

# A Proposal To Fund Implementation Of TCL

May 3, 1999

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## The Problem:

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- ✓ To implement top priority transit projects throughout the region Tri-Met requires \$8 million, an additional \$4 million over the Metro staff request.
- ✓ The staff recommendation allocates the "legal maximum" to roads. Under federal eligibility requirements, more funding for freight, road modernization and the road elements of boulevards is not possible without cutting other road projects

## The Proposal:

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- ✓ **Shift the \$1.6 million in "unallocated" funds to Tri-Met to incrementally implement a "rapid bus" project in the Hwy. 99 / Barbur Corridor in addition to McLoughlin Rapid Bus. This would increase funding for TCL improvements to \$5.6 million.**
- ✓ **Target \$ 0.5 million in Bus Stop Enhancements included in the staff recommendation to support Rapid Bus improvements in the Hwy. 99 / Barbur Corridor within Washington County.**
- ✓ **Find an additional \$1.8 million to fund the Division Rapid Bus. This would need to come from road projects on the recommended list.**
- ✓ **Start-up new shuttle services with TDM Regional 2040 Initiatives funding. This requires no additional funding**



— LEVEL 1

--- LEVEL 2

— LEVEL 3



TRI-MET

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Miles



Operating Planning & Engineering, April, 1999  
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# Building Up To An \$8 Million TCL Package

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## Continues Implementation Of TCL Following A Successful 2 ½ Year Regional Process

- ✓ Tri-Met implemented 4 experimental TCL shuttle routes in 1997
- ✓ TCL shuttle service expanded to 16 routes of in 1998
- ✓ Westside service improvements based on the TCL Plan in 1998
- ✓ 3-Year Service Plan continues to implement TCL

## STIP Leverages Better Than A 3:1 Investment Of Tri-Met Funds In TCL

- ✓ Over the 4-year period of the STIP (FY 2000 – 2003) Tri-Met would make the following investments as part of the 3-year service plan:

1. Tri-Met General Fund	\$11.80 million
2. \$.05 Fare Increase	\$ 6.00 million
3. Regional STIP	\$ 8.00 million
Total	\$25.80 million (YOE)

## ▼ What You Get With No STIP Funds

- ✓ FY 2000 service improvement is 1% for reliability & overcrowding, no new service
- ✓ FY 2001 / 2002 / 2003 1.5% service increase per year = 1.5% new service improvements. 4% for reliability and overcrowding.
- ✓ Total increase of 5.5%

## ▼ What You Get With A \$4 Million STIP Investment

- ✓ FY 2000 service improvement is 1% for reliability & overcrowding, no new service
- ✓ FY 2001 / 2002 / 2003 1.5% service increase per year. 1.5% new service improvements. 4% for reliability and overcrowding.
- ✓ Fare Increase *if* implemented yields \$6 million for service improvements

- ✓ McLoughlin Rapid Bus in FY 2000. Incremental implementation of "rapid bus" with targeted capital investments (enhanced stops, shelters, customer information, transit preferential treatments) and enhanced bus feeder service
- ✓ Improvements to Division or Barbur in FY 2002
- ✓ Partial funding to continue Tualatin, Cedar Mill and Columbia Corridor shuttles
- ✓ Total service increase 7.6%

#### ▼ What You Get With A \$6 Million STIP Investment

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- ✓ FY 2000 service improvement is 1% for reliability & overcrowding, no new service
- ✓ FY 2001 / 2002 / 2003 1.5% service increase per year. 1.5% new service improvements. 4% for reliability and overcrowding.
- ✓ Fare Increase *if* implemented yields \$6 million for service improvements
- ✓ McLoughlin Rapid Bus in FY 2000. Incremental implementation of "rapid bus" with targeted capital investments (enhanced stops, shelters, customer information, transit preferential treatments) and enhanced bus feeder service
- ✓ Division or Barbur Rapid Bus in FY 2002. Incremental implementation of "rapid bus" with targeted capital investments (enhanced stops, shelters, customer information, transit preferential treatments) and enhanced bus feeder service
- ✓ Partial funding to continue Tualatin, Cedar Mill and Columbia Corridor shuttles
- ✓ Total service increase 8.1%

#### ▼ What You Get With An \$8 Million STIP Investment

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- ✓ FY 2000 service improvement is 1% for reliability & overcrowding, no new service
- ✓ FY 2001 / 2002 / 2003 1.5% service increase per year. 1.5% new service improvements. 4% for reliability and overcrowding.
- ✓ Fare Increase. Yields \$6 million for service improvements
- ✓ McLoughlin Rapid Bus in FY 2000. Incremental implementation of "rapid bus" with targeted capital investments (enhanced stops, shelters, customer information, transit preferential treatments) and enhanced bus feeder service

- ✓ Barbur Rapid Bus in FY 2001. Incremental implementation of "rapid bus" with targeted capital investments (enhanced stops, shelters, customer information, transit preferential treatments) and enhanced bus feeder service
- ✓ Division Rapid Bus in FY 2002. Incremental implementation of "rapid bus" with targeted capital investments (enhanced stops, shelters, customer information, transit preferential treatments) and enhanced bus feeder service
- ✓ Partial funding to continue Tualatin, Cedar Mill and Columbia Corridor shuttles
- ✓ Expansion of Fareless Square to the Lloyd District
- ✓ Total service increase 9.4%

#### Summary of The Improvement Packages:

- 1. McLoughlin Rapid Bus ▼ 1.6% service increase**
  - ✓ Improvements to Line 33 McLoughlin, Line 32 Oatfield, Line 79 Clackamas Town Center / Oregon City
  - ✓ Reinforces McLoughlin Harrison Blvd project in central Milwaukie, adds additional pedestrian and transit amenities
- 2. Division Rapid Bus ▼ 0.9% service increase**
  - ✓ Improvements to Line 4 Division, Line 23 San Rafael / 223rd, Line 71 60<sup>th</sup> / 122<sup>nd</sup>, Line 80 Kane Road
  - ✓ Extends Division Blvd project in central Gresham to the Transit Center, adds additional pedestrian and transit amenities
- 3. Barbur / Highway 99 Rapid Bus ▼ 1.3% service increase**
  - ✓ Improvements to Line 12 Barbur, extends Line 12 to Sherwood, Line 44 King City extended to Tualatin, Line 54 Beaverton-Hillsdale, Line 56 Scholls Ferry, Line 95 Tigard Express, Line 96 Tualatin/I-5.
  - ✓ Targets bus stop and pedestrian improvements along Hwy 99
- 4. Extension of Fareless Square to the Lloyd District**
  - ✓ Matches \$1.8 million from the City of Portland and Tri-Met

#### New Shuttle Service / Expanded TDM Program

Regional Core TDM and 2040 Initiatives will help expand the region's system of innovative shuttle service:

- ✓ Continues Tualatin Shuttle & Cedar Mill Taxi
- ✓ New Shuttle for Nimbus / Washington Square Regional Center
- ✓ New Shuttle for Airport Way / Columbia Corridor
- ✓ Expand vanpool & vanpool shuttles
- ✓ Additional projects in support of TMA's

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 99-2791 FOR THE PURPOSE OF APPROVING THE FY 2000 MTIP MODERNIZATION PROGRAM DEVELOPED THROUGH THE PRIORITIES 2000 PROCESS

Date: May 6, 1999

Presented by: Andrew C. Cotugno

#### PROPOSED ACTION:

Approval of this resolution would allocate \$75.8 million of federal funds allocated in TEA-21 to a set of multi-modal transportation projects throughout the region (see Exhibit 1 of the Resolution). It would also approve the recommendation of ODOT Region 1 staff to allocate \$26 million of state gas tax funds to Phase 3 of the Sylvan Interchange Reconstruction project. This would complete the project and provide a continuous three-lane segment through Sylvan past Canyon Road. These actions would constitute adoption of the FY 2000 MTIP modernization element and would allocate all expected state and federal funds anticipated in the region through FY 2003. Additional action will be needed to approve the allocation of federal and state gas tax funds to the Operations, Maintenance and Preservation, Bridge, Safety and Transit funding categories.

#### BACKGROUND AND ANALYSIS

##### **FY 2000 MTIP/STIP**

The Transportation Improvement Program (TIP) currently recognized by the FHWA and FTA is the FY 98 State TIP (STIP). The ODOT Region 1 element of the STIP is the Portland-area Metropolitan TIP (MTIP). In January 1998, Metro and ODOT staff began cooperative development of the FY 2000 STIP. The STIP is routinely updated every two years. However, an important function of this update is to address a variety of funding issues that resulted from delayed adoption by Congress of the Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA-21).

The FY 98 STIP was adopted before TEA-21 authorization levels were known. As a result, the Oregon Transportation Commission, JPACT and the Metro Council concurred in adopting conservative funding assumptions for FY 1998 – 2001. TEA-21 provided higher funding than that programmed in the FY 98 STIP. It also authorized funding for two additional years, i.e., FY 2002 and FY 2003. The result is that approximately \$75.8 million of federal transportation funding is available for programming. The FY 2000 STIP allocates these funds to modernization projects across all modes of travel.

Additionally, state gas tax revenues of about \$26 million are available for programming of modernization projects in FY 2002 and 2003. This update addresses programming of these funds. This Resolution does not address programming of federal and state Operations, Maintenance and Preservation funds, or the funding categories related to Bridge, Safety and Transit. Programming of these projects is driven by technical

considerations addressed in ODOT management systems for pavement condition, safety and bridge structural integrity and the Tri-Met five-year capital program.. These funds will be adopted by separate resolution.

### **Revenue Forecasts**

The first step in updating the MTIP/STIP involved ODOT and Metro staff development of revenue forecasts. These are shown in Attachment A. Prior funding commitments were accounted for, including \$25.5 million during this period for support of South/North light rail or its successor. The current proposal leaves this funding stream intact, but delays draw down of funds until a regional consensus is established for a replacement to the South/North project or another use is approved by Resolution action.

Metro assumed congressional appropriation of the average level of Transportation Enhancement (TE) funds received under ISTEA and obligation of 100 percent of appropriated sums. Any TE balance greater than the ISTEA average will be reserved to a statewide program to be managed by ODOT. The region will program all other fund types at a 100 percent level, with the understanding that federal regulations typically restrict annual obligation rates to 90 percent of appropriated sums. This means that the region will likely need, at some point, to delay some approved projects to later years. (The next update --the FY 2002 STIP -- offers an opportunity to make this adjustment.)

The region's projected revenue generates a significant restriction on project solicitation: less than half the funds assumed for allocation (\$33.156 million) are federal Surface Transportation Program (STP) category of funds which are the only type allocated to the region eligible for construction of general-purpose travel lanes. Slightly over half of the funds (\$42.631 million) are Congestion Mitigation/Air Quality (CMAQ) and Transportation Enhancement (Enhancement) funds, which are essentially limited to expansion of alternative mode infrastructure. These issues were identified in the kick-off notice mailed throughout the region on May 22, 1998 and in the project solicitation mailed September 2.

### **Project Technical and Administrative Ranking Criteria**

Upon approval of the revenue assumption and obligation strategy, Metro staff developed draft multi-modal technical ranking criteria and administrative factors to shape final project selection. The TIP Subcommittee was convened on several occasions to review staff proposals and one public workshop was held on June 23, 1998 to solicit public comment. JPACT and the Metro Council approved both the technical and administrative criteria and the overall selection process, which are summarized in Attachment B. Technical ranking criteria were adopted for the following modes:

1. Road Reconstruction
2. Road Modernization
3. Freight
4. Bridge
5. Bike
6. Pedestrian

7. Boulevards
8. Transit Oriented Development
9. Transit
10. Transportation Demand Management

Planning projects are also eligible for funding but no specific criteria have been developed for this class of projects.

Several policy issues were debated at some length during the criteria development process:

- Whether and how to link project ranking with support of regional affordable housing goals;
- How to link project ranking with safety of school children
- Whether adherence of locally proposed project's to Metro's Street Design Guidelines should be used as a minimum eligibility standard for receipt of federal funds.
- Whether separate criteria are needed to adequately account for and rank benefits of Boulevard projects.

Affordable housing and school access and safety were approved as administrative criteria for candidate projects but no technical ranking method was developed, nor were points assigned for these benefits. Project adherence to Metro's Street Design Guidelines was adopted as an initial screening criteria. Metro staff will monitor approved projects through the design phase as a condition for release of construction funds. Separate boulevard technical criteria were eventually fashioned and adopted for evaluation of this new modal category.

Other administrative criteria endorsed by JPACT and the Metro Council included prior regional commitments, link to previous significant projects, local/private overmatch, strong public/agency support, significant multi-modal benefits and regional equity.

### **Project Solicitation**

After JPACT and Metro Council approval of the technical and administrative criteria and the overall selection process, Metro solicited project nominations from public agencies including Tri-Met, the Port of Portland, and county and city transportation and parks agencies throughout the region. The solicitation was mailed September 2 and closed October 16, 1998. Approximately \$330 million of project nominations were received, or about four times the funding available.

About one month after the solicitation closed, ODOT Salem staff mailed a statewide Transportation Enhancement solicitation. The mailing was primarily directed to agencies and private groups in ODOT Regions 2-5. However, in addition to Region 1 rural agencies, Salem staff also solicited Region 1 urban agencies and private, non-profit



groups to nominate a very limited category of projects whose eligibility was established by TEA-21 and which were not specifically addressed by Metro's solicitation. Eligibility was established for transportation museums, visitor centers and reduction of vehicle caused wildlife mortality (but not mitigation of indirect impacts of roadways on salmonid species).

Some 12 projects totaling about \$8.5 million were received by ODOT staff from the Portland urban area in response to the TE solicitation. An ODOT selection committee, including a citizen representative and staff from ODOT, Metro and DEQ prioritized the Enhancement nominations. The top three ranked projects, totaling \$879,000 are included in the recommended program.

### **Project Ranking**

Technical ranking was conducted between October 16, 1998 and February 8, 1999 and was refined through March. Public comment on the technical ranking and administrative considerations began February 8 and concluded on March 22. Three public workshops were held during the comment period at which testimony was received. Comments have also been received in e-mail, writing and voice mail. Letters of comment, testimony transcripts and other communication, together with staff commentary on materials received during the ranking process have been previously distributed to TPAC, JPACT and the Metro Council. Letters and other communication received late in the process will be distributed at the May 13 JPACT and will be available for public review at Metro Headquarters. A complete summary of the Priorities 2000 public comment and adoption schedule is included in Attachment C.

A draft 150 percent "cut list" was released for TPAC approval on March 26 and was the subject of a formal joint hearing of JPACT and the Metro Council Transportation Planning Committee. JPACT and the Metro Council approved the 150 percent list on April 8. TPAC approved a "100 percent" program on April 30 recommending allocation of \$74.268 of the available funds and identifying \$9.828 million of possible "add-backs" for the unallocated \$1.532 million. This was the subject of a final joint public hearing of JPACT and the Metro Council Transportation Planning Committee on May 4 (see below for details of the hearing).

### **TPAC "Base Program" Recommendation**

TPAC has recommended a Base Program of \$74.268 of regional flexible funds and \$26 million of ODOT freeway improvement funds for JPACT approval. The recommended projects are shown in Exhibit 1 of the Resolution. Attachment D shows these projects in relation to the entire 150 percent list approved by JPACT and the Metro Council.

### **Approval Conditions and Considerations**

As a companion to the Base Program TPAC approved 11 conditions relating to a variety of the recommended projects. These are identified in Exhibit 2 of the Resolution.

Several of the Base Program projects had technical ranks much lower than some projects that were not recommended for funding. This was especially true of three modernization projects: 1) Foster Road @ Kelly Creek Bridge; 2) Hwy 213/Beavercreek Road Intersection; and 3) Sunnyside Road @ Scott Creek Bridge. There are three primary reasons this occurred.

First, each of the projects significantly aid salmon recovery in streams adversely affected by adjacent road facilities. Additionally, both the Foster Road and Hwy 213 projects address significant safety hazards. Finally, the Hwy 213 project enjoys a local contribution of over \$3 million which amounts to just over a 50 percent local match ratio.

These same factors: environmental benefits, safety issues and significant local match, are also associated with other instances where lower ranked projects have been recommended for funding over higher ranked projects. Other factors include significant public and agency support and the need to address geographic equity in distribution of regional funds.

### **“Add Back” Recommendation**

The TPAC recommendation left an unallocated balance of \$1.512 million. TPAC has identified nine projects from the remnant of all the projects that were cut from the JPACT /Metro Council approved 150% list (see Attachment D). The nine projects shown below are those which TPAC has suggested should be considered to receive the final \$1.5 million of unallocated regional funds. However, the nine projects have a total cost of just under \$10 million. JPACT and the Metro Council must decide on which projects should receive the last \$1.5 million.

	<u>PROJECT</u>	<u>PHASE</u>	<u>AMOUNT</u>	<u>AGENCY</u>
Plng5	Regional Freight Program Analysis	StdY	\$0.050	Metro
MM3	223 <sup>rd</sup> Overcrossing Reconstruction	RW	\$0.125	Mult. Co.
PF2	N. Marine Dr. Reconstruction	Con	\$1.794	Port
MBL1	Division: Kelly/Wallula	Con	\$0.789	Gresham
WBL1	Cornell: Trail/Saltzman	Con	\$1.800	Wash Co.
CBL2	Willamette Dr: A/McKillican	PE	\$0.200	W. Linn
PBi1	Morrison Br Bike/Ped Access	PE/Con	\$1.570	Mult. Co.; <i>or</i>
PBi1	Morrison Br Bike/Ped Access	PE	\$0.250	Mult. Co
RTr2	Transit Choices For Livability	Ops	<u>\$3.500</u>	Tri-Met
		<b>TOTAL</b>	<b>\$9.828</b>	

### **Final Public Hearing**

A public hearing was held Tuesday, May 4 before a joint session of the Metro Council Transportation Planning Committee and JPACT. Significant support was expressed for the following “add back” projects:

<u>PROJECT</u>	<u>REQUEST</u>	<u>COST</u>
Division: Wallula/Kelly Boulevard	Supplement with additional	\$789,000
Stark Street Boulevard Project	Supplement TEA-21 award w/ added	\$800,000
223 <sup>rd</sup> Railroad Overcrossing R/W	Supplement PE with R/W award of	\$125,000
Morrison Bridge Bikeway	Restore full funding	\$1,570,000
Gresham Fairview Trail	Restore full funding	\$776,000
Fanno Creek Trail, Ph. 2	Restore Construction funds of	\$852,000
Will. Shoreline Bike Path Study	Restore funding of	\$150,000
Penninsula Trail Crossing Ph. 2	Restore full funding	\$359,000
Marine Drive Overcrossing Constr.	Supplement with additional	\$1,795,000
I-5 Trade Corridor	Supplement with additional	\$250,000
Transit Oriented Develop. Program	Supplement with additional	\$3,500,000
Transit Choices for Livability	Supplement with additional	\$3,500,000 <i>or</i>
Transit Choices for Livability	Fund at full request of	\$16,000,000
Washington Co. Bus Stops	Restore additional funding	\$175,000
I-405 Landscaping Proposal	Restore full funding	\$300,000
Gateway Traffic Mngt Plan	Change scope from blvd and fund	\$1,000,000

In addition to support for the above projects and programs, comments were also received that the following projects should be deleted from the recommendation list:

Murray Overcrossing	Delete supplement to TEA-21 funds	-\$1,000,000
All Road Projects	Delete all PE and/or R/W and Construction funds	

### **Other Issues**

There is one final caveat for the final program allocation. The precise amount of regional funding needed by the Murray Over-crossing project in Washington County was not known at the time of printing. Final construction estimates will be available at the JPACT meeting on May 13. Some reduction of the \$1.0 million allocation for this project may result from refined estimates.

Finally, all allocations will be subject to Metro preparation and joint FHWA, FTA and EPA approval of a regional air quality conformity determination.

The final adoption schedule is shown below:

- 13-May-99** JPACT consideration of program approval
- 27-May-99** Metro Council consideration of program approval

# ATTACHMENT A: MTIP/STIP UPDATE 2000

## OLD AND NEW FUNDING ESTIMATES, PROGRAM COMMITMENTS & NET AVAILABLE FUNDS

	98	99	00	01	02	03	TOTAL
<b>Programming of Old Estimate</b>							
Estimated STP Funds	8.254	7.972	7.690	7.407	0.000	0.000	31.323
(South/North)	0.000	-1.500	-6.000	-6.000	0.000	0.000	-13.500
(Other STP Programming)	-7.638	-5.384	-3.634	-7.801	0.000	0.000	-24.457
<b>Subtotal STP</b>	<b>0.616</b>	<b>1.088</b>	<b>-1.944</b>	<b>-6.394</b>	<b>0.000</b>	<b>0.000</b>	<b>-6.634</b>
Estimated CMAQ	3.174	3.055	2.936	2.816	0.000	0.000	11.981
Programmed CMAQ	-2.619	-3.963	-2.062	-2.180			-10.824
<b>Subtotal CMAQ</b>	<b>0.555</b>	<b>-0.908</b>	<b>0.874</b>	<b>0.636</b>	<b>0.000</b>	<b>0.000</b>	<b>1.157</b>
Estimated Enhancement	1.166	1.166	1.166	1.166	0.000	0.000	4.666
Programmed Enhancement	-1.223	-2.276	0.000	0.000			-3.499
<b>Subtotal Enhancement</b>	<b>-0.057</b>	<b>-1.110</b>	<b>1.166</b>	<b>1.166</b>	<b>0.000</b>	<b>0.000</b>	<b>1.167</b>
<b>Total Estimated Regional Funds</b>	<b>12.595</b>	<b>12.193</b>	<b>11.792</b>	<b>11.390</b>	<b>0.000</b>	<b>0.000</b>	<b>47.970</b>
Approved Programming	-11.480	-13.123	-11.696	-15.981	0.000	0.000	-52.280
<b>Overprogramming of Reg. Flex Funds</b>	<b>1.115</b>	<b>-0.930</b>	<b>0.096</b>	<b>-4.591</b>	<b>0.000</b>	<b>0.000</b>	<b>-4.310</b>
ODOT Mod Estimate and Program	23.051	21.734	35.247	0.122	0.000	0.000	80.154

### Current Funding Estimate

Regional STP	11.941	13.811	13.917	14.221	14.461	14.762	83.113
CMAQ	6.739	7.669	7.570	7.824	9.272	9.471	48.545
Enhancement	1.400	1.400	1.400	1.400	1.400	1.400	8.400
ODOT Modernization	23.051	21.734	35.247	0.122	8.560	8.560	97.274
<b>Total Current Funding Estimate</b>	<b>43.131</b>	<b>44.614</b>	<b>58.134</b>	<b>23.567</b>	<b>33.693</b>	<b>34.193</b>	<b>237.332</b>
S/N Commitment		-1.500	-6.000	-6.000	-6.000	-6.000	-25.500
Other Prior Programming	-34.531	-33.357	-40.943	-10.103	0.000	0.000	-118.934
<b>UNPROGRAMMED FUNDS</b>	<b>8.600</b>	<b>9.757</b>	<b>11.191</b>	<b>7.464</b>	<b>27.693</b>	<b>28.193</b>	<b>92.898</b>

### INCREASE BY FUND TYPE TO ALLOCATE

Regional STP	4.303	6.927	4.283	0.420	8.461	8.762	33.156
CMAQ	4.120	3.706	5.508	5.644	9.272	9.471	37.721
Enhancement	0.177	-0.876	1.400	1.400	1.400	1.400	4.901
<b>Total Flex Funds To Allocate</b>	<b>8.600</b>	<b>9.757</b>	<b>11.191</b>	<b>7.464</b>	<b>19.133</b>	<b>19.633</b>	<b>75.778</b>
ODOT Modernization	0.000	0.000	0.000	0.000	8.560	8.560	17.120
<b>GRAND TOTAL TO ALLOCATE</b>	<b>8.600</b>	<b>9.757</b>	<b>11.191</b>	<b>7.464</b>	<b>27.693</b>	<b>28.193</b>	<b>92.898</b>
TEA-21 High Priority "Ear-Mark" Projects	7.384	10.069	12.083	12.083	12.754	12.754	67.125*

\*excluding S/N earmark.

## FY 2000 MTIP/STIP PROJECT SELECTION PROCESS

Available  
Revenue

**STEP 1: PROJECT APPLICATION BY  
STATE, REGIONAL AND LOCAL JURISDICTIONS**

**STEP 2: THRESHOLD CRITERIA**

- ▢ Meet Street Design Guidelines
- ▢ Consistent With RTP Functional Classification Maps
- ▢ To Be Included in RTP "Strategic" Component
- ▢ Cost of Candidate Projects Constrained to Target of 3 Times Expected Revenue

**STEP 3: TECHNICAL SCORE IS CALCULATED**

FREIGHT	ROAD MOD	RECONSTRUCTION	BLVD. DESIGN	PEDESTRIAN	BICYCLE	TOD	TRANSIT	TDM
<p><b>GOAL: Support 2040</b></p> <p>1. Increase Access to/ Circulation Within Industrial Areas -- 20 Points</p> <p>2. Increase of Industrial Jobs, or High focus on "Traded Sector" businesses. -- 20 Points</p>								
<p><b>SUPPORT 2040:</b></p> <p>1. INCREASE ACCESS TO OR CIRCULATION WITHIN DESIGNATED 2040 PRIORITY LAND USES -- 20 POINTS</p> <p>2. SERVES AREAS WHERE 2040 GROWTH CONCEPT CALLS FOR INCREASED MIXED USE DENSITY -- 20 POINTS</p>								
GOAL: Mobility at Reasonable Cost (15 points) Cost/Truck hours of delay reduced.	GOAL: Mobility at Reasonable Cost (15 points) Cost/VHD reduced.	GOAL: Mobility at Reasonable Cost (15 points) Cost/VMT.	GOAL: Implement Blvd Design Elements for Least Cost. (15 points) Cost/mile/benefit points	GOAL: Mobility at Reasonable Cost (15 points) Cost/VMT reduced.	GOAL: Mobility at Reasonable Cost (15 points) Cost/Induced transit rider	GOAL: Reduce VMT at Reasonable Cost (15 points) Cost/VMT reduced.	GOAL: Increase Ridership at Reasonable Cost (25 points) Cost per new patron.	GOAL: Reduce VMT at Reasonable Cost (25 points) Cost/VMT reduced.
GOAL: Reduce Delay of Freight & Goods Movement Delay (25 points) Truck hours of delay eliminated.	GOAL: Reduce Congestion (25 points) Reduce V/C ratio/Improve LOS.	GOAL: Upgrade To Urban Standard; Pro- vide Long-term Main- tenance (25 points) Maintain "Fair" pavement condition.	GOAL: Slow vehicle speeds/enhance alt. mode access. (25 points) Encourage Blvd street design elements.	GOAL: Increase Walk Trips/Re-duce Auto Trips (25 points) Generate new walk trips.	GOAL: Ridership (25 points) Generate new ridership.	GOAL: Increase Non-Auto Mode Share (25 points) Increase Non-SOV trips.	GOAL: Increase Modal Share (35 points) Increase Transit Trips. Compare "Core" vs "Emerging" systems separately.	GOAL: Increase Modal Share (35 points) Decrease SOV mode share.
GOAL: Safety (20 points) Reduce road/rail conflict and truck conflict with bike/pedestrian modes.	GOAL: Safety (20 points) Improve high accident locations.	GOAL: Safety (20 points) Improve high accident rate locations.	GOAL: Safety (20 points) Slow vehicles & enhance street scape to promote alt. mode safety.	GOAL: Safety (20 points) Reduce pedestrian hazards.	GOAL: Safety (20 points) Reduce bike hazards, especially near schools.	GOAL: Increase Density (20 points) Increase mixed use density.		
100 Points	100 Points	100 Points	100 Points	100 Points	100 Points	100 Points	100 Points	100 Points

PROJECT EVALUATION

## Priorities 2000 Project Selection Schedule

<b>22-May-98</b>	Public notification to kick-off process
<b>23-Jun-98</b>	Public hearing on draft criteria
<b>16-Oct-98</b>	Deadline for local governments to submit projects
<b>Oct – Feb</b>	Technical ranking of projects
<b>8-Feb-99</b>	Public comment period begins
<b>23-Feb-99</b>	Public workshop with ODOT (in Portland): Comment on technical and administrative factors
<b>27-Feb-99</b>	Open house (in Hillsboro) – distribute information to public
<b>17-Mar-99</b>	Public workshop with ODOT (in Oregon City) – Comment on technical and administrative factors
<b>22-Mar-99</b>	Public comment period ends
<b>26-Mar-99</b>	TPAC: review/approve 150% cut list
<b>6-Apr-99</b>	JPACT/Transportation Planning Committee public hearing on 150% cut list 5:30 p.m., Council Chamber, Metro Regional Center, 600 NE Grand, Portland
<b>8-Apr-99</b>	JPACT/Metro Council Review/Approve 150% cut list
<b>20-Apr-99</b>	Transportation Planning Committee review
<b>30-Apr-99</b>	TPAC Approval of Program Recommendation
<b>4-May-99</b>	JPACT/Transportation Planning Committee public hearing on program recommendation – 5:30 p.m., Council Chamber, Metro Regional Center, 600 NE Grand, Portland
<b>13-May-99</b>	JPACT consideration of program approval
<b>27-May-99</b>	Metro Council consideration of program approval

PRIORITIES 2000: COMMITTED, TP & RECOMMENDED 100% AND RESIDUAL JUNCT/METRO COUNCIL APPROVED 150% LI

Freeway	Amount	
<b>Committed</b>		
I-5/217\Kruse Way	14.57	
I-5/217\Kruse Way	<u>7.00</u>	TEA-21
SUBTOTAL I-5/217\Kruse Way	<b>21.57</b>	
I-205/Sunnybrook Intrchg	22.27	
I-205/Sunnybrook Intrchg	<u>6.00</u>	TEA-21
SUBTOTAL I-205/Sunnybrook Intrchn	<b>28.27</b>	
Tualatin/Sherwood Bypass	0.38	
US 26: Camelot/Sylvan Interchg	<u>21.90</u>	
<b>FY 00-03 Committed Total \$</b>	<b>72.112</b>	
<b>Proposed</b>		
US 26: Sylvan Interchange Ph. 3	<u>\$ 26.513</u>	ODOT
<b>Proposed Total: \$</b>	<b>26.513</b>	

## ATTACHMENT D

**\$102.090**

**Allocated:**



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE ) RESOLUTION NO. 99-2791  
FY 2000 MTIP MODERNIZATION PROGRAM )  
DEVELOPED THROUGH THE PRIORITIES ) Introduced by  
2000 PROCESS ) Councilor Jon Kvistad  
 ) JPACT Chair

WHEREAS, ODOT initiated development of an FY 2000 State Transportation Improvement Program (STIP); and

WHEREAS, Metro, in its role as metropolitan planning organization for the urban portion of Region 1 receives sums of federal transportation funding for allocation in cooperation with ODOT; and

WHEREAS, under federal regulations, the Portland-area Metropolitan Transportation Improvement Program (MTIP) must be included without change in the STIP; and

WHEREAS, Metro and ODOT have agreed to cooperative development of an MTIP/STIP for the Portland-area referenced as the Priorities 2000 process; and

WHEREAS, Revenue estimates were agreed upon for STP, CMAQ and Transportation Enhancement fund types for the period of TEA-21 (FY 1998 - FY 2003); and

WHEREAS, A sum of \$75.8 million of such funds is assumed available for allocation to a broad array of transportation projects and of which only about \$33 million of the regional funds can be used to construct general purpose roadway capacity; and

WHEREAS, Metro recognizes that the traditional federal "obligation limit" of approximately 90 percent may cause some project delays; and

WHEREAS, Metro and ODOT concur that approximately \$26 million of transportation modernization funds allocated to Region 1 are best used to implement the Phase 3 Sunset Highway/Sylvan Interchange project; and

WHEREAS, The region embarked on an extensive public involvement process including a comprehensive solicitation for project nominations that made note of these opportunities and limitations and which specifically targeted outreach to all regional parks agencies traditionally under-represented in the transportation programming process; and

WHEREAS, A comprehensive set of technical ranking criteria for multiple travel modes was developed and approved by JPACT and the Metro Council that address road improvement and preservation and system management; enhancement of systems for all non-auto travel modes including integrated management of distinct boulevard locations; improvement of critical freight facilities; and integration of land use, transportation system development and travel demand management; and

WHEREAS, Important non-technical “administrative” factors were approved for evaluation during project selection including regard for support of regional affordable housing goals, school safety, prior regional commitments, linkage to prior significant regional projects, local overmatch, multi-modal benefits, substantial agency and public support and regional equity; and

WHEREAS, Concern for recovery of salmonid species traversing urban waterways emerged as a priority concern in the course of the selection process due to their listing as an endangered species; and

WHEREAS, A separate transportation enhancement program solicitation process, that relied upon a portion of the same funds addressed in the Priorities 2000 process, was initiated by ODOT in the midst of the regional solicitation process; and

WHEREAS, Metro served on the ODOT Transportation Enhancement program evaluation committee; and

WHEREAS, the prioritized list of ODOT Enhancement program projects was integrated into the Priorities 2000 selection process; now, therefore,

BE IT RESOLVED:

1. Funding is authorized for the list of projects included in Exhibit 1.
2. Conditions are imposed on certain of the approved projects as shown in Exhibit 2.
3. The Executive Officer is authorized to determine details of project phasing year, phase of work and fund type in coordination with ODOT staff.
4. This allocation is subject to meeting regional air quality conformity requirements .

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_, 1999.

\_\_\_\_\_  
Jon Kvistad, Presiding Officer

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, General Counsel

# EXHIBIT 1: TPAC RECOMMENDATION FOR PROJECT FUNDING

## Planning Projects

Core Reg. Planning Program	\$2.083
I-5 Trade Corridor Study	0.250
OPB Pilot	0.100
Regional Freight Program Analysis	0.100
<b>Proposed Total:</b>	<b>\$2.533</b>

## Freeway Projects

U.S. 26/Sylvan Interchange Reconstruction Ph. 3	\$26.000
<b>Proposed Total:</b>	<b>\$26.000</b>

## Road Modernization Projects

1	PM6	MLK/Interstate ITS	\$0.550
3	WM5	Murray O'Xing: Milikan/Terman	1.000
4	MM7	Gresham/Mult. Co. ITS	1.000
5	CM7	Clack. Co. ITS/ATMS	1.000
7	WM4	Wash. Co. ATMS	0.370
8	PM1	Portland Arterial/Frwy. ITS	0.750
10	WM1	Farmington Rd: Hocken/Murray (PE)	0.932
11	WM19	SW Greenburg: Wash Sq/Tiedeman (PE)	0.270
12	MM3	223rd O'Xing (PE)	0.251
13	CM2	Harmony/Linwood/Railroad Av (PE)	0.449
16	WM17	I-5/Nyberg Interchange (PE)	0.342
19	WM13	SE 10th: E Main/SE Baseline (PE)	0.090
20	MM1	207th Connector: Halsey/Glisan	1.345
26	CM5	Sunnyside Rd/Mt. Scott Creek	1.400
28	CM14	Hwy 213/Beavercreek Rd.	3.000
34	PM10	SE Foster Rd/Kelly Creek	0.600
		<b>Proposed Total:</b>	<b>\$13.349</b>

## Road Reconstruction

1	PR10	Naito Parkway: Davis/Market	\$1.500
8	CR2	Johnson Crk Blvd: 36th/45th	1.076
		<b>Proposed Total:</b>	<b>\$2.576</b>

## Bridge

1	PBr2b	Burnside Electrical	\$0.500
3	PBr2a	Morrison Electrical	0.800
		<b>Proposed Total:</b>	<b>\$1.300</b>

## Freight

1	PF2	N. Marine Dr. Reconstruction	\$1.795
4	PF1	Lower Albina Overcrossing	4.000
		<b>Proposed Total:</b>	<b>\$5.795</b>

## Boulevard

1	MBL1	Division: Wallula/Kelly	\$2.000
2	CBL3	McLoughlin: Harrison/SPRR X'ing	1.800
4	PBL3	W. Burnside: Brdg/NW 23rd	0.269
6	PBL1	Hawthorne: 20th/55th	1.500
7	CBL1	Harmony Rd: 82nd/Fuller	1.750
15	WBL2	Main St: 10th/20th (Cornelius)	1.800
		<b>Proposed Total:</b>	<b>\$9.119</b>

## Pedestrian

2	WP5	SW 170th: Merlo/Elmonical LRT Stat'n	0.270
3	WP7	Cedar Hills: Walker/Butner	0.085
4	WP4	Sentinel Plaza: Cornell/Cedar Hills/113th	0.180
5	CP1	Scott Crk Lane Pedestrian Path	0.080
14	PP2	Capitol Hwy: Bertha/BH Hwy	0.400
		<b>Proposed Total:</b>	<b>\$1.015</b>

## Bike/Trail

2	CBi3	Phillip Creek Greenway Trail (PE/RW)	0.202
3	PBi6a	E. Bank Trail: OMSI/Springwater (Con)	0.720
4	PBi9	Greeley/Interstate	0.144
5	WBi5	Cornell Rd: Elam Young/Ray	0.540
6	CBi2	Fuller Rd: Harmony/King	0.592
7	WBi2	Hall Blvd: 12th/Allen	1.438
8	WBi1	Fanno Crk: Allen/Denny	0.074

9	CBI10	Parkway/Town Center Prkwy Loop	0.040
10	CBI9	Town Cntr Park: Bike/Ped Conntection	0.200
11	CBI7	Clack. Reg. Ctr. Trail	0.278
14	WBI10	Fanno Crk Trail Phase 2 (PE/RW)	0.235
15	MBi1	Gresham/Fairview Trail (RW)	0.224
25	PP5	Red Electric Line: Will Prk/Oleson (Study)	0.135
27	PBI6b	E. Bank Trail - Phase 2 (RW)	0.269
		<b>Proposed Total:</b>	<b>\$5.091</b>

### Transportation Demand Management

1	TDM1	Regional TDM Program	\$1.987
2	TDM6	SMART TDM Program	0.220
3	TDM3	ECO Information Clearinghouse	0.188
4	TDM2	Portland Area Telecommuting	0.200
5	TDM5	TMA Assistance Program	1.000
6	TDM4	Region 2040 Initiatives	1.000
		<b>Proposed Total:</b>	<b>\$4.595</b>

### Transit Oriented Development

1	RTOD 1	Metro TOD Program	\$4.000
		<b>Proposed Total:</b>	<b>\$4.000</b>

### Transit

1	RTr1	Reg. Contribut'n for PDX LRT	\$18.000
2	WTr2	Wash. Co. Bus Stop Enhancements	0.500
3	RTr2	Service Increase for Reg/T.C. TCL	4.000
4	CTr2	Will. Shoreline Trestle/Track Repair	0.500
5	WTR1	Wash. Co. Commuter Rail	1.000
		<b>Proposed Total:</b>	<b>\$24.000</b>

### ODOT Transportation Enhancement Program Nominations

1		Pioneer Crt House Renovation	\$0.500
2		Portland Bikeway Network Signage	0.129
3		NE 47th Environmental Renovation	0.250
		<b>Proposed Total:</b>	<b>\$0.879</b>

**GRAND TOTAL: \$74.268**

## **EXHIBIT 2:**

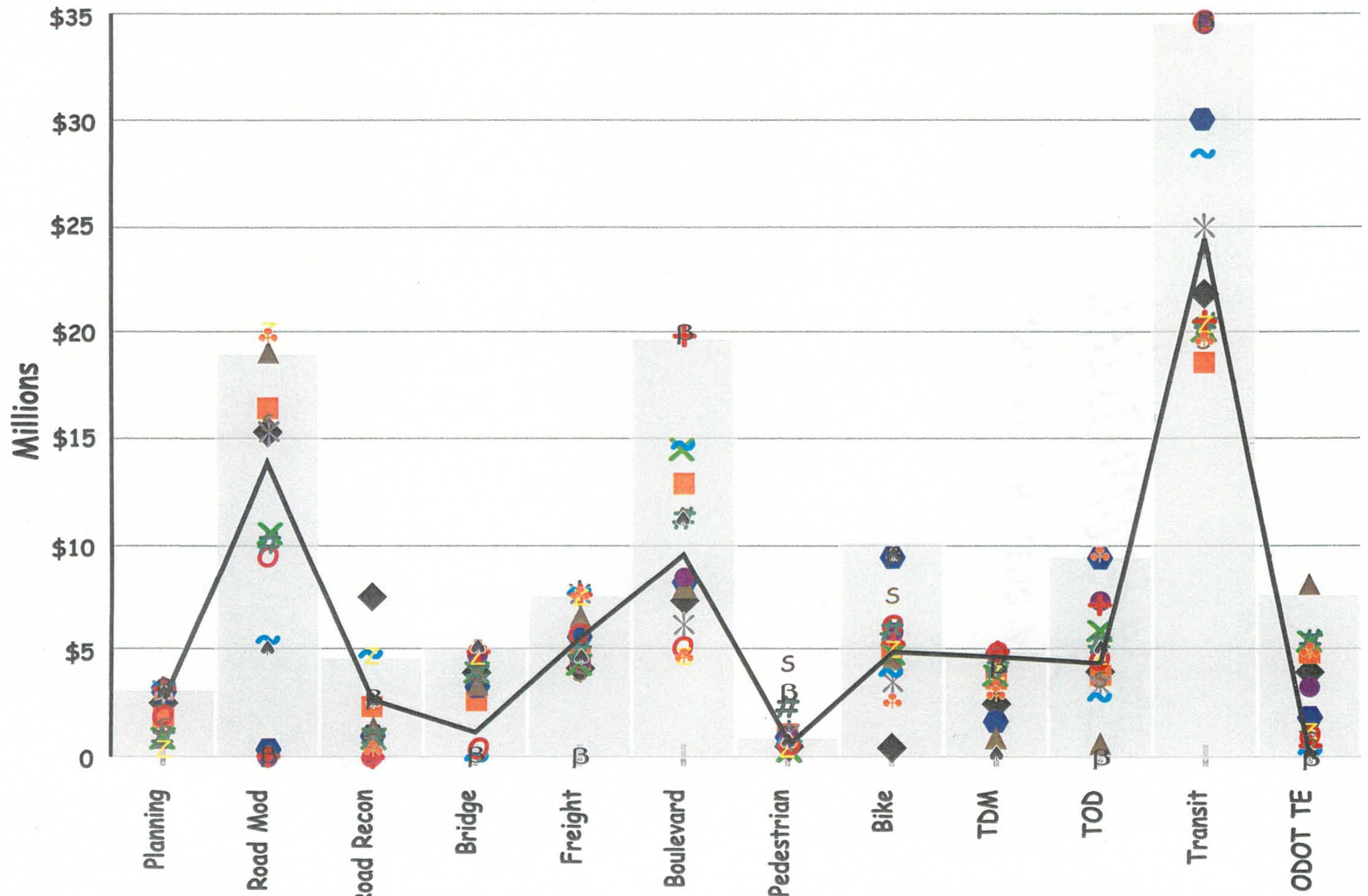
### **CONDITIONS ATTACHED TO PRIORITIES 2000 PROJECT APPROVALS**

1. The Sunnyside Road @ Mount Scott Creek Bridge, Foster Rd @ Kelly Creek Bridge and Hwy 213/Beavercreek Road allocations, as they relate to restoration of salmon runs, are subject to more detailed review sessions on project scope.
2. The Capital Highway pedestrian improvement is subject to funding from the library.
3. I-5 Trade Corridor funds would be withdrawn if a federal discretionary grant is awarded.
4. Transit and 2040 Initiatives allocations are subject to review of Tri-Met's adopted annual service plan.
5. The PDX Light Rail allocation returns if the project is not built.
6. Washington County Commuter Rail allocation is subject to approval of a work program.
7. Washington County Bus Stop Enhancement funds are jointly allocated to Tri-Met and Washington County; should consider city locations and should integrate with any TCL funded Barber/Hwy 99 rapid bus project.
8. Allocation of funds to the Wilsonville TDM program is subject to agreement by the TDM Subcommittee on coordination of services between SMART and Tri-Met.
9. The Interstate ITS project funding is authorized to transfer to the Barber Blvd. corridor (whose technical ranking tied that of the Interstate project) if Interstate MAX accomplishes the Interstate ITS improvement.
10. All allocations are subject to consistency with Metro's Street Design Guidelines.
11. All ITS allocations are subject to TPAC review of more detailed scopes.

Modal Share of Committed Transportation Funds: 1992-2003 (\$ millions)							Priorities 2000 Modal Share Influence (\$ millions)			
PROJECT MODE	Built		Funded but Not Built		SUBTOTAL OF COMMITTED FUNDS	MODAL % OF COMMITTED FUNDS: NON-FRWY	TPAC ENDORSED PRIORITIES 2000 ALLOCATIONS	% OF \$75.8 Mil.	PRIORITIES 2000 + PRIOR COMMITTED FUNDS	% DISTRI- BUTION OF ALL ALLOCA- TIONS
	Amount	Percent	Amount	Percent	Amount	Percent				
Planning	\$5.400	5%	\$0.659	1%	\$6.059	3%	\$2.533	3%	\$8.592	3%
Road Modernization	30.120	26%	28.200	27%	58.320	26%	13.365	18%	71.685	24%
Road Reconstruction		0%	2.670	3%	2.670	1%	2.826	4%	5.496	2%
Bridge	3.130	3%	10.000	10%	13.130	6%	1.300	2%	14.430	5%
Freight	18.350	16%	13.000	13%	31.350	14%	5.795	8%	37.145	13%
Boulevard		0%	1.000	1%	1.000	0.5%	9.119	12%	10.119	3%
Pedestrian	5.950	5%	7.750	7%	13.700	6%	1.015	1%	14.715	5%
Bike	8.800	8%	5.838	6%	14.638	7%	5.220	7%	19.858	7%
TDM	3.260	3%	0.813	1%	4.931	2%	5.095	7%	10.026	3%
TOD	4.900	4%	0.150	0%	5.050	2%	4.000	5%	9.050	3%
Transit	36.870	32%	33.500	32%	70.370	32%	24.000	32%	94.370	32%
<b>Non-Freeway Subtotal</b>	<b>\$116.780</b>	<b>100%</b>	<b>\$103.580</b>	<b>100%</b>	<b>\$221.218</b>	<b>100%</b>	<b>\$74.268</b>	<b>98%</b>	<b>\$295.486</b>	<b>100.0%</b>
Freeway	160.896		72.112		233.008		26.513		259.521	
<b>GRAND TOTAL</b>	<b>\$277.676</b>		<b>\$175.692</b>		<b>\$453.368</b>		<b>\$100.781</b>		<b>\$555.007</b>	

\*Incorporates ODOT Transportation Enhancement recommendation into applicable modal category: \$0.250 to Reconstruction (47th Ave); \$0.250 to Bike (Ptld Bike Signs) and \$0.500 to TDM (Pioneer Sq.).





#### JPACT

- ◆ Sharron Kelley
- Bill Kennemer
- ▲ Kay Van Sickel
- David Bragdon

- ✕ Rod Park
- ✱ Dave Lohman
- ~ Charlie Hales
- Fred Hansen

- + Ed Washington
- z Rob Drake
- S Jim Kight
- Jon Kvistad
- β Karl Rohde

#### Metro Councilors

- Rod Monroe
- # Susan McLain
- ♠ Bill Atherton

## **Priorities 2000** **FY 2000-2003 State/Metropolitan Transportation Improvement Program** **DRAFT Supplemental Public Comment Summary** **May 12, 1999**

### **Introduction**

This report provides a summary of public comments received from March 23 – May 11, 1999 on regional transportation funding priorities in the FY 2000-2003 Metropolitan Transportation Improvement Program (MTIP) and the State Transportation Improvement Program (STIP). Comments on draft funding recommendations were received from nearly 200 individuals and organizations during this time period.

The Metro Council Transportation Committee and the Joint Policy Advisory Committee on Transportation (JPACT) held two public hearings to solicit public comments. On April 6, 1999, 77 citizens testified on the “150% cut list” funding recommendation, which narrowed the list of projects competing for funds. A public hearing on the final funding recommendation was held May 4, 1999, 72 citizens testified at this hearing. An additional 65 comments were submitted via letters, faxes, e-mail and by phone on Metro’s transportation hotline, (503) 797-1900. A petition signed by 46 Portland residents was also submitted.

### **Background**

Prior to the development of the “150% cut list” funding recommendation, a 30-day public comment period on draft project technical rankings was held from Feb. 8 – Mar. 22, 1999. Public comments received during this time period, at a series of public meetings and in writing, are summarized in a public comment report dated April 6, 1999.

Comments were solicited via mailings to neighborhood, business and community organizations, transportation and environmental interest groups, libraries, local governments and interested parties. Print advertisements and media releases were used to provide notice of public meetings and public hearings. Information about opportunities to comment was provided on Metro’s transportation hotline, (503) 797-1900 and the Oregonian Inside Line, (503) 225-5555.

Metro’s web page ([www.metro-region.org](http://www.metro-region.org)) was used to provide information to the public throughout the 30-day comment period and in conjunction with the public hearings. This proved to be a popular method for citizens to view technical rankings, draft funding recommendations, hearing notices and background information, and to submit comments.

### **General comments**

General comments at the public hearings and from March 23 – May 11, 1999 were similar to those received during the 30-day public comment period held from Feb. 8 – Mar. 22, 1999.

Many citizens expressed strong support for balancing transportation investments by focusing allocation of federal flexible funds on transit, bicycle, pedestrian, boulevard,

transit oriented development (TOD), transportation demand management (TDM) and transportation management association (TMA) projects. Respondents noted the need to provide more transportation options and the benefits of doing so to communities and the environment. Most of these respondents stated that they are opposed to allocation of these funds to projects that increase auto capacity or traffic speeds by widening roads.

Comments from local governments and residents of Washington County favored the allocation of STP funds to regional road modernization and freight projects to address traffic congestion and ensure the movement of goods and services and access to employment.

Local governments in East Multnomah County expressed concern about the proportion of funds being allocated to that part of the region.

### **Transit projects**

Public transportation improvements, including bus service increases and light rail expansion received many supportive comments. Those commenting noted that transit service improvements are needed to facilitate access to jobs and to provide an alternative to auto use. Two respondents opposed light rail expansion. These projects were raised as priorities:

- Tri-Met Transit Choices for Livability Service Improvements
- Light Rail to PDX
- Willamette Shoreline Trestle/Track Repair

### **Boulevard projects**

Creating multi-modal streets through boulevard retrofit projects received strong support as a priority. Respondents noted the importance of these street enhancements to community livability, transit access, bicycle and pedestrian safety, and the viability of business districts. Some respondents expressed opposition to the Gateway Regional Center boulevard project, but noted that they would support a traffic management study in the area. Those commenting from East Multnomah County felt the Division Street project should receive additional funds and that the Stark Street project should be included in the final funding recommendation. These projects were cited as priorities:

- Barbur Boulevard
- Hall Blvd: Cedar Hills/Hocken preliminary engineering
- Division: Wallula/Kelly
- Division: Cleveland/Birdsdale
- Stark Street
- Main St: 10th/20th (Cornelius)
- Hawthorne: 20th/55th
- McLoughlin: Harrison/SPRR Overcrossing
- W. Burnside: Bridge/NW 23<sup>rd</sup>
- Cornell: Trail Ave/Saltman Rd

## **Freight projects**

Comments in support of freight projects were focused on the need for the E. Columbia-Lombard Connection to improve safety and reduce accidents and traffic delays. These projects were raised as priorities:

- E. Columbia to Lombard Connection
- N. Marine Drive Reconstruction
- Lower Albina Overcrossing

## **Bicycle and trail projects**

Many respondents expressed support for the need to make bicycle projects a regional priority. The Morrison Bridge Bicycle Accessibility project and Fanno Creek Bike Path received strong support for inclusion in the final funding recommendation. These projects were cited as priorities:

- Morrison Bridge Bicycle Accessibility
- Fanno Creek Bike Path
- Red Electric Line
- Willamette Shore Rail: Lake Oswego/Sellwood Bridge
- Gresham/Fairview Trail
- Eastbank Trail: Ph 1 and Ph 2
- Portland Traction Company Trail
- Greeley/Interstate Bike Lanes
- Phillip Creek Greenway Trail
- Springwater Corridor
- Marine Drive Multi-Use Trail

## **Pedestrian projects**

Pedestrian projects were also cited as an important regional priority. Those commenting noted the importance of sidewalks in providing safe access to transit stops, schools and other destinations within communities. These projects were mentioned as priorities:

- Barbur Blvd: Naito Parkway/65th
- Capitol Highway: Bertha/BH Highway

## **Road modernization**

Support for the need to make road modernization and reconstruction a regional priority was expressed. Those commenting noted that the regional economy depends on the road system to move goods and provide access to employment. The Murray Overcrossing: Milikan/Terman, 207th Ave Connector and Highway 213/Beavercreek Road projects received strong support. The need to include additional funding for preliminary engineering for the 223rd Railroad Overcrossing project was raised as a priority. These projects were cited as priorities:

- Murray Overcrossing: Milikan/Terman
- 207th Ave Connector: Halsey/Glisan
- 223rd Railroad Overcrossing preliminary engineering
- I-5/Nyberg Interchange preliminary engineering
- Hwy 213/Beavercreek Rd.
- Sunnyside Rd/Mt. Scott Creek
- SW Greenburg Road
- SE 10<sup>th</sup> Ave: E. Main/SE Baseline preliminary engineering
- Farmington Rd: Hocken/Murray preliminary engineering

## **Road reconstruction**

These projects were raised as priorities:

- Naito Parkway: Davis/Market
- Johnson Creek Blvd: 36th/45th
- NW 23rd: Burnside/Lovejoy

## **Transit oriented development (TOD)**

There was strong support expressed for Metro's TOD program. Respondents noted the benefits in terms of reducing auto travel, increasing transit use and improving air quality, as well as the past successes of TOD planning in the region.

## **Transportation demand management projects (TDM)**

TDM programs were cited as an important priority that can assist the region in meeting goals to reduce vehicle miles traveled (VMT). Respondents were very supportive of Transportation Management Associations (TMA), increasing the use of shuttle service to link public transportation and employment centers, and telecommuting centers. These projects were cited as priorities:

- 2040 Initiatives (shuttle service to employment sites)
- Regional TDM Program
- Portland Area Telecommuting
- TMA Assistance Program

## **Transportation enhancement projects**

The NE 47th Ave. Bridge replacement project received many supportive comments. Testimony and letters noted that the project would improve water quality, increase public access to the Columbia Slough from Whitaker Ponds, and improve safety for bicyclists and pedestrians. In addition, the project will leverage significant matching funds. 46 Portland residents submitted a petition in favor of the project.

The Pioneer Courthouse Square Lobby Project also received supportive comments. Respondents cited the transportation elements of the project, which include improving access to transit and providing information about transit, bicycle and pedestrian access and parking.

These projects were also raised as priorities:

- Tryon Creek State Park Path
- City of Portland Bicycle Route Signing

## **Bridge projects**

The Morrison/Burnside Bridges electrical upgrades were cited as a priority project.

## **Planning**

The OPB Pilot: Building Community Through Media was mentioned as a project priority.



**METRO**

April 12, 1999

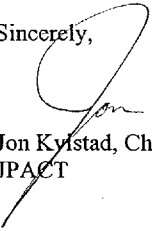
The Honorable Darlene Hooley  
U.S. Congress, District 1  
510 Cannon House Office Building  
Washington, D.C. 20515

Dear Congresswoman Hooley:

Thank you for your letter of March 17 expressing concern about the region's future directions for South/North light rail. At the April 8 JPACT meeting, we shared your letter and discussed proposals for next steps. It was evident at that meeting that JPACT supports your concern that transportation problems in the South Metro area must be addressed.

In concept, JPACT supported pursuing a modified light rail project in North Portland and a bus improvement program in the McLoughlin Corridor. Toward this concept, they called for development of a work program and financing strategy to implement the McLoughlin Corridor Improvement Program. In addition, they recognized that the previously committed \$55 million in STP funds should not be reallocated until better definition of the North and South corridor strategies is agreed upon. We anticipate formal consideration of these matters at the June 10 JPACT meeting. We will keep you apprised of the discussions and look forward to your support on the conclusion.

Sincerely,



Jon Kylvstad, Chair  
JPACT

JK:lmk

CC: JPACT  
Congressman Blumenauer





RECEIVED

APR 22 1999

Faxed 4/20/99

**WASHINGTON COUNTY**  
**OREGON**

April 20, 1999

Andy Cotugno, Transportation Director  
Metro  
600 NE Grand Avenue  
Portland OR 97232-2736

RE: NARROWING THE PRIORITY 150% LIST

This letter is intended to replace your request to itemize my preferences for distribution of the MTIP. While I understand your desire to have the JPACT members identify their particular interests as it relates to percentage of funding, it puts me in a rather awkward position. As a representative not only of the County, but also of the cities of Washington County, I have not had an opportunity to discuss this method of distribution or cuts with the Washington County Coordinating Committee.

Given the fact that the Coordinating Committee has not had an opportunity to debate these issues, I feel uncomfortable providing my personal opinions as to the percentage of amounts as requested. However, I think it is important that I reflect in this memo the feelings of the Coordinating Committee. As indicated in our letter to JPACT, the Coordinating Committee believes that a higher emphasis needs to be put on the highway side of the region's transportation system. This means that more money, time and policy emphasis needs to be directed at highway capacity and congestion problems in the region.

I understand the difficulty of your task to reduce the list to 100% of funds available, however, in my mind, I believe the approach requested may limit the debate that needs to occur at JPACT before decisions are ultimately made.

If you have questions or need additional information, please give me a call. I can be reached at the County at 648-8685.

Sincerely,

Roy R. Rogers  
Commissioner

c: Board of County Commissioners  
Washington County Coordinating Committee  
John Rosenberger





RECEIVED

APR 22 1999

Faxed 4/20/99

**WASHINGTON COUNTY**  
**OREGON**

April 20, 1999

Andy Cotugno, Transportation Director  
Metro  
600 NE Grand Avenue  
Portland OR 97232-2736

RE: NARROWING THE PRIORITY 150% LIST

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Sincerely,

Roy R. Rogers  
Commissioner

c: Board of County Commissioners  
Washington County Coordinating Committee  
John Rosenberger

**Board of County Commissioners**

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072  
phone: (503) 648-8681 • fax: (503) 693-4545

**DRAFT**

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**FY 2000-2003  
Metro/State  
Transportation  
Improvement Program**

**Priorities 2000**

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**Summary Report  
Public Comments  
February 8 – March 22, 1999**

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**METRO**  
*Regional Services*

**PRIORITIES 2000  
2000 – 2003 MTIP/STIP**

**SUMMARY REPORT  
PUBLIC COMMENTS**

**DRAFT  
4/6/99**

<b>Summary of comments</b>	<b>i – v</b>
<b>Public meeting testimony</b>	<b>1 – 28</b>
<b>Letters</b>	<b>29 – 46</b>
<b>E-mail</b>	<b>47 – 53</b>
<b>Hotline comments</b>	<b>54</b>

**Metro Transportation Department  
600 NE Grand Ave., Portland, OR 97232 2736  
Transportation hotline: (503) 797-1900**

**PRIORITIES 2000**  
**FY 2000-2003 State/Metropolitan Transportation Improvement Program**  
**Public Comment Summary**  
**April 6, 1999**

**Introduction**

This report provides a summary of public comments received from Feb. 8 – Mar. 22, 1999 on transportation funding priorities in the 2000-2003 Metropolitan Transportation Improvement Program (MTIP) and the State Transportation Improvement Program (STIP). Both oral and written comments were received during a series of three public meetings called Priorities 2000 that were held Feb. 23 in Portland, Feb. 27 in Hillsboro and Mar. 17 in Oregon City. More than 80 people provided testimony at these meetings. Close to 60 people provided comments via e-mail and viewed information posted to an electronic open house on Metro's web page ([www.metro-region.org](http://www.metro-region.org)). In addition over 100 letters and faxes were received, as well as three petitions that were signed by over 600 residents of the region.

Summaries of public meeting testimony, letters and e-mail are included in this summary report. A complete report that includes copies of all letters, exhibits and e-mail received is available.

**Key questions for public comment**

Project descriptions, draft technical scoring information, the following key questions were distributed to those providing comments:

- Of the transportation projects under consideration for funding, which do you feel are most important?
- Do you disagree with the technical scoring of a specific project(s)?
- Are there factors beyond the technical scoring that should be taken into consideration for specific projects?
- Do you have recommendations for the modal mix (buses, roads, bikes, etc.) of projects that should be included in the final package of projects?

**General Comments**

General comments supported funding a balanced multi-modal transportation system. Respondents expressed strong support for an emphasis on transit, bicycle, pedestrian, transit oriented development (TOD), transportation demand management (TDM) and transportation management association (TMA) projects.

Many respondents felt that 8-10% of regional funds should support bicycle and pedestrian projects. Those supporting bicycle projects want to see a general funding emphasis on bicycle projects, funding of projects that would complete the 40 mile loop and were supportive of projects to connect bikeways throughout the region, such as the Eastbank Trail and other connections to the Springwater Trail.

There was a great deal of support for Tri-Met's Transportation Demand Management Program and for continued funding of transportation management associations (TMAs) throughout the region. Many employers that have received assistance from the regional TDM program and a local TMA documented significant increases in non-auto commuting by employees.

Tri-Met's Transit Choices for Livability Service Increase also received many supportive comments. Social service agencies noted the importance of transit to low income, elderly and disabled citizens and the role transit plays in providing access to jobs.

The regional transit-oriented development (TOD) implementation program also received many positive comments. Those who supported continued funding for this program noted the many transportation and community benefits of purchasing and redeveloping land adjacent to light rail to support the public investment in light rail.

Comments in support of freight projects were focused on the Lower Albina Overcrossing and N Marine Drive Reconstruction.

Comments in support of road modernization were focused on projects in Clackamas County, particularly projects on Sunnyside Road and the Beavercreek Road: Highway 213 project.

Support for Boulevard design projects focused on the following projects: Stark Street in Gresham, Hawthorne Blvd. in Portland, Barbur Blvd. in Portland, and Cornelius Main Street.

Comments were received in support of funding the OPB Pilot: Building Community Through Media educational documentary on transportation, land use and environmental planning.

Petitions opposing the following projects were submitted to Metro:

- Murray Boulevard Extension: Scholls Ferry Walnut – 367 people signed petitions opposing the project,
- Johnson Creek Blvd: 36<sup>th</sup>/45<sup>th</sup> – 241 people signed petitions opposing the project, and
- Barber Blvd. – Natio Parkway to SW 65<sup>th</sup> – 22 businesses signed petitions that express concern with any impacts to on-street parking and auto access.

## **Project Specific Comments**

The following is a list of projects raised as funding priorities in oral and written public comments.

### **Road Modernization**

- Beavercreek Rd: Highway 213/Mollalla
- Sunnyside Rd: Mt. Scott Crk Bridge
- Sunnyside Rd: 122<sup>nd</sup>/132<sup>nd</sup>
- Sunnyside Rd: 132<sup>nd</sup>/172<sup>nd</sup>
- SE Foster Road/Kelly Creek Bridge
- Sandy Blvd: E Burnside/82<sup>nd</sup> Ave.
- Farmington Rd: Hocken/Murray
- 223<sup>rd</sup> Railroad Overcrossing
- Murray Blvd. Extension
- Boones Ferry Rd.

### **Road Reconstruction**

- NW 23<sup>rd</sup> Ave: Burnside/Lovejoy
- Lake Road: Oatfield/Hwy 224
- Johnson Creek Blvd
- SE Stark Overlay

### **Freight**

- Lower Albina Overcrossing
- N Marine Drive Reconstruction
- SE 7<sup>th</sup>/SE 8<sup>th</sup> Ave. Connector
- E. Columbia-Lombard Connection

### **Bridge Improvements**

- Burnside Bridges Electrical
- Broadway Bridge improvements
- Morrison Bridge Electrical
- Broadway Bridge Painting

### **Bicycle Projects**

- Morrison Bridge Bike/Ped Access
- Eastbank Trail: Ph 1 and Ph 2
- Willamette Shoreline Rail
- Red Electric Line
- Phillip Creek Greenway
- Greeley/Interstate

Hall Blvd Bikeway  
Fanno Creek Path  
Parkway Ave/Town Center Bikeway  
Clackamas Regional Trail  
Portland Traction Co. Trail  
Gresham/Fairview Trail  
Parkway Center Dr: Ellingsen Rd  
Cedar Mill Multi-use Path  
Roeth Rd  
Springwater Corridor

**Pedestrian Improvement Projects**

Capitol Highway: SW Taylors Ferry/36<sup>th</sup>  
Capitol Highway: Bertha/BH Hwy  
Springwater Trailheads  
Milikan Way  
SW 170<sup>th</sup> Merlo  
Cedar Hills Blvd.

**Boulevard Design Projects**

Cornelius Main Street  
Stark St.  
West Burnside  
Hawthorne  
Barbur Blvd.  
McLoughlin Blvd.

**Transit Oriented Development**

TOD Implementation Program  
N. Macadam District Street Improvements

**Transit Improvements**

Transit Choices for Livability Service Increase  
N. Wilsonville Park & Ride  
MAX to PDX  
Washington County Commuter Rail  
Bus Stop Enhancement Project

**Transportation Demand Management**

Tri-Met TDM program  
TMA funding

**Planning Projects**

OPB Pilot: Building Community Through Media

**Enhancement Projects**

Tryon Creek Bike Trail

NE 47<sup>th</sup> Ave. Environmental Mitigation

Pioneer Courthouse Sq.

Wilsonville I-5 Corridor Enhancement



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**Public meeting testimony**

**PRIORITIES 2000**  
**Metropolitan Transportation Improvement Program**  
**Public Meeting Testimony – Portland**  
**February 23, 1999**

Name	Comment
<p>Ann Nickel  Columbia Corridor  Association  PO Box 55651  Portland, OR 97238</p>	<p>Ms. Nickel is concerned with traffic in the Columbia Corridor area. She stated that the current system leads to this corridor because of business. She said <b>Columbia Blvd and NE Marine drive are their two main concerns</b>. She wants them to be a priority for funding as well as the <b>TMA program</b>. She said that there are 2900 businesses in this corridor and they do not have good bus service. She said a TMA is critical to this area.</p>
<p>Terry Parker  1527 NE 65<sup>th</sup> Avenue  Portland, OR 97213</p>	<p>Mr. Parker said that there has been not enough revenue in this region for bicycle projects and there has not been enough money spent on downtown services. He is <b>supportive of the Delta Park at I-5 and Sandy Blvd improvements</b>. He said <b>Hawthorne Blvd is in need of money as well and ramp meters by Portland State University</b>. He said that Metro should fund projects where local match comes from the local user.</p>
<p>Linda Bauer/Nancy Chase  Metro Greenspaces</p>	<p>Ms. Chase reviewed the Powell Butte area and said there is need for transportation improvements here. She said connected Powell Butte with Kelly Creek is critical to Title 3 adoption. She said <b>Foster Road and Kelly Creek is a problem for the fish habitat</b>. She said that new development in this area would be a problem for habitat. She said funds are needed for the new improvement for wildlife in this area.</p> <p>Linda Bauer submitted a letter from City Councilor Eric Sten regarding Johnson Creek and Kelly Creek. His letter will be included in the record.</p>

<p>Judy Edwards Westside Transportation Alliance</p>	<p>Ms. Edwards advocated for westside employers to reduce congestion. They are interested in <b>funding for TDM programs and 2040 initiatives</b>. The one issue is getting employees to work because of congestion problems and new capacity will not be a solution to the problem and that is why <b>TMA's need to be funded</b>. She said their board needs funding to help make a difference in their community.</p>
<p>Tom Fuller Pioneer Courthouse Square</p>	<p>He is <b>supportive of the remodel of Pioneer Courthouse Square</b> project that is not on the current list. A copy of the lobby renovation project is included in the public record. This project will help manage congestion, especially in downtown. They want \$500,000 for the Priorities 2000 funding.</p>
<p>Randy Dickenson 2220 SE 72<sup>nd</sup> Ave. Portland, OR 97215</p>	<p><b>Advocate of bicycle projects for the region.</b> Mr. Dickenson said the bicycle network needs work compared to Europe's bicycle system. He said the eastbank corridor is essential to creating a connected system of bikeways. He said bike and pedestrian projects are needed and we don't need more roads. Supports the following projects: <b>Pbi1 Morrison Bridge Pedestrian Bike Accessibility, Pbi6 Eastbank Trail:OMSI/Springwater, PBi5 Springwater Corridor: Rugg Road to Boring, PB5 Red Electric Line: Willamette Park/Oleson Road, MBi1 Gresham fairview Trail: Springwater Trail/Marine Drive, WBi2 Hall Boulevard Bikeway: 12th/Allen, WBi4 Cedar Mill Multi-Use Path, PBi4 SE 11th/112th Avenue: Market/Holgate, PBi9 Greeley/Interstate: Killingsworth/Russell, WBi7 Rock Creek Trail: Evergreen Prkwy/Amberwood Dr., WBi8 Beqverton Powerline Multi-Use path, WBi9 Rock Creek Powerline Multi-Use Path, CBi7 Clackamas Regional Center District Park Multipurpose Trail, and other Pedestian/Bicycle Friendly Projects with hopefully the bulk of the monies available.</b></p>

Tom Chamberlain 4110 SW Hawthorne Portland, OR 97214	Mr. Chamberlin testified in <b>support of funding for the OPB Pilot: Building Community Through Media (RPlng5)</b> .
Barbara Walker 1891 SW Hawthorne Terrace Portland, OR 97201	Ms. Walker is an <b>advocate for the 40 Mile loop project</b> and said it should be a high priority. She said connection is the most important part of the system. She said <b>OMSI to Springwater corridor completion should be financed</b> . She urged that the <b>Gresham Fairview Trail also be funded and the Peninsula Crossing Trail as well</b> . She is also <b>supportive of the Pioneer Courthouse renovation</b> project that is not currently on the list for funding.
Diane King Campbell North Clackamas Parks & Recreation District 111022 SE 37th Milwaukie, OR 97222	The North Clackamas Parks district <b>supports funding for the Clackamas Regional Center Trail (Cbi5), Phillips Creek Greenway Trail (Cbi3) and the Portland Traction Company Trail (Cbi4)</b> . They also support funding connections to the Springwater Corridor Trail, the North Bank Project, the I-205 bike path and the end of the Oregon Trail in Oregon City.
Frank Angelo Betty Atteberry Westside Economic Alliance	Mr. Angelo said they would follow up with a formal letter on projects that they felt should be funded. He said that money should be for highway and freight and transit improvements. He said highway improvements would provide capacity and make regional centers be successful. They are working with the legislature on the gas tax issue to help fund new road projects in this region. He said that <b>STIP funds should be targeted to road improvements through out the region</b> . She said that <b>there has been a lot of growth in Washington County and it is important for the infrastructure of the system to put money into the highway system</b> .

<p>Ruth Barber 1474 SW Oregon City, OR 97045</p>	<p>Ms. Barber <b>supports improvements to Cascade Highway 213.</b> This two-lane facility needs to be funded because they are suffering property damage and fatalities. The road needs a vertical alignment for safety and protection. Said there would be a reduction of 70% in fatalities if the road were improved. She said Quail Crest Lane is a blind intersection and is dangerous. She said that this section of road has a blind grade and it has been dubbed "blood alley" by the Oregonian. This road is located in Urban Reserve # 25.</p>
<p>Lenny Anderson Swan Island Business Association 2934 NE 27th Avenue Portland, OR 97232</p>	<p>Mr. Anderson feels that the <b>gas tax should only be spend on maintenance of roads.</b> He suggested that \$ 150 million revenue for freeway congestion; this will increase capacity and bring more congestion on the system. He said that theses dollars are also degrading our water and air. He is concerned about \$33 million that is left and this should be used to reduce VMT. He suggested that the transit be the option to solve the issue of congestion. He said that on Swan Island they have a transportation committee that is dealing with these issues. He said <b>TMA's helped reduce problems and they should be financed.</b></p>
<p>Steve Apotheker 1905 NE Going Street Portland, OR</p>	<p>Mr. Apotheker is a bicycle advocate and <b>urged the Metro Council to increase dollars to more bike projects. He said closer to 8-9% should go towards these projects.</b> He said it is critical that there be a good bike connection for the region.</p>
<p>Rick Williams Lloyd Center TMA</p>	<p><b>TDM Projects are a priority for the Lloyd Center TMA.</b> He said the Lloyd Center TMA was started in 1994 from grant money that came from Metro. He noted that transit ridership has increased 72% in one year from work by this TMA. Additionally, there has been a 26% reduction in SOV for this area all for \$50,000 investment. He said that there are no road projects that can produce comparable results for the same amount of money. He emphasized the business community has been supportive of this TMA and asked for support from the Metro Council.</p>
<p>Martha Waldemar 12173 SE 104<sup>th</sup> Court Portland, OR</p>	<p>Ms. Waldemar is a member of the Clackamas Chamber of Commerce. She <b>supports funding for the Sunnywide Rd: Mt. Scott Creek Bridge (CM5).</b> She said that there is heavy traffic in this area and these are important issues and this project should be financed.</p>

<p>Scott Leeding Sunnside 1117 SE Territory Drive Clackamas 9715</p>	<p>Mr. Leeding is a member of MPAC. He has worked with the local CPO for years and Clackamas County on Sunnyside Rd improvements. He said additional funds are needed for a bridge in this area. He said Sunnyside Rd should be improved all the way to Damascus. <b>CM5, CM3 and CM4 are projects that need to be funded.</b></p>
<p>Stephanie Hopker Melissa Williams Beaverton, OR 97007</p>	<p>Ms. Hopker had <b>numerous concerns about the Murray Blvd extension in Beaverton</b>. She said that there are possible mitigation costs of approximately \$ 6-7 million around this area because of habitat and environmental issues. She noted that Murray Blvd. is currently 5 lanes and this would dead end into two lanes on Walnut in Tigard, OR. This would not be a good connection. She said money could be spent in a lot better ways and noted information on the new town center for this location. Mr. Hoglund said he would follow up with the City of Beaverton on her concerns about this project.</p> <p>Mr. Birhad has concerns for new this new town center being proposed by the City of Beaverton as part of the 2040 plan. This new road would go through a residential area. Roads need to planned for future development.</p>
<p>Scott Bricker 2817 NE 14th Portland, 97212</p>	<p>Mr. Bricker said he is the Chair of Irvington NAC. He <b>supports bike and pedestrian, and multi-modal projects</b>. He would personally like to see more money for these projects rather than roads. As a bike professional for BTA, he noted that <b>bike trails should be completed such as the 40 mile loop</b>. This would create a healthier society in completing this recreational facility.</p>

Cassandra Griffin	Ms. Griffin is an OEC employee and a member of the Bicycle Transportation Alliance Board of Directors. She is very <b>supportive of alternative transportation specifically bicycle and pedestrian facilities</b> . She said that funding should be increased for these transportation modes. She said <b>a reasonable amount would be 10% of the funds for these projects</b> .
Phil Goth	Phil Goff - urban designer and member of BTA and is also <b>supportive of bike and pedestrian projects</b> . He said <b>transit is equally as important</b> . He said there should be a land-use connection to new projects. He noted that the South Portland Circulation study is a project that should be funded because it will have a positive benefit to the community. He said that the Kenton Historic Plan would be a good use of federal revenue. He said Hawthorne and Burnside street are also projects that need to be addressed.
Leonard Gard SW Neighborhoods 7688 SW Capitol Highway Portland, OR 97219	Mr. Gard is very <b>supportive of funding for Barber Blvd improvements (PBL4)</b> . Barber is heavily used and is an important commercial corridor. He said there would be more mixed-use development in the future. It lacks in sidewalks, safety to transit, access to neighborhoods. They are working on sidewalks and improvements for this area.
Jim Howell 3325 NE 45 <sup>th</sup> Portland, OR 97213	He recommended that the <b>Willamette Shore Line should be funded (CTR2 in Lake Oswego)</b> . He said it could be used for commuter rail. This runs from Lake Oswego to downtown Portland. He said that the right-of-way is not owned and if it is stopped used as a rail line that the city will lose the use of this trestle line.
Steve Manning 4412 SE Salmon Street Portland, OR 97215	He works for a non-profit Law office. He emphasized that alternative transportation is important to him. He said that Lewis and Clark College has just adopted a policy to get students to use alternative modes of transportation. He <b>urged the Metro Council to fund bike and pedestrian facilities outside of the central city and the Morrison Bridge project</b> .

<p>Gary Madson Lower Albina Council 1050 N. River St. Portland OR 97227</p>	<p>Gary Madson spoke as a representative of the Lower Albina Council and is here as a part of a group testimony requesting MTIP funds for the <b>Lower Albina Overcrossing</b>. Current at grade crossings impede traffic. The council is a facilitator looking for a solution for the conflict that exists between businesses and railroad. There are significant safety issues. Seven to eight hours a day the businesses are isolated due to train traffic. A LID is being developed with the businesses to provide some funding for the project. They have been working with ODOT and the project is 90-95% engineered. They feel the project is under rated. The project would close five crossings with one staying open for emergencies. An added benefit would be that it could be the beginning of a secondary access to Swan Island. We think it will be the highest scoring project in the matrix. It would support growth in that area. The price tag is 7.3 million and a LID will provide approximately half of the funds. Right-of-way costs will be 1.5 million. His own company supports urban planning and more intense use of the land and better utilization of the infrastructure.</p>
<p>Cliff Shoemaker Union Pacific Railroad Director, Industry &amp; Public Projects 1416 Dodge St., Rm 1000 Omaha, NE 68179 (402) 271--4357</p>	<p>Mr. Shoemaker read testimony supporting funding for the <b>Lower Albina Overcrossing</b>. (attached) Long slow moving trains cut the flow of traffic to the businesses on the west side of the tracks for several hours each day. Businesses in the Lower Albina area have expanded bringing more traffic to and from the area. The problem will get worse over the next five years. Train traffic has increased by 30% in the past four years. Union Pacific expects to bear about one-half of the LID expense. Without MTIP funds this project the will not succeed. Safety is a big concern for the railroad. Union Pacific urges support for the City's funding application for the Lower Albina overcrossing.</p>
<p>Don Donovan K. F. Jacobsen Co. Inc 1208 N. River Rd. Portland, OR 97227 239-5532</p>	<p>Mr. Donovan owns K. F. Jacobsen, Asphalt Co. Inc. and is also representing Ross Island Sand &amp; Gravel. He supports the <b>Lower Albina Overcrossing</b>. His business would be able to be more competitive with more in and out access. His company runs 40 trucks out per day plus customers. The truck drivers add 35 minutes to their haul time to take into account there may be a train blockage. He has enlarged his business in anticipation of the overcrossing. Getting traffic in and out is a problem. With the over crossing, better service could be provided.</p>



Gene Loffler Cargill Inc. 800 N. River St. Portland, OR 97227 281-9177	Mr. Loffler is a business owner in Lower Albina area and supports the <b>Lower Albina Overcrossing</b> . His company anticipates spending several million dollars to improve their business. They receive grain by truck, train and barge. About 11,000 train cars and 3,000 trucks service his business each year. The safety issue is a concern.
Craig Reiley, ODOT Rail Mgr. for Crossing Safety 555 13 <sup>th</sup> St. NE Suite 3 Salem, OR 97301 (503) 986-4273	Written testimony supporting the <b>Lower Albina Overcrossing</b> is attached. Mr. Reiley's department receives over 80 calls a year due to blockages. It is a classical problem and can result in criminal action due to long blockages. All agencies are working together to solve the problem. ODOT has put up as much money as they can. The Randolph crossing is the most frequently and longest blocked crossing in the LAIA and in the state.
Chris Smith NWDA 2363 NW Pettygrove Portland, OR 97210 223-3688	Mr. Smith is the Secretary of the NW District Associated. He is expressing his personal opinions today. He spoke in support of three projects. 1) <b>NW Lovejoy to Burnside paving</b> . The deterioration of the street justifies the project. Don't look at it as a car problem. It is also a pedestrian problem. 2) <b>W. Burnside from I-405 to NW 23<sup>rd</sup></b> . W. Burnside is a separation street and difficult to cross for pedestrians especially near the Civic Stadium and MAX. 3) <b>The TMA Assistance Program</b> provides creative programs design options that would be a beneficial force in the neighborhood.
Keith Liden Chairman, Portland Bike Advisory Council 4021 SW 36 <sup>th</sup> Pl. Portland, OR 97221 228-7352	<b>Bicycle and pedestrian funding</b> should be increased over past levels. It is in Metro's plan. It is a good investment. Portland has seen a significant rise in bike use to go along with the bike lanes. The bike lanes are not consistent. They are disconnected. The bike rankings look fine to his group. The <b>Morrison Bridge</b> is very important. Among all of the projects, <b>road modernization projects</b> are a poor investment. We will never build our way out of congestion.
Laurell Mankins 13643 SE Sunnyside Rd. Clackamas, OR 97015 658-6366	<b>Widening of Sunnyside Road</b> . Mrs. Mankins is involved in the area from 132nd to 177 <sup>th</sup> and she lives on Sunnyside Road. The ratings say there is no congestion. Traffic is non-stop all day long. She is almost rear-ended pulling into her driveway once a week. It is not safe for children to play. The proposal is not being realistic. They have decided she will get a 12 foot wide driveway that she would have to share with three other neighbors. She will have no parking in here own driveway or in front of her house. She can never have company because there is no parking. A 12-foot driveway is not big enough to get their motor home and boat in and out. A fire truck would not be able to get in. Widening needs to happen but it needs to be more practical. Traffic backs up from I-205 in the morning to 127th. The arterial streets in the surrounding area are not sufficient to get around the congestion. A car hit her son two years ago on his bike. The area is growing very fast.

<p>Len Edwards City Councilor PO Box 337 Fairview, OR 97024 665-7929</p>	<p>The Mayor of Fairview asked him to comment on <b>railroad overcrossing on 223<sup>rd</sup> between NE Sandy Boulevard and NE Halsey Street</b>. The street going under the overpass is very narrow and unsafe. He moved to Fairview in 1963 and has been fighting this for the ten years that he has been on the council. A truck and car can not go through it at the same time. Fairview is a fast growing community. We need industry and those industries will bring trucks that need access. It is also a major through street to Blue Lake Park for vehicles pulling boats. It isn't wide enough. .</p>
<p>David Eatwell Kenton Action Plan 2601 N. Willis Portland, OR 97217 289-6693</p>	<p>By and large supports list. He would like to propose an added project that enhances the modal mix in the Kenton area. He presented a drawing of a <b>modification of North Denver &amp; North Interstate</b>. There are no crosswalks from Lombard to Argyle and the crosswalk at Argyle is on a blind corner. Pedestrians take their life in their hands trying to cross the street. PDOT has sponsored the action plan and applied \$2.4 million to implement this and he is asking for support from Metro &amp; JPACT if it comes before them. It was submitted as part of the T21 on January 29<sup>th</sup> but not on this list. He would like to see attention to truck traffic on Denver to Argyle and will support anything to bring light rail to North Portland. Light Rail is vital to the success of growth of North Portland. Kenton's problems will not be solved without light rail. Kenton Action Plan is attached.</p>
<p>Sue Bullington Nordstrom Distribution Ctr. Columbia Corridor Assoc. Citizens Planning Committee 5703 N. Marine Dr. Portland, OR 97203 978-3055</p>	<p>Ms. Bullington testified in support of <b>Widening of North Marine Drive. to T-6</b> and in particular under Freight Projects, PF2, PF7 and PF8 which all relate to widening Marine Drive and improving the area. It is an unsafe area for people entering and exiting businesses. It is more than just a freight project since it will include bike paths and new sidewalks. She lives in North Portland. Not safe to ride bikes or walk. Please support this project.</p>
<p>Don Baack Chair, Barbur Blvd. CAC SW Trails 6495 SW Burlingame Pl. Portland, OR 97201 246-2088</p>	<p>He gave an update of street projects on Barbur Boulevard. A TGM grant has been issued and they are now working on a streetscape design to be done by June 30th. For next year's budget they will be asking for money for a <b>Barbur Boulevard corridor study</b>. Barbur is a major arterial when the freeway is congested. They also want a closer way to get on the freeway before Capital Hwy. Asking for support of \$800,000 and \$550,000 for this project for next year. His group also supports adding a <b>trail and maintaining the trolley line from Lake Oswego to the Ross Island Bridge</b>. There is a need to re-acquire right-of-way along Fanno Creek.</p>

<p>Catherine Ciarlo, Exec. Dir. Bicycle Transportation Alliance PO Box 9027 Portland, OR 97207</p>	<p>The BTA supports the <b>Morrison Bridge (1<sup>st</sup> priority), Portland Traction Company Trail and Willamette Shoreline Trail</b>. They provide critical links in the transportation system. They move people from home to work to school in a safe way in a way that is appealing and helps complete some links. <b>The Greeley/Interstate/Russell/Killingsworth project, the Gresham/Fairview Trail, the Peninsula Trail and the Red Electric Line are all important</b>. These are projects the BTA is excited about. She talked briefly about the allocation of funding for bicycle projects. We can't build our way out of congestion. The BTA wants resources focused on the kinds of projects that provide transportation option to people who don't use nor have cars. It is very important to BTA to see an increase in the percentage of money spent on these modes from 3% to 10%.</p>
<p>Thomas Nyled Bicycle Transportation Alliance 2545 SE 28<sup>th</sup> Pl. Portland, OR 97202 236-5163</p>	<p>The 3% allotment for bicycles is not enough for the needs of the cyclists. In Copenhagen it works. There is a place in Regional Transportation for bicycles. Because of the health and safety benefits, the percentage of <b>funding should be increased to 10% for bicycles</b>. He supports the <b>Morrison Bridge</b> and the <b>rail line along Lake Oswego and Sellwood Bridge</b>. He would also support <b>connecting bike routes</b>.</p>
<p>Ann Witsil, Chair I-405 Gateway Committee 1627 NW 32<sup>nd</sup> Ave. Portland, OR 97210 274-4005</p>	<p>Ms. Witsil represents a large coalition of residents and businesses throughout Northwest Portland and Westside Portland to <b>landscape I-405 ODOT owned lands</b>. They are working very closely with the City of Portland streetcar project as well as the Bridge the Gap project. They have the endorsement of all the commissioners. It is a timely project and enhances pedestrian as well as bicycle appeal. It goes from NW Vaughn and to SW Clay also includes the new streetcar route. 10,000 motorists go through there each day. The committee would be happy to scale the project back if it would assure some funding. She encouraged staff to stay involved with the JPACT and TPACT evaluation process. A copy of their proposal is attached.</p>
<p>Julian Awdry 14339 SW Barrows Rd. Beaverton, OR 97007 521-0130</p> <p>Bill Wittgow 14398 SW Barrows Rd. Beaverton, OR 97007 590-5051</p>	<p><b>Murray Boulevard: Scholls Ferry/Barrows</b> - Mr. Awdry is requesting at the least, a delay of funding for this project. The proposed extension will run through a sensitive wetland area, which would be impacted. Mr. Wittgow testified that the project is premature and unnecessary at this time. It would be disruptive to traffic at this point without the town center proposal approved. The extension would widen a two-lane road inside of a residential area to a four-lane road. It would promote outside traffic to use this residential road as a commuter route. Since it is only a quarter mile extension, it only saves one minute in a commute. There are deer in the area. The wetland has been preserved up to now and has been an example to other cities. This</p>

	project has been on the books for a number of years, but that does not make it a good one. Should not be thought of a priority at this time.
<p>Stephanie Hopkirk 14317 SW Barrows Rd. Beaverton, OR 97007 590-8162</p> <p>Melissa Williams 14341 SW Barrows Rd. Beaverton, OR 97007</p>	<p><b>Murray Boulevard</b> this project (attached). Ms. Hopkirk supports not funding the extension. The wetland is a very big concern. You can't mitigate without disrupting the wetland. The project would create a traffic bottleneck. Outside traffic will travel down Barrows into the neighborhood not realizing that it dead ends. We need to look at the long-term fix. She would prefer her tax dollars to go to more important transportation issues. Mr. Awdry added that there is ignorance in the local community as to what the intent really is and it has been poorly presented to the community and now there is concern mounting. Ms. Williams said that she had few people willing to sign her petition. People are concerned, not so much that Portland is growing, but that there is no where to go. The neighborhood will not be able to with stand an extension of Murray as an alternative to Hwy. 217. It will destroy the neighborhood look.</p>
<p>Art Lewellan LOTI 3205 SE 8<sup>th</sup> #9 Portland, OR 97202</p>	<p>Mr. Lewellan has been at this for 4 years and he does not feel he has received a fair hearing He does not support the <b>I-405 caps</b>. He thinks the <b>Ross Island Bridge</b> should be the number one priority. What is there is not safe. It is a very dangerous bridge and could be damaged in an earthquake. He presented a map showing his solution. He supports removing a <b>traffic light at Ochoco Street</b> to keep traffic moving. Mr. Lewellan is beginning to think we will have to build the south/north light rail.</p>

**PRIORITIES 2000**  
**Metropolitan Transportation Improvement Program**  
**Public Meeting Testimony – Hillsboro**  
**February 27, 1999**

Name	Comment
John W. Haide 667 NE 6 <sup>th</sup> Ave. Hillsboro, OR jwh1249@aol.com	Bike paths should be built to the same standard throughout the region. Also, there is no continuous system of bike paths and lanes in Hillsboro. <b>A connected regional bicycle system is needed.</b>
N. Kay Walker Cornelius City Council 289 S 4 <sup>th</sup> Place Cornelius, OR 97213	<p>Testifying in <b>support of Main St: 10<sup>th</sup>/20<sup>th</sup> Boulevard project in Cornelius (WBL2)</b>. This project would improve one of the most dangerous intersections in Washington County, it should have received more than 10 points for safety in the technical ranking. There are one and a half accidents each month and a traffic flow of 40,000 vehicles. The stoplights are very needed to allow pedestrians to cross safely. The project is key to the development of the community and meeting 2040 goals. It should have received more points for supporting 2040 land uses. It provides an important function to provide better access to jobs in the Hillsboro industrial area. The area needs this project to achieve future density goals. The Trailer Court sewer decision makes the project even more important. Traffic flows are increasing and will continue to do so in the future. The Governor's Livability Team and other studies have recognized the importance of this project.</p> <p>Tri-Met should help to establish a TMA to serve commuters in the Forest Grove, Cornelius and Hillsboro area.</p>
Ralph Brown Mayor Cornelius 586 S 12 <sup>th</sup> Cornelius, OR 97213	<p>Testifying in <b>support of Main St: 10<sup>th</sup>/20<sup>th</sup> Boulevard project in Cornelius (WBL2)</b>.</p> <p>After the fourth grade all children in Cornelius go to schools in Forest Grove or Hillsboro. This project improves the only route for those trips. The City of Cornelius is working hard to become a city and to comply with Metro planning requirements and to meet regional goals. This project will provide a needed boost toward making that happen. The project would provide better and safer access to many services that low income people depend on including Head Start, the Virginia Garcia Medical Center, and the Cultural Center.</p> <p>There is currently no north to south transportation system within the city this project is critical to that. There is a lot of</p>

	truck traffic on this road.
John Greiner City Manager Cornelius 2633 S Cherry Cornelius, OR 97213	Testifying in <b>support of Main St: 10<sup>th</sup>/20<sup>th</sup> Boulevard project in Cornelius (WBL2)</b> . The City of Cornelius has been a very active partner with Metro in implementing the Regional Framework Plan. We have done this with no planning staff. Metro assisted us in developing our Main St plan. This funding is key to making that happen. We are also working to secure some private dollars to include additional amenities such as benches and flower baskets. We have used LIDs to fund public infrastructure and have done our part. There should be additional criteria to reflect the 40,000 people impacted by this project and the need to provide access to light rail in Hillsboro.

**PRIORITIES 2000**  
**Metropolitan Transportation Improvement Program**  
**Public Meeting Testimony – Oregon City**  
**March 17, 1999**

Name	Comment
<p>Doug Neeley  712 12<sup>th</sup> St.  Oregon City, OR 97045</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</p> <p>Mr. Neely submitted written testimony in favor of this project. He also stated that according to the criterion that gives a higher ranking to projects with overmatch, this project should be rated higher.</p>
<p>Kathy Lowe  PO Box 69246  Milwaukie, OR 97267  986-1426</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</p> <p>Rep. Lowe submitted written testimony in favor of this project.</p>
<p>Linda Hatlelid  8617 SE 36<sup>th</sup>  Milwaukie, OR 97222  659-2111 or 659-4205</p>	<p>Project: Johnson Creek Blvd.: 36<sup>th</sup>/45<sup>th</sup> (CR2)</p> <p>Ms. Hatlelid submitted written testimony and a petition with signatures. She also spoke in opposition to this project and made the following points:</p> <ul style="list-style-type: none"> <li>• Pictures (attached as appendix A) depict things they were told would not happen. People use bike lanes as travel lanes. [Worn paint indicates that cars drive in bike lanes.]</li> <li>• Opposes Phase III construction and said the right-of-way should remain 40'.</li> <li>• At a meeting to explain a waterline replacement project, citizens and the neighborhood association president were asked to sign letters in support Phase III. The neighborhood association president did not sign.</li> <li>• The new principal of Ardenwald School signed another letter of endorsement without understanding the situation, but has indicated she will modify her endorsement. The previous principal has indicated she will sign a letter in opposition to the project.</li> <li>• The neighborhood and the neighborhood association both oppose the project; this is supported in memo from Mulvey Johnson [Portland Office of Transportation] and the project proceeded without support.</li> </ul>

	<ul style="list-style-type: none"> <li>• Speed-calming devices are needed in Phase 1 and Phase 3. She was told photo radar would be used, and it hasn't been; tickets are not issued for speeds of 26-36 mph.</li> <li>• Parking on the street is desirable, but believes it will be removed.</li> <li>• Average daily traffic count on Johnson Creek Blvd. East of 43<sup>rd</sup> on 2/20/91 was 12,819.</li> <li>• Phase 1 and Phase 3 will remove shoulders and this will be dangerous.</li> <li>• The 32<sup>nd</sup> St overpass to Tacoma needs bike lanes.</li> <li>• Historic street trees will be removed. The City grants itself variances.</li> <li>• Milwaukie should be assertive when dealing with Metro and the City of Portland.</li> </ul> <p>Andy Cotugno asked what the City of Milwaukie's position was.</p> <ul style="list-style-type: none"> <li>• Ms. Hatlelid said Jim Brinks [Dept. of Public Works] will recommend staying within the 40 ft. right-of-way.</li> </ul>
Richard Cayo 4203 SE Johnson Creek Blvd. Milwaukie, OR 97222 659-1951	<p>Project: Johnson Creek Blvd: 36<sup>th</sup>/45<sup>th</sup> (CR2)</p> <p>Mr. Cayo submitted written testimony and spoke in opposition to this project. He made the following points:</p> <ul style="list-style-type: none"> <li>• He supports Ms. Hatlelid's testimony against widening the road. It would bring the road closer to houses.</li> <li>• Jim Brinks tried to sucker citizens into accepting more than a 40' right-of-way.</li> </ul>
Austin Prichard 1636 SE Marion Portland, OR 97202 231-6048	<p>Project: Eastbank Trail: OMSI/Springwater Trail Completion (Pbi6b)</p> <p>Mr. Prichard is on the board of the Sellwood Moreland Association. He sent a letter to Pamela Peck in support of this project. He spoke in favor of this project and mentioned the following amenities within the extension:</p> <ul style="list-style-type: none"> <li>• Historical buildings: the old power company, car barn,</li> <li>• Original rail line, Golf Junction</li> <li>• Provides access to the park</li> </ul>
Diane Kean Campbell North Clackamas Parks and Recreation District (NCPRD) 11022 SE 37 <sup>th</sup> Ave.	<p>Projects: Clackamas Regional Center Trail (Cbi7), Phillips Creek Greenway Trail (Cbi3), Portland Traction Company Trail (Cbi4)</p> <p>Ms. Campbell is the project coordinator for the NCPRD. She submitted a letter from Richard Ellis, Chair of the NCPRD Advisory Board, and</p>



Milwaukie, OR 97222  
794-8002

spoke in support of these three projects.

Andy Cotugno asked if NCPRD had any priorities. Ms. Campbell responded that a decision was made not to prioritize. Mr. Cotugno asked that she take the request to prioritize back because there are many more proposed projects than available funds.

<p>Nancy Kraushaur and Bryan Cosgrove 320 Warner Milne Rd. Oregon City, OR 97405 657-0891</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</p> <p>Ms. Kruashaur is the Senior Engineer with the City of Oregon City, Bryan Cosgrove is the Acting Community Development Director. They submitted written testimony in favor of this project. Mr. Cosgrove requested that Ms. Krushaur be allowed to use his testimony time, as he had to leave.</p> <p>Ms. Krushaur spoke in favor of this project and made the following points:</p> <ul style="list-style-type: none"> <li>• The area serves a high intensity mixed-use development, including the 140 acre Clackamas Community College.</li> <li>• Traffic in left turn lanes is backing up into through traffic lanes.</li> <li>• Metro's models cannot accommodate the impacts of nearby Clackamas Community College and Newell Creek Canyon. The Metro model shows that only 68% of trips through the intersection are from or to high and medium priority land uses, resulting in a low rating. The project should not be penalized on 2040 goals because these areas must be preserved for their present uses.</li> <li>• This intersection serves future urban reserve areas.</li> <li>• It is the only regional freight route for a lot of industrial properties.</li> </ul>
<p>Dick Jones 3205 SE Vineyard Rd. Oak Grove, OR 652-2998 BULLDOGJONES@prodigy.net</p>	<p>Projects: Regional Contribution for Airport LRT (RTOD1), TOD Program (RTOD1), ITS projects (CM7, MM7, PM2-7, 11, WM4 [there may be others]) congestion management, access management, and others.</p> <p>Mr. Jones spoke on a variety of subjects and commented on several projects:</p> <ul style="list-style-type: none"> <li>• The meeting was confusing because testimony was given at the same time as the presentation. He had asked for information prior to the meeting that was handed out at the meeting. It should have been given to him before.</li> <li>• Southbound on McLoughlin, north of the Ross Island Bridge the roadway goes into a Y. It is currently two lanes and it should be replaced with three travel lanes in each direction. (This is ODOT project cb13.)</li> <li>• Congestion pricing: Strongly opposes, particularly if all lanes are priced. AAA did a survey in December and 80% opposes it.</li> <li>• ITS: It's a "black hole" and most of the projects are busy work and a waste of time. Signs near Wilsonville that say "have a nice day, buckle up" are not useful. Messages do not allow you to change your plans. Radios can be relied on instead. It will be better to wait</li> </ul>

	<p>for ITS information to be provided via private companies to individual cars.</p> <ul style="list-style-type: none"> <li>• Access management has a place on expressways and highways, not at the district level. It undermines businesses, ruins neighborhoods. It has zero local support on the McLoughlin corridor through the village of Oak Grove according to testimony at a public meeting held by Oak Lodge Community Council.</li> <li>• \$28,000,000 to help out MAX is too much: \$10,000,000 for TODs (RTOD1) and \$18,000,000 for LRT to the airport (RTr1). Also, \$16,000,000) to buses part off which supports MAX (RTr2). We voted LRT down. This builds distrust of government. We were told if this were voted down there would never be another LRT project. (Note: Telephone conversation with Mr. Jones on March 24 provided clarification on some points)</li> </ul>
<p>Dale Potts 12177 SE Grove Lp. Milwaukie, OR 97222 659-5734</p>	<p>Project: Automobile traffic on McLoughlin Blvd.</p> <p>Mr. Potts submitted written testimony. He also stated that nothing should be done to interfere with the free flow of traffic on McLoughlin Blvd.</p>
<p>Melanie Paulo 199330 Rollins St. Oregon City, OR 97045 656-6436</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</p> <p>Ms. Paulo submitted written testimony and spoke in favor of this project. She made the following points:</p> <ul style="list-style-type: none"> <li>• People are using back roads to avoid this intersection</li> <li>• Left turn lanes back up into through lanes, creating a safety hazard</li> <li>• Access to a proposed three story office building will be through this intersection</li> <li>• During rush hour, motorists wait through 3 light cycles. During the holiday season it can be up to 9 cycles.</li> </ul>
<p>George L. Kosboth 1114 Washington St. Oregon City, OR 97045 557-3108</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</p> <p>Mr. Kosboth submitted written testimony and spoke in favor of this project. He used a board showing intersection (copy attached) and stated that Metro had data relevant to and plans that support this project. This is documented in the letter from Oregon City. (See Card #8 above)</p>

<p>John LeCavalier          Johns Inskeep          Environmental Learning          Center          19600 S. Molalla Ave.          Oregon City, OR 97045          657-6958 x2357</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</p> <p>Mr. LeCavalier speaking in favor of this project, made the following points:</p> <ul style="list-style-type: none"> <li>• Supports the letter from the City of Oregon City. (See Card #8 above)</li> <li>• Plans have been initiated to link the End of the Oregon Trail Interpretive Center to the Clackamas Community College Environmental Learning Center through Newell Creek Canyon. This is part of Greenspaces trail master plan per Mr. Cotugno, but not on Priorities 2000 list. (Mr. Cotugno said this seemed a reach for a transportation use because Highway 213 is more direct; it is more a recreational opportunity. Mr. LeCavalier stated he would prefer the trail; Highway 213 doesn't have much bike travel because it is too dangerous.</li> <li>• A culvert for fish is needed where there is a 100' change in elevation at the intersection of 213 and Beaver Creek Rd on Newell Creek.</li> <li>• Also, would like improvements to the bus system. It takes 2 hours to get home by bus.</li> </ul>
<p>Deborah Watkins          13290 Clairmont Way          Oregon City, OR 97045</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</p> <p>Ms. Watkins is Chairman of the Hillendale Neighborhood Assoc. She submitted written testimony and spoke in favor of this project. She made the following points:</p> <ul style="list-style-type: none"> <li>• Oregon City Urban Reserves are quite large, therefore there will be considerable growth in this area. This growth will make the situation worse.</li> <li>• Highway 213 connects to Highways 212, 224, 221 and 99 north, south, east and west.</li> <li>• This is a major safety issue. There are more accidents here than any other intersection in the area—people race to beat the light. Also, people drive through Clackamas Community College as an alternate route.</li> <li>• Industrial development in the Red Soils Industrial Park may not occur because of the problems with this intersection.</li> <li>• Thayer, Gaftylane and Hillendale neighborhoods impacted.</li> <li>• A proposed three-story office building will impact intersection.</li> <li>• There are intergovernmental agreements in place to develop Highway 213.</li> <li>• Metro owns part of Newell Creek Canyon.</li> </ul>

<p>Martha Taylor 7516 SE 21<sup>st</sup> St. Portland, OR 97202 234-3267</p>	<p>Project: Eastbank Trail (Pbi6b)</p> <p>Ms. Taylor speaking, in favor of this project, made the following points:</p> <ul style="list-style-type: none"> <li>• This acquisition is required in order to connect trails; otherwise the project will be delayed. The whole project is needed and she would like to see the entire project funded. (Pbi6 <i>a</i> and <i>b</i>)</li> <li>• Questioned the low ranking of the project and said she may need to talk with Bill Barber. Mr. Cotugno agreed. He also said that if the project were viewed as getting bikes off Tacoma, it would rank higher in the safety category.</li> <li>• Has been active in the neighborhood plan for 3 years and with Friends of Oaks Bottom and wants to see the RTP goal of safe bike travel met.</li> </ul>
<p>Monroe Sweetland 12006 SE McLoughlin Millwaukie, OR 97222 786-4625</p>	<p>Project: River Road and McLoughlin (Cbi1)</p> <p>Mr. Sweetland, a State Senator, speaking in favor of this project made the following points:</p> <ul style="list-style-type: none"> <li>• There are a lot more residents in the area since the last sidewalks were built and new apartments have been built around the end of Kellogg Lake, yet there is no way to walk to Milwaukie; no bike or pedestrian trail on the east side of McLoughlin. The area is hazardous to seniors. There is no place to walk except on the curb and that is perilous. On the west side it isn't continuous around the tavern and the trestle.</li> <li>• Particular mess in wet weather.</li> <li>• ODOT improvements and median helped some, but also add to the confusion because traffic merges at that spot.</li> </ul>
<p>Steve Bricker 2801 SE Tacoma Portland, OR 97202 653-0836</p>	<p>Project: Eastbank Trail (Pbi6a)</p> <p>Mr. Bricker, speaking, in favor of this project, made the following points:</p> <ul style="list-style-type: none"> <li>• This is a project that should rank high, but is not: the opportunity to take a trail all the way to Estacada is an exciting opportunity.</li> <li>• Part b—the off-street trail with three bridges is the only sensible thing to do. Umatilla St to Springwater Trail will close the gap from downtown Portland to Boring and Estacada. This would connect Willamette River Greenway Trail and the 40-mile loop. Putting this section on the street would put <u>    </u> million people on the street. With</li> </ul>

	<p>a separate route people can commute downtown safely. It is not an appealing route without bridges over the railroad, McLoughlin and Johnson Creek at Clackamas industrial area between 17<sup>th</sup> and McLoughlin.</p> <ul style="list-style-type: none"> <li>• It is important to fund this now and acquire necessary property.</li> </ul> <p>Mr. Cotugno asked which one would be a priority. Mr. Bricker said this one (Pbi6b) because the railroad owns that piece and the opportunity may be lost. Mr. Cotugno said it was worth noting that we should at least acquire the property, but more money is needed to build the bridges for the OMSI section Samuels railroad right-of-way. Mr. Bricker said he thought money was available for that section with current funds.</p>
<p>Daisa Lawson North Clackamas Parks and Recreation District 13380 SE Kuehn Rd. Milwaukie, OR 97222 659-1983</p>	<p>Projects: Clackamas Regional Center Trail (Cbi7), Phillips Creek Greenway Trail (Cbi3), Portland Traction Company Trail (Cbi4)</p> <p>Ms. Lawson is a member of the Parks District board of directors. Speaking in favor of these three bike projects, she made the following points:</p> <ul style="list-style-type: none"> <li>• Area is becoming rapidly urbanized and these linkages to greenspaces are necessary. Mr. Cotugno asked how these should be prioritized. Ms. Lawson responded that the Board had voted not assign priorities, but would take his suggestion back and try to set these priorities ready by April 6.</li> <li>• NCPRD is a citizen-based district formed in 1990. It is anxious to help, committed and will follow through. Mr. Cotugno said greenspaces folks would confirm this.</li> </ul>
<p>Linda Bauer No address or phone given</p>	<p>Project: SE Foster Rd/Kelly Creek Bridge ((PM10))</p> <p>Ms. Bauer submitted maps showing the location of the project. Speaking in favor of this project, made the following points:</p> <ul style="list-style-type: none"> <li>• We need a bridge</li> <li>• Natural spawning beds just upstream of this culvert. The culvert is illegal because fish can't pass. The water level isn't high enough.</li> <li>• The neighborhood supports a bridge. The neighborhood would then connect to the Springwater corridor by a pathway.</li> <li>• Requests that ranking be adjusted to affiliate the road project score with the culvert score.</li> <li>• The road can't be fixed without fixing the culvert.</li> <li>• The City continues to allow development to happen.</li> </ul>

<p>Ed Zumwalt 10888 SE 29<sup>th</sup> Milwaukie, OR 97222 654-2493</p>	<p>Project: McLoughlin Blvd: Harrison/SPRR X'ing (CBL3)</p> <p>Mr. Zumwalt, speaking on behalf of the Historic Milwaukie Neighborhood Assoc., supports this project. He made the following points:</p> <ul style="list-style-type: none"> <li>• This project is important to their overall plan</li> <li>• A letter was sent to Mr. Washington</li> </ul>
<p>Martin G. Slapikas 5211 SW View Point Terrace Portland, OR 97201-3909</p>	<p>Project: N Macadam District Streets and Connections (PTOD2) and other Priorities 2000 projects</p> <p>Mr. Slapikas is the Transportation Chairman of the Corbett-Terwilliger-Lair Hill (CTLH) Neighborhood Assoc. He submitted written testimony and made the following points concerning this project:</p> <ul style="list-style-type: none"> <li>• A major development is planned for the North Macadam area that will increase traffic through these neighborhoods. A traffic study by David Evans showed a 26% increase on Corbett, 22% increase on Macadam and several choke points. There is a need to mitigate the problems that impact the neighborhood.</li> <li>• A comprehensive study is needed to address this—all the Priority 2000 projects affecting this area should be looked at together. Mr. Cotugno agreed that attention should to be paid to spillover effects.</li> </ul>

<p>John Bendit 19460 SW 89<sup>th</sup> Ave. Tualatin, OR 97062 692-0846</p> <p>Bob Boryska 9535 SW Cherry Ln Tualatin, OR 97062 692-8955</p> <p>Dan Kaempff No address or phone</p>	<p>Project: TMA Assistance Program (TDM5)</p> <p>Mr. Bendit, Mr. Boryska and Dan Kaempff testified together in support of funding for TDM and TMAs. Mr. Bendit represents the Tualatin Chamber of Commerce. They made the following points:</p> <ul style="list-style-type: none"> <li>• Support funding for the Tualatin Chamber of Commerce TMA; they have provided a large private commitment of funds for the TMA, and feel that continued matching support is important to continuing efforts.</li> <li>• It is important that the three TMAs that exist continue and others spin off. Mr. Cotugno said that JPACT adopted a policy direction to set a framework for how TMAs are considered in the future. A typical budget to keep a TMA going is \$75,000. The general framework adopted would provide start up money with a three-year sliding scale, but not continuing operation funds.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Mr. Bendit said that not many TMAs operate around the country with out continuing operating support.</li> <li>• Tualitan chamber of commerce started TMA with private funds, already bucking the average. It is difficult to go beyond that. Where else will funds come from?</li> <li>• The transit choices for livability study indicates that 5 out of 10 programs were in Tualatin. So it appears that Tualatin will be an important transportation hub. No other transit service out there for an industrial area. Need an answer to that.</li> <li>• Tualatin has performed a vital role in providing affordable housing.</li> <li>• Tualatin plays a key role in transportation issues and projects, including high-speed rail.</li> </ul>
<p>Sha Spady 17855 Alden St. Oregon City, OR 650-1195</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</p> <p>Sha Spady, representing Friends of Newell Creek Canyon submitted written testimony, and speaking in favor of this project, made the following points:</p> <ul style="list-style-type: none"> <li>• Factors beyond technical scoring should be considered.</li> <li>• This intersection is where Newell Creek, which is now culverted begins. The Environmental Learning Center at Clackamas Community College is the headwaters of Newell Creek, a Class 1 stream.</li> <li>• There is an opportunity for Metro to create a stormwater management facility demonstration project.</li> <li>• There are multiple goals incorporated into one project.</li> </ul>



<p>Diane Sparks Oregon City Chamber of Commerce PO Box 226 Oregon City, OR 97045</p>	<p>Project: Beavercreek Road/Highway 213 Intersection (CM14)</p> <p>Ms. Sparks speaking in favor of this project made the following points:</p> <ul style="list-style-type: none"> <li>• The ranking at medium priority is a concern</li> <li>• Safety is important for businesses, residents and students with traffic speeds of 50 mph.</li> <li>• Fire and police have expressed concern about the intersection</li> <li>• Doesn't want another Sunnyside</li> <li>• A lot of industrial</li> <li>• Growth cannot continue without a fix—even temporary</li> <li>• People avoid Beavercreek Road and use residential streets and they shouldn't need to.</li> <li>• Sorry no one was there from the school district, but the Chamber of Commerce represents the school district and is aware of their concerns for safety.</li> <li>• Many try to avoid the intersection</li> </ul>
<p>Dan Kaufman Portland, OR 97202 233-9513</p>	<p>Project: Eastbank Trail (Pbi6)</p> <p>Mr. Kaufman, representing the Brooklyn Neighborhood Association submitted written testimony, a petition and a map, and spoke concerning this project. He made the following points:</p> <ul style="list-style-type: none"> <li>• He wants access to the Springwater Trail from the Brooklyn neighborhood. There is currently no access along the trail from Holgate to the Ross Island Bridge.</li> <li>• Would promote livability, and recreation.</li> </ul>
<p>Carolyn Tomei 11907 SE 19<sup>th</sup> Milwaukie, OR 97222 659-9116</p>	<p>Projects: McLoughlin Blvd.: Harrison/SPR X'ing (CBL3), Linwood Ave: Monroe/Cedarcrest (CM16)</p> <p>Ms. Tomei is the Mayor of Milwaukie. She spoke in favor of these</p>

	<p>projects and made the following points:</p> <ul style="list-style-type: none"> <li>• McLoughlin Boulevard Project: Milwaukie is a transit center. This project will link Traction Co. trail from Park Place to Glen Echo. It also links to Johnson Creek Blvd. Safe pedestrian access is needed from I-205</li> <li>• Linwood Ave project: Is close to school and on a Tri-Met bus route.</li> <li>• Supports Lake Road construction project</li> </ul>
<p>Clark Poulton 624 7<sup>th</sup> St. Oregon City, OR 97045</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14)</p> <p>Mr. Poulton is Deputy Fire Chief with the City of Oregon City. He submitted written testimony and spoke in support of this project. He made the following points:</p> <ul style="list-style-type: none"> <li>• Too many accidents at this intersection and congestion is the cause. Accidents at the Maple Lane intersection are also the result of problems with this intersection.</li> <li>• High-speed traffic on 213 and Beaver Creek. The posted 40-mph limit is seldom maintained.</li> <li>• Wants an intersection where smooth flow of traffic can be maintained.</li> </ul>
<p>Don Vedder 656-1160</p>	<p>Project: Beaver Creek Road/Highway 213 Intersection (CM14), and the effect of access management.</p> <p>Mr. Vedder represents Scott Parker, Gayle Molader and the estate of Patricia S. Parker. He supports the intersection project. He spoke about the effect of ODOT access management and submitted supporting documents. He made the following points:</p> <ul style="list-style-type: none"> <li>• The heirs now own Tax lots 500, 700, 800, 2000, of 3 So 2 East 9 B</li> <li>• 1991 at request of ODOT work sessions and public hearing were held to adopt Phase 1 and 2 into the comprehensive plan</li> <li>• 11.688 acres now still owning, of which ODOT needs 6 acres</li> <li>• Access control line caused loss of access to property</li> <li>• City approved an amendment of comprehensive plan (7/1992) eliminating access control lines from map and to change maps and documents to reference Trails End Hwy.</li> <li>• Ordinance 92-1002, February 5, 1992 (see attached) The words access control were not removed; this didn't follow the comp plan amendment.</li> <li>• Users/Buyers don't want to build and be condemned, therefore marketing of property is limited</li> <li>• July, 1996 City, State and County wanted to do improvements</li> </ul>

	<p>around Molalla Ave and Beavercreek Rd. The affected property owners had a right to dispute, and did because the City did not live up to it's previous deal.</p> <ul style="list-style-type: none"> <li>• 1996 Clackamas County, ODOT, the City and the Patricia Parker entered into agreements that she had not lost any of her constitutional rights and she could ask for protective buys. So far no purchase. Part on Fir Street has utilities and could market 2 acres, some of which has ODOT access control line. Buyers objected. Other 2 acres offers and seller had to pay additional fees. Original 2 acres now sold with access control line in parking lot on plans.</li> <li>• Heirs cannot afford to put in road, utilities to reach the 5.688 acres of industrial land that exist. It remains financially unserviceable.</li> </ul>
<p>Don and Ladonne Mueller Oregon City Secure Storage 14295 Marjorie Ln. Oregon City, OR 97045 557-8858</p>	<p>Project: Beavercreek Road/Highway 213 Intersection (CM14), Beavercreek Road: Highway 213/Mollalla (CM13), McLoughlin Blvd, McLoughlin Blvd.: Harrison/SPR X'ing (CBL3)</p> <p>The Muellers own a business located at the Berryhill Shopping Center. They spoke in favor of these projects. They also favor a gas tax increase. They made the following points:</p> <ul style="list-style-type: none"> <li>• Concerned about safety and congestion at this intersection.</li> <li>• Would like better lighting on Highway 213 from Beavercreek to Redland Rd. It is very dark and dangerous. Wondered how it could be maintained; would donations be allowed.</li> <li>• Support the McLoughlin Boulevard Project</li> </ul>
<p>Diane Sparks Oregon City Chamber of Commerce PO Box 226 Oregon City, OR 97045 503-656-1619</p>	<p>Project: Beavercreek Road/Highway 213 Intersection (CM14)</p> <p>Ms. Sparks, Executive Director of the Oregon City Chamber of Commerce, speaking in favor of this project made the following points:</p> <ul style="list-style-type: none"> <li>• The medium priory ranking is a concern</li> <li>• Ties hands for future growth of homes businesses, schools</li> <li>• Concerned with safety residents, businesses and students and 55 mph traffic</li> <li>• Fire and police are unable to make safe movements through intersection</li> <li>• Hazards will increase so don't wait</li> <li>• Highway 213 is possibly the next Sunnyside Rd.</li> </ul>
<p>Ruth Barber 14754 S Quail Crest Ln. Oregon City, OR 97045</p>	<p>Project: No project identified.</p> <p>Ms. Barber is concerned with intersections south of the</p>

655-3481	<p>Beavercreek/Hwy 213 intersection. She submitted written testimony, maps, pictures and other documents. She made the follow points:</p> <ul style="list-style-type: none"> <li>• Unhappy with the Clackamas County Planning—they are manipulating land use laws. She has spoken with Robin Brooks</li> <li>• Concern is the unsafe intersection of Quail Crest and Beavercreek. Would like vertical alignment and center medians and turn lanes.</li> <li>• Metro file No. 10068gm-06</li> </ul>
<p>Jim Brink City of Milwaukie 11188 SE 27<sup>th</sup> Ave Milwaukie, OR 97222 786-6043</p>	<p>Projects: Johnson Creek Blvd: 36<sup>th</sup>/45<sup>th</sup> (CR2), Linwood Ave: Monoe/Cedarcrest (CM16), McLoughlin Blvd: Harrison/SPR X'ing (CBL3), Lake Road: Oatfield/Hwy 224 (CR3)</p> <p>Mr. Brinks is the Public Works Director for the City of Milwaukie. He submitted written testimony and spoke in favor of these projects. He made the following points:</p> <ul style="list-style-type: none"> <li>• McLoughlin project: provides a connection from downtown to the river.</li> <li>• The Johnson Creek Blvd project: Phase 3 will complete the project started in Phase I, providing sidewalks, and curbs. Receives calls asking when it will be completed. He questions why it is ranked in the middle. The public wonders how long it will remain in this condition. Phase 3 design and funding for right-of-way is available. They are waiting for construction funds.</li> <li>• Linwood Ave. project: Linwood Ave runs in form of school. Supports this project to add sidewalks, etc. It also supported by the Linwood neighborhood.</li> </ul>
<p>Dave McNeel 15711 S. Henrici Rd. Oregon City, OR 97045 632-3497</p>	<p>Project: Beavercreek Road/Highway 213 Intersection (CM14)</p> <p>Mr. McNeel speaking in favor of this project. He also commented on the Sunnybrook Interchange. He made the following points:</p> <ul style="list-style-type: none"> <li>• Wants to make sure the State makes the City and the County stick to the previous commitments and wants ODOT to make sure the public knows of the commitment</li> <li>• Supports Sunnybrook Interchange—does not support the split diamond project scenario, supports a project, just not the split diamond concept.</li> </ul>
<p>Peter Angstadt Dean-College Services Clackamas Community College</p>	<p>Project: Beavercreek Road/Highway 213 Intersection (CM14)</p> <p>Mr. Angstadt submitted written testimony supporting this project.</p>

Margaret Branson  
Garthwick Association  
625 SE Manchester Place  
Portland, OR 97202  
232-2483  
mbtwin@teleport.com

Project: Eastbank Trail (Pbi6)  
Ms. Branson, chair of the Garthwick Association submitted written  
testimony in favor of this project.

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**Letters**

**PRIORITIES 2000**  
**Metropolitan Transportation Improvement Program**  
**Letters**  
**Feb. 8 – Mar. 30, 1999**

<b>Name</b>	<b>Date</b>	<b>Comments</b>
Kathleen Dana 13592 SE 145th Ave. Clackamas, OR 97015	N/A	Supports transportation projects that reduce the impact of traffic on our communities and provide residents with more transportation choices. Supports funding for bike, pedestrian and traffic calming improvements on arterial streets (boulevard retrofits), connecting arterial routes to provide shorter routes between destinations, completion of bicycle and pedestrian pathways and building pathways to transit stops and erecting bus shelters to make transit more attractive and easier to use. Does not support widening roads to increase traffic speeds and volumes.
Wayne Cozad President Swan Island Business Assoc. PO Box 4773 Portland, OR 97208	2/17/99	Supports full funding of transportation demand management (TDM) programs. In 1998 the SIBA Transportation Comm. worked with Tri-Met and C-Tran to put a new transit line between Swan Island and Clark County. Projects like this provide better options for employees and create more capacity for the movement of freight. Building a better transportation system must include investments in the "soft infrastructure" that helps people access alternatives to driving alone.
Amy Rhoades Chair Glenfair Neighborhood Assoc. 224 SE 155th PL Portland, OR 97233	2/17/99	Supports funding for SE Stark – 122nd/146th Reconstruction. The businesses and residents of this community support funding this project. The street is currently in poor condition. The project is vital to the quality and livability of our neighborhood.
Betty Jean Lee Chin's Import/Export 2035 NW Overton Portland, OR 97209	2/17/99	Supports funding of study of W. Burnside St. from the Willamette River to 23rd Ave. Burnside is currently a barrier into the Old Town/Chinatown. There could be a more desirable pedestrian entrance to the area. The Classical Chinese Gardens, increases in housing, and Port of Portland facility all create the need for a study now. By cleaning up the street, it will bring needed economic growth into this part of the city.
Helen L. Ying Chinese American Citizens Alliance 2035 NW Overton Portland, OR 97209	2/18/99	Supports funding of study of W. Burnside St. from the Willamette River to 23rd Ave. Burnside St. does not present an aesthetic or welcoming setting for the city. In anticipation of projects such as the Classical Chinese Gardens and other developments, improvement for Burnside St. is imperative. It will bring vitality and economic growth into this part of the city.

Richard L. Harris Central City Concern 2 NW Second Portland, OR 97209	2/19/99	Supports funding of study of W. Burnside St. from the Willamette River to 23rd Ave. As a business that operates on Burnside, we live with the negative aspects of this street on a daily basis. Burnside is noisy and dangerous. It is a serious physical, psychological and social barrier to integration of residents and businesses on either side of the street. There are numerous traffic and pedestrian problems every day. Many problems associated with West Burnside, such as drug dealing and boarded businesses, are directly related to this street.
Reg Wobig Kaiser Permanente 500 NE Multnomah St Suite 100 Portland, OR 97232	2/22/99	Supports funding of Tri-Met regional TDM program. Kaiser has benefited from this program. We support its expansion so more businesses can benefit. Tri-Met provides solutions beyond basic transit service with this program, such as ECO assistance and guidance on carpool programs. Kaiser has 500 employees in the Lloyd District. In 1998 we have seen a decrease of 11% in drive-alone commutes and have increased transit and alternative mode participation to 49% of our Lloyd District employees.
James Nicoli Mayor City of Tigard 13125 SW Hall Blvd. Tigard, OR 97223	2/23/99	Supports funding for the Murray Blvd. extension. A majority of the Tigard City Council supports this project. This road extension is a key element of Tigard's Comprehensive Transportation Plan and is critical to the establishment of Beaverton's Scholls Ferry Town Center. It provides long-awaited direct east-west connection between Tigard and Beaverton. Improvements to major collectors in Tigard are being designed in preparation for this project. The Murray extension will provide better traffic circulation and connectivity in this part of the region.
Jonathon Porter 1832 NE Wasco Portland, OR 97232	3/23/99	Supports funding for bicycle and pedestrian improvements.
Tiffany Branum 1036 SE 45 <sup>th</sup> Portland, OR 97215	2/23/99	Supports funding for bicycle improvements and other alternative modes.
Andrew D. Hayden 2014 NW Glisan St #411 Portland, OR 97209	2/23/99	Wants to see a greater percentage of funds spent on bicycle and pedestrian projects. Supports funding for PR3, PM4, PM6, PR10, PF1, Pbi1, Pbi6, PP1, PP2, PP4, Pbi7, PBL1, PBL3, PBL4, PBL5, WTr1, RTr1, RTr2, RTOD1, TDM5, RPlng4, and RPlng5.
Craig Gilbert LSI Logic 23400 NE Glisan Gresham, OR 97303	2/24/99	Supports funding of Tri-Met's TDM program. Currently working with Tri-Met to reduce the auto trip rate from 80% of our employees to 72%. Tri-Met is providing superb assistance and guidance towards a van shuttle program.



Rene' Pizzo PO Box 1308 Oregon City, OR 97045	2/25/99	Supports transportation projects that reduce the impact of traffic on our communities and provide residents with more transportation choices. Supports funding for bike, pedestrian and traffic calming improvements on arterial streets (boulevard retrofits), connecting arterial routes to provide shorter routes between destinations, completion of bicycle and pedestrian pathways, build pathways to transit stops and erect bus shelters to make transit more attractive and easier to use. Does not support widening roads to increase traffic speeds and volumes.
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Patty Lee Ashcreek Neighborhood Assoc.	2/25/99	Supports funding for the following projects: PP1 Capitol Hwy: SW Taylors Ferry/36th, PP2 Capitol Hwy: Bertha/BH Hwy, PBL4 Barbur Blvd., and PP5 Red Electric Line.
Bob Peterson Chair Overlook Neighborhood Assoc. PO Box 17065 Portland, OR 97217	2/28/99	Supports full funding of Tri-Met's TDM program. Recently met with Lenny Anderson of the Swan Island Transportation Committee and found that we shared many concerns and ideas. Our membership voted unanimously to ask Metro to look at viable transportation alternatives for increasing the volume of traffic coming in and out of Swan Island.
Jim & Gwynn Sullivan 1844 Woodlawn Dr. Medford, OR 97504	3/1/99	Support transportation projects that reduce the impact of traffic on our communities and provide residents with more transportation choices. Supports funding for bike, pedestrian and traffic claming improvements on arterial streets (boulevard retrofits), connecting arterial routes to provide shorter routes between destinations, completion of bicycle and pedestrian pathways and build pathways to transit stops and erect bus shelters to make transit more attractive and easier to use. Does not support widening roads to increase traffic speeds and volumes.
Elaine M. Wells Executive Director Volunteer Transportation, Inc. 2145 NW Overton Portland, OR 97210	3/4/99	Supports funding Tri-Met transit system improvements. Tri-Met's application is a comprehensive response to the transportation related issues for the approximately 220, 000 people who live in poverty in the Portland area. Access to transportation services continues to be a major barrier for people with special transportation needs, such as the mobility impaired, seniors, persons with disabilities and those on a low income. This funding is integral to a Job Access package which will provide new mobility to work sites throughout the region.

Bob Akers 40 Mile Loop Land Trust 2828 SW Corbett Portland, OR 97201	3/4/99	Supports funding for the following projects which will help complete the 40 Mile Loop and connect 160 mile trail system in the Portland region. These trails connect parks, open spaces, schools, recreation centers, business and commercial centers and communities. Trails are a successful alternative to the auto. The 40 Mile Loop Board supports: Cbi4 Portland Traction Company Trail, Cbi12 Willamette Shoreline Rail, Mbi1 Gresham Fairview Trail, Pbi2 Peninsula Crossing Trail, Pbi5 Springwater Corridor, Pbi6 a and b OMSI/Springwater Trail completion, Pbi8 Willamette Greenway Trail, PP5 red Electric Line, Wbi1 Fanno Creek Bike Path, Wbi10 Fanno Creek Multi-Use Path, PP6 Springwater Trailheads at 82nd/136th/174th, Pbi7 Eastbank Riverfront Access and Neighborhood Connections, and CT42 Willamette Shoreline Trestle and track repairs.
Kathy and Lee Orton 3363 SE 14th Ave. Portland, OR 97202	3/7/99	Supports the following projects: Brooklyn Neighborhood Access to the OMSI/Springwater Trail, continuation of the OMSI/Springwater Trail to the existing Springwater Trail, pedestrian accessibility via all corner crossings at Powell and Milwaukie, pedestrian and bicycle safe access over the Ross Island Bridge, pedestrian and bicycle safe access from west to east Brooklyn, and reducing access from Brooklyn to McLoughlin Blvd.
Clark and Assoc. Interior Design 12701 SW Iron Mountain Blvd. Portland, OR 97219	3/9/99	Supports funding for repair and upgrading of bicycle and pedestrian trail in Tryon Creek State Park. Trail is currently damaged and unsafe. Only alternative route is Terwilliger Blvd.
Loriann Richards Graphic Impressions 12250 SW Myslony Rd Tualatin, OR 97062	3/9/99	Supports full funding of Tri-Met's TDM program. Our company has benefited from this program through the support of the Tualatin TMA. We support expansion of the TDM program and funding for TMAs. Tri-Met helped us solve specific transportation problems. The Tualatin TMA is one of the few TMAs nationwide that was founded with private funding. TMA members have shown their ongoing commitment to providing commute alternatives for their employees.
Lisa Searle Durametal Corp. 9560 SW Herman Rd Tualatin, OR 97062	3/9/99	Supports full funding of Tri-Met's TDM program and funding for TMAs. Tri-Met helped to create the Tualatin TMA shuttle service which gives workers a fast, easy connection to Tri-Met service to Tualatin. The regional TDM program is a vital resource for employers and TMAs.

Ray Hering Hank's 1519 N Adair PO Box 647 Cornelius, OR 97113	3/9/99	Support funding for Cornelius Enhancement project. This is the only connection between Hillsboro and Forest Grove. My business was established in 1935 next to the highway in Cornelius. It was a two lane road then, and still is today. In 1935 it was a sleepy farm community, now it is one of the fastest growing areas in the State. Cornelius cannot afford to make the necessary changes to move more traffic through its main street and still serve its 6000 plus citizens.
Tim Leahy, Chair Wilsonville Planning Commission 30000 SW Town Center Loop E Wilsonville, OR 97070	3/9/99	Supports the following projects: CBI9 Town Center Park Bike and Pedestrian Connection – project provides an important connection between the newly improved park and retail and residential properties, also provides a link to the east-west Boeckman Creek bike/pedestrian crossing; CBI10 Parkway Avenue/Town Center Loop Bikeway – project completes a south-north link between corporate campuses, industrial facilities and residential and retail properties, and links to the Town Center Loop Bikeway which was funded with ISTEAF funds; CBI11 Parkway Center Bikeway – project connects the proposed North Center Transit Center Park and Ride to housing and industrial areas.
Thomas P. Moyer TMT Development Co. 1000 SW Broadway, Suite 900 Portland, OR 97205	3/9/99	Supports funding for Cornelius Enhancement project. The City of Cornelius is matching the grant with 33% of the cost of the project. This project is very important and beneficial for the citizens and property owners of Cornelius.
Monte D. Haynes Insignia/ESG, Inc. 8705 SW Nimbus Ave Suite 230 Beaverton, OR 97008	3/10/99	Supports funding for the Tri-Met's regional TDM and TMA programs. The TDM program would assist businesses in the Kruse Way area that are looking for flexible, responsive transportation alternatives. We are particularly concerned about the impacts of construction of I-5/217 improvements. Providing a variety of transportation options is critical to the economic vitality of the Lake Oswego area.
Karen D. Moore President Old Town Chinatown Neighborhood Assoc. 520 SW Yamhill St Suite 1000 Portland, OR 97204	3/10/99	Supports funding for the study of West Burnside as a top priority for the MTIP. Burnside acts as a major thoroughfare, but is not pedestrian friendly and does not function as a urban boulevard. Burnside has been identified as a major barrier to the neighborhood and creates an unsafe and unfriendly environment. We recommend a number of short and long term actions on Burnside, including modifying the signal system to reduce traffic speeds, providing additional on-street parking, increasing pedestrian crossings and grants for street front improvements.

Bob Miller Foster Farms 1333 Swan St Livingston, CA 95334	3/10/99	We currently have a chicken hatchery on 2500 Beaver Creek Rd in Oregon City. Supports funding for the upgrade to the Hwy 213/Beaver Creek intersection. The increase of traffic on Beaver Creek has made it difficult to exit our facility. Traffic backs up past our entrance road and causes delays in deliveries and makes it difficult and unsafe for employees to exit and enter our facility.
Charlotte Lehan Mayor City of Wilsonville 30000 SW Town Center Loop E Wilsonville, OR 97070	3/11/99	Supports funding for the following projects: CBi9 Town Center Park Bike/Ped Connections, CBi10 Parkway Avenue/Town Center Loop Bikeway, CBi11 Parkway Center Dr, CTr1 SMART Transit Center and Park and Ride, TDM6 SMART TDM program, and I-5 Corridor Transportation Enhancement Project. All of these projects are important to Wilsonville and to meeting regional transportation goals.
Deborah A. Watkins Chairman Hillendale Neighborhood Assoc.	3/11/99	Supports funding for Beaver Creek Rd/Hwy 213 intersection improvements. Hwy 213 provides connections to Highways 212, 224, 205, 211 and 99. This is a major freight route. The intersection is currently unsafe and there are long delays. Oregon City has more buildable land within the Urban Growth Boundary and experienced 6% growth last year, this improvement would serve new growth in the area.

James H. Kyung 1001 SW 5th Ave Suite 1200 Portland, OR 97204	3/11/99	Supports funding for upgrades and improvements to the bicycle and pedestrian paths in Tryon Creek State Park. This is an important recreation area for families and the bike path provides the only alternative transportation option in this area.
Yong-Joo Kim JAE Oregon PO Box 1106 Tualatin, OR 97062	3/11/99	Supports funding for Tri-Met's regional TDM program and TMAs. Tri-Met helped to create the TMA shuttle service which gives workers a fast and easy connection to transit service in Tualatin. The regional TDM program is a vital resource for employers and TMAs in the region.
Randall Ward PacifiCorp 825 NE Multnomah	3/11/99	Support funding for Tri-Met's regional TDM program and TMAs. We believe that were it not for the TDM's efforts, PacifiCorp would have obtained ECO compliance as effectively as we have. In one year we have reduced SOV trips to our work sites by more than 10%. Tri-Met's TDM program is vital to our company and others as well.
R. Bartholomew Portland Community College PO Box 19000 Portland, OR 97280	3/12/99	Supports funding for the Westside Transportation Alliance. They have taken a leadership role in reducing employee vehicle miles of travel and encouraging commute options. They have formed strong partnerships between the private and public sector. They are working with Tri-Met to provide shuttle service to centers of employment not served

		by public transportation.
Robert J. Massar Director of Finance and Support Service City of Hillsboro 123 W Main St Hillsboro, OR 97123	3/12/99	Supports funding for the Westside Transportation Alliance and the TDM programs they offer businesses in our area. They provide valuable regional leadership in reducing employee vehicle miles traveled. Without constant stimulation, employer programs are more likely to cease and falter. Also supports funding for the Transit Choices for Livability expansion of non-traditional transit service.
Michael Surface Transportation and Parking Manager Lewis and Clark College 0615 SW Palatine Hill Rd Portland, OR 97219	3/12/99	Supports funding for the regional TDM program at Tri-Met. Our organization has been assisted by Tri-met to obtain our ECO goals. Would like to see expansion of the TDM effort in the metropolitan area to improve air quality and quality of life. We have seen more than an 11% decrease in drive-alone behavior since working with Tri-Met. We recently were awarded Best ECO Employer of 1999, and Tri-Met helped us achieve that honor.
David Brook President Carsharing Portland 1905 NE Clackamas St Portland, OR 97232- 1514	3/12/99	Supports Tri-Met's application for \$16 million for transit service improvements. It will provide significant benefits to low income people. Carsharing provides an important alternative for many of these households giving them the flexibility of a car without the expense of ownership. Improving transit access and service is integral to the Jobs Access package and will provide mobility to worksites throughout the region.
Tom Ranieri Cinema 21, Inc	3/12/99	Supports funding for TMAs. There is strong community and Nob Hill Business Assoc. support for a TMA here. The neighborhood has been actively working on transit service, shared parking and traffic calming. But these efforts have relied on volunteers and private funding. A more formal and professional management process or entity is crucial at this point and vital to the ultimate success of our many months of work.
Rex Burkholder Lynn Peterson Coalition For A Livable Future 534 SW Third Ave, Suite 300 Portland, OR 97204	3/12/99	We urge JPACT to provide policy direction specifying a project selection mechanism before the proposed 150% cut is made. There are no explicit criteria for making the first cut and there has been no effort to rank the projects between categories. Many regional policies as well as public surveys support greater emphasis on transit, bike, walk and boulevard projects. The only way to achieve a balanced transportation system is to fund the historically underfunded pieces of our transportation system. Citizens responding to a 1997 Metro questionnaire on growth issues indicated that they want \$65 out of every \$100 spent on projects other than road widening and freeways.

Bruce Barbarascg 310 SE Alder St Portland, OR 97214	3/13/99	Supports funding bicycle and transit projects over those that solely benefit cars. I live in SE Portland and work in Beaverton. More sidewalks and bike lanes are needed in Beaverton. It is dangerous and inconvenient to walk anywhere. Support funding the following: PF3 SE 7th/SE 8th Ave. Connector; PBr1, PBr2, PBr3 Bridge Repairs – these are vital to all modes of travel; PBi1 Morrison Bridge Ped/Bike Accessibility – will allow more people to cross the river safely and reduce congestion; WBi1, WBi2, WBi4, WP2, WP7 – Fanno Creek, Hall Blvd and Cedar Mill Path; WP5 SW 170th – this is the most important project in Beaverton for pedestrians; PBL1 Hawthorne Blvd; and RTr2 Transit Choices for Livability Service Increase for Regional/Town Centers.
Paul E. Bunn 7251 Lynnwood Ct Wilsonville, OR	3/13/99	Supports funding for the following projects: CBI9 Town Center Park Bike/Ped Connections, CBI10 Parkway Avenue/Town Center Loop Bikeway, CBI11 Parkway Center Dr, CTr1 SMART Transit Center and Park and Ride, TDM6 SMART TDM program, and I-5 Corridor Transportation Enhancement Project. All of these projects are important to Wilsonville and to meeting regional transportation goals.
Bruce R Kindler 6413 Palomino Way West Linn, OR 97068	3/15/99	Supports upgrades to Tryon Creek State Park bike and pedestrian paths. Letter details repairs needed to path to improve safety. Currently uses the path to commute to work by bicycle.
Pam Murray Regional Director Steps To Success Mt. Hood Community College 14030 NE Sacramento Portland, OR 97230	3/15/99	Supports funding for Tri-Met's application for \$16 million for transit service improvements. This is vital to people living in poverty. Lack of adequate transportation is a primary barrier to achieving financial self sufficiency. Inadequate public transit to the store, child care and other destinations means that scarce dollars are spent on other transportation options that are more flexible and more expensive. Tri-Met's proposal is vital to the Jobs Access Plan and to providing new mobility options to worksites throughout the region.
Kurt Schrader State Representative District 23 H-477 State Capitol Salem, OR 97310	3/15/99	Supports funding for intersection improvements at Hwy 213/Beavercreek Rd. The Beavercreek area is the largest urban reserve in the region. Under state law, no land may be annexed or made part of the UGB until the infrastructure to accommodate growth is in place. This project provides a direct link to undeveloped industrial land within the existing UGB and an important connection to rural areas.

Stuart M. Anderson Transportation Consulting 1041 Marion St Denver, CO 80218	3/15/99	Commenting on the TMA funding under the TDM element of the plan. I am a transportation consultant working with the Oregon DEQ. I have also worked with 45 TMAs nationwide and am also the national chair of the TMA Council for the Association for Commuter Transportation. Would like to make the following suggestions: consider a regional assessment to identify areas and activity centers with strong TMA potential before soliciting funding applications; conduct a feasibility study to determine private sector interest and financial sustainability; create funding opportunities for TMAs in pursuing special projects, especially after the three year start-up period; and provide ongoing funding for TMAs core marketing activities.
Linda Odekirk Nike One Bowerman Drive Beaverton, OR 97005	3/15/99	Supports funding for the Westside Transportation Alliance (WTA) TMA. WTA has helped Nike meet ECO rule requirements since 1992. They provide valuable regional leadership in reducing employee vehicle miles traveled, concentrating trip reduction efforts on specific employment areas, resulting in higher mode split reductions than individual employer efforts. Also supports funding for the Tri-Met non-traditional transit service improvements to connect regional centers and employment areas, such as the WTA/employer/Tri-Met partnership to provide shuttle service in employment areas that lack bus service.
Sandra L. Philbrook Integrated Measurement Systems, Inc 9525 SW Gemini Dr Beaverton, OR 9708	3/15/99	Supports funding for the Westside Transportation Alliance (WTA) TMA. WTA has provided support to our organization for successful ECO survey administration and ECO plan development ideas and strategies. WTA is working to implement a shuttle to and from the Beaverton Transit Center to Nimbus Ave. WTA is very deserving of funds and has benefited businesses in the Nimbus/Gemini business park area.
Don Shafer 10415 Pleasant Place Wilsonville, OR 97070	3/15/99	Supports funding for the SMART Park and Ride and Transportation Demand Management. I am handicapped and unable to drive and depend on public transportation every day to get me to and from work. Wilsonville is a natural transfer point to and from Salem and to Oregon City and Gresham. The park and ride will help meet future transportation demands. The TDM program will help change travel behavior, provide information and make people aware of the travel options available to them.

Brenda Durbin Clackamas Co. Dept. of Social Services 18600 SE McLoughlin Blvd Milwaukie, OR 97267	3/15/99	Supports funding for Tri-Met transit service improvements. This is necessary for seniors, people with disabilities and low-income people served by the agency. Supports the following service improvements: increased service along McLoughlin Blvd, Oatfield Rd and between Oregon City and Clackamas Town Center; better lighting and more bus shelters to allow the elderly and disabled citizens access to transit; improved service to Kaiser Sunnyside Hospital; and new service to Happy Valley. This funding is integral to competing the Jobs Access Plan.
Rainer H. Poersch Leupold & Stevens, Inc. PO Box 688 Beaverton, OR 97075- 0688	3/16/99	Supports funding of the Westside Employer Assistance program and shuttle service to link employees to public transit. This shuttle service is critical to making light rail effective. TDM programs at L&S are a success; trip reduction strategies have been working. The Westside Employer Assistance program is an excellent means of supporting the ECO program and ensuring its continued success, and also reduces the number of vehicles on our roads.
Richard Henry Tilden, D.C., P.C. PO Box 507 Cornelius, OR 97113	3/16/99	Supports funding the Cornelius Enhancement Project. As a member of the Cornelius Main Street District Plan Advisory Committee, I can attest to the widespread interest and participation in our community. We recognize the need to create an environment which fosters safety, livability, business development and civic pride. Our Main Street plan has identified significant potential for our community. However, potential has a limited shelf life. Working together we can add value to the lives of those who live and work here.
Margaret Branson, Chair Garthwick Assoc. 625 SE Manchester Pl Portland, OR 97202	3/16/99	Supports funding for the Tier 1B connection of the Springwater Corridor and the Willamette Greenway to OMSI. Completion of this link will serve residents, the thousands of recreationalists enjoying the path, and those who commute by bicycle.
Peter Angstadt Dean, College Services Clackamas Community College 19600 S Molalla Ave Oregon City, OR	3/17/99	Supports funding Tri-Met's \$16 million Transit Choices for Livability service expansion request, particularly improvements on lines 32 and 33 which serve Clackamas Community College. Several thousand students, faculty and staff will benefit.
Bernadette Brazil City of Wilsonville 30000 SW Town Center Loop E Wilsonville, OR 97070	3/17/99	Supports funding for SMART projects in Wilsonville. Our senior population is growing. They need services "on demand" with very short notice. Access to medical care needs to be a priority.



Steve Amen Oregon Public Broadcasting 7140 SW Macadam Ave Portland, OR 97219	3/17/99	Supports funding for the Building Community Through Media pilot project. OPB looks forward to being part of the project and bringing together a diverse group of experts to enhance Metro's efforts to broaden awareness of key issues facing Oregon. A similar program aimed at immunizing children in Oregon was very successful.
Jeff O'Neal Oregon Graduate Institute of Science and Technology 20000 NW Walker Rd Beaverton, OR 97006	3/17/99	Supports funding for the Westside Transportation Alliance for TDM programs for businesses in our area. WTA has been a great ally in our effort to get transit service to OGI. Also supports funding for non-traditional expansion of transit service to provide connections between regional centers and employment centers.
Claudia Clark His & Her Carpet Care PO Box 834 Tualatin, OR 97062	3/17/99	Writing as President-Elect of the Tualatin Chamber of Commerce in support of regional TDM programs at Tri-Met. Tualatin has benefited through Tri-Met's support of our Chamber's TMA. Tri-Met has provided critical assistance to our TMA to create a local program to solve local transportation problems; solutions have included car and van pool matching, on-site transportation fairs and education for employee transportation coordinators.
John R. Bendit President, Tualatin Chamber of Commerce Upscale Automotive 19460 SW 89th Tualatin, OR 97062	3/17/99	Supports the Tri-Met regional TDM program which provides valuable assistance to the Tualatin TMA. TDM should be expanded so more employers can benefit from this worthwhile program. Tri-Met helped to create the TMA's shuttle service, which links workers to public transit in Tualatin. Tualatin TMA is a pioneer in that it is one of few TMAs nationwide founded with private funding. Public support is critical to the continuation of this program.
Louis A. Ornelas, P.E. OHSU Facilities Management 3310 SW US Veterans Hospital Rd Portland, OR 97201	3/17/99	Supports the Tri-Met regional TDM program. Working in partnership with Tri-Met, OHSU's transit mode split has gone from less than 10 to over 25 percent in the past four years. The regional TDM program is a vital resource for employers and TMAs in the region.
R. Dan Walleri Mt. Hood Community College 26000 SE Stark Gresham, OR 97030	3/17/99	Supports Tri-Met's \$16 million request for expanding transit in our region, particularly improvements to lines 26 and 80 which will improve service to Mt. Hood Community College. Several thousand students, faculty and staff will benefit from the transit enhancements. Approving the request will go a long way toward keeping our communities livable.

Glen Hamake Bonar Plastics 19705 SW Teton Ave. Tualatin, OR 97062	3/17/99	Supports the Tri-Met regional TDM program which provides valuable assistance to the Tualatin TMA. TDM should be expanded so more employers can benefit from this worthwhile program. Tri-Met helped to create the TMA's shuttle service, which links workers to public transit in Tualatin. Tualatin TMA is a pioneer in that it is one of few TMAs nationwide that founded with private funding. Public support is critical to the continuation of this program.
Ruth C. Barber 14754 S Quail Crest Ln. Oregon City, OR 97045	3/17/99	Supports improvements to unsafe blind intersection of Quail Crest Lane and Hwy 213.
Kathy Lowe State Representative District 26 Oregon House of Representatives Room H-371 Salem, OR 97310	3/17/99	Supports funding of intersection improvements at Hwy 213 and Beavercreek Rd. The intersection provides a significant connection to Clackamas Community College, connections to the 9th grade campus and proposed Oregon City High School, is a regional freight connector north and south of the city and the main access to the Mollala/Silverton area, provides a link to undeveloped industrial lands within the UGB and links to home development in Oregon City.
Katherine Diack 1041 SW Westwood Ct Portland, OR 97201	3/17/99	Supports funding for Tryon Creek State Park bicycle and pedestrian paths which are currently unsafe. This path provides an alternative to biking along Terwilliger with speeding cars and untrimmed overhanging branches.
Bree Moyer United Grocers 6433 SE Lake Rd Portland, OR 97222	3/18/99	Supports funding for Tri-Met's regional TDM program. It should be expanded so more employers can benefit. Tri-Met has provided assistance in the development and maintenance of our carpool program and subsidization of bus passes. We have over 800 employees who benefit and have seen a 1% decrease in our drive-alone rate over the last year.
G. William Ososke and 21 other Barbur Blvd area business and property owners IBA 8200 SW 19th Portland, OR 97219	3/18/99	The undersigned are businesses and property owners along Barbur Blvd. The March 1999, proposal by Tri-Met to develop Barbur as a transit corridor and updating of the MTIP is of concern to us. Barbur is a unique commercial area. Access on the southeast side of Barbur is quite limited by I-5. Most of the properties between I-55 and Barbur can only be reached by Barbur itself. It is important for the health of the neighborhood that the businesses along Barbur are healthy, and it vital that vehicle access to businesses be preserved. An improved rapid bus transit system will benefit all, but it must not impede the access of other vehicles. We depend upon automobile traffic for our customers. There is little depth between I-5 and Barbur and limited off-street parking. Street parking should be preserved. Our customers generally do not come by foot or bus. As transit along Barbur is improved, we want to make

		sure that it is not at the expense of this neighborhood and its commercial vitality. We want to be involved in the planning process, and we look forward to working with you.
Neal D. Knight Cornelius	3/18/99	Supports funding of Cornelius Enhancement project. As a resident and business owner it is exciting to see the positive relationship between Metro and Cornelius bring the much needed help to make our community more functional. It is frustrating that the community is small enough to walk or ride a bike anywhere in town, but it is too dangerous and difficult to cross the highway. Safe bike lanes, sidewalks and traffic lights are needed. The project will also help to put people in businesses by halving the necessary frontage improvement, making the cost more in line with neighboring cities. These projects are badly needed to make our community more livable.
Don Peterson 1108 7th St Oregon City, OR	3/18/99	Supports the following improvements in Oregon City: Washington St between 7th and Abernathy Rd – this project is needed to provide multi-modal transportation possibilities and would advance the boulevard development of the 7th St Corridor; and Hwy 213/Beavercreek Rd. intersection improvements – this project is needed to reduce congestion, improve safety and support developing commercial areas in the hilltop region of Oregon City. The project is cost effective; one-half of the funds will come from a local match. The project will promote mixed-use development by keeping through traffic off the 7th St/Molalla Corridor. And as a matter of regional equity the project should be funded. The technical scoring for this project appears inadequate. The Hwy 213/Beavercreek Rd. project should be a priority.
Jeffrey C. Grant Executive Director Wilsonville Chamber of Commerce PO Box 3737 Wilsonville, OR 97070	3/18/99	Supports funding the following projects: land acquisition for a new SMART/Tri-Met park and ride in North Wilsonville; and SMART TDM program to work with Wilsonville employers to set up car pools and work on trip reduction programs and other TDM support. The Board of Directors endorses these projects on behalf of the 354 members of the Wilsonville Chamber of Commerce to achieve more efficient use of transportation and work commuting options.
Larry Eisenberg Facilities Manager Washington County 111 SE Washington St Suite A, MS 42 Hillsboro, OR 97123	3/18/99	Supports funding for the Westside Transportation Alliance and their efforts to establish TDM programs for employers in Washington County.

George M Crandall American Institute of Architects Portland Chapter 315 SW 4th Ave. Portland, OR 97204	3/18/99	Supports funding for the TOD implementation program as per letter dated Oct. 12, 1999. Portland American Institute of Architects has reviewed the TOD implementation program and is in full support of it. Transit oriented development is a major benefit to the region in reducing auto traffic, increasing transit use and improving air quality. The TOD program provides the financial mechanism to ensure that development patterns support the substantial public investment in transit.
Rob Drake Mayor City of Beaverton 4755 SW Griffith Drive Beaverton, OR 97076	3/18/99	Supports funding for the TOD implementation program as per letter dated Oct. 15, 1999, especially as it relates to funding for the Round. The region has made a major commitment to improve livability by investing in transit oriented development. The payoff is urban villages that help contain sprawl, reduce congestion, improve air quality and add to our livability. The proposed TOD program is a valuable tool to assist in stimulating transit-supportive development throughout the region.
Thomas Kemper President Lennar Affordable Housing Portland, OR	3/18/99	Supports funding for the TOD implementation program. Lennar is currently developing a \$30 million dollar transit-oriented development adjacent to the NE 60th Ave. light rail station in Portland. This mixed-use, mixed-income project will contain 314 housing units, a child care center, ground floor retail and strong, direct and convenient access to light rail. Ours is the first project undertaken by the TOD program which ensured that transit-oriented features survive cost cutting during project design. The staff is knowledgeable and had dealt with complex federal procedures so that the project moved forward on schedule.
Gordon Faber Mayor City of Hillsboro 123 West Main St Hillsboro, OR 97123	3/18/99	Supports funding for the TOD implementation program. The former Wells Fargo Bank adjacent to the Hillsboro Central light rail station is the first site in the county to be purchased with FTA funds to undertake a transit-oriented development. Transaction was completed in partnership between the City of Hillsboro and Metro TOD program. The TOD program worked well and kept the purchase within tight time constraints and under budget. The program allowed us to prevent re-use of the property that would likely have had little or no transit benefit.
R. Bartholomew Portland Community College PO Box 19000 Portland, OR 97280	3/18/99	Supports funding of Tri-Met's \$16 million request for expanding transit service. Reflects priorities of our community planning effort through Transit Choices for Livability. Particularly supports improvements to bus line 72 to PCC's Southeast Campus. Several thousand students, faculty and staff will benefit from the transit enhancements.

Arlene M. Kimura Vice Chair and Co-Land Use Chair Hazelwood Neighborhood Assoc. Portland, OR	3/18/99	Supports funding for SE Stark St. – 122nd/146th reconstruction. The project is needed to rehabilitate SE Stark. The potholes, blocked inlets, poor drainage, inadequate sidewalks and curb ramps increase the potential for accidents, create unnecessary noise and add to the continuing degradation of air and water quality.
Tom Gainer 2124 NE 54th Ave Portland, OR 97214	3/18/99	Support transportation projects that reduce the impact of traffic on our communities and provide residents with more transportation choices. Supports funding for bike, pedestrian and traffic calming improvements on arterial streets (boulevard retrofits), connecting arterial routes to provide shorter routes between destinations, completion of bicycle and pedestrian pathways and building pathways to transit stops and erecting bus shelters to make transit more attractive and easier to use. Does not support widening roads to increase traffic speeds and volumes.
Sandra L. Philbrook Integrated Measurement Systems, Inc 9525 SW Gemini Dr Beaverton, OR 9708	3/18/99	Supports funding of Tri-Met's \$16 million request for expanding transit service. Reflects priorities of our community planning effort through Transit Choices for Livability, such as transit improvements for the Westside, including the Nimbus Business park area. The current level of service is not adequate to meet the needs of the 5,000 employees that work in the business park.
Donald E. Hochstatter and 12 others Thayer Neighborhood	3/19/99	Supports funding the HWY 213/ Beaver Creek Road intersection improvements.
Mike Houck Audubon Society of Portland	3/19/99	Supports funding for the 47 <sup>th</sup> Ave. Bridge improvements to provide needed access to the Columbia Slough. More than 8,700 school kids participate in classes and must use 47 <sup>th</sup> Ave. The project would make their walk safer.
Nanette Watson Willamette Valley Development	3/19/99	Supports funding for the TOD implementation program.
Selwyn Bingham BCD Group Developers	3/19/99	Supports funding for the TOD implementation program.
Vera Katz Mayor City of Portland	3/19/99	Supports funding for the TOD implementation program.
Scott Franklin City Councilor City of Sherwood	3/19/99	Supports funding for the Tri-Met Transit Choices for Livability \$16 million request.
John Frye Vice President Sellwood Moreland Improvement League	3/19/99	Sellwood Moreland Improvement League Board of Directors supports completion of the OMSI-Springwater Corridor link.

Curtis Peltz CEO Timberline Software	3/19/99	Supports funding for the Westside Transportation Alliance (WTA) TMA.
Bob Randall, Jr. Randall II Properties, LLC.	3/19/99	Concerned about Barbur Blvd. transit and boulevard improvement proposals. On-street parking, left turn access and left turn lanes needs to be retained and are critical to businesses in the area.
Louise Cody Chair Centennial Community Assoc.	3/19/99	Support rehabilitation of SE Stark in Portland.
Michael Monahan Michael Monahan and Associates	3/19/99	Supports funding for the TOD implementation program.
Ray D. Sherwood 5254 NE 21 <sup>st</sup> Ave Portland, OR 97211	3/19/99	Want to suggest other filters the region should use when making funding decisions. Will the final package of projects distinguish the region? Which projects will alleviate pressure on the UGB? Which projects require future expenditures by the public or private sector? Which projects serve land that is subject to judicial review due to the LUBA urban reserve decision? Which projects will make it difficult to meet endangered species act requirements? Which expenditures reinforce population growth pressures? Which projects were selected because of geographic equity rather than good land use planning.
Chris Beck Trust for Public Land 1211 SW 6 <sup>th</sup> Ave Portland		Supports funding for the TOD implementation program. Resubmitted letter dated Oct. 15, 1998.
Steve Fosler Nob Hill Business Assoc. 600 SW 10 <sup>th</sup> Ave #401 Portland, OR 97205	3/22/99	Supports full funding for TMAs. The Nob Hill Business Assoc. is interested in developing a TMA in MW Portland.
Fred Nussbaum Ralph Gaskill AORTA Portland Chapter PO Box 2772 Portland, OR 97208	3/22/99	Supports funding for Tri-Met's \$16 million transit service increase. Transit service is critical to meeting regional livability goals.
Karen Williams 7634 SE 32 <sup>nd</sup> Ave Portland	3/22/99	Supports funding for Tri-Met's \$16 million transit service increase and bicycle and pedestrian improvements.
Ann L. Gardner Association for Portland Progress	3/23/99	Supports funding for Tri-Met's \$16 million transit service increase. Support a diverse multi-modal transportation system. Submitted list of priority improvements including air port light rail.

Douglas L. Capps Consulting PO Box 3241 Portland, OR 97208	3/22/99	Supports funding TMAs in the Portland region.
Will Vinton Will Vinton Studios 1400 NW 22 <sup>nd</sup> Ave Portland, OR 97210	3/22/99	Supports funding for the OPB Building Community Through Media pilot.
Bob Stacey Executive Director Tri-Met	3/22/99	Supports funding for the TOD implementation program.
Carl Flipper Humboldt Neighborhood Target Area Grant 4815 NE 7 <sup>th</sup> Portland, OR 97211	3/22/99	Supports funding for the OPB Building Community Through Media pilot.
Howard Aaron Northwest Film Center Portland Art Museum 1219 SW Park Ave Portland, OR 97205	3/22/99	Supports funding for the OPB Building Community Through Media pilot.
Mike Salsgiver Intel	3/22/99	Supports funding for the Westside Transportation Alliance (WTA) TMA.
Pat Prendergrast Ed McNamara Prendergrast & Associates 333 SW 5 <sup>th</sup> Ave, Suite 200 Portland, OR 97204	3/22/99	Supports funding for the TOD implementation program.
Becky Kreag City of Portland Environmental Services 1211 SW Fifth Ave Portland	3/22/99	Supports funding for the 47 <sup>th</sup> Ave Columbia Slough Bridge enhancement and the 162 <sup>nd</sup> St and Foster Rd intersection project.
Alice P. Blatt 15231 NE Holladay Portland, OR 97230	3/22/99	Supports funding for the 47 <sup>th</sup> Ave Columbia Slough Bridge enhancement improvement.
William A. Harper City of Tualatin PO Box 369 Tualatin, OR 97062	3/22/99	Supports funding for the Tri-Met regional TDM program.
Ralph Brown Mayor City of Cornelius	3/23/99	Supports funding for the Cornelius Boulevard project.
Allison Pang	3/27/99	Supports funding for PBL4 Barbur Blvd.
John C. Caldwell 129 Ogden Drive Oregon City, OR 97045	3/27/99	Supports funding for the Hwy 213/Beavercreek Rd intersection improvements.

Chris Smith Co-Chair Northwest District Assoc. Transportation Comm. 1819 NE Everett St. #205 Portland, OR 97209	3/30/99	Supports funding for transit and other alternative mode projects that do not add traffic lanes, and efforts to calm traffic and improve pedestrian environments.
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**E-mail**

**PRIORITIES 2000**  
**Metropolitan Transportation Improvement Program**  
**E-mail comments**  
**Feb. 8 – Mar. 22, 1999**

Name	Date	Comments
Marsha Hanchrow machiya@agora.rdrop.com	1/27/99	Funds should support closely tied pairing of mass transit and pedestrian facilities.
Kyle Walden Kamwalden@ethergate.com	2/8/99	Eliminate I-5 bottleneck south of Delta Park and supplement or replace I-5 drawbridge.
Jeanie Morgan M.Jean.Morgan@worldnet.att.net	2/9/99	More bike lanes are needed. They should be adequately wide and kept clean. Developers should cover costs of streets, sidewalks and bike lanes near new development. Gas taxes should be used to maintain roads.
Melissa Williams Melissa.williams@precisionint.com	2/16/99	Metro should not fund the Murray Blvd extension. Our neighborhood is opposed to the project because of traffic impacts on local neighborhoods, impacts to the Summer Creek wetlands, and traffic impacts on Barrows and Walnut. An alternative route should be considered, just because this has been planned for a long time does not make it a good plan.
Tom Gainer tbgainer@hevanet.com	2/17/99	Full funding of all bike projects requesting funds is imperative to meeting our 2040 vision without excessive road congestion and air pollution.
Nicholas Johnson Njohnson@internetcds.com	2/18/99	Continue to support and fund Portland's bicycle program. It is a cost-effective, convenient and enjoyable form of transportation that allows people an alternative to purchasing and/or using an automobile.
Carey Booth Carey.Booth@directory.Reed.EDU	2/18/99	Please give a high priority to bicycling in allocation of funding for transportation projects. This is the only mode of medium-distance travel that is pollution-free and uses only the energy of the rider.
Andrew Hayden Ahayden@CH2M.com	2/18/99	Funding for bicycle and pedestrian projects should be emphasized and consistent with Metro's 2040 plan. Proper funding of these modes will have a greater impact on the mobility of all users than spending money on increasing automobile capacity.

Michael Mase <a href="mailto:Mmase@earthlink.net">Mmase@earthlink.net</a>	2/20/99	More public transportation is needed in the Garden Home, Multnomah Village, Maplewood and Hillsdale area. Bu service on the #1 Vermont and #45 Garden Home is inadequate. Bike paths are needed to connect these areas to John's Landing and downtown. Sidewalks or pedestrian pathways are needed on Vermont and Capitol Hwy. People need alternatives to cars.
Ron Kernan <a href="mailto:Rkernan@hevanet.com">Rkernan@hevanet.com</a>	2/20/99	Supports funding for bicycle related projects. It's important to create a network throughout the City of Portland. The Portland Bicycle Master Plan is well thought out. These projects have significant benefits. They reduce traffic, air pollution and wear and tear on the roads. Cyclists will use facilities if they are built.
Sharon Fekety <a href="mailto:Fekety@hevanet.com">Fekety@hevanet.com</a>	2/21/99	Supports funding for bicycle projects. Bicycle facilities benefit all modes by reducing traffic and air pollution and lessening congestion. More money should be spent to create transportation choices. Widening highways is expensive and will not provide long-term transportation solutions for our region. Commenting on behalf of Portland Wheelman Touring Club, an organization of 1000 cyclists.
Becky Anderson <a href="mailto:randerson@ci.portland.or.us">randerson@ci.portland.or.us</a>	2/22/99	Supports funding for bicycle projects above current 3% spent on bicycles. Bicycle projects are important. They keep our air clean; the roads clear, and reduce the need for parking. I only started bicycle commuting when it became easier to do so with new marked bike lanes on the roads. I am 50 years old and now commute 6.5 miles each way to work in downtown Portland.
Tim Whetten <a href="mailto:tim_whetten@om.cv.hp.com">tim_whetten@om.cv.hp.com</a>	2/22/99	Supports funding for bicycle projects, particularly the Highway 43 bicycle/pedestrian path. A safer route is needed along Highway 43. Situation will only become worse as traffic increases in the future.
Sally Kuhns <a href="mailto:sallynk@juno.com">sallynk@juno.com</a>	2/22/99	Supports funding of the Barber Blvd project pbl4. Those on the south side of the Terwilliger Bridge cannot walk to businesses on the South side of Barbur after crossing the Bridge. This funding is needed to make the neighborhood pedestrian friendly.
Sarena Regazzoni <a href="mailto:SRegazzoni@clientele.com">SRegazzoni@clientele.com</a>	2/23/99	Supports funding of pedestrian/bicycle path along Highway 43. Currently dangerous to ride on the road. The project will reduce traffic, reduce pollution and increase property values. It would also provide a great place for family recreation.
Jere Retzer <a href="mailto:jere@teleport.com">jere@teleport.com</a>	2/25/99	Supports funding for PP1 Capitol Highway: SW Taylors Ferry/36 <sup>th</sup> , PP2 Capitol Highway: Bertha/BH Highway, PBL4 Barbur Blvd, PP5 Red Electric Line.
Dave Johnson <a href="mailto:daj@netropole.com">daj@netropole.com</a>	2/25/99	Supports funding of pedestrian/bicycle path along Highway 43. Our employees who live in Lake Oswego would use this path to reach our business in downtown

		Portland.
Phil Hamilton <a href="mailto:RosiePhilH@aol.com">RosiePhilH@aol.com</a>	2/27/99	Supports funding the following projects: PBL4, PBL5, PP5, PM3, Pbi6, Pbi8, and PTOD2.
Susan Crisfield <a href="mailto:Scrisfield@hotmail.com">Scrisfield@hotmail.com</a>	2/27/99	10% of federal dollars should be earmarked to support bicycle and pedestrian funding. With our growing population we must make a greater effort to provide and encourage residents to use alternative non-motorized transportation. Cycling is the alternative mode we must work the hardest to develop.
Rick Seifert <a href="mailto:connect@swnews.com">connect@swnews.com</a>	2/28/99	Supports funding for these projects in SW Portland: PP1 Capitol Hwy: SW Taylors Ferry/36 <sup>th</sup> – this is essential for completing the Capitol Hwy improvement plan; PP2 Capitol Hwy: Bertha/BH Hwy – needed for the relocation of the Hillsdale Library branch; PBL4 Barbur Blvd: Naito Pkwy/65 <sup>th</sup> – these streetscape improvements create a needed showcase entry to the Blvd; PP5 Red Electric Line – an excellent project.
Ken Meyer <a href="mailto:kmpdx@europa.com">kmpdx@europa.com</a>	3/2/99	Support the following projects: PP2 Capitol Hwy: Bertha/BH Hwy and PP5 Red Electric Line. Also support PP1 and PP4, but PP2 is the highest priority to allow the Hillsdale Library proposal to move forward.
Kathy Orton <a href="mailto:ktorton@earthlink.com">ktorton@earthlink.com</a>	3/3/99	Supports funding of the OMSI – Springwater Trail and access from the Brooklyn neighborhood to this trail. Provides important links to recreation areas and the City of Portland.
Lee Orton <a href="mailto:ktorton@earthlink.com">ktorton@earthlink.com</a>	3/3/99	Supports funding of the OMSI – Springwater Trail and access from the Brooklyn neighborhood to this trail. Pedestrian crossing improvements are needed along Powell Blvd at Milwaukie, 17 <sup>th</sup> , 26 <sup>th</sup> and 39 <sup>th</sup> .
Steve Berlinger Friends of Kellogg & Mt. Scott Creeks Watershed <a href="mailto:forcreeks@aol.com">forcreeks@aol.com</a>	3/3/99	Supports funding for the SE Sunnyside widening at Mt. Scott Creek. Essential to match the needs of a growing N. Clackamas County with those of fish habitat and wildlife. Disagree with the technical scoring of the project. Mt Scott Creek is the best and last remaining wildlife corridor linking key open spaces and offering viable habitat throughout a heavily burdened watershed. Friends group represents 250 households located along the creeks of this watershed. Project is important to restoring the once thriving trout and salmon runs. The project supports 2040 objectives for the Clackamas Regional Center area. The project will allow a pedestrian trail to link neighborhoods on both sides of Sunnyside Rd. and is important for pedestrian safety.

Patricia Kubala	3/3/99	Does not support widening roads to increase traffic speeds and volumes. These projects are ineffective and make other choices for travel more dangerous. Does not support widening of Sunnyside Road. Transportation investments need to make our communities better to live in, not easier to drive through. Supports funding for bicycle and pedestrian improvements on arterial streets, bike and pedestrians paths, and more bus shelters to increase transit use and more pathways to transit stops.
John White whiteja@pacificu.edu	3/4/99	Wants to see continued Metro support of pedestrian and bicycle projects in Forest Grove. Bicycle lanes need to be increased and should be well marked. Bike parking needs to be increased. Public transit must be supported even at the risk of lost revenues. Support extending light rail to the airport and funding for South/North light rail.
Courtney Scott scottwrk@mail.teleport.com	3/5/99	Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths. We are trying to avoid sprawl, but if we don't keep our city livable, with easy access to natural beauty we will jeopardize that goal.
Ken Handel louie5@teleport.com	3/7/99	Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths. Many people use the trails in this park.
Dave Kruse Dave_Kruse@pgn.com	3/8/99	Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths. Path connects bike paths in Lake Oswego and Portland. If funding is approved, Metro should require that Bio Control type materials be used to prevent root damage in the future.
Myra Glasser MyraG@hap.portland.or.us	3/9/99	Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths. Path allows us to reach destinations along Terwilliger Blvd without using our car.
Faviana Priola Nob Hill Business Assoc. DayleDAZZLE@MSN.com	3/9/99	Nob Hill Business Association Board of Directors supports funding for Transportation Management Association in the Nob Hill/Northwest Portland district. Support full funding for TMA line item. The entire area will benefit from a TMA due to its high residential density, high employment density and mixed-use neighborhood character and function.

James Parker parkerja@ohsu.edu	3/10/99	Supports funding for the Westside Transportation Alliance and TMAs and Region 2040 Initiatives. WTA will use the money to partner with Tri-Met to provide shuttle service between regional centers and employment centers. The shuttle service has doubled transit ridership at the Primate Research Center.
Bill Peterson bpeterson@cascorp.com	3/11/99	Automobile Transportation Systems – I suggest that there are several “truisms” that Metro shouldn’t forget when thinking and planning for transportation. No. 1: “It’s hard to turn back the clock?,” No 2: “It’s even harder to “uninvent” something?, and finally No. 3: an idea whose time has come usually cannot be ignored. Trying to change a megatrend is like trying to stop a volcano or a flood: it can’t reasonably be done. What can be done rationally, logically and practicably is to work WITHIN the trend, to live with it, and hopefully, optimize it for our society. Throughout history, there are too many disastrous examples of people trying to ignore trends, and develop “utopias” based on someone’s ideal or dream. It simply does not work in the long run and usually extracts huge costs physically and emotionally from the society.
Phil Hamilton RosiePhilH@aol.com	3/11/99	Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths.
John Lusky Lusky@MillerNash.com	3/12/99	Supports funding of upgrades and improvements to the Tryon Creek bicycle and pedestrian paths.
Miriam Banker Cornelius Boosters MBa1951@aol.com	3/14/99	Supports funding for the Cornelius Enhancement Project. The Main Street district includes mixed uses around the central core for retail development and housing. Improvements will encourage walking and modes other than driving. Provides an important link to the local improvement district along TV Hwy from 20 <sup>th</sup> to the east city boundary.
Brian Coleman pavillion_connection@ email.msn.com	3/14/99	Supports funding of the PBL4 Barbur Blvd project to reverse decay along Barbur. It’s a small price to pay to bring the Blvd up to date and encourage pedestrian friendly businesses and make it possible for residents to use the Barbur transit center.
Eugene Grant Mayor, Happy Valley Egrant@schwabe.com	3/16/99	Supports widening of Sunnyside Road from the freeway to 122 <sup>nd</sup> . This project is important to residents of Happy Valley. This is only a first step to dealing with traffic problems in the Sunnyside corridor. There is rapid development in the area and the current street system is not adequate. There is an urgent need to reopen 147 <sup>th</sup> from Sunnyside into Happy Valley. The development of urban reserves in this area will not be feasible unless and until Sunnyside Road is improved. This is key to residents of Happy Valley supporting annexation.

Alexander Kain kain@cse.ogi.edu	3/16/99	Supports funding for bicycle projects. They should receive more than the 3% that have been allocated in the past. Bicycling is a very important mode for many reasons, particularly for the environmental benefits.
Susan Barthel susanb@bes.ci.portland.or.us	3/18/99	Supports funding for the 47 <sup>th</sup> Avenue Bridge over the Columbia Slough. This project would create a much-needed public access to this important natural space.
Annette Arnold-Boyd r2-d2@ptld.uswest.net	3/18/99	Does not support more highways. Wants the Tri-Met MAX system expanded.
Phillip Jones PJones@dkjb.com	3/18/99	Supports funding for the 47 <sup>th</sup> Avenue Bridge over the Columbia Slough. The Slough is an excellent place for small paddle powered craft to avoid powerboats and commercial craft. The bridge would create needed access to the Columbia Slough.
Dr. William Leler wm@zat.com	3/18/99	Supports expansion of the light rail system to the airport and would like to see it connecting more neighborhoods together. Also supports the creation of bicycle and pedestrian paths separate from busy streets.
NNPortland@aol.com	3/19/99	Supports funding for walking, bicycling and riding transit and projects that make these options safer and more convenient. Does not want more road investments, but does want to see the existing road system maintained and repaired. Traffic congestion should be a tool to encourage people to make more rational decisions about where to live, work and play.
Christine Perala perala@teleport.com	3/18/99	Supports funding for bicycle projects. Does not want to see investments in new roads, instead it should go towards reducing car traffic and increasing transit.
Karen Sandness ksand@teleport.com	3/20/99	Supports non-automobile means of transportation. The pedestrian network needs to be completed, particularly along Hwy 43. Bike and pedestrian paths should be parallel to the busiest roads. Metro should ensure that everyone has access to alternatives to driving. Bus service in Sellwood, Multnomah, Irvington and St. John's should be as convenient as service in NW Portland and the Hawthorne district.
Lea Bergman lbergman@teleport.com	3/21/99	Supports funding for the 47 <sup>th</sup> Avenue Bridge over the Columbia Slough. The roadway is used heavily by traffic and by students. Access is needed for environmental classes that visit the Slough. Will also provide access to a much needed canoe launch and will improve water quality in the Slough.
Lisa Scardina scardina@up.edu	3/22/99	Supports funding for the TOD implementation program. This program is needed to ensure a healthy future for the Hollywood district. A missing link in recent redevelopment in the area is making better use of the area around the MAX station.

Jennifer Devlin jennife@ bes.ci.portland.or.us	3/22/99	Supports funding for the 47 <sup>th</sup> Avenue Bridge over the Columbia Slough. The site is very popular with teachers because it is accessible via Tri-Met. The project will create needed sidewalks in a currently unsafe area. The project will also provide water quality benefits
Charlie Dolezal cdolezal@standard.com	3/22/99	Supports funding for bicycle projects. Wants to see more off-road paths like the Springwater Trail. As a bike commuter would like to see safer facilities for cyclists.
Nathalie Darcy fannocat@gowebway.com	3/22/99	Supports funding for Wbi10 Fanno Creek Multi-Use Path: East to Allen/Scholls Ferry.
Ramune Nagisetty ramune.nagisetty@intel.com	3/22/99	Wants to see carpool lanes on US 26, with an express on-ramp for those who use them.
Jay Cosnett jayrc@teleport.com	3/22/99	Supports funding for expansion of light rail and Tri-Met's transit service improvements. Also wants to see Metro look at commuter rail from Oregon City and streetcars from Milwaukie to Portland.
Rob Bennent Bennent@teleport.com	3/22/99	Supports funding for TOD implementation program.



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## **Hotline comments**

**MTIP HOT LINE COMMENTS  
FOR PRIORITIES 2000**

<b>Date</b>	<b>Name &amp; Address</b>	<b>Comment</b>
3/22/99	Brandon Vernell 12650 SW 7 <sup>th</sup> St. Beaverton, OR 97005 644-7280	Supports <b>Fanno Creek Multi-Use Path: East to Allen/Scholls Ferry.</b> Wbi10 Would like to see more bike and pedestrian paths.
3/22/99	Wes Higgins 14944 SE Covington Rd. Clackamas, OR 97015	Feels <b>Sunnyside Road</b> should be at the top of the list for Priorities 2000.
3/22/99	Emily Venata 83 <sup>rd</sup> Avenue	Supports <b>Fanno Creek Multi-Use Path.</b>

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