association, 12150 SW 7th Street Beaverton OR 97005 talked about Murray Farmington Road Intersection and the growth in the area. A copy of her letter is included in the record.

Brad Perkins, 1901 NE Broadway Portland OR 97232 supported the Eastside Street Car and the Sullivan Gulch Corridor Trail projects. He spoke of the vision of the corridor and the need for connectivity between Gateway and the river. He felt this route would encourage commuters to get out of their cars and take the bike route. They needed money for the master plan. Councilor Burkholder talked about the Albina site and if this was funded could they take advantage of the development? Mr. Perkins said they would provide an easement. It was a critical time. The sooner they could designate where the route would be, the better.

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

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

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

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

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

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

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

Jess Laventall, member of the Lents Neighborhood Association, 10449 SE Eillis St Portland OR 97266, spoke about the PD 1160 project, the Lents Town Center project. This project would help with their urban renewal. He spoke to the gap between Lents and the light rail. This project would encourage access. His written comments are included in the record.

Ted Schumaker, Parks and Recreation Advisory Committee for Oregon City, 17352 S, Bradley Rd. Oregon City OR 97045 was testifying on the McLoughlin Blvd project. He noted connection to other transit accesses. He noted conditions on McLoughlin Blvd. He read his comments into the record. They support the project.

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

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

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

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

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

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

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

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

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

Chair Burkholder closed the public hearing.

Councilor Harrington thanked everyone for coming.

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

Prepared by,

Chris Billington Council Operations Manager

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF **FEBRUARY 13, 2007**

Item	Topic	Doc. Date	Document Description	Doc. Number
1.0	Agenda	February 2007	MTIP Notice, List of Transportation	021307cjpact-01
	Packet		Priorities 2008-11 TPAC	
			Recommended Final Cut List, TPAC	
			Recommended Program, Memo to	
			JPACT and Interested Parties from Ted	
			Leybold Re: Transportation Priorities	
			2008-11 – TPAC Recommended Final	
			Cut List, Resolution No. 07-3773	
			Transportation Priorities 2008-11:	
			Investing in the 2040 Growth Concept	





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

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print) Name: ARKEN Affiliation: Address: Email: ☐ Include my email in your list of interested parties. Project/program: ☐ Support ☐ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) MORRISON BRIDGE LIFTDRIK - SOPPORT HOLLYWOOD TRANSIT CONTOL TOSO25 - OPPOSE NF- SE 500 KEWAY - OPPOSE ALSO E BURNSIPE BPLOSE WARDS WING 17 FOX WEST BUND & EAST BOUND TRAFFIC



No._____

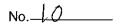
Testimony Form

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

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)
Name: Banh tritz
Affiliation: Cully heighborhood
Address: 4705- N.E. Hinsworth
Email: PROHEALTH me @Msn.com
□ Include my email in your list of interested parties.
Project/program: Development of strong - Cully Blud - Killingsworth Support Dopose to Prosert intersection
Remarks (Summarize your remarks here if you have not brought written remarks.)
Thank you for including us in your transportation funding!
And we could use moral preighborhood
Just before our last month's moeting, agerson walking, queshin
a walker and one running his own whoelchair were soen traveling
in the middle of the street - 57th (which becomes 60th) in
the dark on a curved road. They could not manuever on the
side of the street as it is just mud & gravel.
At heast a gr. ago, a woman was killed after she tried to cross
the street from her bus stop. There was no cross street for several
blocks either way and no side walks on traffic speed restraints.
It would be nice to have the full Cilly Blod Green Street Project
rended to the 3. 2 mill cost. And not only that, 40th strong, which also tounds
ab crescott &- especially from Lombard to Frement, is a major
street ne eding similar attention
Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.



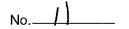


JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)
Name: Susan Hattiquay - MARXER
Affiliation: Sullivans Gulch Trail - Derivation NA supposet
Address: 2136 NE 22nd Ave /97212
Email:
□ Include my email in your list of interested parties.
Project/program: MTIP funding for Sullivans Gulch TRAil Support Doppose Planning Study
Remarks (Summarize your remarks here if you have not brought written remarks.)
supposet for priject based on these strong
1) convictinty neighboxhoods And existing
2) Assthatic / 1-84 countdox is gateway
3) health / level bike And oed pathuran
will promote Wealthy Recreation opportunities.
4) security / much safer to side bike
SP- street-printes a good Alternative to Sandy : Blish
CICATED Along PORTE STIMEN WELLEME ZONANGENENT
to AlkeAdy significant investment in light RAIL,
stayts Apa And feerway impresented with correction.
Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.





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

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print) MRDA Name: Affiliation: Address: maryo @ci.h. Ilsboro. or. us Email: ☐ Include my email in your list of interested parties. Project/program: BIKE = 3012 ROCK CREEK TRAIL ☑ Support □ Oppose EX TENSION Remarks (Summarize your remarks here if you have not brought written remarks.)

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

supporting material attached.





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

February 13, 2007 (You must complete this section to have your remarks part of the public record. Please print) ALAN HIPOLITO Name: VERDE Affiliation: 6856 NE KILLINGSWORTH Address: Email: aland verdenwork ☐ Include my email in your list of interested parties. Cully Bluck Green street project ∑ Support □ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) Support the project because of the henefile t economic development



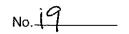


JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program

February 13, 2007 (You must complete this section to have your remarks part of the public record. Please print) Name: Affiliation: Address: Email: ☐ Include my email in your list of interested parties. Project/program: Support □ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.)

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

supporting material attached.

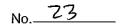




JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)
Name: LEUNY ANDERSON
Affiliation: Suxen Bland TWA
Address: 45/07 N. Channel Ave
Email: Situa Oterapart, con
☐ Include my email in your list of interested parties.
Project/program: Pro row
□ Support □ Oppose
Remarks (Summarize your remarks here if you have not brought written remarks.)
March to Microsof funding for RTO program
in next functions cycle in order to achieve 2040
auto to a reduction angle
Cotto (TYP : Cotto CIPP) - Global -

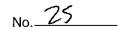




JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record, Please print)
Name: Alison Wiley Alison Wiley
Affiliation: Nestside Transportation Alliance
Address: 12725 SW Millikan Bewertin 97005
Email: alison a wta-tmg, ora
Include my email in your list of interested parties.
Project/program: 2TD funding Di Support Doppose
Remarks (Summarize your remarks here if you have not brought written remarks.)
I SUPPORT CONTINUED GALL GUNDING of the 270
program. Working in Washington Country with
both businessos get municipalities, I car great new
for individualized marketing of transportation
options. This is all the non wigent in light
of rapid population growth and roods at or
exceeding capacity already





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

February 13, 2007
(You must complete this section to have your remarks part of the public record. Please print) Name: Schlueter Affiliation: Westside Economic Alliance Address: 10220 SW Nimbus Avenue Suite K-12 Email:
☐ Include my email in your list of interested parties.
Project/program: <u>RC 3023 Highway 217 BHH-Al</u> len Blud Support Oppose
Remarks (Summarize your remarks here if you have not brought written remarks.) RC 3023 is the only MTIP project that addresses needs for Freight mobility, road capacity, commuter access on the Westside
RC 3023 compliments Metros Highway 217 Transportation Improv Plan, and serves as a necessary first Step to a 3-year stud and recommended action
RC 3023 is long overdue. Washington County population increases at 1000 people every month. Employment is at record highs. Income levels at record highs. Income tax revenue paid to State of Oregon at record highs.
No other transportation corridor in the region state handles 114, 300 vehicles per day, traveling on two serpentine lanes Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.



No. 26

Testimony Form

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

February 13, 2007 (You must complete this section to have your remarks part of the public record. Please print) Charlatte Boxer Name: Pacific Continental Bank Affiliation: 222 5W Columbia, Suite 1650, Ptd, OK 97201 Address: Email: charlotte . boxer e right bank . com ☐ Include my email in your list of interested parties. Project/program: Timsit Oriented Development ☐ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.)

PACIFIC 🏶 CONTINENTAL BANK

225340 olumbastreett – 5631356-1205 Spin-1650 – 5x (503)350-5170 Macrotropustrenia (1 pagestrianica)

> 8005 a 8005 b

December 1, 2006

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

Dear Mr. Leybold:

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

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

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

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

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

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

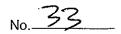
Please consider funding for the TOD Implementation Program and the Urban Centers Program. These programs that provide direct investment into projects will continue to have major positive impact on developing the urban centers.

Sincerely,

Charlotte Boxer (fka Gallagher)

Executive Vice President

Director of Real Estate Markets





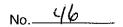
JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program

February 13, 2007 (You must complete this section to have your remarks part of the public record. Please print) Name: Affiliation: Address: Email: ☐ Include my email in your list of interested parties. ovablin Blud, Orrgan Project/program: Øupport □ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.)

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

supporting material attached.





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

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print) Name: CON SUELO ARAUZA Affiliation: CORNELIUS, OR. 97113 Address: Email: ☐ Include my email in your list of interested parties. SIDEWALK PROJECT Project/program: CORNS_LIUS Support □ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.)





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

February 13, 2007

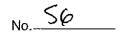
(You must complete this section to have your remarks part of the public record. Please print) Name: Affiliation: Address: Email: ☐ Include my email in your list of interested parties. Sullivan's Gulch Corridor Travl - Bike Project Code #0001 Project/program: **⊠** Support □ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.)





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

February 13, 2007 (You must complete this section to have your remarks part of the public record. Please print) Name: Jess Launtall Lents Neighborhood Association Affiliation: DYY9 SE Ellis St Address: Email: ☐ Include my email in your list of interested parties. Project/program: Lents Town Center / SE 92NL **Support** Support □ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) Pedest rian safety and access to losts Town Center asset



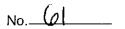


JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print) Name: Park + Rec Advisory committee alor city Affiliation: Address: Email: ☐ Include my email in your list of interested parties. Project/program: Melonghlin Blud Phase 2 ☐ Support □ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) why proseet appeals

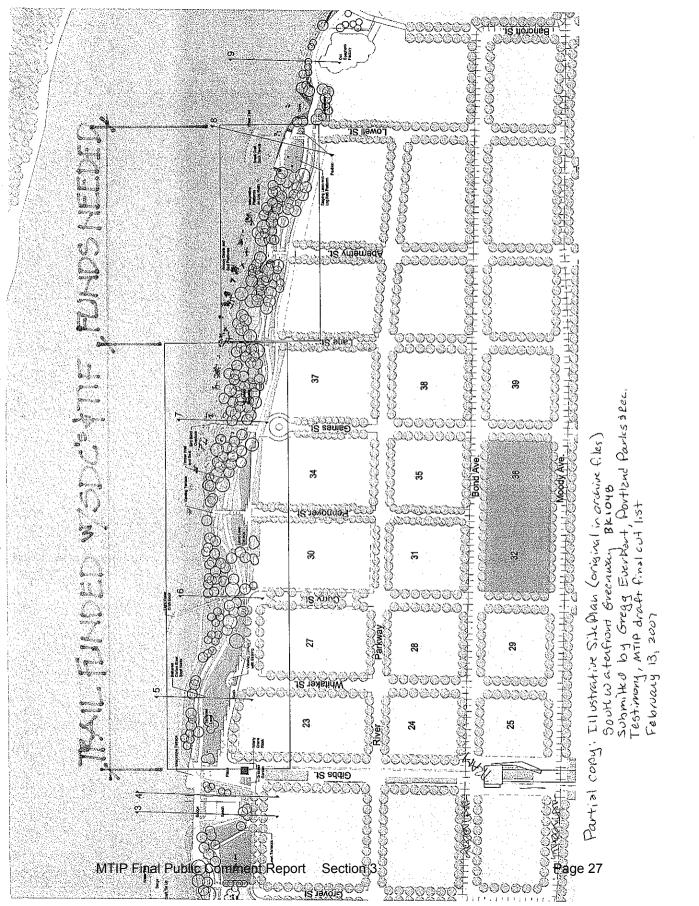




JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print) Name: CITEM S. ENEVADAT Affiliation: Portford Serves & Peckedham Address: 1170 SW Fifth Ave Room 1302 97704— Email: promaga & ci. portford ov. us B'include my email in your list of interested parties. SULVENS GUICH Trail *724,000 MTIP Project/program: Willowetho greenus y Trail (revised) 9600 000 HUTP B'Support Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) Willamethe greenus y project was reputed to be hundred 2 HUTP allocations boack, the project did Not age August. The West to streeticar. The reward proposed has been reduced to 1/2 original regist. The West trail in central Prestrict will be constructed who MITP dollars. However, no TR/SIX I developer the are available in south 600 Reet, Please so attached word & avoid leaving a grap between existing Trail What ends @ 600 prograd to the factory 9 new (antral District regineut, Enfortingment of residential numbers are increasing individual original construction was destroyed the earlier where that recombined to 1907 IPA until removed due Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	
Affiliation: Portized Psiks & Peckelhuni Address: 1170 SW Fifth Ave Room 1302 97204 Email: promage & ci. portized ov. us B'include my email in your list of interested parties. Sullivens bulch trail \$724.000 MITP Project/program: Willametto greenway Trail (revised) \$600,000 MITP B'support Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) Willamette greenway project was reputed to be runded Z MITP and ahours boack, the project did was age my tunds—all went to street (av. The rewed proposal has been reduced to 1/2 original regest. The US trail in leutral Bristist will be constructed who MITP dollars. However, no TP/SIX Identified \$500 might be are available in south 600 feet. Please see attached was & avoid leaving a gap between existing Trail What luds @ Bio gregolabli Factory & new Course subge individue Wat helped billes & pads out to B this area infrastructure Wat helped billes & pads out to B this area of the is Ind highest technically valued project & was son Metro staff recombounded 1900 like in the "Comments" box with any supporting material. If you do not wish to testify or ally, place this completed form in the "Comments" box with any supporting material attached.	(You must complete this section to have your remarks part of the public record. Please print)
Address: 1170 SW Fifth Ave Room 1302 97204 Email: property & ci. port/2nd. ov. us Tholude my email in your list of interested parties. SULINDER GULLA Trail \$724.000 MITTP Project/program: Willowetto greanury Trail (revised) \$1600,000 MITTP B'support Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) Willamette greanury project was reputed to be kindod Z MITTP allocations vacile, the project did not age my tinds—all went to street(av. The rewed proposal has been reduced to 1/2 original regist. The US trail in central Pratriet will be constructed who mittle dollars. However, no TP/SIX Idensiquer \$5 are available in south 600 feet. Please so attached wap \$\frac{1}{2}\$ avoid leaving a grap behavior existing Trail What ends @ 800 speoghabli factory \$1 new (animal District segment, Employment \$1 residential numbers are increasing monthing original construction was destroyed the contier infrastructure that helped billog \$1 peds out to \$2 this area. This is Jud highest technically valued project \$1 was on Metro shall recombineded 1900 like the until removed due Submit color copy to testify orally, place this completed form in the "Comments" box with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	Name: Greag S. EVENIZUT
Email:	Affiliation: _ Rollizno Perks & Rechedrum
Project/program: Willametto greenus Nail (revised) 4600,000 MTIP Project/program: Willametto greenus Nail (revised) 4600,000 MTIP Support Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) Willamette Meanury project was reputed to be hunded Zintip alcahans back, the project did not not any tunds—all next to street(ar. The rewed proposal has been reduced to 1/3 original regist. The US trail in central bistrist will be constructed who MTP dollars. However, no TP/SDX I developer the are available in south 600 feet. Place so attached wop & avoid leaving a gap behaven existing trail What ends @ 600 speopletti factions & new (authal District Geoment, Emproyment & residential numbers are increasing institutive that happed billes & pads out to 8 this way on Morro staff recommended 130°W IPA will removed due Submit color copy to Clerk of the Council after you testify along with any supporting material If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	Address: 1170 SW Fifth Ave Room 1302 97204
Project/program: Willametto greenus Mail (revised) 9 (acq aco MTIP B'Support Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) Willamette greenus project was reputed to be hundred Z HTTP alleahans back, the project did not got Any tunds—all went to street (av.) The rewed propased has been reduced to 1/3 original regist. The US treat in central bistrist will be constructed who title dollars. However, no TIP/SDC /developer the are available in south aco feet. Please see attached wop & avoid leaving a gap between existing trail What ends @ Exo specifically factory of new Course District segment. Employment of residential numbers are increasing instructive that helped billes & peds opt to 4 the area. This is Ind howest technically variled project of was on Metro staff recombanded 190% IPA until removed due Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	Email: propego @ ci. portzud. ov. us
Project/program: Willametto greenway Mail (revised) 4(000,000 MTTP B'Support Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) Willamette greenway project was reputed to be hundred Z MTTP allocations back, the project did Not get my tunds—all went to street (av.) The reward proposal has been reduced to 1/3 original regist. The US trail in cutral bistrist will be constructed upo MTTP dollars. However, no TP/ADC /developer the are available in south 600 feet. Please 300 altached wop & avoid leaving a gap between existing trail What ends @ Exo specifical factions of new course subject to support the proposal to structural numbers are increasing instructive met helped billes & peds opt to 4 this area. This is 2nd highest technically variled project is was on Metro staff recommended 190% IFA until removed due Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	Include my email in your list of interested parties.
Remarks (Summarize your remarks here if you have not brought written remarks.) Willamette Ansenway project was reputed to be kinded Z MTIP allocations back. The project did not get my tinds—all went to street(av. The rewed proposal has been reduced to 1/3 original regist. The US trail in Central District will be constructed who MTIP dollars. However, no TIP/SDC / developer the are available in south 600 feet. Place so attached wor & avoid leaving a gap between existing trail What ends a society secretarial numbers are increasing including another trailed to the destroyed the continuency increasing including another trailed project for the destroyed the continuency infractivitative that helped billers peds out to the two discovers on Metro staff recommended 190% if a until removed due Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	
Remarks (Summarize your remarks here if you have not brought written remarks.) Willamette Meanway project was reputed to be kinded Z HTTP albertures back. The project did not yet any tinds—all went to streetear. The rewed proposal has been reduced to 1/3 original regist. The US trail in Central District will be constructed upo HTTP dollars. However, no TTP/SDC / developer the are available in south 600 feet. Please see attached word & avoid learing a grap between existing trail that ends @ Bo speoghelti factory & new Central District Geoment, Employment & residential numbers are increasing inentity onoping construction vers destroyed the contient infrastructure that hopped billed & pads got to 8 this area, this is Ind highest technically valued project & was on Motro shall recombounded 120% (Fet will removed due) Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material.	Project/program: Willowetto greenusy hail (reused) 7600 000 MTIP
Willamethe greening project was reputed to be kinded 2 rtrip allocations back, the project did not get any tunds—all went to streeticar. The rewed proposal has been reduced to 1/3 original regist. The US trail in lentral District will be constructed upo MTH dollars. However, no TP/SDC I developer \$5 are available in south 600 feet. Please see attached way & avoid leaving a gap between existing Trail hat ends @ see specification of numbers are increasing inching on oping construction vas destroyed the contient inching on oping construction vas destroyed the contient infrastructure that helped billes & pads get to \$1 this area. This is 2nd highest technically varied project & was on Metro staff recommended 190% IPA until removed due. Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	© Support □ Oppose □
Willamethe greening project was reputed to be kinded 2 rtrip allocations back, the project did not get any tunds—all went to streeticar. The rewed proposal has been reduced to 1/3 original regist. The US trail in lentral District will be constructed upo MTH dollars. However, no TP/SDC I developer \$5 are available in south 600 feet. Please see attached way & avoid leaving a gap between existing Trail hat ends @ see specification of numbers are increasing inching on oping construction vas destroyed the contient inching on oping construction vas destroyed the contient infrastructure that helped billes & pads get to \$1 this area. This is 2nd highest technically varied project & was on Metro staff recommended 190% IPA until removed due. Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	
Any tunds—all went to streetian. The revised proposal has been reduced to 1/3 original request. The US trait in lentral bistrict will be constructed upor tittle dollars. However, no TIP/SDC / developer the are available in south 600 feet. Please see attached wor & avoid leaving a gap between existing trail. That ends @ Exo speophelti Factory & new Control District Geoment, Engloyment & residential numbers one increasing inchting another was distroyed the contient infrastructure that helped billes & peds not to B this area. This is 2nd highest technically rounted proxit & was on Metro staff recombined 1900 if left until removed due. Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	Remarks (Summarize your remarks here if you have not brought written remarks.)
Any tunds—all went to streetian. The revised proposal has been reduced to 1/3 original request. The US trait in lentral bistrict will be constructed upo title dollars. However, no TIP/SDC / developen the are available in south 600 feet. Place see attached wor & avoid leaving a gap behaven existing trail that ends @ see speophelti Factory & new Control District Geoment, Engloyment & residential numbers one increasing institutive mat holped billes & peds not to & this is and hopes technically vanised proxide was on Metro staff recombended 1900 illes & peds not to & this is and hopes technically vanised proxide was on Metro staff recombended 1900 illes & not in the "Comments" box with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	Willamette greenway project was reputed to be kinded
my tunds—all went to streeticar, The rewed proposed has been reduced to 1/3 original regist. The US trail in Central District will be constructed upo MIH dollars. However, no TP/SDC /developer the are available in south 600 feet. Please see attached way & avoid leaving a gap between existing trail. What ends @ Oro spenghelti tactory & new Control District seament. Employment & residential numbers are increasing incoming on opena construction vers destroyed the contient infrastructure that helped billes & pads out to 8 this area. This is Ind highest technically vanked project & was on Metro Staff recommended 190% (Pet until removed due). Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	
The rewed proposed has been reduced to 13 original request. The US treat in Central Prostrict will be constructed upon MITH dollars. However, no TIP/SDC / developer \$5 are available in south 600 feet. Please 500 attached wap & avoid learing a gap between existing trail that ends @ 600 speophelti Factory & new Contral District segment. Employment & residential numbers are increasing including on approx construction was destroyed the contral infrastructure that helped billes & pads not to B this area. This is 2nd highest technically ranked project & was on Morro staff recommended 190°0 (Pet until removed due). Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	
May MITH dollars. However, no TIP/SDC / developer \$5 When waitstoke in south 600 feet. Please 500 attached Wap & avoid learning a gap between existing trail What ends @ Eac speophelti Factory & new (antral District Geoment, Employment & recitalized numbers are increasing including anapoling construction vos destroyed the contient Infrastructure that halped billes & peds not to & this area. This is Ind highest technically varied project & was on Metro Staff recommended 1900 IPA until removed ove Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.),
wap & avoid leaving a gap between existing trail Must ends @ Oro spenghelti factory & new (antral District Grament, Employment & residential numbers are increasing increting on approx construction vers destroyed the contient infrastructure that halped billes & peds not to & this area this is Ind highest technically ranked proxit & was on Morro Staff recommended 150% (Pet until removed two) Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	
wap & avoid leaving a gap between existing trail Must ends @ Oro spenghelti Factory & new (annal District Grament, Employment & residential numbers are increasing increting on approx construction vers destroyed the contien infrastructure that happed billes & pads out to & this is Ind highest technically varied proxet & was on Morro Staff recommended 150% (Pet until removed two) Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	Win MITH dollars, Honevier no TIP/SDC /donelower \$5
Most ends @ Ero spenghelti Factory & new Contrat District Geoment, Employment & recitalential numbers are increasing mentily and one contrat on vers destroyed the contrat infrastructure that helped billes & peds opt to & thw area, this is Ind highest technically vanked project & was on Morro Staff recommended 190% (Pet until removed due). Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	_ ' / '
Mat lads @ Ow sperophelti Factory & new Contral District Geoment, Employment & recitalineral numbers are increasing inchally another on open construction vers destroyed the contient infrastructure that helped billes & peds not to & this area, this is Ind highest technically routed project & was on Morro Staff recommended 190% (Pet until removed due). Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	wap & avoid leaving a gap between existing trail
included on applied to the couling this is Ind highest tellunically valked project if was on Metro Staff recommended 190% IFA until removed the Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	
Infracting that holped billes & peds not to the area. This is Ind highest technically ranked project & was on Metro Staff recommended 190% IPA until removed two Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	segment, Employment & residential numbers one incheasing
Infracting that holped billes & peds not to the area. This is Ind highest technically ranked project & was on Metro Staff recommended 190% IPA until removed two Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	monthly & on apply construction vos destroyed the earlier
Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	
Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	this is Ind highest technically ranked project & was
If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	
	If you do not wish to testify orally, place this completed form in the "Comments" box with any



MTIP TRANSPORTATION PRIORITIES PROCESS 2008-11 Feb 13, 2007 Public Hearing –Dorene Warner, Chair of Gateway PAC

Project name

102nd Avenue: Northeast Glisan to Stark

Project code

BD2015

Funding category

Boulevard

What we were seeking in this round?

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

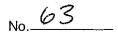
What a two year delay will mean to the final segment?

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

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

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

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





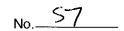
JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program

February 13, 2007
(You must complete this section to have your remarks part of the public record. Please print)
Name: <u>Nicole Peterson</u>
Affiliation: Williams + Dane Development, Inc.
Address: 1308 NW Everett St
Email: Portiand OR 97209
☐ Include my email in your list of interested parties.
Project/program: Willamette Greenway Trail Support Doppose
Remarks (Summarize your remarks here if you have not brought written remarks.)
The Wilamette Greenway Trail (Lane to World) will
provide a Crutical connection from the Central District to
the trail system to the South (Willamethe Park, Sellwood Bridge
etc.) Without this gap in the trail funded to constructed
the Central Esstrict trail will consist of 1200 if of trail which
does NOT connect on either end. We have an opportunity,
through the generosity of the property owner, (Prometheus),
who has offered to provide an easement through their
property. In addition, this reguest is the result of a
property. In addition, this lequest is the losuet of a collaboration between property owners, Huduban, luban Greenspace
Institute, Portland Parks and Bicycle Transportation Alliance.
By 2011, There will be 2500 living units built in the
South Waterfront (per the Development Agreement). The current
bills to pedestrian facilities are not adequate to serve this population
Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any
or the Service of the people that pass through everyday on their way to work downtown. Page 29 bikes)



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

February 13, 2007 (You must complete this section to have your remarks part of the public record. Please print) Name: Affiliation: Address: a gordner Oschn. com Email: ☐ Include my email in your list of interested parties. Project/program: FREISAT Support □ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.)





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

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print)
Name: Guy Kyle
Name: Gry Kylo Affiliation: Co Chair Sullivinis Gulch Neight, Board/Assoc.
Address: 2527 NE weidler
Email: gmkyle @ bpa.gov
☑ Include my email in your list of interested parties.
Project/program: Silivans Gulch Trail Support Oppose
Remarks (Summarize your remarks here if you have not brought written remarks.)
This trail is a top priority of the Sillivan.
Golch waighborhood.
It will provide needed connection to other
Lighborhouds & burney Ristricts (down town, Lloyd, Hollywood esta)
Hollywood etc)
It will provide safe of fother page
billing & walking.
Improvia the Gulch is a most for our
Tocal residents we tile the trail stul
Improving the Gulch is a must for our local residents we take the trail study is a step in the right direction

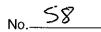




JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print) Name: Affiliation: Address: Email: include my email in your list of interested parties. Project/program: Willarete Greenway Trui □ Support ☐ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) ament at South Waterprint



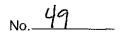


JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print) Name: Affiliation: Address: Email: ☐ Include my email in your list of interested parties. 82nd { Columbia Blud ☐ Oppose **⊡**∕Support Remarks (Summarize your remarks here if you have not brought written remarks.)





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

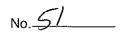
February 13, 2007
(You must complete this section to have your remarks part of the public record. Please print) Name:
Project/program: Mt. P funding Our & Side Couch cogplet Support Oppose
Remarks (Summarize your remarks here if you have not brought written remarks.)
Support Full funding 4.7 million
for Paruside Coach Couplet.

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

supporting material attached.

600 NORTHEAST GRAND AVENUE TEL 503 797 1700





Testimony Form

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

February 13, 2007 (You must complete this section to have your remarks part of the public record. Please print) Name: Affiliation: Address: Email: ☐ Include my email in your list of interested parties. Project/program: Support □ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) reighborhood



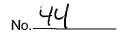
No. 54

Testimony Form

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

February 13, 2007 (You must complete this section to have your remarks part of the public record. Please print) Name: Affiliation: Address: Email: ☐ Include my email in your list of interested parties. Project/program: X Support □ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.)



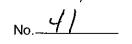


JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program

February 13, 2007
(You must complete this section to have your remarks part of the public record. Please print) Name: Bob Earnert Affiliation: Gateway PAC Address: Email: Ddear next a excite. Com Include my email in your list of interested parties.
Project/program: 102hd Ave Improvements Support Oppose
Remarks (Summarize your remarks here if you have not brought written remarks.)
disappointment in our project not being relected.

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

supporting material attached.

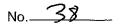




JPACT/Metro Council Joint Public Hearing on the Draft Final Recommendations 2008-11 Metropolitan Transportation Improvement Program

February 13, 2007		
(You must complete this section to have your remarks part of the public record. <i>Please print</i>) Name: Peter F Fy Affiliation: Address: 0153 SW Min #105 Email:		
☐ Include my email in your list of interested parties.		
Project/program: Estside Burnside /coucl Couplet Support Oppose		
Remarks (Summarize your remarks here if you have not brought written remarks.)		
Build it now		
DVIII ITTOW		





Testimony Form

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

February 13, 2007
(You must complete this section to have your remarks part of the public record. Please print) Name: CMad Lindsay Affiliation: KWE Address: 8934 NE Alderwood Rol Portland 97220 Email: Chad Lindsay (W) am KWe . Com Include my email in your list of interested parties.
Project/program: 82 nd Ave / Columbia Infrastructure Improve n Support □ Oppose
Remarks (Summarize your remarks here if you have not brought written remarks.)
Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any

supporting material attached.



No. 27

Testimony Form

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

February 13, 2007 (You must complete this section to have your remarks part of the public record. Please print) Name: Affiliation: Address: Email: ☐ Include my email in your list of interested parties. Project/program: Support □ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.)

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

TD8025

Regional Real Estate / Property Management

470A N.E. Gleven Sunto 101 Authori Oraçon - Per Ettilito Kokh

February 13, 2007

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

RE: MTIP funding for Hollywood Transit Center Redesign and Development

Dear President Bragdon, Council Members and JPACT Members,

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

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

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

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

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

Best Wishes.

regional director, Regional Real Estate and Property Management

Providence Health System - Oregon

Cc: Ms. Debbie Bischoff

Submitted by Terry Whisler, City of Cornelius, on behalf of the undersigned and 905 additional signers. BD3169

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

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

Dear Metro Councilors and JPACT Members:

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

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

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

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

Sincerely Marta Aguilar

February 13, 2007

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

RE: Killingsworth Street Improvement Project, Phase II

Dear Joint Policy Advisory Committee Members and Metro Council Members:

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

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

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

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

We will continue to be committed supporters of the project.

Sincerely,

Humboldt Neighborhood Association Ethos Music Center North Portland Neighborhood Library McMenamins Housing Authority of Portland / Humboldt Gardens

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



February 13, 2007

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

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

Dear Councilors and JPACT Members:

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

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

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

Lof2

manufacturing or potentially high tech need to be assured that their quality employees will wish to remain in our town.

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

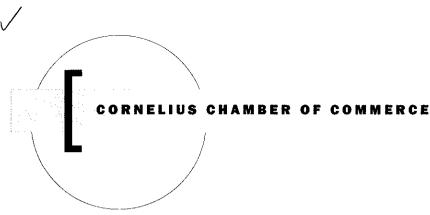
In short, Oregon City's McLoughlin Boulevard Enhancement Project Phase 2 must be funded to ignite the catalyst for real economic growth. Our city has shown its commitment to our county and state through its rich heritage and continues to invest in itself via such projects as the 7th Street Improvement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

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

Sincerely,

Amber D. Holveck

Amber D. Holveck President & C.E.O.



February 13th, 2007

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

Kathryn Harrington Dist. 4 Metro Councilor 600 NE Grand Ave Portland, OR 97232 Rex Burkholder Metro Councilor & JPACT Chairman 600 NE Grand Ave Portland, OR 97232

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

Dear Metro Representatives,

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

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

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

Sincerely,

Jenny Garner Executive Director

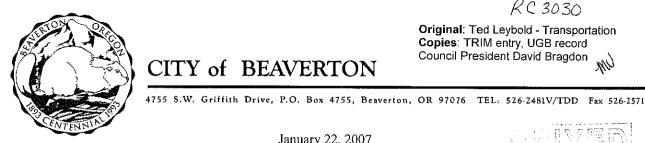
Cornelius Chamber of Commerce

PO Box 681 120 N 13th Ave Cornelius, OR 97113 Phone: 503-359-4037 Fax: 503-992-1997

E-mail: admin@corneliuschamber.com



Cornelius Chamber of Commerce



CITY of BEAVERTON

Original: Ted Leybold - Transportation Copies: TRIM entry, UGB record Council President David Bragdon

January 22, 2007

ROB DRAKE MAYOR

JAN 23 2007

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

Dear President Bragdon,

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

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

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

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

Sincerely.

Mayor

ralle_

Original forwarded to: MTIP folder Copies provided to: Councilor Rex Burkholder



December 18, 2006

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

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

Dear Councilor Burkholder:

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

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

Our application identified needed sidewalks and bike lane improvements as well as traffic lights and other traffic calming devises to make Boones Ferry a safer roadway through our neighborhood. The improvements requested will keep the existing businesses viable and encourage new business and housing opportunities in the Lake Grove Village Center. The improvements also propose a "green street" solution to roadway stormwater treatment which in-turn will enhance the overall water quality in Oswego Lake.

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

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

Sincerely,

Frank Groznik

Lake Oswego City Councilor

FRANK GROZNÍK 13005 ROGENS Rď Lukte Oswego, ok

Cc: Lake Oswego City Councilors, Doug Schmitz, City Manager

Walkers need safer passage

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

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

It is a wonder that students haven't been hurt trying to travel to and from school.

Groups of pedestrians are common. They come from houses and apartments in Mountain Park to go to school. They travel from the school to Lake Grove in the afternoons. They come from every direction for extracurricular activities. Why should they be af forded less protection than those with cars?

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

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

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

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

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

- My etnail: Wil_jo_2@msn.com

Wilma Hahn McNulty 4100 Coltsfoot Lane Lake Oswego, Oregon 97035

Original: TRIM Entry Copies: UGB Entry Councilor Brian Newman Ted Leybold - Transportation

EDITORS:IN-CHIE

Jan. 5, 2007

Dear Brian -

PLEASE help with this long over-due serious safaty issue.

The student reporter for Walkers need safar passage" is Jennifer Bushy a seniore at L.O. Senior Highschoop. Very week written! I read your Jan 67 metro County District 2 News - especially the first fine article " Tretro Council updates Regional Transportation Plan."

If ever There was an oppostunity indeed, urgent orecossity, this area is it! s, there a way to weight on I have several workable I'd like to please with you

Toy are key here - I hope you will offer your help to make This very beauty troubed road-way safe wasters, cyclists + rehimlar Address MIP Final Public Comment Report Section 3 Wilma Mimilty



November 30, 2006

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

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

Dear Mr. Leybold:

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

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

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

Sincerely,

Jerry Norquist

Executive Director, Cycle Oregon

2102 N.E. 158th Avenue Portland, Or. 97230-5295 November 30, 2006

Mr. Ted Leybold Metro 600 N.E. Grand Ave. Portland, OR 97232

Dear Mr. Leybold,

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

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

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

Sincerely,

Phyllis S. Davis

General

PHAGANS' BEAUTY SCHOOLS, N.W.

8820 S.W. CENTER ST. PORTLAND, OREGON 97223 (503) 639-6107

ison b



December 1, 2006

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

Mr. Leybold,

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

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

Sincerely,

John W. Olsen – CEO

Phagans's Schools NW, Inc.



Southwest Hills Residential League P.O. Box 1033 Portland, OR 97207

10000

www.swhrl.org

info@swhrl.org

December 4, 2006

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

Dear Mr. Leybold,

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

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

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

Sincerely,

Jim Thayer

SWHRL President

Julia Harris

SWHRL Transportation Chair

0 - Cl = 000 c

February 13, 2007

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

RE: Killingsworth Street Improvement Project

Dear Joint Policy Advisory Committee Members and Metro Council Members:

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

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

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

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

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

- N. Killingsworth Street is designated as a 2040 Main Street and Station Community
- Emphasizes modes that do no have other sources of dedicated revenues
- Completes gaps in modal systems
- Develops a multi-modal transportation system with a strong emphasis on funding bicycle and pedestrian transportation options
- Honors previous funding commitments made by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council: \$400,000 for preliminary engineering of Phase II was awarded in 2006-2009 round
- Supports economic development
- Promotes bicycle, pedestrian and transit policy

- Supports livability in one of the most diverse areas of Portland, representing the heart of a community that is among the lowest incomes in the metropolitan area and commonly felt to be the most disenfranchised
- Supports the dependence of the Latino community in this area on public transit, walking and bicycling
- Leverage; for each \$1 requested in MTIP, \$1.79 are leveraged for this project

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

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

Sincerely,

Brad Halverson Overlook Neighborhood Association board member

Submitted by Kate Deane for BD1221 on behalf of the undersigned.

February 13, 2007

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

RE: Killingsworth Street Improvement Project

Dear Joint Policy Advisory Committee Members and Metro Council Members:

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

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

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

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

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

- Promotes bicycle, pedestrian and transit usage by providing a continuous system of high
 quality bicycle and pedestrian improvements along a major transit street and connecting to a
 MAX light rail station.
- Supports livability in one of the most diverse areas of Portland, representing the heart of a
 community that has among the lowest incomes in the metropolitan area and commonly felt to
 be the most disenfranchised.
- Provides high quality pedestrian and bicycle facilities for low-income and minority communities in this area who are dependent on public transit, walking and bicycling as their primary modes of transportation.

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

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

Sincerely,

Walter Valenta, Co-Chair

71/1etm Voleta

Sheila Holden, Co-Chair

Sheil bed

3570 SW River Parkway #1101 Portland, OR 97239

February 13, 2007

RE: Greenway Trail

To Whom It May Concern:

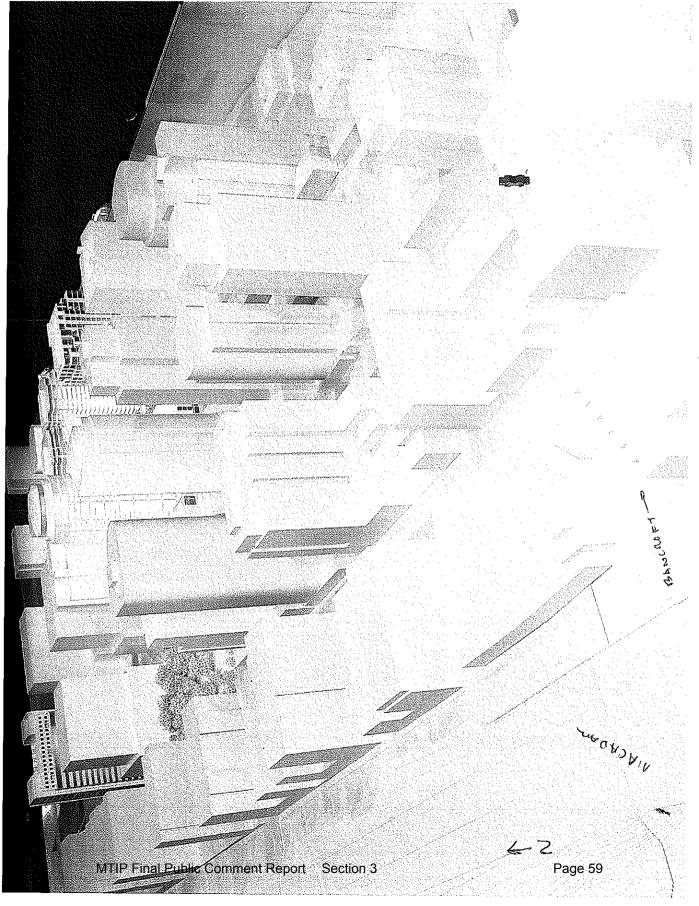
Issues to consider for the extension of the greenway trail along the river from the Meriwether condominiums to the Spaghetti Factory.

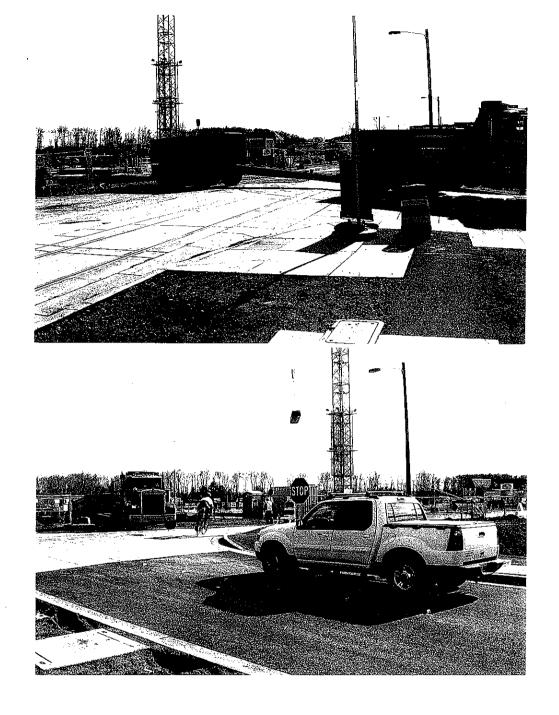
- 1. Congestion. With the opening of OHSU, Bond and Moody have been turned into one way streets north of Gaines. Construction vehicles frequently block the intersection of Bond and Gaines when entering the construction site. At present, the Bond/Gaines intersection is the only access to go south on Macadam without first going northbound. All foot and vehicle traffic is also detoured from the end of the trolley line at Bancroft and Moody down to Bond. Moody is closed from Gaines to Bancroft. Bond, at present is the only access to go south to Bancroft. Construction vehicles, passenger vehicles, bicycles and pedestrians all are funneled onto Bond. The sidewalks have breaks in the pavement so bicyclist and runners tend not to use them. I speculate that the congestion will not change much when the next developer starts their construction. Construction vehicles also block part of the roadway making a two lane road into a one-lane road. I do not see congestion easing during the development of the district.
- 2. Safety. Yesterday, in order for me to go south from the Meriwether, I had to go north on Bond, go past the congestion in front of the OHSU building, then go south on Moody and east on Gaines in order to go south on Bond to Bancroft. I caught up to a bicyclist at Gaines and Bond. She (?) made a right turn to go south on Bond. She crossed the new streetcar tracks and I thought that she was going all the way to the opposite side of the street to face oncoming traffic. Instead, she slowly pedaled down the middle of the roadway to the left side of the streetcar tracks. I do not know if she knew I was following or not but because of her location, I could not drive on the tracks to her right to pass. I had to follow her for almost a block before I could pass her on the left. Traffic was light at that time. I do not know if she did not want to ride between the tracks or even cross them. There are also more runners since OHSU opened with the health club. The trail extension would help relieve pedestrian and bicycle traffic through construction zones during the development of the district.
- 3. Neighborhood connection. It would be great to have the greenway extended to connect with the existing walkway that goes to Willamette Park. This would connect the existing Johns Landing community with the South Waterfront district. This will also help accommodate all of the South Portland neighborhood association residents as well as visitors from the Metro area. The trail will also allow more river access to view wildlife on Ross Island and the river.

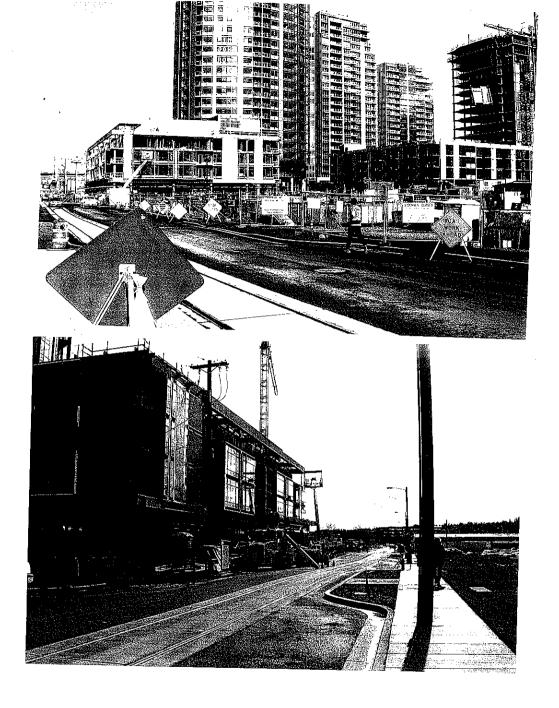
The photographs were taken on February 12, 2007 around 1:00 p.m. They were taken on a short walk on Bond from Curry to Lane and back.

Noma an

Norman Chun





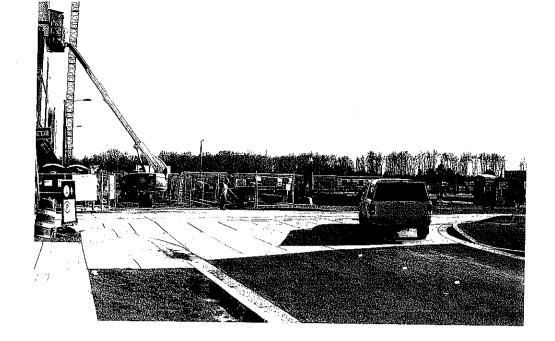




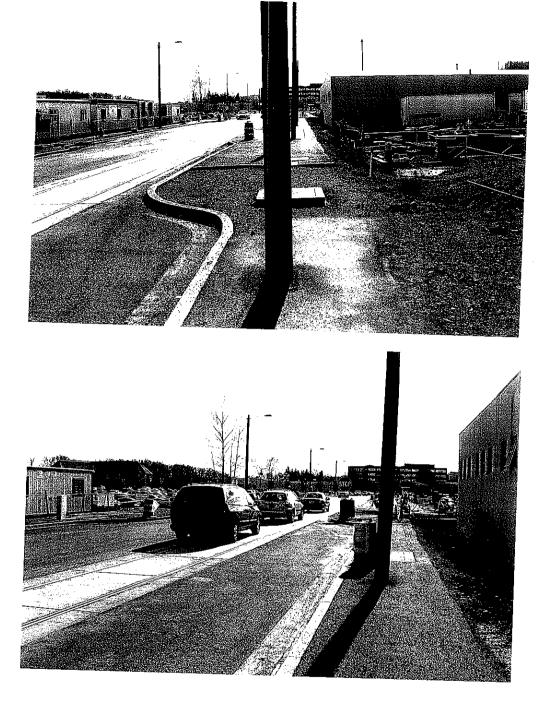


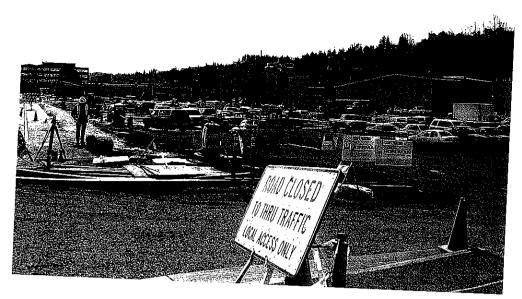


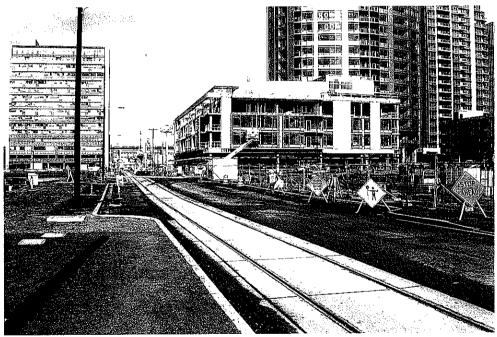


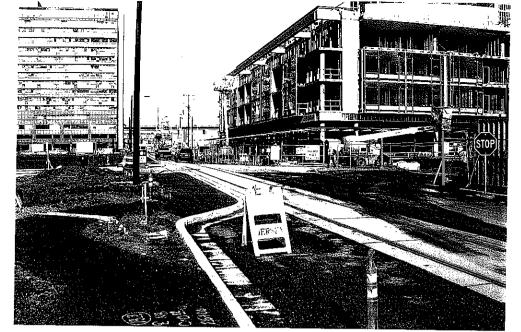


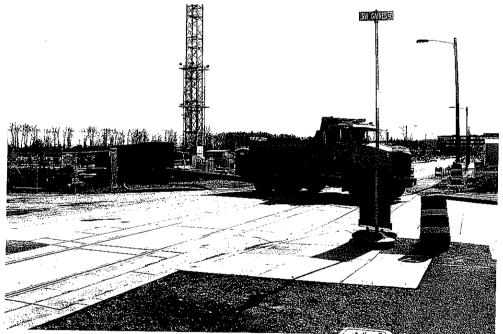


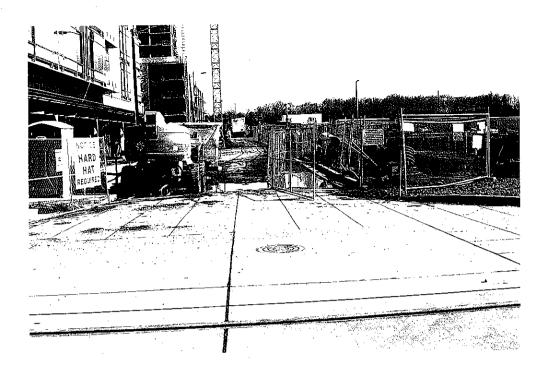




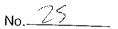












Testimony Form

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

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print) Name: Schlueter Affiliation: Address: Email: ☐ Include my email in your list of interested parties. Project/program: ☐ Support □ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) 197110 Project Metros Highway Flan and serves as a necessory first Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.

Washington County --- By The Numbers

Resident Population (July 2006)

500,000

Resident Population Who

260,467

Are Currently Employed (Sept. 2006)

Percentage of Resident Population Who Are Currently Unemployed

4.2%

Adjusted Gross Income (2004 tax returns)

\$12.2 billion

(16.41% of statewide totals) (35.00% of tri-county totals)

State Income Taxes Paid (2004 tax returns)

\$742.8 million

(17.49% of statewide totals) (35.70% of tri-county totals)

Median Wage Paid in Washington County

\$46,784

Average Age of County Residents

34.4 years

(36.4 years — U.S. Average)

among residents age 25 or older)

90.6%

(84.2% — U.S. Average)

(Bachelor's degree or higher-among residents age 25 or older)

37.1%

(27.2 % — U.S. Average)

Note: The figures reported above in blue-colored font represent all-time record highs

Sources: U.S. Census Bureau

WorkSource Oregon

Oregon Dept. of Revenue

Updated: November 7, 2006

Designing A Regional Transportation System

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

Washington County Residents Working In Clark County	\rightarrow	2,016 5,604	\rightarrow	Clark County Residents Working In Washington County
Washington County Residents Working In Clackamas County	>	12,789 19,590	→	Clackamas County Residents Working In Washington County
Washington County Residents Working In Marion County	\rightarrow	1,541 4,598	→	Marion County Residents Working In Washington County
Washington County Residents Working In Multnomah County	→	52,610 32,587	→	Multnomah County Residents Working In Washington County
Washington County Residents Working In Yamhill County	\rightarrow	1,922 6,653	→	Yamhill County Residents Working In Washington County
Washington County Residents Working In Columbia County	\rightarrow	N A 2,191	→	Columbia County Residents Working In Washington County
Washington County Residents Will Commute To Metro Area Countie		70,878 71,223	\rightarrow	Metro Area Residents Who Commute To Work In Washington County

Source: Work Source Oregon, July 2005

RD5134

Public Testimony Metro Public Hearing February 13, 2007 2008-2011 MTIP Funding

From: Don Slack, Oregon City Transportation Advisory Committee Chair

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

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

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

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

The project also leverages significant economic development.

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

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

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

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

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

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

Kathy Fuerstenau 4930 NE 73rd Portland, OR 97218

February 13, 2007

To Metro Council and The Joint Policy Advisory Committee on Transportation

RE: Cully Boulevard Green Street Project (51224

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

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

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

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

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

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

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

Respectfully, Kathy Juntum,

G51224

Mel Vietzke 5704 NE Going St. Portland, OR 97318

Feb. 13, 2007

To Metro Council and Joint Policy Advisory Committee on Transportation

RE: Cully Boulevard Green Street Project

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

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

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

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

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

Thank you for your time.

Respectfully, Mark. MelVietzke

To Metro.

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

Subject: Reject MTIP funding for TD8025 Hollywood Transit Center

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

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

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

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

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

February 13, 2007

To Metro.

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

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

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

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

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

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



CALIFORNIA
1960 É GRAND AVENUE
SUITE 400
EL SEGUNDO, CA 90245
PHONE 310,563.6900
FAX 310,563.6905

OREGON 7455 \$W BRIDGEPORT ROAD SUITE 205 TIGARD, OR 97224 PHONE 503,968,8940 FAX 503,968,8047

WWW.GENTERGAL.COM

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

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

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

708005 12.

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

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

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

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

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

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

Sincerely.

Fred Bruning

President, CenterCal

Transit of the Park To Boos & President Bragdon, Members of the Metro Council, and Members of

JPACT—

My name is Mike Swanson, Lamithe City Manager of Milwaukie, and

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

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

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

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

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

I urge your support of the \$5 million in funding for the TOD and Centers programs.



and the state of the later of the state of t

DEC 0 1 2003

December 1, 2006

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

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

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

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

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

Sincerely.

Mayor James Bernard City of Milwaukie

> MILWAUKIE CITY HALL 10722 SE MAIN STREET

Page 345

ROCK CREEK TRAIL (Bk # 3012) Testimony for METRO hearing, February 13, 2007

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

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

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

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

Thank you for keeping us on the funding list.



MTIP TESTIMONY

FEBRUARY 13, 2007

REGIONAL FANNO CREEK GREENWAY TRAIL

Hello, my name is Wendy Kroger. I serve as the Trails Advisory Committee Chair for THPRD.

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

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

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

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

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

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

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

WESTSIDE CORRIDOR TRAIL MASTER PLAN

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

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

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

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

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

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

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

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

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



TO 8056

February 13, 2007

Metro Public Hearing RTO Funding

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

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

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

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

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

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

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

Thank you.



CLACKAMAS REGIONAL CENTER Transportation Management Association

MYHRE GROUP



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

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

Brian Laramee Associate

700 SW Taylor Street, Suite 400 Portland, Oregon 97205 t 503.236.6000 f 503.236.7500 c 503.970.3146

briant@myhregroup.com www.myhregroup.com

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

These programs create Centers.....

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

The Crossings at Gresham Station, GRESHAM, ORESCH - PENK DEUGOPMENT &

North Main Village, In down town Milwaukie, OREGON, - Town Kemper Deuglopment

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

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

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

Creates nodes, centers, villages, towns, and cities.

Encourages Mass transit, foot traffic, window-shopping, eyes on the street, bieyele activity, neighborhoods, pedestrian bicycle car interaction, out door rooms, parks, gathering places..... and most importantly of all...homes.

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

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

These funds are for 2010 and 2011.

6R 2010

Thank you.

THE YEARS

2011

FOR YOUR TIME



CITY OF OREGON CITY

ALICE NORRIS MAYOR

320 Warner Milne Road PO Box 3040 Oregon City, OR 97045-0304 (503) 657-0891 FAX (503) 650-5392

MTIP Hearing February 13, 2007 McLoughlin Boulevard Phase 2 Project - Bd 5134 Clackamas River to Dure Drive

Colleagues:

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

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

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

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

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

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

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

Sincerely,

Alice Norris

TO:

President David Bragdon

Metro Council
Members of JPACT

TD 8 0054
TD 8 0052
TO 8 053
TO 8 053
TO 8 057

FROM:

Kathy Everett

Executive Director

Gresham Downtown Development Association

Gresham Regional Center Transportation Management Association

(503) 665-3827

everett.gdda@verizon.net

SUBJECT:

MTIP Public Hearing - February 13, 2007

Transit Oriented Development Program (TOD)

Regional Travel Options (RTO) Program & Transportation Management

Association (TMA)

PD 2057 - Hood Avenue Project: SE Division Street to Powell Blvd.

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

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

The first item is TOD funding.

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

Secondly, I am here to support the continued funding for the Regional Travel Options (RTO) Program.

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

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

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

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



Urban Renewal Advisory Committee

Cindy Peek Chair, Resident

Jeff Rose Vice Chair, Lents Nohd. Assoc.

Jess Laventall Lents Nibhd Assoc

Rebecca Stavenjord Alternate, Lents Nbhd, Assoc.

Mary Walker Powelinurst-Gilbert Mond Assoc.

Pati Hall Powellhurst-Gilbert Nhhd Assoc.

Debbie Black Foster Area Business Assoc.

Gary Sargent 82nd Ave. Business Association

Devin Culbertson Housing Organization

Roger Rees Community Organization

Steve Messinetti Community Organization

Community Organization

Clint Leonard Resident

Resident

Michael Cummings Resident

Alan Brzycki Business

Business

February 6, 2007

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

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

MTIP APPLICATION: LENTS TOWN CENTER BUSINESS DISTRICT STREETSCAPE PROJECT

Dear Metro President and Councilors:

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

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

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

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

Sincerely,

Cyrelia L. Prek Cynthia Peek, Chair Lents Town Center URAC

Cc Lents Town Center URAC Members Sue Kiel, PDOT Rich Newlands, PDOT Bruce Warner, PDC Amy Miller Dowell, PDC

Portland Development Commission 222 NW Fifth Avenue Section 3 1ST DISTRICT, OREGON

1023 LONGWORTH HOUSE OFFICE BUILDING WASHINGTON, DC 20515-3702 TELEPHONE: (202) 225-0855

> 620 SOUTHWEST MAIN STREET SUITE 606 PORTLAND, OR 97205 TELEPHONE: (503) 326-2901 (800) 422-4003

> > http://www.house.gov/wu



RC3023

COMMITTEES:

EDUCATION AND THE WORKFORCE

21st Century Competitiveness EMPLOYER-EMPLOYEE RELATIONS

SCIENCE

BANKING MEMBER ENVIRONMENT TECHNOLOGY AND STANDARDS SPACE AND AERONAUTICS

Congress of the United States House of Representatives

Washington, DC 20515-3701

STATEMENT OF CONGRESSMAN DAVID WU BEFORE THE JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT) AND METRO COUNCIL

FEBRUARY 13, 2007

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

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

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

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

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

Today, I urge you to support funding through MTIP for the Highway 217: Beaverton-Hillsdale to Allen Interchange. These funds will allow for the Environmental Assessment and preliminary engineering for a critical section of Highway 217 from

Beaverton-Hillsdale Highway to Allen Boulevard. This project will take steps towards increasing safety and traffic flow on one of the most dangerous and congested portions of Highway 217.

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

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

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



1300 NE VILLAGE ST., P.O. BOX 337 FAIRVIEW, OREGON 97024 (503) 665-7929 FAX 666-0888

February 13, 2007

Dear Metro Council and Joint Policy Advisory Committee on Transportation,

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

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

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

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

Thank you for your consideration and the opportunity to comment.

Mike Weatherby

Sincerely.

Mayor, City of Fairview

February 13, 2007

Dear Metro Council and Joint Policy Advisory Committee on Transportation,

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

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

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

Sincerely,

Roger A. Vonderharr

West Columbia Gorge Chamber of Commerce

February 13, 2007

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

To: Metro Council and Joint Policy Advisory Committee on Transportation

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

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

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

Sincerely,

Jeff Townsend Vice President



POLICE DEPARTMENT
1300 N.E. Village St., Fairview, OR 97024

Ken Johnson Chief of Police

(503) 674-6200 FAX (503) 492-4859

WRITTEN COMMENTS REGARDING:

RECOMMENDED PROJECTS FOR THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

Kenneth D. Johnson Chief of Police

Testimony Michelle Haynes, REACH Community Development Joint Policy Advisory Committee on Transportation February 13, 2007

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

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

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

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

In 2005, REACH took over the property management of McCuller Crossing, an affordable mixed-use apartment building on Killingsworth between Haight and Vancouver. McCuller is home to 40 families, 60% of whom make less than 30% of median income. These families, including 32 children and six elderly people, depend heavily on transit, bicycle and pedestrian connections to get to school, work, medical appointments, and shopping. In

addition, McCuller now has three minority-owned neighborhood businesses in the ground floor, and they all depend heavily on foot traffic and transit for their customers.

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

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

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

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

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

Thank you for your time and consideration

February 13, 2007

To: JPACT and Metro Council

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

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

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

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

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

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

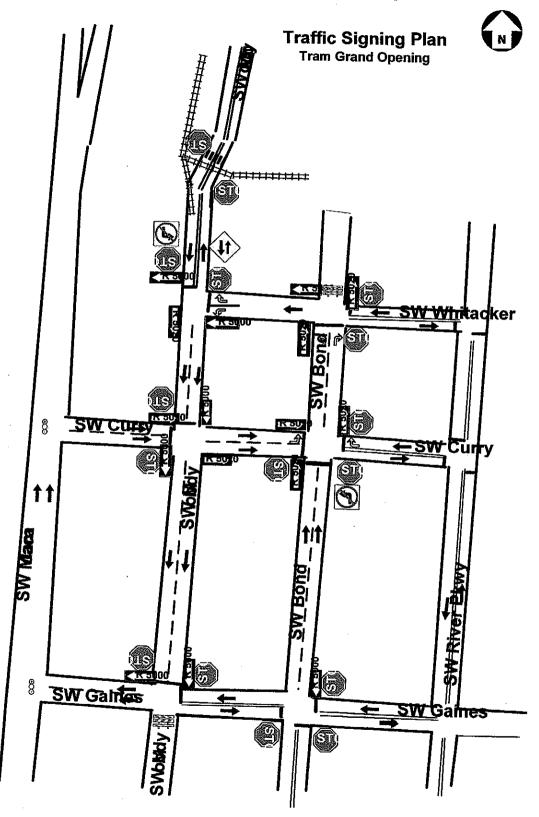
The Willamette Greenway Trail Project scored second highest in total project points when measured against other bike/trail projects. It scored first in modal performance as well as the project's support of Metro's 2040 goals. At this stage of the game, I can only appeal to you to further consider the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

Yours Truly,

Joan Kwok

3570 SW River Parkway #813

Portland, OR 97239



RC7036 130 2104

City of Gresham Talking Points for February 13, 2007 Public Hearing Final Draft List for MTIP 2008-11 Submitted by City of Gresham Councilor Mike Bennett

02057

The City of Gresham appreciates this opportunity to testify in support of its three proposed MTIP projects. These projects will improve Southeast 190th Street, Burnside Boulevard and Hood Street.

- Each of the projects is critical to implementing Metro's 2040 Centers. The 190th Street project will provide access to three Pleasant Valley centers: The neighborhood center on 190th, the northern employment center, and the Pleasant Valley Town Center. These areas are intended to provide job opportunities. The Burnside project will support the Rockwood Town Center. The Boulevard is a key project to attract new private investment and redevelopment opportunities to Rockwood. The Hood Street project will support the Gresham Regional Center. The project will correct safety problems by providing sidewalks on the east side of Hood, and also will include other pedestrian amenities such as lighting.
- Each of the projects will foster economic development and livable, healthy communities as they will provide access that is necessary for new jobs and housing. Most critically, the 190th Street project will enable the development of the Pleasant Valley community. At the present time, Pleasant Valley lacks the regional transportation infrastructure that is needed for the area to develop. This project will implement 2040 urban growth expansion on Pleasant Valley lands recently annexed by Gresham.
- The Gresham TSP identifies the 181st/190th Corridor as one of three High Capacity Transit Corridors in Gresham. These corridors are identified as areas where the City will work with regional partners to pursue major new transit initiatives to serve high demand corridors and link major transit destinations. The projects will provide multimodal access opportunities in the 181st/190th Corridor, which are critical to building a balanced transportation system.
- Gresham has supported growth through the City's system development charges, but it is critical to add these MTIP projects to accomplish our mutual 2040 regional goals.

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

Metro Project Code: RC7036

Project Cost: Current project cost \$823,000

Current grant request: \$600,000 with City match of \$223,000

• This project has been scaled down to the minimal improvements that are necessary to accommodate the first phases of development in Pleasant Valley. Pleasant Valley was brought into the UGB in 1998. The 1,532 acre Pleasant Valley area, which is located south of and adjacent to Gresham, is anticipated to be a community of 12,000 residents and to produce 5,000 new jobs.

- The cross-section will consist of two 11' travel lanes, one continuous left hand turn lane, and two 6' bike lanes.
- The project will benefit the neighborhoods in south west Gresham. Benefits include safety
 enhancements at the intersection of Pleasant View and Highland, which historically has been
 the site of numerous accidents.

Southeast Burnside: 181st Avenue to Stark Street

Metro Project Code: BD2104 Project Cost: \$4,493,509

Current grant request: \$300,000 for engineering

- The project will provide engineering for boulevard improvements within the Rockwood Town Center. The Cross-section will consist of two 11' travel lanes, two 6' bike lanes, two 7' parking lanes, a 11' sidewalk on the north side of Burnside and a 16' sidewalk on the south side of Burnside. Sidewalks will be separated from the bike lane by a 4' strip of pavers. The existing 34' light rail corridor will be located between the two travel lanes. The track area will be rehabilitated to urban standards with features such as pavers.
- The Project will enhance the Rockwood Town Center by creating a more pedestrian-friendly environment in the "Rockwood Triangle," will emphasize access to adjacent developable properties, and will improve pedestrian and bicycle access to light rail. Work will be coordinated with ongoing update of Regional Freight Plan. Gresham will provide matching funds from its Urban Renewal funds.

Hood Street: Southeast Division Street to Powell Boulevard

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

- The project will add a sidewalk to the east side of Hood Street between Division and Powell, as well as a planter strip with trees and streetlights that will separate the sidewalk from the travel lane.
- The project also will rebuild the intersection of 4th and Hood to improve the intersection to enhance ADA access.
- The project will include curb extensions and cross-walks at intersections.
- The project will provide access to the proposed Center for the Arts, as it will link the Center to the light rail system.

Sy Children Stranger



No. 32

BD5/34

Testimony Form

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

2008-11 Metropolitan Transportation Improvement Program February 13, 2007	
(You must co	omplete this section to have your remarks part of the public record. Please print)
Name:	HLICE RICHMOND (KELLEDIJAN)
Affiliation:	uest Linn.
Address:	39 39 Parker Rd QVZ-068
Email:	mone -
□ Include m	y email in your list of interested parties.
Project/prog	pram: please note my position in
Remarks (St	ummarize your remarks here if you have not brought written remarks.)
m c	Loughlin Blind bhase It brailet
as Proposed by Oregon City.	
why am also haveling from	
_ wes	Linn to O. City and His
Stre	tch needs the propose improvements
and	a lot more-
pe	ed
_ & w	over/river bourism activities
	olling would be not treme plus river/
Cruise	- tourism (Transportation facility
for w	hich it would bring ecomic revenues
for ou	is metro region ie an open boat with
a canop	soe & a guide speaking history of our
Nich	region (ar)
Submit color copy to Clerk of the Council after you testify along with any supporting material.	
If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.	
Λ	anture for 8 k 5195 The Williamed Taxes
	inal Public Comment Report Section Brow if we only page 1010

TUALATIN RIVERKEEPERS

12360 SW Main Street Tigard, OR 97223 (503) 620-7507 • fax: (503) 620-7645 • www.tualatinriverkeepers.org email: info@tualatinriverkeepers.org



February 13, 2007

To: Metro Council

Metro Joint Policy Advisory Committee on Transportation (JPACT)

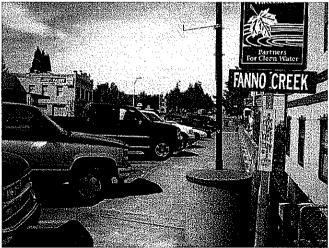
RE: Main Street Tigard Retrofit Project

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

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

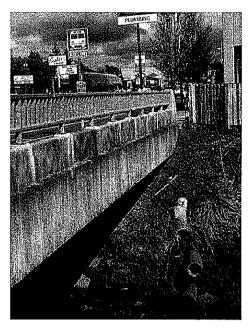
The Tigard Town Center redevelopment project has enjoyed strong public support as evidenced by the passage last year of the downtown Tigard urban renewal tax increment financing measure.

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



Cars parked on Main Street as it crosses Fanno Creek

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



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

Three storm drain pipes from Main Street are shown entering Fanno Creek.

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

Main Street in Tigard is an old street which drains directly into Fanno Creek. Stormwater running off of Main Street gets no treatment. Retrofitting Main Street into a "green street"

will prevent pollutants from entering Fanno Creek and help infiltrate stormwater to recharge the groundwater system that feeds the creek in the dry season.

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

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

The strength of green street design is that it addresses multiple dimensions of stormwater management including

- · Removal of pollutants through natural filtration and biological processes
- Recharging of groundwater system to provide cooling flows to streams in the hot dry season
- Slowing of flows and ground storage to reduce downstream flooding
- Enhanced aesthetics in an urban environment.

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

Sincerely,

Brian Wegener

Watershed Watch Coordinator

Tualatin Riverkeepers

MTIP TRANSPORTATION PRIORITIES PROCESS 2008-11 Feb 13, 2007 Public Hearing –Dorene Warner, Chair of Gateway PAC

Basic facts

Project name 102nd Avenue: Northeast Glisan to Stark

Project code BD2015
Funding category Boulevard

Location Multnomah County

Status Proposed

Sponsor City of Portland Funds requested \$1,918,033

Total project cost \$2,137,561

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

What we were seeking in this round?

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

What a two year delay will mean to the final segment?

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

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

Gateway supporters of this project know that we had to scale back the amount of work included in Phase I. Now, with the second phase delayed for two or more years, we are deeply concerned about our ability to achieve the momentum necessary to create the Regional Center in Gateway. Most members of the Gateway URAC have been involved in these issues for many years...we

MTIP TRANSPORTATION PRIORITIES PROCESS 2008-11 Feb 13, 2007 Public Hearing –Dorene Warner, Chair of Gateway PAC

Project name

102nd Avenue: Northeast Glisan to Stark

Project code BD2015

Funding category

Boulevard

What we were seeking in this round?

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

What a two year delay will mean to the final segment?

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

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

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

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

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

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

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

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

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

Re: Division Street Rebuild Project RR 1124

Linda Nettekoven 2018 SE Ladd Avenue Portland, OR 97214

February 13, 2007

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

Dear JPACT Members:

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

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

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

And Division St is such an area. We have a tremendous amount of social capital and good will that we have worked together to create and that is what will bring you an amazing return on any public dollars you allocate for our area. Like everywhere else our dollars will not go as far as anticipated due to increased construction costs and unpleasant surprises when the existing pavement was more thoroughly tested. It will take more effort and therefore, funds than anticipated. We are asking that you consider adding some of the additional funds we requested.

We have worked hard as a coalition of neighborhood and business associations for the past 5 years. We have created a "Green St/Main St Plan" which was officially adopted by our City Council. It is our pathway to creating the kind of green, vibrant, multi-modal "main street" (a mini town center) that METRO has been advocating as part of its 2040 plan.

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

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

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

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

Thank you for considering our request.

Lenda Nettekoven

Sincerely,

Linda Nettekoven, HAND, Vice Chair



February 13, 2007

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

Dear Mr. Bragdon:

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

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

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

Sincerely,

John Larson

Executive Administrator

JL/jk



Regional Real Estate / Property Management

4706 N.E. Glisan Suite 101 Portland, Oregon 97213 Tel 503.215.7325 Fax 503.215.6678

TD 8025

February 13, 2007

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

RE: MTIP funding for Hollywood Transit Center Redesign and Development

Dear President Bragdon, Council Members and JPACT Members,

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

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

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

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

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

Best Wishes,

Dana White

regional director, Regional Real Estate and Property Management

Providence Health System – Oregon

Cc: Ms. Debbie Bischoff

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

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

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

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

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

Without funding for this project a key link in the system will be missing. I urge you to fund this important project. It builds upon the significant investments that have been

made by PCC, PDC, PDOT and ODOT. It is important to the continued revitalization of this corridor. It is important to the colleges overall efforts to provide high quality transportation choices to our students.

Thank you for your time and consideration.



TO 9052 TO 9053

February 13, 2007

Metro Public Hearing

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

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

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

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

RTO supports our education and services on many levels:

- The WTA Carefree Commuter Challenge is a region-wide program during July that
 encourages individuals to get to work by non-drive alone modes. In 2006, we increased
 worksite participation from 68 to 112 and participants from 1940 to 2137. We nearly
 doubled first timers from 129 to 269, and our goal in 2007 is to increase first-time nondrive alone participants to 380.
- When the tenants at Cornell Oaks and Creekside corporate parks face parking constraints, we work with the property manager to educate employers and employees about their transportation options.

We've moved to the Beaverton Round!

12725 SW Millikan Way, Ste. 300 Beaverton, OR 97005 503.906.7961 fax 503.906.7911

MTIP Final Public Comment Report Section 3

www.wta-tma.org

- When TriMet extends the #46 bus line to Dawson Creek and the new Hillsboro Library, we work with the employers to educate employees about the new service to insure its success and continuation.
- When employers and employees in the Tanasbourne area contemplate a shuttle, we convene the stakeholders to discuss the feasibility of such a project.
- When a transportation coordinator at PGE, Welch Allyn, or Planar needs help in complying with DEQ's trip reduction requirement, we increase her productivity by managing DEQs online survey of travel behavior.

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

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

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

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

Thank you for considering my testimony,

Karen Frost

Karen Frost

Executive Director

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

Presented by:

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

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

Overview

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

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

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

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

My Background

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

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

My Projects

Most of what I have worked on in recent years would be considered transit-oriented development. I have taken care to site buildings and design them in ways that encourage pedestrian activity around them. I have provided a large amount of secure bike parking (along with amenities like pumps and lockers) to accommodate bicycle use. As a result of all of this, I am able to keep ratios low while still maintaining successful buildings.

Metro Council/JPACT RE: TCIP February 13, 2007 Page 2 of 2

My Observations

Even my most densely developed projects have been supported by the surrounding neighborhoods. In some cases, this is probably because I was working on undeveloped or underutifized sites rather than trying to dramatically change the pattern of an established neighborhood.

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

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

The Challenges

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

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

The Metro/TOD Program Partnership Benefit

With the help of Metro's TOD program, developers can often move forward on projects that would otherwise be shelved or would be built at lower density.

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

The Metro/TOD Program Catalyst Role

Metro is helping projects with the financial investments it makes, but it is helping in other important ways.

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

Summary

The TOD/Centers Implementation Program that is proposed for MTIP funding is a necessary and farsighted strategy for realizing the full growth management potential of our region's mass transit infrastructure. I strongly urge you to continue funding the program.

S

NATURE & GREENSPACES GROUP WSF 20/20

February 2, 2007

We are Jim Luke and Joan Kwok, residents of the first residential building in the 140 acre South Waterfront District. Joan and I represent our neighbors on a community-initiated Nature & Greenspaces Committee. We are here to advocate getting the Willamette River Greenway trail onto the Final Cut List.

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

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

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

Commuter and recreational bicyclists, joggers and walkers are navigating through ever changing construction traffic throughout the day on their way to and from the central city. Portland Streetcar will become operational through our neighborhood in the fall. Currently we must negotiate the construction activities of three buildings that are being built. Within the next 2-3 years construction of the OHSU parking structure, OHSU assisted living condo tower, PDC's affordable housing condo building and Trammell Crow's rental apartment building are all expected to commence. We simply have to move bicyclists and pedestrians to a safer corridor, where they don't need to negotiate with the trucks and heavy equipment that will continue to be present in our neighborhood.

As you received at your meeting last week, a revised funding proposal for the Willamette Greenway Trail has been submitted that acknowledges and meets the concerns expressed by this Committee last Fall. The original MTIP request for the Willamette Greenway Trail was \$1.8M and was removed from the list because of its overlap into the Central District. We have been working together with Portland Parks, Bicycle Transportation Alliance, Audubon Society and Urban Greenspaces Institute to arrive at a funding request which everyone could support. Now we have it! Last Tuesday we had a meeting to hammer out the final details, making sure we could all back this request. Although it happened at the eleventh hour, the budget for this segment is only \$0.6M and will be put with some matching funds from the City to complete this segment of the trail. We acknowledge being late with this revision, but there were no residents back in 2006 when these issues came up and the misunderstandings happened. We have been working hard since moving in to find out where the process was and what needed to be done. It just comes down to the fact that the Prometheus trail segment is a major gap in connecting the Central District to the existing Willamette Greenway trail to the South.

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

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

Thank you,

Jim Luke and Joan Kwok Nature and Greenspaces Group

NAME	SIGNATURE	UNIT#
Julie Due	Alu d D O	2307
Scott Davis		1805
RALPH HOLOOMB	Of down	1205
Phuana Hart	White Hood	1711
Bob Crank	Bel ///	
Lorena Santacycrc	Ovan Sundacio	1507
Emt Dannen	Sta Dansen	1403
Joshua Moore		1362
Max Kackafellow	May World III	1305
Tracy Fischer	June 11 France	1211
Mark Fischer	Malus 1-1-	1211
SHARDKYN SHEARER	Spring Alegeree	9/3
JOAN Krode	Pan Mul	813
EBBIE CEME	1 President	£ 1406
ML Grotzinger	MShafringer	102
Marilyn BERGEN	Mousin Barren	408 E
Dennis Sukinson	De Silvers	1207 (lewer
Imad Aoun	MAN JAMES	1/03
Jean B. Wilde	Jean Blille	902
DA SCHASTER	Op. of	903
Wary Gort purch	CARYL GERTENRICH	501
ROGER GERTENA	CH Rog Evertonifiche	30)
DORMAN CHON	Danger //	1101
Thorewas Kucks	HIMALLEC	TH-J
GORDON CARON	L'OACALAIA	1502
Jon Nelson		505
Trick Weijo		303
Hone I tryps	2/3/1/	2013
Monoguk: Kafofun	moyli frim	15-06
Monaguk: Kafosun	They whileif	1600
Wice McKinney	MM mex.	1600
Oven Colick	Over Glief	307
Goren myers Linnie White	James	
/ linnie White	allhite	603 808

MERIWETHER HOMEOWNERS FOR WILLAMETTE GREENWAY TRAIL FUNDING

NAME	CICNIATIDE	7 D Y T
Rollie Collite	SIGNATURE	<u>UNIT #</u>
	folgo fel	808
Donnis Wilde	#1//	56E
PARIL Algeli	7970	360
12 RSQQ	R. O.	601
Wom Noguchi	Thomas Noquelin	1013
John Cavana, 2		904-908
I hank Shate	My A Sha	1408
aller laps	alfula Tapp	703
Nave data	Hall Jasa	703
Jeremy Mc Callun	July for Call	504
Cian m. Weintz	'Vanghi Went	702
EN DSBorne	Ett Oslan , 8	202
Xathi Geneus	Kathi Levens	1204
Amanda Leshe	the stan	1707
MATTHEW LESITER	Matthiste	1707
Krista Panoff	12 Do -	TH-C
CHRIS PANOFF	In Fill	TH-C
Kelly Shafer	Kelly Shaper	1408
ROGER GOLDINGHU	Bazie Galdingan	1400
Carol Li Coley	Roger Galder Gay	1400
Janie Trokan	JANIE KERSHAW	1608
PALAN TERSHAW	ala tire	1608
Midon Munly	MIXON MUNLY	7
SHAWN CORRIGIAN	La Car	613
Nicole Peterson	Dicole Petusns	905
NICOLE LEGELSON	10,100 0 1 1	1 70 4

MERIWETHER HOMEOWNERS FOR WILLAMETTE GREENWAY TRAIL FUNDING

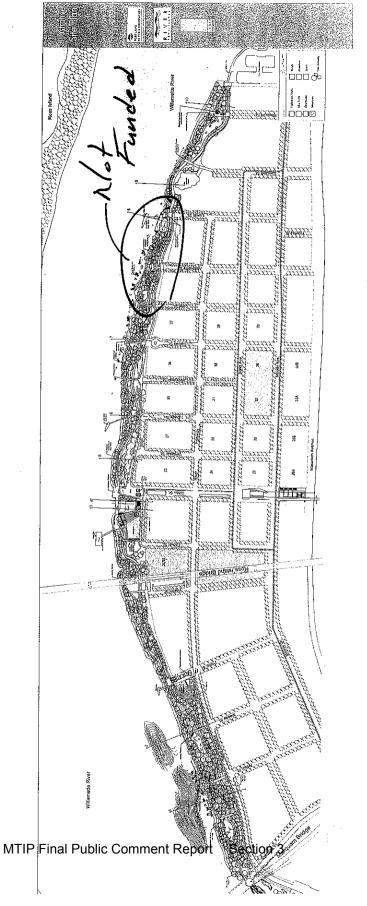
NAME	SIGNATURE	ID WD II
Jim Lyke	SIGNATURE	UNIT#
Karan Aguther	from Trupe	906
	1 E. E. Revolter	74.5
Laurie D'Toole	Jamie O'Toole	1404/
EIICD Little	Church PAR	1504
allen L Pusch.	Allh Rusch	500
Margaret D Pusin SEAN ROCERS	Reggy Pusch	(00
SEAN GOLERS	SMA	202
		·
		VI
	10.1	
	,	
		,

CITIZEN FOR WILLAMETTE GREENWAY TRAIL FUNDING

NAME	SIGNATURE	ADDRESS
R. Jesse King	In lesse thing	5605 NE 59TH AVE POX 97218
Bret Countryman		2226 NW Thorncost Dr 97124
William Danneman	Withou Panner	623 SW. Carathers 4. 97201
TEREST TEATER	Veresa Deater	133 W. DAVIS. ADOPTIONS. OR
JUSTOR.	Therese Petersen	2005 SE 50th DDX 97215
Kathlen Beyle	Kathleen BoyLe	1758 N Redwood St.
Kristeen Bon		11
Zoe Moskovil 2	Prioteen Boyle	2224 SE Ankeny St. 9721
Amelia Briggs Carnelon	Olds = se (an elson	45455 Wiles Pt Terrale 9723
Clay Briggs. Carnelia	Chipp SCk from	
TED CERNIONIKA	Telfine	4391 SW LIAIHOUGH 945
Kristen Stallman.	Les 876 fal	2846 NE 45+ PDX OR972/2
JULIE SCHLAFLE	Chilos M. Schialle	4933 N. CECELIA ST. PDX 972
Barbara Allan		408 NW 12# Portld OR
James Batro	Tang large	3570 SW RUSE PORTURY # 1903 973
Rick Smith	Julio 5 Jus	3570 SW RIVER PARTURY # 1903 1309
Mancy dry	Naughn	221 SE 32hap/ Portland 97
Kathleen Pyto		35 70 Sw River Ackery #601 POK 12
Viviang Davila		3211 SW 10 + Ave JPOX, 97209
Ken Brashin	My Ky	25109 W Eagles Nest Lans
Bob Stull	13h Au	0145-50 Carty St 34045.W. 15 Ave. 97239
STEPHEN LEPLAR	flaghurtf)cflar	
fee Buhler	for 3 th	018 SW Hum. Han St 9723
DENIS SCHURE	Henry / Achuse	7520 SMUESPL 97219
<u> </u>		
TO THE STATE OF TH		

CITIZEN FOR WILLAMETTE GREENWAY TRAIL FUNDING

NAME (SIGNATURE	ADDRESS
105/en Porniell	5 Med Com	1831 SE 45 Har Martand, ON 1921
Kathy Bao	Kathy Bas	430 NE 131st Pl. Portland, OR 97
Kalira West	1 / G	4832 SE 7302, Poetland, 0297206
Edge Feffer	- Salli Joh	1125 NW 9th #224 Partiany 972
Till Krentz	Carl bake to	8910 N ENDIGHT AVE PAXIER 172
LeeAnne Miller	Wester Li Di.	2005 C. ITE' LOUIS AND PORCES
Menssatternonen	With	3085 SW Ridgewood Ave. PDX972
Asulub Sapa	· DAHDOLD SOLV .	8030 SW BNOVENIGE POL972
MANGE TAylor	The state of the s	1040 NW (00 PDX970
Tray Businit	6-17	GC/ V/W 1/4/ N/C # 305 PX973
PAUL KISLING	The state of the s	4322 SW Palatie 97219
PRICASLING	14/19	TSU SWI Matre 1127
100		
		
WAS FEIGURE A		
	7-1	



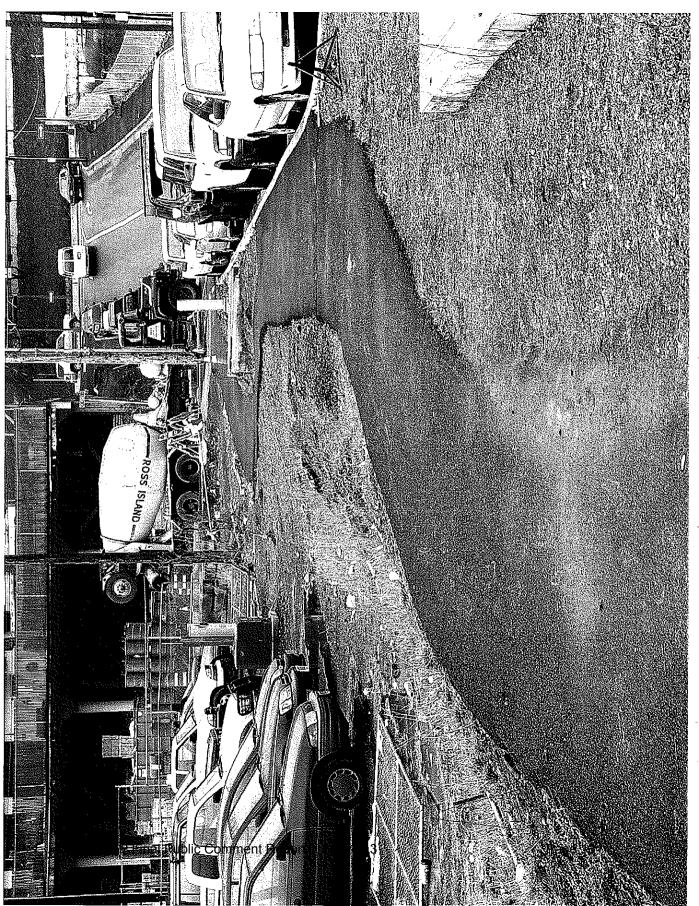




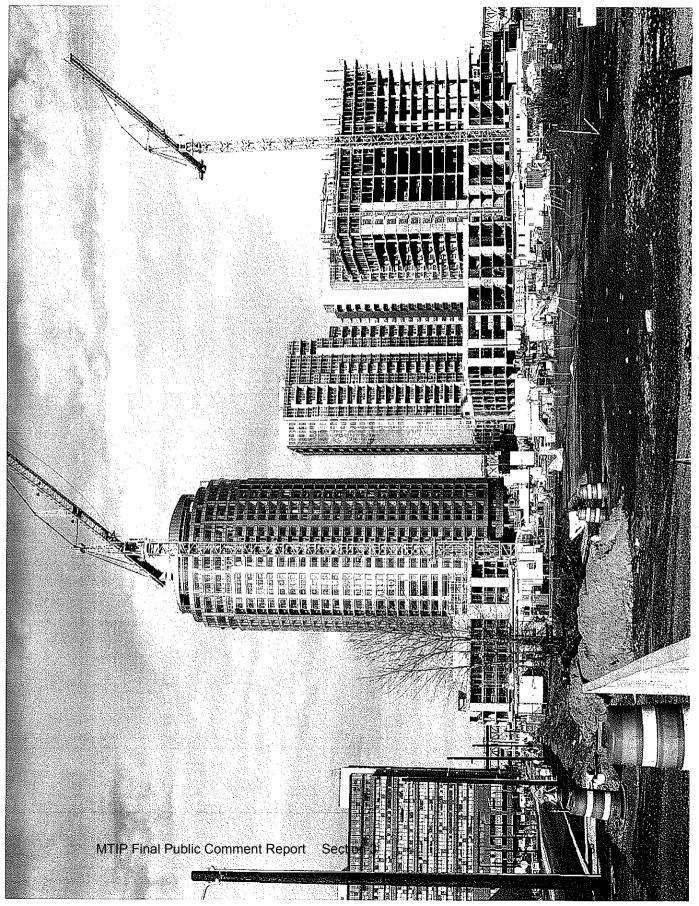


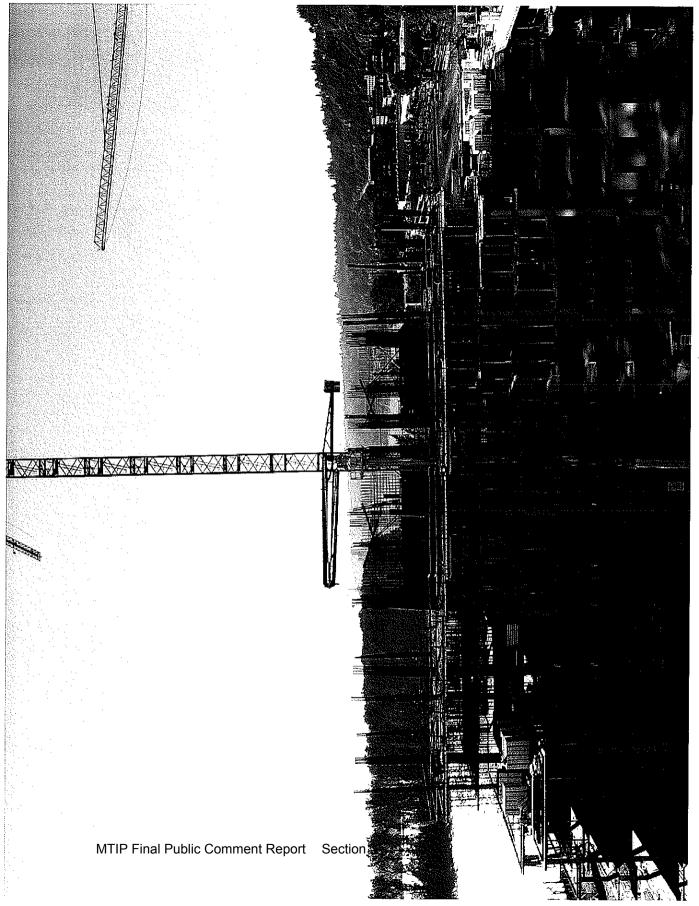


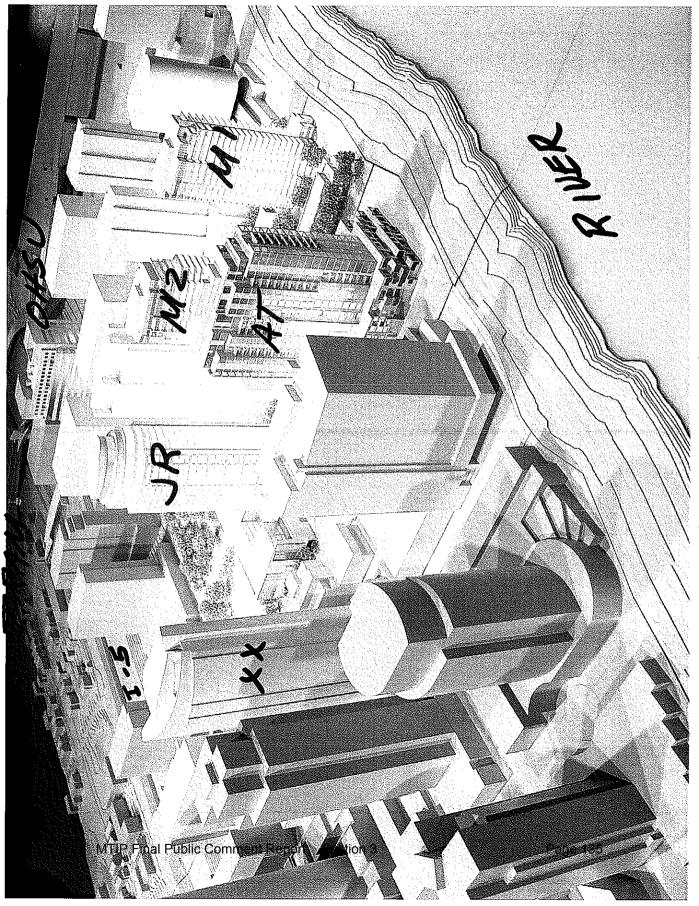


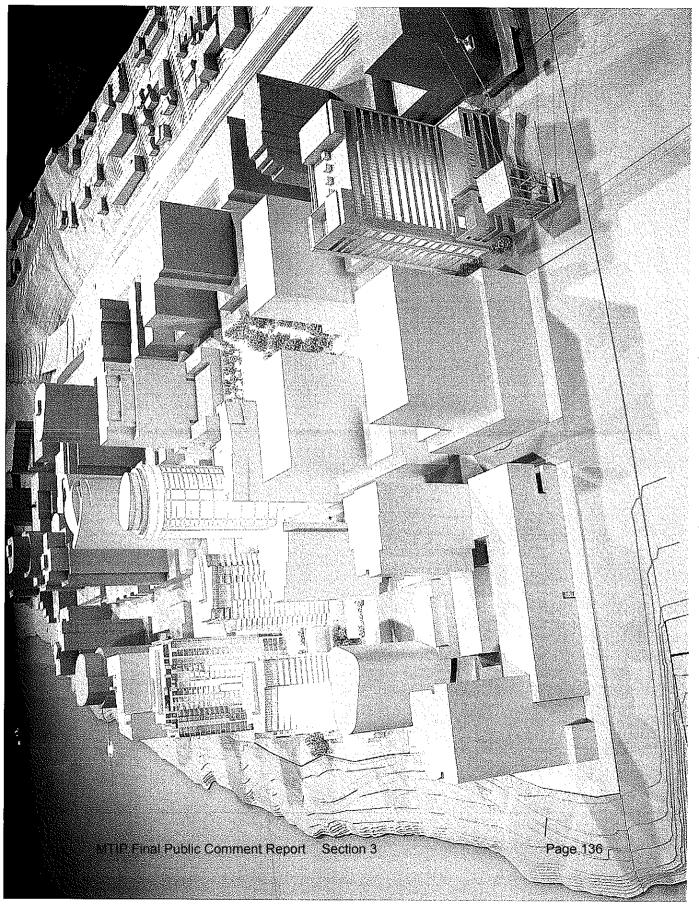














B03169

Testimony Form

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

February 13, 2007
(You must complete this section to have your remarks part of the public record. Please print) Name: LOSE ARAUZA Affiliation: Address: 186 N 57+ AVE, CORDELWS, OR 97113 Email: Include my email in your list of interested parties.
Project/program: CORNELIUS SIDE WALK PROJECT Support Oppose
Remarks (Summarize your remarks, here if you have not brought written remarks.) EL CRECY MIENTO EN OTRAS COMUNIDATES LE ESTA AFECTANDO A CORNELIUS. SOMOS UNA COMUNIDAD DONDE NOS. GUSTA CAMINAR, PERD ES DEMASIADO PELI GRO SOPARA IR A LA ESCUELA LATIENDA, LA CLINICA, AL CORREO AL BANCO, A LA IGLESIA. LOS NIÑOS CAMINAN A LA ESCUELA SIN EL BENEFICIO DE BANQUETAS, ASÍ QUE CAMINAN A LA PURA PAR DE LOS CARROS. HACE DOS SEMANAS ATROPELLARON A UN SENOR POR FALTA DE BANQUETAS Y ZONA DE

Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
MTIP Final Public Comment Report Section 3



No. 64

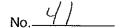
Testimony Form

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

(You must complete this section to have your remarks part of the public record. Please print) Name: Lynne Coward Affiliation: 56 NA (Sullyan Gulat) I and use committee Address: 1427 NE 17th Ave Email: Loomard Command. Com Include my email in your list of interested parties. Project/program: Sullyan' Gulat TRAIL Support Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) Thank you be supported the Sullyan Guld Trail strail Having Surved for 7 years as land Use Chain Sullyan; Gulch of am Very aware of Atlanta no dea. The trail will add I when much needed alternation to support succession created density. Receptic we endownaged to new developm G 33rd of Breadway to Support the Trail Their design. This tray did and	February 13, 2007
Remarks (Summarize your remarks here if you have not brought written remarks.) Thomas your sources of Supernoon the Sullivan Gulf Thous stranger of Sullivan; Gulch, I am very aware of the impact of Vehicular traffic of the benefit of alternate nodes. The trail will add a very much needed atternation to support more about density. Reception we endowaged the new development of 33rd of Briadway for Support the Trail	Name: Lynne Coward Affiliation: SGNA (Sullivan Guld) and use committee Address: 1427 NE 17th Ave Email: Conjard O imagina. Com Include my email in your list of interested parties. Project/program: Sullivan' Gulch TRAIL
Thonk you for supported the Sullivan Gull Trail Strawing Served for 7 years as Land Use Chair Sullivan: Gulch, I am very aware of the impact of Vehicular traffic & the benefit of alternate nodes. The trail will add a very much needed atternation to support recording or very much needed atternation to support recording to support density. Receptly we endowaged the new developing of 33rd of Briadway to support the Trail	a cupport a cippose
	Thonk you for supported the Sullivan Gull Trail Str. Having Served for 7 years as Land Use Chair Sullivan: Gulch I am Very aware of the impact of Vehicular traffic & the benefit of alternate nodes. The trail will add a Very much needed atternation to support reconsince and density. Recently we endowaged the new development of 33rd of Briadway to support the Trail

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

MIPTINAL Public Comment Report Section 3 Page 138



Page 139



Testimony Form

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

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print) Name: Affiliation: Address: Email: ☐ Include my email in your list of interested parties. Project/program: Estado 10 mich Couplet Support
 □ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
MIIP Final Public Comment Report





NIo	
No	

BD1089

Testimony Form

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

February 13, 2007 (You must complete this section to have your remarks part of the public record. Please print) Name: bankenewal Advisor Commo Affiliation: Address: Email: ☐ Include my email in your list of interested parties. urnside-Conch Couplet Project/program: 👿 Support ☐ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) redo inner Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
MTIP Final Public Comment Report Section 3

Councilor Rex Burkholder, Chair Joint Policy Advisory Committee on Transportation METRO 600 NE Grand Ave. Portland, OR 97232 FR4000 - FR4000 -

9 November 2006

Dear Councilor Burkholder and Members of JPACT,

The Columbia Corridor Association would like to lend support to three particularly critical projects for the region's freight and overall transportation network: the 82nd/Columbia Boulevard Intersection Improvement, the 223rd Avenue Railroad Undercrossing at Sandy Boulevard, and the Portland Road/Columbia Boulevard Intersection.

The Columbia Corridor is home to 2,000 businesses employing 60,000 individuals in the state's largest economic corridor. It's fair to say the Columbia Corridor is a key element of the region's economic productivity. With two interstate highways, Class I railroads, international shipping ports and an international airport, transportation is the heart of the Columbia Corridor.

The 82nd/Columbia Boulevard Intersection Improvement supports a critical link in the freight network for both air cargo and general freight. As a region, we need to get the greatest return from our investments. This project capitalizes on the East Columbia-Lombard Connector (under construction) for multiple modes. The 82nd/Columbia improvement adds the final capacity connection between 82nd Avenue and Killingsworth Street and creates bicycle lanes and sidewalks across the 82nd Avenue bridge, separating pedestrians and bicyclists from heavy vehicles on an otherwise constrained facility.

We also urge you to support the 223rd Avenue Railroad Undercrossing, an East Multnomah County priority and a vital capacity and safety improvement. The 223rd Avenue is one of three north/south streets that link the large, undeveloped employment areas to the north to the residential areas to the south in East Multnomah county. Yet the undercrossing is so substandard that two busses cannot pass at the same time. Pedestrians and bicyclists have to share the overly narrow lanes with motorized vehicles. The project would replace the railroad bridge over 223rd Avenue to allow for road widening, providing safe travel for all modes. The project has received MTIP funding in the past. Please extend that support one last time.

Finally, the Portland Road/Columbia Boulevard project provides funding for an improvement to redirect southbound trucks on Portland Road onto Columbia Boulevard, rather than send them through the St. Johns neighborhood. The project supports the functional designation of the transportation network, ultimately benefiting the St. Johns community and freight movement, in particular.

As you allocate limited Metropolitan Transportation Improvement Program funds to the region's transportation priorities, the Columbia Corridor Association urges you to consider these three critical improvements at the levels requested.

Sincerely,

Corky Collier Executive Director

Cody Colle

February 13, 2007

Council President David Bragdon Councilors Burkholder, Harrington, Hosticka, Liberty, Newman and Park Metro 600 NE Grand Avenue Portland OR 97232-2736



PORTLAND FREIGHT COMMITTEE

Dear Council President Bragdon and Councilors:

The purpose of this letter is to provide support on behalf of the Portland Freight Committee (PFC) for freight projects identified on the Transportation Priorities 2008-11, TPAC Final Cut List.

Specifically, the projects we support are:

82nd Avenue-Columbia Intersection Improvements, Fr4044: This project would add a traffic signal to Columbia Boulevard at the intersection with the southbound ramp from 82nd Avenue. It also would add a lane on the ramp to create separate southbound right and left turn lanes. Columbia Boulevard would be widened from three vehicle lanes to four and add two bicycle lanes from 80th Avenue to the terminus of the East Columbia-Lombard Street Connector and it would extend sidewalks as well.

<u>Portland Road-Columbia Boulevard, Fr0002:</u> This project would provide funding for planning and preliminary design level assessment of the Portland Road-Columbia Boulevard intersection and connecting ramp structures to channel southbound truck traffic traveling on Portland Road away from the neighborhood and onto Columbia Boulevard to the Rivergate Industrial Area and the St. John's Bridge.

In addition, the PFC supports a third project which was not recommended for funding. This project is:

North Burgard/Lombard: North Columbia Blvd to UPRR Bridge, Fr0001: This project would fund engineering, right-of-way acquisition, environmental and final design work to prepare for project construction of improvements to the North Burgard Road – Lombard Street segment from North Columbia Boulevard to, and including, the Union Pacific Railroad Bridge. In addition to upgrading and improving safety to the existing facility, it would add bike lanes and sidewalk facilities.

Please note that while the above projects are classified as freight projects, they also will be designed to improve bicycle and pedestrian access and neighborhood livability.

Thank you for your serious consideration of these projects.

Sincerely,

Ann L. Gardner

PFC Chairperson

And PFC membership:

MTIP Final Public Comment Report Section 3

Page 142

Portland Freight Committee Roster

Members in Full-standing

Steve Bates Vice President

Redmond Heavy Hauling

PO Box 11269 Portland, OR 97211 503-285-3816 sbates@babler.com

Linda Braden

Manager of Intermodal Operations

BNSF

3930 NW Yeon Avenue Portland, OR 97210 503-241-4481

Linda.Braden@bnsf.com

Corky Collier Executive Director

Columbia Corridor Association

PO Box 55651 Portland, OR 97238 503-287-8686

corky@columbiacorridor.org

Gary Eichman

Oregon Transfer Company PO Box 2804 (97208) 9304 SE Main Street Milwaukie, Oregon 97222

503-786-3300

GaryEichman@oregontransfer.com

Ann L. Gardner

Government Relations Manager Schnitzer Steel Industries, Inc. 3200 NW Yeon Avenue Portland, OR 97210 503-417-2041

agardner@schn.com

Lanny Gower Con-Way, Inc. PO Box 6046 Portland, OR 97228 503-450-5502

Gower.Lanny@CNF.com

Earl Bliven

Kroger NW Regional Logistics Manager

3800 SE 22nd Avenue Portland, OR 97202 503-797-3040

earl.bliven@fredmeyer.com

William D. Burgel

Consultant and Vice President

HDR Engineering, Inc.

1001 SW 5th Avenue, Ste. 1800

Portland, OR 97204-1134

503-423-3728

bill.burgel@hdrinc.com

Tom Dechenne

Sr. Marketing Consultant Norris Beggs & Simpson

121 SW Morrison, Ste 200 Portland, OR 97204

503-273-0356

tdechenne@nbsrealtors.com

Jan M. Frost

Chief Financial Officer

Harris Transportation Company, LLC

3077 NW St. Helens Road Portland, Oregon 97210 503-552-5800 Ext. 102

JFrost@htc-llc.com

Peter George

4445 Kenthorpe Way West Linn, OR 97068

503-635-6532

mailto:pwgeorge@comcast.net

Jerry Grossnickle Chief Financial Officer Bernert Barge Lines

13510 NW Germantown Road

Portland, OR 97231 503-289-3046

JerryGBW@aol.com

Portland Freight Committee Roster

Bruce Halperin Sales Manager Vancouver Oil Co. PO Box 528 Vancouver, WA 98666

503-235-3063 - Cell 503-314-5510

halps@qwest.net

Andrew Johnsen BNSF

2454 Occidental Avenue, S.

Suite 1A

Seattle, WA 98134 206-625-6135

andrew.johnsen@bnsf.com

Wayne Kingsley Chairman

The Portland Spirit 110 SE Caruthers Street Portland, OR 97214 503-224-3900

wayne@portlandspirit.com

James Nave

Regional Director - Sales - Industrial Products Marketing

and Sales

Union Pacific Railroad

222 N.E. Park Plaza Dr, Ste. 125

Vancouver, WA 98684

360-514-9724

jmnave@up.com

Robert Russell, President

Oregon Trucking Associations, Inc.

4005 SE Naef Rd Portland, OR 97267

503-513-0005 or 888-293-0005

Russell@ortrucking.org

Dick Swennes

President (retired) Convoy Company 5295 SW Dover Lane

Portland, OR 97225

SwennesTR@MSN.com

Marion Haynes Policy Analyst

Portland Business Alliance

520 SW Yamhill Portland, OR 97204 503-224-8684

MHaynes@portlandalliance.com

Lee Johnson President Jet Delivery

6225 NE 112th Avenue Portland, OR 97220 503-256-3621

leej@jetdeliverysystems.com

Rob Mathers

Kinder-Morgan

5880 NW St. Helens Road Portland, OR 97210 503-220-1256

rob mathers@kindermorgan.com

Brad Roos

UPS

6707 N. Basin Avenue Portland, OR 97217 503-283-6620

pdx1bxr@ups.com

Bob Short

Public Affairs Manager Glacier Northwest, Inc. 1050 N. River Street Portland, Oregon 97227

503-335-2614

BShort@glaciernw.com

Charles Tindall

Vice President

Blue Line Transportation Company

2606 N. Newmark Portland, Or 97217 800-567-2134

Charlie@bluelinetrans.com

Good evening. I'm Bill Barber and like you I'm an elected official. You see I was just elected to board of directors of my condo homeowners association. You may be thinking to yourself: "well he doesn't represent as many people as I do, and what's this got to do with not cutting the Regional Travel Options program?"

As I look out my 4th floor condo window, it occurs to me that I'm seeing a number of RTO related programs that positively affect me and my fellow condo residents at the household, street, neighborhood and region-wide level.

- I see 4 east-west and 1 north-south transit lines, the buses filled with people.
- I see people on bikes all over the neighborhood, using the bike lanes on Broadway, Weidler and NE 15th. I imagine them connecting to the Sullivan's Gulch Trail, another project I strongly support.
- I see the flex car parked across the street.
- I could throw a baseball across the imaginary boundary of the Lloyd District TMA — a jewel in the crown of the RTO program.
- I see cars and trucks moving on the Fremont Bridge off-ramp, and don't think they'd be moving quite as well without the marketing efforts of the RTO program.
- I see a lot of people on the side walks, frequenting a variety of small businesses on NE Broadway, people who have left their cars at home.
- And I see the makings of a nice sunset, albeit a cloudy one, with the West Hills and the Pearl District skyline not obscured by air pollution that's been reduced by the RTO program.

Well that's what I see. Look closely around the region and I think you'll see the positive benefits of the RTO program, and will vote to not cut any funding from the program.

Thank you.

PORTLAND PARKS & RECREATION



Healthy Parks, Healthy Portland

BKIOYB

February 9, 2007

Ted Leybold Metro 600 NE Grand Avenue Portland, OR 97232

Subject: MTIP funding for Willamette Greenway

Dear Mr. Leybold:

As you know, the project scope and funding request for the Willamette Greenway in South Waterfront has been reduced. The revised project needs \$600,000 from MTIP (and Portland Parks & Recreation match of \$110,000) in order to construct the 600 linear feet of 12' wide bicycle trail and 10' wide pedestrian trail from SW Lowell to SW Lane. This "Prometheus segment" will connect the existing greenway trail that currently ends at the Old Spaghetti Factory with the forthcoming greenway trail between SW Lane and SW Gibbs.

This project not only serves the growing population of South Waterfront, but it will restore the connectivity that current street and building construction has made so hazardous. With the new connections to the streetcar and tram at SW Gibbs, the continuous Central District and Prometheus segments should be a significant alternative route for commuters to and through this constrained area.

This trail is the top-ranked project in the *Trails Strategy* accepted by Council in June 2006. It was technically ranked #2 of bike/trail projects on the Metro staff-recommend 150% list. We request that the revised project be put back on the list for \$600,000. It is a very visible and critical component of the bike and pedestrian system and will help the City attain platinum bicycle status.

Sincerely,

Zari Santner Director

cc: Dan Saltzman

Administration

1120 S.W. 5th Ave., Suite 1302 Portland, OR 97204

Tel: (503) 823-7529 Fax: (503) 823-6007

www.PortlandParks.org Dan Saltzman, Commissioner Zari Santner, Director

Sustaining a healthy park and recreation system to make Portland a great place to live, work and play.





PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland

February 13, 2007

Ted Leybold METRO 600 NE Grand Avenue Portland, Oregon 97232-2736

Subject: Metropolitan Transportation Improvement Program (MTIP) funding for Bk1048

Willamette Greenway: SW Lane to SW Lowell

Dear Ted.

On behalf of the Portland Parks Board, we are requesting that the Metro Council and the Joint Policy Advisory Council on Transportation (JPACT) include the revised request for \$600,000 for a shorter segment of the trail in the Metropolitan Transportation Improvement Program (MTIP) final cut list. Portland Parks & Recreation (PP&R) will provide an (over) match of \$110,000 to this amount. The original project was on the Metro staff-recommended 150% list due to its high technical score and strong qualitative factors. However, concerns about prior transportation funding in South Waterfront led to the Bicycle Transportation Alliance (BTA) recommending substitution of another project. The project still received a high level of support in the first public comment period.

Portland Parks & Recreation has worked with representatives of the BTA, Audubon Society of Portland, and the Urban Greenspaces Institute, as well as current residents of South Waterfront, to craft a compromise proposal. PP&R will use other funds for the 1300 feet of trail in the Central District (SW Gibbs to SW Lane). However, no tax increment funds (TIF) are available for the 600 feet between SW Lane and SW Lowell. Without MTIP funds, there will be a gap between the existing trail that ends at the Old Spaghetti Factory and the forthcoming Central District segment that links to the street car and aerial tram.

Portland Parks Board

c/o 1120 SW Fifth Avenue, Room 1302, Portland, OR 97204

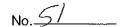
Rev. T. Allen Bethel • Rich Brown • Thomas Bruner • Bill Hawkins •

Mike Houck • Nichole Maher • Steffeni Mendoza Gray, Chair • Scott Montgomery •

Chet Orloff • Joey Pope • Mary Ruble • Keith Thomajan • Jeffrey Tryens •

Barbara Walker, emeritus

MTIP Final Public Comment Report Section 3 Page 147





Testimony Form

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

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print) Name: Affiliation: Address: Email: ☐ Include my email in your list of interested parties. upgrade for Celly Blod. Project/program: Support 5 □ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) neighborhood 40(0 CCD WING 1000-1100cl Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any ng material attached PFinal Public Comment Report Section 3 Page 148



No.____

Testimony Form

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

February 13, 2007 (You must complete this section to have your remarks part of the public record. Please print) KOB MATHERS Name: Affiliation: Address: Email: ROB_MATHERS@KINDERMORGAN.COM ☐ Include my email in your list of interested parties. FREIGHT PROJECTS Project/program: Support □ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) SAFE + EFFICIENT MOVEMENT OF FREIGHT THE REGION'S ECONOMY 457 REQUESTED FOR BOTH FREIGH WE & SUEWALK FACILITIES. PLEASE FULLY-FUND THESE WORTHY Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any supporting material attached.
MTIP Final Public Comment Report Section 3 Page 149

Ted Leybold Metro Planning Dept. 600 NE Grand Ave. Portland, OR 97232

Dear Mr. Leybold,

As Oregon's economy continues to grow, so does the critical need to maintain and improve the state's infrastructure, and in particular, to keep freight moving. Kintetsu World Express Portland extends our full and enthusiastic support for the Port of Portland's 82nd Avenue/Columbia Boulevard Intersection Improvement project. This project provides the unique opportunity to improve both the near term viability of a major artery of our transportation system, as well as ensure that it meets the region's long-term freight capacity needs.

The proposed improvement picks up where the East Columbia-Lombard Connector leaves off. The project will signalize and add turning lanes to the 82nd Avenue/Columbia Boulevard intersection southbound ramp, widen Columbia Boulevard at the intersection and extend sidewalks and bike lanes over the 82nd Avenue bridge from the Connector project. Individually, each of the improvement components addresses challenges that stress this vital intersection. Together, they increase access for the area's primary users, improve safety, and benefit the environment.

Kintetsu World Express is a global freight forwarder and broker who has been servicing the Portland market for over 20 years. We have 12 employees here in Portland, and control a large percentage of the air freight moving between Portland, Japan, and the rest of Asia.

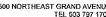
Looking toward Portland's future we cannot help but become excited for the region's extraordinary growth potential. However, we must temper that growth with thoughtful planning. The Port of Portland's project to improve the 82nd Avenue/Columbia Boulevard Intersection becomes more vital with each passing day. Our capability to grow and remain strong contributors to the region's economic success depends on projects such as these.

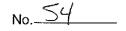
In closing, I urge you to approve this project and to continue to support Portland's growth, future, and its commitment to safety and sound planning.

Sincerely,

Chad Lindsay, Branch Manager

Kintetsu World Express, Inc.





Page 151



Testimony Form

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

February 13, 2007

(You must complete this section to have your remarks part of the public record. Please print) Name: Affiliation: Address: Email: ☐ Include my email in your list of interested parties. Project/program: X Support □ Oppose Remarks (Summarize your remarks here if you have not brought written remarks.) Submit color copy to Clerk of the Council after you testify along with any supporting material. If you do not wish to testify orally, place this completed form in the "Comments" box with any

supporting material attached.
MTIP Final Public Comment Report

Jobs to make ends meat to get here I have their voices heard. With my one attempt at wigning upon support of fully funding the Green Street c'Cully Project-please envision several hundred individuals standing behind my request.

I'm aware that all projects are needed however, this is based on safety for all Cully residents

Thank you.

Testimony Michelle Haynes, REACH Community Development Joint Policy Advisory Committee on Transportation February 13, 2007

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

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

As you know, housing prices in Portland have risen twice as fast as incomes over the past decade, and the housing cost burden has hit the poor much harder than anyone else. At the same time, transportation costs are also a heavy burden for lower income families.

According to the Center for Housing Policy, on average lower income families in Portland have to spend as much or more of their income on transportation as on housing. For these families, freedom from auto dependency is a crucial part of their effort to climb out of poverty.

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

In 2005, REACH took over the property management of McCuller Crossing, an affordable mixed use apartment building on Killingsworth between Haight and Vancouver. McCuller is home to 40 families, 60% of which make less than 30% of median income. These MTIP Final Public Comment Report Section 3 Page 153

families, including 32 children and six elderly people, depend heavily on transit, bicycle and pedestrian connections to get to school, work, and shopping. In addition, McCuller now has three minority-owned neighborhood businesses in the ground floor, and they all depend heavily on foot traffic and transit for their customers.

With the help of the community and stakeholders, REACH has been able to dramatically reduce crime and vandalism at McCuller Crossing and fill all units. REACH, our investor US Bank and our funders have invested several million dollars in the turnaround.

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

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

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

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

Thank you for your time and consideration.



PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland

February 13, 2007

Ted Leybold METRO 600 NE Grand Avenue Portland, Oregon 97232-2736

Subject: Metropolitan Transportation Improvement Program (MTIP) funding for Bk1048

Willamette Greenway: SW Lane to SW Lowell

Dear Ted:

On behalf of the Portland Parks Board, we are requesting that the Metro Council and the Joint Policy Advisory Council on Transportation (JPACT) include the revised request for \$600,000 for a shorter segment of the trail in the Metropolitan Transportation Improvement Program (MTIP) final cut list. Portland Parks & Recreation (PP&R) will provide an (over) match of \$110,000 to this amount. The original project was on the Metro staff-recommended 150% list due to its high technical score and strong qualitative factors. However, concerns about prior transportation funding in South Waterfront led to the Bicycle Transportation Alliance (BTA) recommending substitution of another project. The project still received a high level of support in the first public comment period.

Portland Parks & Recreation has worked with representatives of the BTA, Audubon Society of Portland, and the Urban Greenspaces Institute, as well as current residents of South Waterfront, to craft a compromise proposal. PP&R will use other funds for the 1300 feet of trail in the Central District (SW Gibbs to SW Lane). However, no tax increment funds (TIF) are available for the 600 feet between SW Lane and SW Lowell. Without MTIP funds, there will be a gap between the existing trail that ends at the Old Spaghetti Factory and the forthcoming Central District segment that links to the street car and aerial tram.

Portland Parks Board

c/o 1120 SW Fifth Avenue, Room 1302, Portland, OR 97204

Rev. T. Allen Bethel • Rich Brown • Thomas Bruner • Bill Hawkins • Mike Houck • Nichole Maher • Steffeni Mendoza Gray, Chair • Scott Montgomery •

Chet Orloff • Joey Pope • Mary Ruble • Keith Thomajan • Jeffrey Tryens •

Barbara Walker, emeritus
MTIP Final Public Comment Report Section 3 Page 155

The South Waterfront District is beginning to experience residential and employment growth that will continue as the district continues to develop. These residents, employers and employees need to have safe access to this trail. Construction makes walking or riding in the area very

dangerous. The project is part of the Central City Plan and meets many 2040 Plan goals. The \$710,000 will complete grading and paving for 600 linear feet of 12' wide bicycle path and 10' wide pedestrian path. Additional funding will be sought for lighting and trees. Unlike the Central District, there will be no other adjacent greenway improvements, but this will make the critical trail connection.

We look forward to seeing this trail complete. Thank you for your consideration.

Sincerely,

Steffeni Mendoza Gray, Chair

Steffeni Mendez Svoj

Portland Parks Board

Cc: City of Portland Commissioner Sam Adams

Portland Parks Board

c/o 1120 SW Fifth Avenue, Room 1302, Portland, OR 97204



FRIENDS OF NORTH CLACKAMAS PARK

ruma kalangan mengalah kecamatan kerajaran perjebah

P.O. Box 220263, MILWAUKIE, OREGON 97269
WWW.FONCP.ORG IA 501C3 NONPROFIT ORGANIZATION

November 12, 2006

Attn: MTIP Public Comments

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

Subject: Kellogg Lake Dam Removal G-55049

Dear Sir:

The Board of Directors for The Friends of North Clackamas Park supports removal of the dam creating Kellogg Lake and the replacement of the bridge over Kellogg Creek provided the resulting open space and surrounding park land are not used for a transit center or any other commercial use.

The mission of The Friends of North Clackamas Park is to create community on common ground by preserving parks, wildlife and habitat for our children's children. We want to bring back the Kellogg Creek Watershed fish runs in our lifetime.

Existing wildlife habitat at Kellogg Lake is degraded and, according to the 2002-2003 report from Oregon Fish and Wildlife funded by Water Environment Services and Clackamas County Service District No. 1, the first two reaches of Kellogg and Mt. Scott Creeks are severely impaired.

- According to a multi-agency study undertaken in 2001, the dam is the limiting factor preventing endangered species from migrating up Kellogg Creek and into Mt. Scott Creek to North Clackamas Park and the Three Creeks Natural Area.
- The dam limits access to the North Clackamas Greenway, a connectivity corridor for wildlife such as the Blue Heron and the Bald Eagle.
- Because of the dam the Lake water is stagnant and warm. Invasive plants are rampant. Spoils dumps and urban debris litter public banks of the lake.



February 9, 2007

Ted Leybold METRO 600 NE Grand Avenue Portland, Oregon 97232-2736

SUBJECT: MTIP FUNDING FOR BK1048 WILLAMETTE GREENWAY: SW LANE TO SW LOWELL

We urge that Metro Council and JPACT include the revised request for \$600,000 for a shorter segment of the trail in the MTIP final cut list. Portland Parks and Recreation will provide an (over)match of \$110,000.

This would help complete part of the South Macadam Gap identified as one of the highest priority gaps in the 40-Mile Loop trail. Public demand for separated trail access continues to grow there faster than anywhere in the City. We think families need safe, healthful, and fun trails away from roads and this can be one of them.

The need there is growing faster than reliance in other funding sources can sustain as evidenced by projected phasing for the South Macadam Gap estimated to span decades. This opportunity needs support and approval now. Without MTIP funds, there will be a gap between the existing trail that ends at the Old Spaghetti Factory and the forthcoming Central District segment that links to the street car and aerial tram.

We understand the \$710,000 will complete grading and paving for 600 linear feet of 12' wide bicycle path and 10' wide pedestrian path. Additional funding will be sought for lighting and trees. Unlike the Central District, there will be no other adjacent greenway improvements but this will make the critical trail connection which is so important for the South Macadam Gap of the 40-Mile Loop Trail.

Sincerely,

40-MILE LOOP LAND TRUST

Mel Stout, Board Member

(and Member, North Macadam URAC)

2964 North Holladay Drive o Cornelius, OR o 97225

phone (503) 421.2382 o fax (503) 693.6700

margietucker@comcast.net o CB # 143308

Original: TRIM Entry Copies: UGB Record

Councilor Kathryn Harrington

Tim O'Brien - Growth Mgmt



Construction of Oregon, llc

February 3, 2007

Kathryn Harrington, Metro Councilor 600 NE Grand Avenue Portland OR 97232

RE: Boulevard Project "East Baseline Street, Cornelius 10th to 19th Avenue

Dear Kathryn,

I was excited to read in the Cornelius Gazette about the above project! Our sweet town deserves some "glam".

As a major builder in the Forest Grove area and resident of the City of Cornelius for the past two+ years, I see the impact on Baseline. As more potential buyers move out to the country to find larger lots, clean air and the beautiful scenery in Forest Grove. Cornelius' exposure becomes relevant to the lifestyle we are trying to preserve in this area. The traffic, and wear and tear on the City coupled with the lack of revenue and tax base and the recent refusal to expand the urban growth boundary has taken it's toil on us. The addition of a drive through Starbucks and Walgrens gave the City a boost and keeps our spirits high. We eniov a lifestyle where the City Council members still knock on our doors and children play hop scotch in the streets and neighbors can be seen in their pajamas on a Saturday morning at Fred Meyers! Please help us to keep our identity and not be swallowed up Forest Grove.

There is plenty of existing commercial property along Baseline in Cornelius just waiting to be bought. If more investors and franchises could feel comfortable with updated surroundings, there would be a "boom" here. It seems like that is what Metro is looking for. Instead of opening up new land - find a reason to use the existing.

Good luck to our City of Cornelius!

Sincerely,

Margie Tucker

Crown Construction of Oregon LLC



Urban Renewal Advisory Committee

Cindy Peek Chair, Resident

Jeff Rose Vice Chair, Lents Nbhd. Assoc.

Jess Laventall Lents Nohd, Assoc.

Rebecca Staveniord Alternate, Lents Nbhd, Assoc

Mary Walker Powellhurst-Gilbert Nobid Assoc.

Pati Hall Powelfhurst-Gilbert Nbhd Assoc.

Debbie Black Foster Area Business Assoc.

Gary Sargent 82st Ave. Business Association

Devin Culbertson Housing Organization

Roger Rees Community Organization

Steve Messinetti Community Organization

Community Organization

Clint Leonard Resident

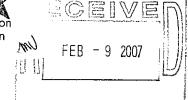
Resident

Michael Cumminos Resident

Alan Brzycki Business

Business

Distribution: Council President David Bragdon Pat Emmerson - Transportation



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

February 6, 2007

MTIP APPLICATION: LENTS TOWN CENTER BUSINESS DISTRICT STREETSCAPE PROJECT

Dear Metro President and Councilors:

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

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

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

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

Sincerely,

Cyrelia L. Prek Cynthia Peek, Chair

Lents Town Center URAC

Cc Lents Town Center URAC Members Sue Kiel, PDOT Rich Newlands, PDOT Bruce Warner, PDC Amv Miller Dowell, PDC

Portland Development Commission 222 NW Fifth Avenue Section 3 METRO 600 NE Grand Avenue Portland, Oregon

To: Joint Policy Advisory Committee on Transportation and

The Metro Council

Re: Public Comment -

2008-11 MTIP Metro Transportation Improvement Fund

My name is Kerry Brown I reside at 3546 NE 152nd Avenue Portland, Oregon 97230

I want to thank you for allowing citizens to comment and I encourage METRO to proceed with the planning and purchase of future property for pedestrian and bike trails, green space and preservation of land for public recreational use.

As a long time resident of East County/Wilkes, I continually address the issue of pushing density without adequate infrastructure to each branch of government. Infrastructure should be in place before new subdivisions and mixed uses get built and consideration for appropriate landscape and open space allowances.

With increased residential and commercial developments, more people, traffic and crime spill into our neighborhoods. Existing thoroughfares cannot handle current freight and public transportaion. People will continue to drive and

adequate parking will become another concern.

In Parkrose, Argay and Wilkes Community, residents have discussed the need for Sandy Blvd. to be widened from NE 122nd to the City Limits. Currently there is adequate shoulder on the South to provide for a center turn lane and sidewalk. ODOT and PDOT need to resolve their control over jurisdicition and share equally in the cost to make adequate long term improvements to Sandy Blvd. Pedestrian safety has not even been a consideration of TriMet whose rider ship has to cross two lanes of traffic with vehicle speeds that exceed 45mph all the while Sandy Blvd. becomes more congested and drivers less patient and more careless.

Please review and observe how poorly planned and managed Powell Blvd, and feeder streets became due to density. Assist East County with receiving their share of suitable transportation improvements and recreational land.

I support any and all projects related to NE 223rd and Sandy Blvd. I support any and all projects related to SW Trails - Don Baack projects

Thank you for taking the time to read this. Kerry Brown

MTIP Final Public Comment Report Section 3

Carol Colleen PO Box 362 Fairview OR 97024-0362 Cell: 503-490-4068 Home/Fax: 503-492-8681

February 13, 2007

Metro Planning Fax: 503-797-1930

RE: Funding for Fairview Transportation Project Railroad Undercrossing at NE 223rd and Sandy Blvd

I would again like to encourage the funding of this critical road project in Fairview for the following reasons:

DANGEROUSNESS

- The narrowness of the road at the point of the underpass makes it extremely
 hazardous for traffic especially when busses or large trucks must take this route.
 Large vehicles cannot navigate the underpass without crossing over the center line.
- The total lack of bike or pedestrian lanes

IMPEDIMENT TO CONVENIENT BIKING OR WALKING TO LOCAL SHOPPING

- By widening this underpass and providing safe bike and pedestrian lanes, this will create a direct route to areas like Wood Village Shopping Center and Bally's Gym.
- Currently pedestrians and bike riders cannot safely commute to these areas without traveling on NE 207th which is a much longer route.

I appreciate the fierce competition for the limited transportation dollars and I very much appreciate the fact that this critical project is still in the running.

Thank you for this opportunity to comment.

Carol Colleen Fairview Resident No Lower Columbia Coho salmon, no Lower Columbia winter steelhead/rainbow trout, and no Lower Columbia and Upper Willamette Spring Chinook salmon were found in the Kellogg Creek watershed during the 2002-2003 study of fish.

The benefits of removing the dam are significant. Removal of the dam has high probability of successfully improving the Kellogg and Mt. Scott Creeks watershed.

- Removal of the dam will restore habitat connectivity, which in turn directly
 affects the productivity of fish, bird and wildlife populations in the watershed,
 including Pileated Woodpeckers last seen in North Clackamas Park before
 construction of the youth tournament complex.
- Removal of the dam will restore key watershed processes which include natural delivery and movement of water, wood, gravels and sediment.
- Removal of the dam will increase storm water capacity during high water.

The Board of Directors for The Friends of North Clackamas Park supports removal of the dam creating Kellogg Lake and the replacement of the bridge over Kellogg Creek provided the resulting open space and surrounding park land are not used for a transit center or any other commercial use.

Yours truly,	
2	
Eric Shawn, President, Board of Director	s [Representing Members at Large]
Leon Messel	
Dion Shepherd, Board of Directors [Repr	resenting Members Living in Milwaukie]
Lusan Shawn	
Susan Shawn, Board of Directors [Repres	senting Members Living in the Oak Lodge CPO

(2) A Control of Artists of Charles and Artists of Charles and Charles and

Application of the property of th

· 接触要性機能以下的 如此,这是"1995年,"。1777年,1970年

0836 SW Curry Street, # 14 08 Portland, Oregon 97239

Dear Mr. Leybold,

I strongly support the City of Portland's application to create parallel pedestrian and bicycle trails in South Waterfront from Lane to Lowell (Prometheus Segment).

This gap needs to be funded to connect the Central District with the Old Spaghetti Factory Trail. Please note my support for the record so that the people traveling through our neighborhood will be away from the traffic and construction zone as it is now.

We have lived in "the neighborhood" for years before this and consider the waterfront trail a centerpie ce of life in this area and for people downfown.

Sincerely,

Meriwether Resident

felly Shaper
Lesident
Kelly Shafer

DEGETMEN L +=6 1 & 2007 | By_____

0836 SW Curry Street, # 1408 Portland, Oregon 97239

Dear Mr. Leybold,

I strongly support the City of Portland's application to create parallel pedestrian and bicycle trails in South Waterfront from Lane to Lowell (Prometheus Segment).

This gap needs to be funded to connect the Central District with the Old Spaghetti Factory Trail. Please note my support for the record so that the people traveling through our neighborhood will be away from the traffic and construction zone as it is now.

Sincerely

Meriwether Resident Mark Shat

MTIP Final Public Comment Report

Section 3

Page 164

MURTIANO OR 922

Kirsty Hall Zore www Keamey St#3 Portland OR 97209



Dear Mr. Burkholder,

BK 1048

I strongly support the City of Portland's application to create parallel pedestrain and bicycle trails in South Waterfront from SW Lowell to SW Gibbs for the following reasons:

If you were riding, you'd be happy by now. BikePortland.org

For public record, please be sure to put your name and address on the front of the postcard.

OB36 SW Curry St #906
Portland OR 97236



BK 1048

Dear Mr. Leybold,

I strongly support the City of Portland's application to create parallel pedestrian and bicycle trails in South Waterfront from SW Lowell to SW Gibbs for the following reasons:

We moved to Portland 3 weeks before
the Streetcar Station opened at OHSU. I have
not driven to work since it opened. Thanks
for your planning for South Waterfront!
There are so many people walking, running
and biking along Moody. With the opening
of OHSU there is a huge increase in
traffic on Moody. We need the trailsystem
for the safety of all.
MTIP Final Public Comment Report Section Hanks.

For public record, please be sure to put your name and address on the front of the postcard.

Page 165

Dear Mr. Leybold,

I strongly support the City of Portland's application to create parallel pedestrian and bicycle trails in South Waterfront from SW Lowell to SW Gibbs for the following reasons:

This will to a very useful link, promet!

Jack New 18 Mary 20 1904 SE Hemiach Partland OR 97214

- June

For public record, please be sure to put your name and address on the front of the postcard.

PORTLAND UK 9/2

Shayna Relater por 2000 PM 71 3107 N Jerry Street

BK 1048

Dear Mr. Leybold,

I strongly support the City of Portland's application to create parallel pedestrian and bicycle trails in South Waterfront from SW Lowell to SW Gibbs for the following reasons:

- Creating a parallel trail system will make for a Safe and viable system means of getting around without having to use a motor vehicle.
- Having a highly functional bike and ped system capitalizes on and maximizes all the other hugeinvistments being made in this District.

For public record; please be sure to put your name and address on the front of the postcard.

Dear Mr. Leybold,

I strongly support the City of Portland's application to create parallel pedestrian and bicycle trails in South Waterfront from SW Lowell to SW Gibbs for the following reasons:

Gov McCall gave us the west bank, Mayor Katz gave us the east bank, the river belongs to the people. We must continue this heritage for future generations.

For public record, please be sure to put yo

PORTLAND O

Krista Panos Por 2005 P OB47 Sw Pennoyer St Portland OR 97239

BK 1048

Dear Mr. Leybold,

I strongly support the City of Portland's application to create parallel pedestrian and bicycle trails in South Waterfront from SW Lowell to SW Gibbs for the following reasons:

I walk my dog daily from Sw Eurny to Willamete Park and would feel much safer walking through the South Waterfront neighborhood on a designated Pedestrian trail. Today I have to share the road with very large construction vehicles and Cyclists which is not safe front of the postcard. Thank you, Krista Vanoce

ERIK & HEATHER LINVOG 10890 NE RENNE ROAD NEWBERG, OR 97132

BK 1048

Dear Mr. Leybold,

I strongly support the City of Portland's application to create parallel pedestrian and bicycle trails in South Waterfront from SW Lowell to SW Gibbs for the following reasons:

. I USE THE CORRIDOR TRAIL FOR RUNNING APPROXIMATELY ONCE A WEEK.

- I would use it more IF I DIO NOT HAVE TO RUN THROUGH STREET TRUFFIC FROM THE DOWNTOWN AREA (WHERE I WORK)

. THE CURRENT TRAIL IS APPRECIATED AND IS A WONDERFUL STREETH OF GREEN SPACE.

I BELIEVE MORE PEOPLE WOULD USE THE TRAIL
IF IT WERE CONTINUOUS. THANKS FOR YOUR CONSIDERATION,

For public record, please be sure to put your name and address on the front of the postcard.

Pd 5052

I strongly support Milwaukie's MTIP Application for Southeast 17th Avenue: Southeast Ochoco to Lava Drive, because

- This project will link two major regional multi-use trail systems, the Trolley Trail and the Springwater Trail, completing a key link in the regional bike/pedestrian/multi-modal system.
- This particular link in the system would not only improve recreational trail access for many users, but would also be a key element in a seamless bicycle travel/commute route from Gladstone to Portland.
- The project will benefit efforts to revitalize downtown and riverfront Milwaukie.

Thank you for considering Mitwaukie's application!

Submitted as one of 34 identical statements supporting BK1048, signed by residents of the Meriwether.

0836 SW Curry Street, #1605 Portland, Oregon 97239

Dear Mr. Leybold,

I strongly support the City of Portland's application to create parallel pedestrian and bicycle trails in South Waterfront from Lane to Lowell (Prometheus Segment).

This gap needs to be funded to connect the Central District with the Old Spaghetti Factory Trail. Please note my support for the record so that the people traveling through our neighborhood will be away from the traffic and construction zone as it is now.

Sinceraly,

Meriwether Resident



February 13, 2007

Mr. Ted Leybold METRO 600 NE Grand Avenue Portland, Oregon 97232-2736 FAX503-797-1930

RE: MTIP funding for Bk1048 Willamette Greenway: SW Lane to SW Lowell

Dear Mr. Leybold

LBC asks that Metro Council and JPACT include the revised request for \$600,000 for a shorter segment of the trail in the MTIP final cut list. If no TIF funds are available for the 600 feet between SW Lane and SW Lowell. Without MTIP funds, there will be a gap between the existing trail that ends at the Old Spaghetti Factory and the forthcoming Central District segment that links to the street car and aerial tram.

There are a growing number of residents and jobs in this district. The additional money will complete grading and paving for 600 linear feet of 12' wide bicycle path and 10' wide pedestrian path. Additional funding will be sought for lighting and trees. Many Business people and residents use the path on a daily basis. For years this extension has been a problem and a gap in the Willamette greenway trail. It is a shame that a 11 mile loop from the steel bridge to the Sellwood bridge has this gap.

Lorentz Bruun Construction

3611 SE 20th

Portland, OR 97202

EMAILS FROM TRANS SYSTEM ACCOUNTS

BD3169

>>> victor pelayo <pelayov@msn.com> 4:57 PM 2/8/2007 >>> RE:East Baseline Street, Cornelius, 10th to 19th Ave.

Kathryn Harrington,

I'm a resident of Cornelius and I'd like to give my vote about the above project, it will benefit the city of Cornelius bringing more businesses and people to the community.

Thanks Victor Pelayo Morgage Broker cell 503-702-7740

BD3169

>>> Metro <webmaster@metro-region.org> 11:26 PM 2/8/2007 >>> Jay Capili at <j62001@yahoo.com> sent feedback about "Councilor Kathryn Harrington" (382).

Feedback:

Hi, Kathy

I'm a resident in Cornelius and strongly support the "Main Street" project. It'll make prouder to be a citizen of Oregon.

Re: MTIP comment - Willamette Greenway, SW Lane to SW Lowell >>> Jack Newlevant <Jack@Newlevant.com> 02/10/07 4:30 PM >>> This is a very important link. Please count my strong support for its funding!

Jack Newlevant

Bi(cycle) Ro(ute) Te(chnology)
home: 503.236.4920 -----___o
cell: 503.806.3771 ------ _'\<,_
work: 503.797.1823 -----(_)/ (_)______

>>> "Ed Doyle" <doyleed@gmail.com> 10:23 AM 2/5/2007 >>> Hi Kathryn,

My wife Cindy and I live in Cornelius at 3034 N. Holladay Drive. We want to voice our support for the efforts to beautify Baseline street through Cornelius. We applaud the efforts to obtain Federal Government assistance and wish you success in your efforts.

We are currently out of town and will not be able to attend the Tuesday meeting, but want our support for the project to be noted.

Regards
Ed and Cindy Doyle

Rita McCormick at <<u>ritamc2@verizon.net</u>> sent feedback.

Feedback:

Funds to improve Farmington Road, SW Murray to Hocken. I live just off 141st Street and Farmington. Farmington is busy, but not too busy, the road seems fine to me and I see no need for any improvement work on Farmington Road. Use your money elsewhere.

Theresa Garcia at < tagfln@aracnet.com > sent feedback.

Feedback:

As a supporter of a variety of transportation options in the metro area, I would like to express my support for \$600,000 in MTIP funds for BK 1048 Willamette Greenway: SW Lane to SW Lowell. I have bicycled and walked on the existing Willamette Greenway path many times, and feel it is vital that the path be extended from the Spaghetti Factory to SW Gibbs. It would create a much safer option for bicyclists and pedestrians.

Thank you for considering my request.

>>> "Catherine Sidman" <CatherineS@shellab.com> 12:17 PM 2/12/2007 >>>

Dear Kathryn.

I have attached a letter of support for the City of Cornelius Boulevard Project. It is so good for us to know that we have you pulling for us. As you suggested, I copied Commissioner Rogers and Mayor Drake.

We appreciate you!

Catherine
Catherine Sidman
Project Manager
Sheldon Manufacturing
503.640.3000 #62
www.shellab.com

Catherine Sidman

947 South Beech Street Cornelius OR 97113

February 12, 2007 FAX 503-797-1930

Kathryn Harrington Metro Councilor 600 NE Grand Avenue Portland OR 97232

RE: Project Code BD3169

East Baseline Street, Cornelius: 10th to 19th avenues

Dear Ms. Harrington:

This is a letter in support of the above-referenced Boulevard Project for the City of Cornelius.

Recent improvements at the intersection of 19th and Adair have provided an enticing

glimpse of what the Boulevard Project would mean for the City of Cornelius. The current improvements have included the wide sidewalks, design aspects and enhanced services that characterize the Boulevard Project. The increased pedestrian access, bike lanes, retail storefronts and lighting all work together to make Cornelius more amenable to pedestrians and Tri-Met riders. I strongly support Metro's approval of this boulevard project. The investment in Cornelius will also send a strong message to current and future business owners that this city is moving in the right direction. It is important for our economic growth as well as our business retention strategies to complete this project.

Thank you for you consideration.

>>> "Vickie Cordell" <vickie.cordell@comcast.net> 2/3/2007 11:39 AM >>>

Ms. Harrington, I have attached a letter in support of Metro's approval for Project Code BD3169 - East Baseline Street, Cornelius: 10th to 19th Avenues. I will also be faxing a copy on Monday, 2/5/07. Please feel free to contact me with any questions or concerns you have.

Thank you. Vickie Cordell Cornelius Resident

Catherine Sidman 947 South Beech Street Cornelius OR 97113

February 12, 2007

FAX 503-797-1930 Kathryn Harrington Metro Councilor 600 NE Grand Avenue Portland OR 97232

RE: Project Code BD3169

East Baseline Street, Cornelius: 10th to 19th avenues

Dear Ms. Harrington:

This is a letter in support of the above-referenced Boulevard Project for the City of Cornelius. Recent improvements at the intersection of 19th and Adair have provided an enticing glimpse of what the Boulevard Project would mean for the City of Cornelius. The current improvements have included the wide sidewalks, design aspects and enhanced services that characterize the Boulevard Project. The increased pedestrian access, bike lanes, retail storefronts and lighting all work together to make Cornelius more amenable to pedestrians and Tri-Met riders. I strongly support Metro's approval of this boulevard project. The investment in Cornelius will also send a strong message to current and future business owners that this city is moving in the right direction. It is important for our economic growth as well as our business retention strategies to complete this project.

Thank you for you consideration.

Sincerely, Catherine Sidman

Cc: City of Cornelius WA. Co. Commissioner Roy Rogers Beaverton Mayor Rob Drake

BK1048

>>> "The Panoffs" <panoffs@msn.com> 02/13/07 11:05 AM >>>

Mr. Leybold,

I am writing to you to urge you to appove funding for the Willamette Greenway trail from SW Lane to SW Lowell. I am a resident of the South Waterfront and I use the Greenway trail everyday. Without the connection from SW Lane to SW Lowell, all users of the trail must use SW Bond avenue which I beleive is currently not safe for the level of pedestrian and cycling traffic it gets. As you know, there are numerous development projects underway here in the South Waterfront and that means a lot of construction traffic, large trucks, roadway obstructions, etc. which all present a hazard to pedestrians and cyclists. My husband and I get a lot of use and enjoyment out of the Greenway trail and I would feel much safer walking my dog and infant if the trail were extended so that most of SW Bond avenue could be avoided.

Again, I urge you to approve funding for the Willamette Greenway trail from SW Lane to SW Lowell. The Greenway is an incredible asset to Portland and we need to ensure that asset continues to grow to meet the needs of our every growing city.

Thank you, Krista Panoff 0847 SW Pennoyer St Portland, OR 97239 503-452-4092

BK1048

>>> "Annie & Rollie White" <whiteag@comcast.net> 02/12/07 9:15 PM >>>

Dear TPAC Members,

Please push forward the revised MTIP funding request for \$600,000 at your meeting tomorrow night! As residents of the South Waterfont, we can tell you that the need for a connected bicycle/pedestrian path is huge. Now that the Tram has opened to the public, and amenities like the Daily Cafe are in place, with more to come, the people of Portland are coming down here in droves. Many of them run or bicycle through the neighborhood, and right now are limited to riding down Curry Street to the path by the river that is a dead end. Many come looking, admire the view of Ross Island, then ride back to the busy traffic on Moody and other streets. If the bike and pedestrian path were to be connected to the path to the south of us, many of these people would linger, enjoy the scenery and wildlife, and move safely though. On weekdays, there would be myriad bicycle commuters along the riverfront to avoid the current obstacle-course of construction vehicles, light rail tracks, OHSU employees and patients, and us residents heading out for our daily lives. This extension is a needed improvement to improve safety, ease of travel, encourage additional bike use, etc.

But you know that all already. You know that the original Willamette Greenway Trail Project received such technical rankings by Metro for bike and trail projects as: 1st place score in Metro's 2040 goals;

1st place score in modal performance; and, 2nd highest score for total project points. You know it's super safe and it greatly enhances downtown connectivity. So listen to your own scoring, and push for the funding. We need it, and its a great project you will be proud of.

Our sincere thanks for your consideration of our comments.

The Whites - Rollie and Annie White 0836 SW Curry Street, Suite 808 Portland, Oregon 97239

BK1048

>>> "Rick Weijo" <weijo@worldnet.att.net> 02/12/07 7:38 PM >>> February 12, 2007

Dear Commissioner Adams,

As South Waterfront residents, we are asking you to support Portland Park's reduced scope of work for 600' of parallel bike and pedestrian trails across the Prometheus segment.

Many Meriwether residents previously signed a petition in support for this project. We recently learned that all 82 signatures on our petition last November only counted as "1" in the support column. This email is a reminder of the very strong support by the neighborhood in this topic.

There will be over 500 households residing in the South Waterfront by the end of 2007. Many more will move in over the next few years. The current greenway is inadequate for the growth that is occurring in this area. Additional resources -- like those supporting bike and pedestrian trails across the Prometheus segment -- are needed to get this greenway development going.

BD1089

>>> TJ Holmes <tim@dhxadv.com> 02/13/07 6:27 PM >>>

Please find attached a letter of support of full funding \$4.7 million of the Burnside Couch Couplet.

Thank You Tim Holmes, President CEIC

Central Eastside Idustrial Council T 503.768.4293 F 503.768.4294 PO Box 14251 Portland Oregon 97293-0251

February 13, 2006

Dave Bragdon METRO 600 Northeast Grand Avenue Portland, Oregon 97232 2736

Dear Dave Bragdon:

We continue to appreciate the region's strong support for this project. We have been told that everyone in the region drives on Burnside at least once a year as it connects the Tualatin Valley to Gresham. We strongly support the proposal to invest \$4.7 million of STIP/MTIP funds into this key area; the East Burnside/Couch couplet project. These funds will join other funding partners to finance the project. We appreciate the region's support to revitalize this central district on the eastbank of the Willamette River. Our combined efforts are being rewarded with new restaurants, renovated apartment buildings, new multi storied development in construction and planned, and two proposed large multiple block mixed use projects.

This development is consistent with our regional plan and reinforces both centers and corridors. This work is particularly important in the successful revitalization of a blighted area reducing the market demand to convert green fields into buildings. The Burnside/Couch project is central to the region. Many people throughout the region; regardless of where the live and work will notice and be pleased by the dramatic increase in connectivity and safety improvements generated by the East Burnside: 3rd Avenue to 14th Avenue improvements (Bd3169). This project clearly benefits the region.

Sincerely,
Tim Homes, President
Central Eastside Industrial Council

BK1048

>>> "Adrian Mathieson" <adrian.mathieson@gbjarch.com> 02/13/07 2:16 PM >>> Council President and Members of Council.

Willamette Greenway Trail: SW Gibbs to SW Lowell

I have lived in Portland for twelve years, and, like many, have come to enjoy the city and the many opportunities for outdoor activities it affords. One of my favorite walking and biking routes is the 8-mile loop along both banks of the Willamette River from downtown Portland to the Sellwood Bridge, encompassing as it does Tom McCall Waterfront Park, Vera Katz East Bank Esplanade, Oak Bottom Wildlife refuge and Willamette Park. This route takes in a vibrant city center landscape, rural wetlands, the river and serene waterfront public parks. I frequently see herons, and last year enjoyed watching a family of ospreys nesting just a few yards from the trail.

While most of this loop is wonderful, there are a few places where it becomes awkward, potentially hazardous, and a much less enjoyable experience. The most unsatisfactory of these gaps is the area passing through the burgeoning South Waterfront district. I urge the Council to fund construction of a walking and biking trail along the Willamette River through this area as a top priority. This would be an asset not just to the residents of the South Waterfront and staff and patients of the new OHSU campus, but also to residents of the downtown area, north and south east Portland, Sellwood, John's Landing and indeed to Portlanders as a whole.

Sincerely, Adrian Mathieson 2434 NE 48th Avenue - Hollywood Portland,OR 97213 503 288 8816

>>> Metro <webmaster@metro-region.org> 2/13/2007 7:43 PM >>> sharon kitzhaber sent feedback.

February 9, 2007

Ted Leybold METRO 600 NE Grand Avenue Portland, Oregon 97232-2736

Subject: MTIP funding for Bk1048 Willamette Greenway: SW Lane to SW Lowell

Dear Mr. Leybold

I urge that Metro Council and JPACT include the revised request for \$600,000 for a shorter segment of the trail in the MTIP final cut list. Portland Parks and Recreation will provide an (over)match of \$110,000. The original project was on the Metro staff recommended 150% list due to its high technical score and strong qualitative factors. However, concerns about prior transportation funding in South Waterfront led to Bicycle Transportation Alliance (BTA) recommending substitution of another project. The project still received a high level of support in the first public comment period.

Portland Parks and Recreation (PP&R) has worked with representatives of the BTA, Audubon Society of Portland, and the Urban Greenspaces Institute as well as current residents of South Waterfront, to craft a compromise proposal. PP&R will use other funds for the 1300 feet of trail in the Central District (SW Gibbs to SW Lane). However, no TIF funds are available for the 600 feet between SW Lane and SW Lowell. Without MTIP funds, there will be a gap between the existing trail that ends at the Old Spaghetti Factory and the forthcoming Central District segment that links to the street car and aerial tram.

There are a growing number of residents and jobs in this district. Construction makes walking or riding in the area very dangerous. The project is part of the Central City and meets many 2040 goals. The \$710,000 will complete grading and paving for 600 linear feet of 12 wide bicycle path and 10 wide pedestrian path. Additional funding will be sought for lighting and trees. Unlike the Central District, there will be no other adjacent greenway improvements but this will make the critical trail connection.

Patrick Clark at <<u>pcclark3@comcast.net</u>> sent feedback about "Metropolitan Transportation Improvement Program" (3814).

9 February 2007

Ted Leybold METRO 600 NE Grand Avenue Portland, Oregon 97232-2736

Subject: MTIP funding for Bk1048 Willamette Greenway - SW Lane to SW Lowell

Dear Mr. Leybold,

I urge that Metro Council and JPACT include the revised request for \$600,000 for a shorter segment of the trail in the MTIP final cut list. Portland Parks and Recreation will provide an (over)match of \$110,000. The original project was on the Metro staff recommended 150% list due to its high technical score and strong qualitative factors. However, concerns about prior transportation funding in South Waterfront led to Bicycle Transportation Alliance (BTA) recommending substitution of another project. The project still received a high level of support in the first public comment period, as we understand.

Portland Parks and Recreation (PP&R) has worked with representatives of the BTA, Audubon Society of Portland, and the Urban Greenspaces Institute as well as current residents of South Waterfront, to craft a

compromise proposal. PP&R will use other funds for the 1300 feet of trail in the Central District (SW Gibbs to SW Lane). However, no TIF funds are available for the 600 feet between SW Lane and SW Lowell. Without MTIP funds, there will be a gap between the existing trail that ends at the Old Spaghetti Factory and the forthcoming Central District segment that links to the street car and aerial tram.

There are a growing number of residents and jobs in this district. Construction makes walking or riding in the area very dangerous. The project is part of the Central City and meets many 2040 goals. The \$710,000 will complete grading and paving for 600 linear feet of 12' wide bicycle path and 10' wide pedestrian path. Additional funding will be sought for lighting and trees. Unlike the Central District, there will be no other adjacent greenway improvements but this will make the critical trail connection.

Sincerely, Patrick Clark Resident of The Meriwether, South Waterfront

Andy Butler sent feedback about "Transportation Priorities process 2008-11" (19681).

Extremely disappointing that The request for supplemental funding for Division Street did not make the technical staff group's draft Final List. Just want to voice support for the Division Vision plan. After all of the plans and community excitement regarding the improvements, it is a crushing blow to nix it now....

>>> "peter fenner" <peterfenner02@msn.com> 02/13/07 1:28 PM >>>

I am a resident at 3570 SW River Parkway #2401, Portland OR 97239. My wife and I were drawn to this area of town as it gives us easy access to Down Town Portland and at the same time offers the peace, quiet and beauty of the Willamette River. For the past 3 years we have been living in River Place and grown very attached to the ease of biking from there to the Steel Bridge and then South to the Sellwood bridge and back North along the River to complete the loop. The down side of that wonderful ride and the associated Nature that it offers has always been the barren landscape from Just South of the Old Spaghetti Factory all the way back to the Malcolm Bridge. The added safety and beauty of completing that last link will offer more and more citizens of Portland a chance to realize the benefits of the hard work that has gone into making this a great biking, walking and running city. It is my hope that this next link can be opened as soon as possible. If necessary giving up temporarily some of the landscaping improvements, in order to provide a safe and quiet passage around some of the ongoing construction that will be our neighbor for the next couple of years.

I know that this is a high priority with all parties and wanted to add my support for the funding at least a temporary bike and walking trail from SW Lane to SW Lowell.

I am three weeks out of open heart surgery and look forward to doing as much rehab work as possible on this trail.

>>> "Chris Smith" <chris@chrissmith.us> 02/13/07 4:27 PM >>> Members of the Metro Council and JPACT,

Unfortunately I am not able to join you this evening to testify in person.

I urge to fund the South Waterfront Trail gap between Lane and Lowell.

The South Waterfront was quite generously funded with a prior \$10M MTIP allocation. However, all of those funds were required to help ensure Streetcar service to the current southern boundary of the district at Lowell St.

In order to ensure a full set of modal options, I would ask you to give careful consideration to the \$600,000 request to complete this trail connection.

Thank you for your consideration of this request.

>>> Jessica Roberts <jr0berts23@yahoo.com> 02/13/07 5:46 PM >>> To Whom It May Concern:

I urge you to support the following outstanding multimodal projects proposed for MTIP funding: NE/SE 50's Bike BoulevardTrolley Trail: Arista St. to Glen EchoRock Creek Path: Orchard Park to NW WilkinsWestside Corridor Trail studySullivan's Gulch Trail studyThe MTIP funding pool is extremely small compared to transportation

needs in our region, and federal guidelines emphasize multimodal investment.

Bicycle and pedestrian projects are the best use of MTIP funds as they repair gaps in the transportation network that endanger our most vulnerable road users. Increasing traffic safety and enabling mode shift (from drive-alone trips to walking and biking) should be top priorities for this public investment opportunity.

Please don't waste this valuable funding source on large road expansion projects.

Thank you for your consideration.

Sincerely, Jessica Roberts 634 SE 28th Ave #3 Portland, OR 97214

>>> "Bruce Brown" <bruceb@gbdarchitects.com> 02/13/07 1:41 PM >>>

The continuation of the Central District trail to the Willamette Greenway trails to the south is a critical element of the overall development of this area. I have biked the riverfront for years and the hodge-podge of trails, parking lots, dirt paths etc that are provided to get from Willamette Park into downtown has aggravated me for an equal number of years. With the ongoing development of the South Waterfront and its attendant greenway trail improvements, now is the time to bridge the gap and fund the connection between the greenway trail elements. I strongly urge the funding of these improvements. Thank you.

Bruce Brown, AIA, CSI, LEED AP Principal GBD ARCHITECTS Incorporated 1120 NW Couch Street, Suite 300 Portland, OR 97209 t 503.224.9656 | f 503.299.6273 www.gbdarchitects.com >>> Metro <webmaster@metro-region.org> 2/13/2007 8:27 AM >>>

Donna Schlitt sent feedback.

I am in strong support of the \$600,000 in MTIP funds for BK1048 Willamette Greenway: SW Lane to SW Lowell. This is a critical part of the Greenway.

>>> "Sue Pearce" <sue@suepearce.biz> 2/13/2007 11:24 PM >>>

To: President David Bragdon and Commissioners Rod Park,

Brian Newman, Carl Hosticka, Kathryn Harrington, Rex Burkholder, Robert Liberty

Dear President Bragdon and Commissioners,

While I appreciate the work of Joint Policy Advisory Committee on Transportation and the challenge of making decisions about how best to use dollars that are finite and which of many worthy projects to fund, I am remain disappointed about that group's decision to remove the Division Street Main Street Plan [South East Division Street, 6th Ave to 39th Ave] from the list of Metro Transportation Priorities for flexible funding for 2008-20ll, and the decision not to return that project to the list.

Many people from multiple neighborhoods, the neighborhood board, and local business associations worked collaboratively for many long months to create a plan that would lead to a main street/green street that would help to improve livability; provide traffic calming and improved safety for pedestrians, encouraging use of modes of transport other than the automobile; lead to development of mixed-use infill while preserving existing housing, some of it historical, and commercial use; encourage patronage of local businesses; thereby improving the health of the neighborhoods and the people who live and work there.

The need for the project to move ahead is urgent; traffic is increasingly congested; crossing the street can be risky; and at least one new development seems, better suited for a busy thoroughfare than the main street that we anticipate.

Those who have worked on this plan, will, I am sure, continue work, seeking and finding other sources of funding so that the project can continue. There will be an opportunity to return again with a request for the next round of funding. But for the moment I am sad for this delay.

Sincerely yours,

Section 4: Appendix

Metro to hear public testimony on the final draft list for 2008-11 MTIP

On Tuesday, February 13, 2007, beginning at 5:30 p.m., the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will hear public testimony on the draft final list of transportation priorities for the flexible funding portion of the 2008-11 Metropolitan Transportation Improvement Program (MTIP). The hearing will be held in the Metro Council Chamber, 600 NE Grand Avenue, Portland. (Take Tri-Met bus route 6 or take MAX to the Oregon Convention Center stop.)

To ensure the accuracy of your testimony, please bring a written version of your testimony. Make sure your contact information and affiliation (if any) are included. Alternatively, you may complete a testimony form at the hearing. You may also submit your testimony by email, US mail, fax, or over the website as long as it is received *after* the final draft list is released and *before* midnight on February 13. This hearing will be taped for later cable access viewing (time at yet to be determined).

A draft final list of funding recommendations is scheduled to be released on February 3, 2007. View the list at www.metro-region.org and click on "Transportation Priorities 2008-11" in the left navigation menu. Then look for the link toward the bottom of the Transportation Priorities main page.

Approximately \$45 million—about 4% of funding available in the region—is available during the 2008-11 funding cycle. Jurisdictions and transportation agencies submitted 66 projects for funding consideration, totaling \$132 million in funding requests. To help narrow the list to more closely match available funds, a public comment period on the "first-cut" list of funding recommendations was held from October 13–December 1, 2006. The public comments together with cost considerations and technical criteria will help JPACT and Metro staff to develop a draft final list of funding recommendations. Final action is scheduled for March, pending state compliance and air-quality-conformity determinations.

For technical questions about the transportation priorities process, programs or projects, call Ted Leybold, MTIP project manager, 503-797-1759. For questions about public involvement, call Pat Emmerson, 503-797-1551.



Everything Oregon



Metro seeks public testimony on final draft list for transportation projects

Tuesday, January 16, 2007 The Hillsboro Argus

Metro wants public input to help prioritize transportation projects throughout the region.

On Tuesday, Feb. 13, beginning at 5:30 p.m., the Joint Policy Advisory Committee on Transportation and the Metro Council will hear public testimony on the draft final list of transportation priorities for the flexible funding portion of the 2008-11 Metropolitan Transportation Improvement Program.

For accuracy, speakers are asked to bring a written version of their testimony, including contact information and affiliation (if any). Alternatively, they may complete a testimony form at the hearing.

The public can also submit testimony by e-mail, U.S. mail, fax or through the Metro Web site. Alf submissions must be received after the final draft list is released and before midnight, Feb. 13.

This hearing will be taped for cable access broadcast at a later date.

A draft final list of funding recommendations is scheduled for release Feb. 3. View the list at www.metro-region.org by selecting "Transportation Priorities 2008-11" in the left menu. Then look for the link toward the bottom of the Transportation Priorities main page.

Approximately \$45 million - about 4 percent of funding available regionally - is available during the 2008-11 funding cycle. Jurisdictions and transportation agencies submitted 66 projects for consideration, totaling \$132 million in funding requests.

To help narrow the list to more closely match available funds, a public comment period on the "first-cut" list of funding recommendations was held Oct. 13 to Dec. 1.

Public comments assembled at the Feb. 13 hearing, together with cost considerations and technical criteria, will help JPACT and Metro staff develop a draft final list of funding recommendations. Final action is scheduled for March, pending state compliance and determinations of conformity with air-quality regulations.

The public hearing will be held in the Metro Council Chamber, 600 NE Grand Ave., Portland. The site is accessible from Tri-Met bus route 6 or from the Oregon Convention Center MAX stop.

For technical questions about the transportation priorities process, programs or projects, call Ted Leybold, MTIP project manager, at 503-797-1759. For questions about public involvement, call Pat Emmerson at 503-797-1551.

©2007 The Hillsboro Argus

Transportation Priorities for the 2008-11 MTIP

Public Hearing Notice

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council Transportation Planning Committee will hold a public hearing on the draft final list of Transportation Priorities for the Metropolitan Transportation Improvement Program (MTIP).

Tues., February 13, 5:30 p.m.

Metro Regional Center Council Chamber 600 NE Grand Ave., Portland

Tri-Met bus route 6 or take light rail to the Oregon Convention Center MAX station

All Metro meetings are A.D.A. accessible. Devices for the hearing impaired and language translation, including signing, are available with 48 hours advance notice. Please call Metro at (503) 797-1866 or T.D.D. (503) 797–1804 to request any of these services.

Guidelines for preparing testimony

- Oral testimony is limited to three minutes.
- To ensure that the public comment report accurately reflects your name, affiliation (if any) and remarks, please come prepared to submit your remarks in writing whether you testify orally or not. If you wish, you may use the testimony sheet attached. We will also have testimony sheets available at the hearing for those who do not bring written comments with them.

Panel of decision-makers

Transportation funding decisions require the approval of the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council and require the concurrence of the Oregon Transportation Commission. JPACT is a 17-member committee of local elected officials and representatives of local, regional and state agencies. Representatives from JPACT and the Metro Council will be present to receive testimony.

Transportation Priorities for the 2008-11 MTIP

Approximately \$45 million of federal flexible funding will be available during the 2008-11 funding cycle for transportation projects and programs in our region. Jurisdictions and transportation agencies in the region submitted 66 projects for consideration, totaling \$132 million. The public comment period on the "first-cut" list of funding recommendations ran from October 13–December 1, 2006. The Public Comment Report for that comment period is available through the Metro web site at www.metro-region.org. Click on "Transportation Priorities" in the left navigation menu, and then click on the Public Comment Report link in the fourth paragraphs of the text. Metro staff and JPACT used public comment on the first-cut recommendations with technical and funding considerations to create the draft final list. Final action by the Metro Council is scheduled for March.

To view the final cut list with project descriptions and maps, visit Metro's web site at www.metro-region.org. For technical questions, call Ted Leybold, MTIP project manager, 503-797-1759. For questions about public involvement, call Pat Emmerson, 503-797-1551.

Contact: Pat Emmerson (503) 797-1551

or Jon Coney (503) 797-1697

Metro to hear public testimony on final draft list for 2008-11 MTIP

The Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) invite the public to comment on the final draft list of projects to be funded in the flexible funding portion of the 2008-11 Metropolitan Transportation Improvement Program (MTIP). MTIP is the biennial program for federally funded transportation projects in the metropolitan region.

Every two years, Metro selects projects to receive funding from the flexible funding part of MTIP, referred to as Transportation Priorities, Projects fall into the following categories: bike/trail; boulevards; Green Streets; pedestrian; planning; transit; road modernization and construction; highway; and transit oriented development. The amount of flexible funds available in this round is approximately \$45 million.

Jurisdictions and transportation agencies submitted 66 projects for funding consideration, totaling \$132 million in funding requests. To see a full list of the proposed projects, visit Metro's website at www.metro-region.org, and search for "Transportation Priorities Process 2008-11."

Testimony is scheduled to begin at 5:30 p.m. Tuesday, Feb. 13 in the Metro Council Chamber, 600 NE Grand Avenue, Portland. The hearing is an opportunity for the public to weigh in on a proposed narrower list of projects that match available funds.

To ensure the accuracy of testimony, participants are asked to bring a written version of their spoken comments, and to be certain that contact information and affiliation (if any) are included. Testimony forms will be available at the hearing. Testimony may also be submitted by email, US mail, fax, or over the website as long as it is received after the final draft list is released (Feb. 3) and before midnight on Feb. 13.

For technical questions about the Transportation Priorities process, programs or projects, call Ted Leybold, MTIP project manager, 503-797-1759. For questions about public involvement, call Pat Emmerson, 503-797-1551.

Metro, the regional government that serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 25 cities in the Portland metropolitan area, provides planning and other services that protect the nature and livability of our region.

List or news organizations receiving release:

1190kex.com

Associated Press

The Business Journal

The Clashess Journal

The Clackamas Review

The Oregon City News

The Damascus Observer

The Daily Journal of commerce

The Beaverton Valley Times

The Portland Tribune

The Wilsonville Spokesman

The Forest Grove News times

The Hillsboro Argus El Hispanic News

KPAM radio

KXL radio

The Lake Oswego Review

The Oregonian

The Sellwood Bee

KOPB

The St. Johns Review

The St. Johns Sentinel

The Gresham Outlook

The Skanner

The West Linn Tidings

The Southwest Community Connection

the Tigard/Tualatin/Sherwood Times

The Sherwood Gazette

Section 5: Index

INDEX

<u>Page</u>
A
Anderson, Lenny
Balcom, Clarke 2-3, 3-7 Barber, Bill 2-2, 2-9, 3-40, 3-145 Bennett, Mike 2-1, 2-6, 2-8, 3-5, 3-99 Bernard, James 2-8, 3-79 Boxer, Charlotte 2-8, 3-4, 3-19, 3-20 Brown, Bruce 2-3, 3-193 Brown, Kerry 2-7, 2-9, 3-161 Bruning, Fred 2-8, 3-77 Bruun, Mark 2-3, 3-170 Burns, Sandi 2-9, 3-3, 3-83 Butler, Andy 2-7, 3-192
Capili, Jay 3-185 Chun, Norman 2-3, 3-5, 3-58 through 3-68 Clark, Patrick 2-3, 3-192 Coe, MJ 2-2, 3-6, 3-23 Colleen, Carol 2-7, 3-162 Collier, Corky 2-5, 2-6, 2-7, 3-33, 3-141 Cooper, Larry 2-7, 3-4 Cordell, Vickie 2-1, 3-187 Coward, Lynn 2-3, 3-138 Craghead, Alexander 2-6, 3-6 Cunningham, Mary 2-6, 3-4 Curry, Robert 2-3, 3-167
Davis, Phyllis 2-7, 3-51 Deane, Kate 2-1, 3-7 Doyle, Ed and Cindy 2-2, 3-185 Drake, Rob 2-7, 3-47
≣
Earnest, Bob

Fenner, Peter 2-3, 3-192 Fritz, Barb 2-6, 3-2, 3-11 Frost, Karen 2-9, 3-3, 3-115 Fry, Peter 2-1, 3-38, 3-139 Fuerstenau, Kathy 2-6, 3-2, 3-73
G
Gallagher, Ed 2-8, 3-2 Garcia, Theresa 2-3, 3-186 Gardner, Ann 2-5, 2-6, 3-30, 3-142 Garner, Jenny 2-2, 3-46 Gatewood, Algie 2-1, 3-4, 3-112 Gill, Lauren 2-6, 3-35 Groznik, Frank 2-2, 3-48
H
Hall, Kirsty
J
Johnson, Ken
Kemper, Tom
L Control of the cont
Laramee, Brian2-8, 3-3, 3-84Larson, John2-3, 3-110Laventall, Jess2-6, 3-6, 3-24Lindsay, Chad2-6, 3-39, 3-150Lindsay, Susan2-1, 3-7, 3-140Linvog, Erik2-3, 3-168

Luke, Jim (with 101 signed supporters)2-4, 3-5, 3-165
M
Mancini, April 2-6, 3-36, 3-151 Mathers, Rob 2-5, 2-6, 3-149 Mathieson, Adrian 2-4, 3-190 McCormick, Rita 2-7, 3-186 McNamara, Ed 2-8, 3-7, 3-116 McNulty, Wilma 2-2, 3-49 Mendoza Gray, Steffeni 2-4, 3-156 Meriwether residents 2-4, 3-120 through 136, 3-169
N
Neeley, Doug 2-2, 3-5, 3-21 Nettekoven, Linda 2-7, 3-7, 3-109 Newlevant, Jack 2-2, 2-4, 3-166, 3-185 Norquist, Jerry 2-8, 3-50 Norris, Alice 2-2, 3-85
0
Olsen, John W. 2-9, 3-52 Ordal, Mary 2-5, 3-3, 3-13, 3-80
P
Panoff, Krista 2-4, 3-188 Parker, Terry 2-1, 2-5, 2-7, 2-8, 3-2, 3-10, 3-75, 3-76 Pearce, Susan 2-7, 3-194 Peek, Cynthia 2-6, 3-4, 3-88, 3-160 Pelayo, Victor 2-2, 3-185 Perkins, Brad 2-3, 2-9, 3-6 Peterson, Nicole 2-4, 3-29
R
Rehberg, Shayna 2-4, 3-166 Richmond, Alice 2-2, 3-5, 3-101 Roberts, Jessica 2-3, 2-5, 3-193 Rossman, Mike 2-8, 3-7, 3-107
S
Sallinger, Bob 2-4, 3-32 Santner, Zari 2-4, 3-146 Schleuter, Jonathan 2-7, 3-4, 3-18, 3-69 Schlitt, Donna 2-4, 3-194 Schouten, Dick 2-5, 2-6, 3-4 Schumaker, Ted 2-2, 3-7, 3-25 Shafer, Kelly 2-4, 3-164

Shafer, Mark 2-4 Shawn, Eric (two cosigners) 2-6 Sidman, Catherine 2-2, 3-186 Slack, Don 2-2, 3 Smith, Chris 2-4 Southgate, John 3 Stout, Mel 2-4 Swanson, Mike 2-8, 3-1	5, 3-163 5, 3-187 -3, 3-72 4, 3-192 2-8, 3-7 4, 3-158
Т	
Thayer, Jim	-7, 3-93
V	
Valenta, Walter2-Vietzke, Mel2-6, 3-Vonderharr, Roger2-7, 3-	-2, 3-74
W	
Warner, Dorene 2-1, 3-6, 3-28, 3-105 Weatherby, Mike 2-2-1, 3-6, 3-28, 3-105 Weijo, Rich and Sharon 2-6, 3-6 Wentworth, Greg 2-2-2, 3-2 Whisler, Terry 2-2, 3-2 White, Anna & Rollie 2-5 White, Dana 2-9, 3-41 Wiley, Alison 2-9, 3-41 Wu, David 2-9, 3-41	-7, 3-91 3-189 6, 3-104 2-1, 3-3 -6, 3-42 5, 3-188 1, 3-111 -4, 3-17
·	•

Acknowledgement

Every two years Metro's Transportation Priorities process selects projects to receive the "flexible funding" part of the Metropolitan Transportation Improvement Program (MTIP). This process cycle selected projects for funding from 2008 through 2011. Public review and comment is a key component in the selection process.

The first public comment period for the MTIP 2008–11 ran from October 13–December 1, 2006. The second public comment period began on February 5, 2007 and ended on February 13, 2007, with a public hearing held by the Joint Policy Advisory Committee on Transportation and Metro Council.

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

Managers and directors

Andy Cotugno, Planning Director Robin McArthur, Regional Planning Director Kate Marx, Public Affairs and Government Relations Director

Planning department public involvement staff

Pat Emmerson

Planning department professional staff

Tom Kloster Ted Leybold Amy Rose

Planning department administrative and clerical staff

Francine Floyd Kelsey Newell Cecily Norris

Council office management and support staff

Christina Billington Nick Popenuk

Website development and maintenance staff

Steve Erickson Sue Gemmell Vanessa Schwab