

Priorities 2000 Public Comment
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April 1 – May 3, 1999

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To: trans
From: Dave Kanner and Maureen Vega <dkmv360@yahoo.com>
Subject: PBL4: Barbur Blvd.
CC:
Date Sent: Thursday, April 1, 1999 9:24 PM

To Whom it May Concern:

I would like to voice my strong support for the PBL4 Barbur Blvd. project, and ask that JPACT recommend its funding to the full Metro Council.

Barbur Boulevard is seriously in need of better pedestrian and bicycle access, as it is the single most important arterial street for a major portion of Southwest Portland, but lack the basic amenities (i.e., sidewalks) that are taken for granted elsewhere in the region.

The cost of the project is relatively small when compared with the total funds available, and the benefits are huge.

Again, I urge the funding of PBL4: Barbur Boulevard improvements.

Dave Kanner
9436 SW Wood Pkwy.
Portland, OR 97219

Do You Yahoo!?
Get your free @yahoo.com address at <http://mail.yahoo.com>

To: trans
From: Alan Winter <awinter@nutech.com>
Subject: Bike budget funding
CC:
Date Sent: Friday, April 2, 1999 9:37 PM

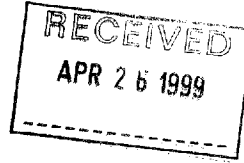
Dear Metro -

I strongly encourage you to include the proposal to develop and install comprehensive route and destination signing for Portland's existing bikeway network in the funding for the next year. Please add this to those projects already being considered.

Portland needs new projects as well as drawing attention to one completed. The other day I biked the St. John's bike path along the railroad right-of-way and would not have found it without the map from The Oregonian article; that's how poorly it was signed.

Sincerely,
Alan Winter
NE Portland

Sarah Uebel
29377 SW Meadows Loop #295
Wilsonville, OR 97070



April 13, 1999

MTIP
Metro Transportation Dept.
600 NE Grand Avenue
Portland, OR 97332

To whom it may concern:

We are writing to you to show our support for providing funding to the Tryon Creek State Park bicycle and pedestrian path through the TEAZ1 program. My husband and I enjoy hiking in this rare and wonderful natural oasis in the city. We feel that it provides a critical recreational opportunity to the people living in the southwest Metro area and it should be maintained for the use of all individuals.

When considering alternative forms of transportation, which judging by the last election is obviously a huge concern in the Portland Metro area, it is important to provide many options to the public. However this area of the city provides only this one option as a safe alternative. If not maintained those depending on bike to get to work or school will have to resort to the winding road that has no shoulder. The maintenance of this path would support a critical linkage through a densely populated area of the city that is lacking in alternative transportation options.

We are very glad to hear about the Transportation Enhancement Act for the 21st Century both because we enjoy hiking and biking around the state as well as feel very strongly about the overwhelming need to provide alternatives the use of motor vehicles. Thank you for your time and listening to our concerns.

Sincerely,

A handwritten signature in cursive script that reads "Sarah K. Uebel".

Sarah K. Uebel

A handwritten signature in cursive script that reads "Brett W. Reistad".

Brett W. Reistad

To: burtonm; washington
From: <Mikewert@aol.com>
Subject: Metropolitan Transportation Improvement Program Projects
CC:
Date Sent: Sunday, April 18, 1999 8:42 AM

Dear Mr. Mike Burton and Mr. Ed Washington:

As the elected official responsible for planning our land use and transportation systems, I would like to call your attention to the way the region is determining which transportation projects to fund in the next four years. I urge you to support transportation projects that reduce the impact of traffic on our community and provide residents with more transportation choices. It is important that you transportation investments make our communities better places to live, not just easier to drive through.

The kinds of projects that I think the region should be promoting and funding are: Street improvements for arterial streets (boulevard retrofits) that improve dangerous pedestrian environments, create bike lanes, reduce vehicular speeds by narrowing lanes and beautifying our neighborhoods with street trees;

Transit improvements, including more buses, light rail and employer programs that support carpooling and transit use, we should increase TriMet's budget, not reduce it;

Connecting arterial streets to provide shorter routes for neighborhood residents to get between homes and local destinations, Complete bicycle and pedestrian pathways, and Build pathways to transit stops and erect bus shelters that make it more attractive and easier to use transit.

I do not support widening our roads to increase traffic speeds and volumes. These projects tend to be ineffective and have unintended consequences like making other travel choices more difficult and dangerous as well as being very expensive. Thank you for your time and consideration. Please let me know what projects you will be supporting in the MTIP process.

Sincerely,

Mike Wert, 4406 NE 33rd Avenue, Portland, OR 97211

P.S.-- ADDING MORE FREEWAY LANES TO "REDUCE" TRAFFIC CONGESTION IS LIKE
ADDING MORE HOLES IN A BELT TO "REDUCE" OBESITY.



CLACKAMAS COUNTY

RECEIVED

APR 26 1999

EXECUTIVE OFFICER
Board of Commissioners

BILL KENNEMER
CHAIR

LARRY SOWA
COMMISSIONER

MICHAEL JORDAN
COMMISSIONER

April 19, 1999

Representative Earl Blumenauer
Weatherly Building
516 SE Morrison, Suite 250
Portland, Oregon 97214

Dear Representative Blumenauer:

The Clackamas County Board of Commissioners would like to join with the City of Lake Oswego in enlisting your continued support for the Willamette Shore Rail Line.

Since Clackamas County is one of the original consortium members and has provided financial support as per the agreement, it is our feeling that the City of Portland should continue to honor the original agreement and come back to the table with their support.

Clackamas County has invested a considerable amount of money in this project and the City of Lake Oswego has assumed full responsibility for maintaining the Line and contracting for trolley operation. Your cooperation in securing funding for a long-term study would be of great benefit to the City and the other consortium members.

Sincerely,
CLACKAMAS COUNTY BOARD OF COMMISSIONERS

Bill Kennemer, Chair

Larry Sowa, Commissioner

Michael Jordan, Commissioner

Cc: Senator Gordon Smith
Senator Ron Wyden
Representative David Wu
Representative Darlene Hooley
Mayor W.K. Klammer, City of Lake Oswego
Fred Hanson, Tri-Met
Grace Crunican, Oregon Department of Transportation
Mike Burton, Metro Director
Charlie Hales, City of Portland

RECEIVED

APR 21 1999

EXECUTIVE OFFICER

April 20, 1999

Mike Burton
Metro Executive Officer
600 NE Grand Ave
Portland, OR 97232

Dear Mr. Burton,

Re: Metropolitan Transportation Improvement Program Projects

I will keep this short. I strongly urge you to support transportation projects that reduce the impact of traffic on our community and provide residents with more transportation choices. It is vital that our transportation investments make our communities better places to live, not just easier to drive through.

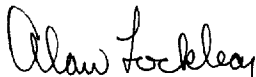
We should be promoting and funding street improvements which improve dangerous pedestrian environments (Barbur Blvd and Beaverton-Hillsdale Hwy are examples of such pedestrian-hostile arterials), more and safer bike lanes, narrowing streets to reduce vehicular speeds, and adding street amenities such as trees and bus shelters.

We should be increasing transit funding not reducing it. Our future mobility depends on creating a transit infrastructure which will serve us when our petroleum fools' paradise ends.

We absolutely should not waste our limited funds in a futile attempt to reduce congestion by widening streets. Adding more lanes only adds more traffic and pollution.

I would appreciate it if you would keep me apprised of the projects you will be supporting in the MTIP process. We are counting on you to resist the blandishments of the automobile lobby and those in our community who have bought into its propaganda.

Sincerely,



Alan Locklear
6222 SW 36th Ave
Portland, OR 97221

cc: David Bragdon, Councilor; Rod Monroe, Presiding Officer



April 20, 1999

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APR 26 1999

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

EXECUTIVE OFFICER

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

To: trans
From: Gabriela Goldfarb <goldfarb@climatetrust.org>
Subject: Promote livability, not expanded Washington Co. highways!
CC:
Date Sent: Wednesday, April 21, 1999 8:01 PM

Dear Metro Council:

We are writing to urge you to support transportation projects that advance the region's livability. We want:

- Better transit service
- Bike facilities
- Sidewalks and pedestrian facilities
- Traffic reduction projects
- Transportation Management Associations
- Transit oriented development
- Roads for use by people and bikes, not just cars

We oppose the intentions of the Washington County Coordinating Committee and like-minded proponents of increased concrete and congestion to expand highways at the expense of funding solutions to address and prevent the problems of pollution, traffic and sprawl.

Thank you for your consideration of this request.

Gabriela Goldfarb and Paul Simon
1903 SE 57th Avenue
Portland, OR 97215

The Columbia Slough Watershed Council
Portland, Oregon

April 21, 1999

Dear Andy

Re: NE 47th Avenue Enhancement Project

To Whom It May Concern:

The Columbia Slough Watershed Council (CSWC) supports the City of Portland Bureau of Environmental Services' (BES) proposal to use the ODOT-administered Transportation Enhancement Program for an important culvert replacement project on NE 47th Avenue.

This proposal has multiple benefits:

- 1. Increases recreational public access to the Columbia Slough from Whitaker Ponds, a Metro open space site next to 47th Avenue.**
- 2. Improves water quality by reducing ponding.**
- 3. Increases pedestrian safety on busy 47th Avenue.**
- 4. High leverage. A \$250,000 allocation will generate a \$600,000 match.**

Public Access. During past decades wooden bridges over the slough have been replaced with culverted roadways. This change has made it impossible for canoeists to pass underneath, thus chopping up a scenic, 18-mile long waterway system. With limited public access it is no wonder that most Portland residents have come to perceive the Columbia Slough as a hidden, inaccessible mystery and something to be avoided. The truth is, in spite of its many challenges, the Columbia Slough remains a tremendously beautiful place to canoe and recreate. The trouble is, people cannot get to it very easily.

This poor access has been remedied in recent years by a Metro open space acquisition located immediately next to the 47th Ave site. Whitaker Ponds is a 13.18-acre Metro greenspace. There are two ponds that feed into Whitaker Slough, large natural areas, much wildlife, an outdoor classroom, and a small visitors center (a converted house), which is also the headquarters for the Watershed Council. There is also a canoe launch, but canoeists cannot go west to the main Slough due to the culverts at 47th. This enhancement project would

7040 NE 47th Avenue
Portland, OR 97218-1212

VOICE: (503) 281-1132 FAX: (503) 281-5187 INTERNET: jaymower@email.msn.com

open up many miles of Columbia Slough to canoes and kayaks. Paddlers could go as far west at NE 18th and as far east as NE 121st.

Whitaker Ponds is currently used for teaching students and adults. With further improvements it will provide other visitor attractions such as wildlife and bird viewing, interpretive signs, a stormwater treatment swale, and native plant nursery.

BES' proposal clearly enhances the usefulness of the Whitaker Ponds learning center by providing additional teaching tools, recreational opportunities, and visitor attractions. It fits well within the goals of the Columbia Slough Watershed Council to promote the Columbia Slough as a scenic urban waterway.

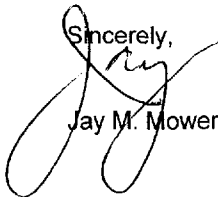
Water Quality. The Columbia Slough has a number of challenges that affect water quality. Among them are: temperature, algae, pH and dissolved oxygen. Culverts basically slow down the water. This ponding effect is harmful because the standing water gets warmer, there is increased algal growth, and the pH and DO levels go to unacceptable levels. Replacing the culverts with a span bridge will let the water move faster, stay cooler, and prevent these effects. Furthermore, it will prevent accumulation of unsightly debris in the Slough and clogging of the culverts, which is actually a flood control hazard. The Multnomah County Drainage District #1 will benefit by reduced maintenance expenses.

Pedestrian Safety. There are a surprisingly number of pedestrians on NE 47th. People are walking to jobs or homes in the area up to the nearest Tri-Met stop on Columbia Boulevard. There are no pedestrian facilities on 47th. Furthermore, 47th Avenue bears a great deal of airport-related traffic, particularly heavy trucks. It is also used as an unofficial bypass to I-205 via NE Airport Way. The culverted bridge over Whitaker Slough is narrow and presents a significant safety hazard.

High Leverage. This \$250,000 request will generate a \$600,000 match. Plus the other hard-to-calculate benefits listed above makes this a very appealing proposal.

We strongly support this project.

Sincerely,



Jay M. Mower, Coordinator

7040 NE 47th Avenue
Portland, OR 97218-1212

VOICE: (503) 281-1132 FAX: (503) 281-5187 INTERNET: jaymower@email.msn.com

2628 SE 47th Ave
Portland OR 97206
April 22, 1999

Dear Mr. Burton,

I am writing concerning the metropolitan transportation improvement program. Please work towards funding and developing projects supporting bicycle and pedestrian transportation, and also making tri-net bus service improvements to encourage more riders.

I am opposed to road widening and building new freeways. We must decrease our dependence on cars, not encourage it. Thank you for considering these comments.

Sincerely,
Andrew Epstein



Mr. Andrew Epstein
2628 SE 47th Ave.
Portland, OR 97206



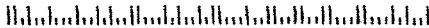
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APR 26 1999

EXECUTIVE OFFICER

Mike Burton, Executive
600 NE Grand Ave
Portland OR 97232
Officer

USPS 199



To: trans
From: "Barbara-Lee H. Orloff" <blmho@juno.com>
Subject: Our region's livability
CC:
Date Sent: Thursday, April 22, 1999 3:58 PM

I actively support regional transportation projects like lightrail which promote livability for all citizens in our metro region. Building more roads for automobiles will degrade the region over time, especially as our population increases. We need to concentrate our transportation efforts on lightrail, bikeways, pedestrian-friendly walkways, auto reduction projects, and plazas and squares in urban centers where cars are not allowed. Bring the transportation focus to a rapid, frequent, clean, safe and convenient metropolitan public transit system usable by all citizens all the time. Moving people is easy if we can move people to support public transportation in our region.

Yours truly,

Barbara-Lee Orloff, Program Director
Annie Ross House
2316 SE Willard
Milwaukie OR 97222

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or call Juno at (800) 654-JUNO [654-5866]

To: trans
From: <mmurray@tnc.org>
Subject: ...no subject...
CC:
Date Sent: Friday, April 23, 1999 4:11 PM

Dear Metro,

Please spend federal funds on alternative transit projects (bicycles, mass transit, greenways) instead of more and wider car access.

Michael P. Murray

To: trans
From: Courtney Scott <scottwrk@teleport.com>
Subject: transportation budget
CC:
Date Sent: Friday, April 23, 1999 8:28 PM

To: Ed Washington
Metro Councilor for Northeast Portland

Dear Mr. Washington:

Please support a balanced transportation budget. We need more bike lanes, car pooling and mass transit. We do not need widened hiways so more cars can go even faster. Oregon stands apart from the rest of the country. We are trying to erect vibrant, sustainable communities in this state, not decline into lifeless sprawl.

We elected you to Metro to represent a conservation view that is shared by a majority of Oregonians. Please represent us well by choosing to support a transportation plan that caters to our deep concerns for Oregon's quality of life.

I request that my comment be included in the official record.

Sincerely,

Courtney Scott
2639 NE Clackamas
Portland, OR 97232

Write or call your metro counselor and tell them you want a balanced transportation plan with traffic reduction programs such as multi-modal boulevards, transit, bike and pedestrian facilities as a priority. To put an email message in the official record sent it to You can call the Metro Transportation Hotline at 797-1900 for more information.

RECEIVED

APR 26 1999

EXECUTIVE OFFICER

April 23, 1999

Dear Mike Burton, Metro Executive Office:

Re: Metropolitan Transportation Improvement Projects

As the elected official responsible for planning our land use and transportation systems, I would like to call your attention to the way our region is determining which transportation projects to fund in the next four years. I urge you to support transportation projects that reduce the impact of traffic on our community and provide residents with more transportation choices. It is important that our transportation investments make our communities better places to live, not just easier to drive through.

The kinds of projects that I think our region should be promoting and funding are: Street improvements for arterial streets (boulevard retrofits) that improve dangerous pedestrian environments, create bike lanes, reduce vehicular speeds by narrowing lanes and beautifying our neighborhoods with street trees.

Transit improvements, including more buses, light rail and employer programs that support carpooling and transit should also receive funding. We should increase Trimet's budget, not reduce it.

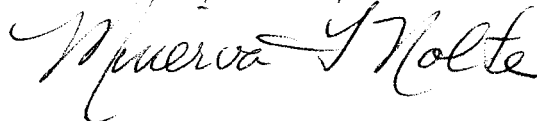
Build connecting arterial streets to provide routes for neighborhood residents to get between homes and local destinations. Complete bicycle and pedestrian pathways, and build pathways to transit stops and erect bus shelters that make it more attractive and easier to use transit.

I do not support widening our roads to increase traffic speeds and volumes. These projects tend to be ineffective and have unintended consequences like making other travel choices more difficult and dangerous as well as being very expensive.


Thank you very much for your time and consideration. Please let me know what projects you will be supporting in the MTIP process.

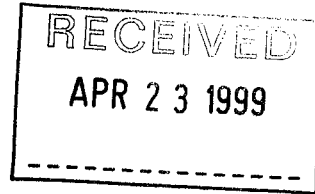
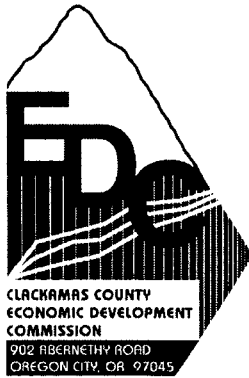
Sincerely,

James E. and Minerva T. Nolte, 12850 SW Glen Oak Place, Beaverton, OR 97007



nolteja@ptld.uswest.net





Mr. Andy Cotugno
Transportation Planning Director
Metro
600 NE Grand Ave.
Portland, OR 997232-2736

Dear Mr. Cotugno:

On behalf of the Clackamas County Economic Development Commission, I am writing in support of the Portland Area Telecommuting Project. The Clackamas County Economic Development Strategic Plan includes establishing "Telecommunity Centers," local facilities that combine the best elements of traditional telecommuting centers with elements of distance learning and small business support.

Our plan recommends the use of Telecommunity Centers in large part to help improve air quality and reduce commuting. We believe Clackamas County to be alone among urban counties in Oregon in having a majority of its residents leave the county for work every day. This net out-commute puts strains on our communities, forces us to make costly transportation improvements and worsens our air quality. As you are aware, the worst air quality in the Portland area is in Clackamas County.

The Oregon Office of Energy, through its Portland Area Telecommuting Project, has played a major role in getting the project started and serves as a member of the Telecommunity Project Team. Their expertise and commitment to the project in the future will be important to the project success.

We believe that innovative new approaches are critical to reducing the impact transportation has on our environment and helping rebuild communities. We commend the Oregon Office of Energy for their leadership and believe they play a vital role in the process.

Sincerely,

Jerry Smith, Chair



WASHINGTON COUNTY OREGON

April 23, 1999

RECEIVED

APR 24 1999

Mr. Andrew C. Cotugno, Transportation Director
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

EXECUTIVE OFFICER

Dear Mr. Cotugno: *Andy*

We are requesting that the Hall Blvd. Extension boulevard project be added back to the 100% MTIP List. We continue to believe that the boulevard component of this new connection will provide significant connectivity benefits for pedestrians and bicyclists as well as reducing out-of-direction travel and traffic congestion in this area for motorists.

Based upon recent discussions with local businesses and the City of Beaverton, we have determined what is most needed now is funding for some very preliminary design work to determine the feasibility and cost of making this connection. Therefore, we revise our project request to reflect \$45,000 in regional funding for preliminary design with the 10% match (\$5,000) to be provided by Washington County.

If you wish to discuss this further or need additional information, please call me or my staff.

Sincerely,

John E. Rosenberger
Director

c: Coordinating Committee
TPAC

From: Dave McCammon <brwydave@teleport.com>
To: MetCen.MRC-PO(bragdond)
Date: Fri, Apr 23, 1999 12:47 PM
Subject: biking to oswego and the central city trolley

David

I commute to work by bicycle. Why - because I like to and it saves athletic club dues. My ride is from my condo in John's Landing to 16th and Weidler - some 5 miles. I am surprised at the numbers of cyclist that also commute - in every type of weather.

I am impressed with the progress of the central city trolley and encouraged that the current planning call for it to continue on from PSU to the North Macadam district. I would encourage all of our local governments to seriously consider continuing this line along to Willamette Park so the southern portion of John's Landing is also served - using the land where easements are already in place.

Thirdly, I strongly urge that portion of the Jefferson Street Line that would not be used by the Central City Trolley (Heron Pointe and south to Lake Oswego) be paved and converted into a Bicycling and walking trail. This improvement would certainly add to the number of bicycle commuters and be a wonderful extension of the Willamette Greenway. The current usage by the Lake Oswego Trolley is no more than an amusement ride that serves far fewer people and a Bicycle/walking trail - Central City Trolley combination would.

Remember that there is no safe and convenient route for pedestrians or cyclists to get to or from Lake Oswego and Portland.

Thank you for your consideration

Dave McCammon
5920 SW Riveridge Lane
97201

To: trans
From: Bryan Theis <theis@lclark.edu>
Subject: Comments on transportation use at Metro
CC:
Date Sent: Sunday, April 25, 1999 8:34 PM

Dear Metro Councilors,

I would like to voice my strong support for continuing to fund and develop light rail, bike lanes, transit-oriented planning, and other programs aimed at reducing automobile dependence in Portland.

In particular, I would like to urge Metro to approve the North Portland light rail plan; I think that this would help provide more stimulus to development in this area, as well as continuing to encourage transit-oriented city development.

I oppose the Washington County plan to divert money from transit project toward adding and widening roads and highways. This would only exacerbate our problems, not fix them.

In my opinion, a city's transportation system can be more car-dependent, or more transit-friendly; this will determine the number of trips on its transit system and roads, which in turn influence congestion, pollution, development patterns, etc. But as a city or region continues to develop its transit, it reaches a point at which a car becomes largely unnecessary for trips around the region. When a region reaches this point, large numbers of people who wouldn't ordinarily ride buses and rail will likely embrace transit; this has happened in cities like Washington, New York, Paris, London, and Hong Kong. In those places, transit is everywhere, so a car isn't really necessary. In my opinion, the Portland region should try to reach this goal: make transit so ubiquitous that people aren't afraid to go out without their cars. I strongly support light rail in any form throughout the Portland area.

Metro should go ahead with better, cheaper plans for the South/North corridor; last year's defeat at the polls was a repudiation only of the cost of that project. Please make an inexpensive, worthwhile South rail that links up with the North rail, extending from the train station through downtown, to Clackamas, or even Oregon City; put the measure before the voters again; and run a *real* campaign this time. I will support you.

Thank you for considering these comments.

Best Regards,
Bryan Theis

1410 SW Broadway Ave. #205
Portland, OR 97201
(503) 220-1874

To: Metro Transportation Department <trans@metro.dst.or.us>
From: Judy Straalsund <jj.straalsund@worldnet.att.net>
Subject: PBL4 - Barbur Boulevard
CC:
Date Sent: Monday, April 26, 1999 8:32 AM

I understand you are considering a proposal for improvements to Barbur Boulevard. As a resident of the neighborhood, I would like to encourage your support of those improvements.

The Barbur Boulevard/Multnomah Village area is in a state of transition as the urban growth boundary makes "in city" housing more desirable. People are also starting to realize what a wonderful neighborhood this is, and are building, remodeling and renovating their homes.

Improvements to Barbur Boulevard would profoundly affect this entire neighborhood in a positive way. I'd appreciate your help in implementing those changes.

Sincerely,

Judy Straalsund
8159 SW 41st Avenue
Portland OR 97219
jj.straalsund@worldnet.att.net

To: "trans@metro.dst.or.us" <trans@metro.dst.or.us>
From: Jim Wilson <jwilson@srgpartnership.com>
Subject:
CC: "ross@cfst.org" <ross@cfst.org>
Date Sent: Monday, April 26, 1999 8:34 AM

I wish to urge Metro to vigorously support a balanced transportation plan. To strongly promote programs and expenditures that get people out of their automobiles and provides them with excellent alternatives modes of transportation. Alternatives not to be seen as an option to but as more desirable than their automobile. Make multi-modal roads, mass transit, bikes and pedestrian facilities the priority over automobiles. Portland must not become another Seattle

Sincerely,
Jim Wilson
4412 SE Salmon St
Portland 97215

To: trans
From: Stephen Manning <manning@lclark.edu>
Subject: Livable communities
CC: "ross@cfst.org"
Date Sent: Monday, April 26, 1999 9:31 AM

Please note my support for use of transportation funds to building, developing, and sustaining non-automobile transportation. Our transportation dollars should be used to build and improve bicycle-routes, sidewalks, and public transit. These dollars can be leveraged against suburban development, to encourage intelligent growth -- without reliance on the automobile. I oppose any effort to further subsidize the automobile and all of its degrading effects on our environment and region. Further, given the recent listings of several runs of salmon as threatened species, use of federal dollars to build roads, and pave more farmland would be an outrage.

STEPHEN MANNING
4412 SE SALMON STREET
PORTLAND OR 97215
manning @lclark.edu

STEPHEN MANNING
manning@lclark.edu

RECEIVED

APR 28 1999

EXECUTIVE OFFICER

Mr. Mike Burton, METRO Executive Office
Mr. Rod Monroe, Presiding Officer
600 N.E. Grand Avenue
Portland, OR 97232

Re: Metropolitan Transportation Improvement Program Projects

Dear Gentlemen:

As the elected officials responsible for land use planning and transportation systems, I would like to call to your attention the way the region is determining which transportation projects to fund in the next four years. I urge you to support transportation projects that reduce the impact of traffic on our community and provide residents with more transportation choices. It is important that our transportation investments make our communities better places to live, not just easier to drive through.

The kinds of projects that I think our region should be promoting and funding are: street improvements for arterial streets (boulevard retrofits) that improve dangerous pedestrian crossings, create more bike lanes, reduce vehicular speeds by narrowing lanes, and beautifying our neighborhoods with more street trees.

Transit improvements, including more buses, light rail and employer programs that support carpooling and transit, should be increased, including Tri-Met's budget.

Connecting arterial streets to provide shorter routes for neighborhood residents to go from home to local destinations, build more bicycle, pedestrian and transit stop pathways, and erect more bus shelters that make it more attractive and easier to get around and use transit.

I definitely do not support widening our roads to increase traffic flow, speeds, and volumes. These projects tend to be ineffective and have unintended consequences like making other travel choices more difficult and dangerous, as well as being very expensive.

I hope this letter helps keep the tri-county region a livable place, and serves as a model for the nation.

Thank you very much for your time and consideration.

Respectfully,

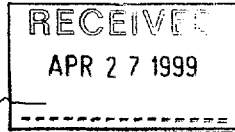
M. Dana Weentraub

Dana Weentraub
4200 SW 107th Ave, #2301
Beaverton, OR 97005

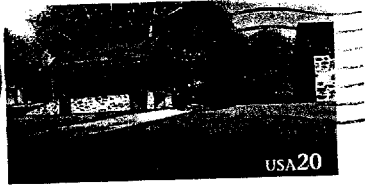
Dear Sir/Madam:

I am writing to you to express my complete support for the Barber Streetscapes Plan Project: PBL4 Barber Blvd. North Parkway to SW 65th. Thank you for your support.

Russ Brown



Russ & Janna Brown
10734 S.W. Inverness Court
Portland, Oregon 97219



MTP, Metro Transp. Dept.
600 N.E. Grand Ave.
Portland, OR 97232



USPS 1995

City of

WILSONVILLE
in OREGON




30000 SW Town Center Loop E
Wilsonville, Oregon 97070
(503) 682-1011
(503) 682-1015 Fax
(503) 682-0843 TDD

RECEIVED

APR 27 1999

EXECUTIVE OFFICER

TO: WASHINGTON COUNTY COORDINATING COMMITTEE

FROM: CHARLOTTE LEHAN, MAYOR 
CITY OF WILSONVILLE

RE: MTIP/STIP RECOMMENDATIONS

DATE: APRIL 27, 1999

At your April 5, 1999 meeting you endorsed four MTIP/STIP recommendations. One of our City Councilors, Bruce Barton, signed on behalf of the City of Wilsonville. Upon further consideration, the City of Wilsonville does not feel it would be appropriate at this time for us to take a position on these recommendations since they are Washington County road issues that do not have an impact on us.

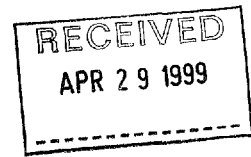


To: trans
From: <jfollett@ix.netcom.com>
Subject: Metro and transportation funding
CC:
Date Sent: Tuesday, April 27, 1999 10:21 PM

I am shocked and appalled by the current Metro philosophy to further marginalize multimodal transportation funding to propagate the already dominant single mode, cars. Today's political climate is shifting and councilors who don't begin to seriously take into account the rising desire for increased funding for better transit service, bike facilities, connected sidewalks and bike paths, traffic reduction projects, Transportation Management Associations and Transit oriented development will find themselves voted out of office. The current proposal of Metro is inadequate and uncreative. It reeks of soft-money and side favors. Uphold the dignity of Metro and increase multimodal funding, don't decrease it! Automobiles aren't the only way to get from one place to another.

Thank you,

matthew follett
5178 Lower Drive
Lake Oswego, OR
97035-5321



April 28, 1999

Andy Cotugno, Chair
And Members of the Transportation Policy Alternatives
Committee (TPAC)
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Chair Cotugno and TPAC Members:

Last week, we received and reviewed Terry Whisler's April 16, 1999 letter to TPAC that showed the Metro staff's draft 100 percent program recommendation for the Priorities 2000 MTIP/STIP Update. The Metro staff recommended allocation of \$73.373 million to projects and project phases, leaving a balance of \$2.427 million unallocated. The results of a funding allocation survey of the Metro Council and JPACT was also depicted in a graph attached to this letter. In his letter, Mr. Whisler stated six options to consider for the unallocated \$2.427 million. The second option on his list was to do more Road Modernization, specifically adding right-of-way for 5 projects funded for PE. These projects include WM1: Farmington Road, WM19: SW Greenburg Road, MM3: 223rd O'Xing, WM17: I-5/Nyberg Interchange and WM 13: SE 10th Avenue. The Washington County JPACT representative Roy Rogers in his April 20, 1999 letter to Andy Cotugno stated the Washington County Coordinating Committee's preference for a higher emphasis to be placed on road capacity and congestion problems in the region, i.e., Road Modernization projects. We support the Coordinating Committee's position.

We have also reviewed the April 21, 1999 letter from Andy Cotugno to TPAC contained within the packet for the April 30, 1999 meeting. We strongly disagree with the proposed list of "add-back" projects for the \$2.427 million of unallocated funds recommended by the TIP subcommittee at its April 19, 1999 meeting. We cannot support this recommendation as we feel that it clearly does not represent the funding allocation priorities of members of the Metro Council and JPACT who responded to the funding allocation survey. In the depiction of survey results, the modes that were of the highest priority where Transit, Road Modernization and Boulevard projects. The "add-back" list does not address the second priority of those surveyed, which was Road Modernization.

We request that the \$2.427 million in unallocated funds be directed in whole or in part toward adding right-of-way to the 5 Road Modernization projects mentioned above. Adding right-of-way back to these projects addresses our concern that in allocating these scarce funding resources we are spreading ourselves too thin and reducing the ability of local jurisdictions to get these projects underway in a reasonable timeframe. We hope that you give serious consideration to our request as you formulate your recommendations to JPACT regarding distribution of the \$2.427 million in unallocated funds and the 100 percent Priorities 2000 program.

Sincerely,

Tim Erwert
City Manager

We have received at least 20
of the following postcards:

Cheryl!

Is this you?



Dear Controller Morley

As the Presiding Officer of the Metro Council, I hope you will do whatever possible to help ease auto congestion in the Perimeter metro area. One easy way to do this is to push for more balanced federal transportation funding package. Metro staff's current proposal for MTP is heavily skewed towards light modernization and freeway enhancements, creating additional auto capacity that will only increase congestion and pollution.

I believe a greater proportion of the \$75 million federal allocation for MTP funds should go toward bikeways, sidewalks, and transit improvements. For example, increased access to the Morrison Bridge and the numerous greenway trails should not have been taken care of the 10.5% funding cut. Since state gas tax revenues are used for roads only, more federal funds are the best way to create a more "walkable region" through sustainable forms of transportation.

I hope you will consider eliminating unnecessary road projects from the MTP allocations and direct those projects to the public transportation alternatives. Please register my thoughts as official public comments.

Thank you.

CC: [redacted]
[redacted]
[redacted]
[redacted]

Elizabeth Cox, Esq.
1111 Peachtree Street, N.E.
Apt. 1100, Atlanta, GA 30309
Perimeter 2000



Oregon

John A. Kitzhaber, M.D., Governor

Department of Human Resources

Health Division

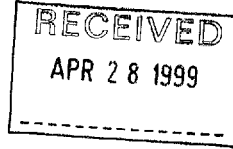
800 NE Oregon Street # 21

Portland, OR 97232-2162

(503) 731-4030 Emergency

(503) 731-4000

(503) 731-4078



FAX

TTY-Nonvoice (503) 731-4031

April 26, 1999



Andy Cotugno
Transportation Planning Director
600 N. E. Grand Avenue
Portland, Oregon 97232-2736

Re: SUPPORT FOR TELEWORK PROGRAMS

Dear Mr. Cotugno:

The Oregon Health Division (OHD) has been actively working to reduce the miles traveled by our employees during their commute to and from our work site. To accomplish this, we offer several alternate work schedules, including telework. Since we implemented our pilot project last year, our teleworkers travel an average of 50 fewer miles on their telework days.

Our pilot has been so successful that we plan to make telework a permanent part of OHD work life for employees whose duties and work style are compatible. The program is supported even by employees whose duties will not allow them to telework, because they perceive a benefit to their work teams.

In addition to reducing the number of miles traveled during peak commute hours, we've learned that telework offers other advantages to OHD and its employees. We like telework because of its positive impact upon morale and productivity and believe it will improve our ability to attract and retain high caliber staff.

Assisting People to Become Independent, Healthy and Safe
An Equal Opportunity Employer

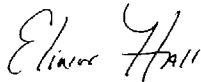


Andy Cotugno
April 26, 1999
Page 2

The Office of Energy's Telework Team has been extraordinarily helpful to us during the planning and implementation phase of the program. We relied upon their experience and expertise as well as the materials they made available to us. Without their able assistance, we would have had to work much harder and longer in creating a successful telework program. We encourage other employers to avail themselves of this excellent resource.

— If you have any questions about OHD's telework program, please contact me.

Sincerely,

A handwritten signature in cursive script that reads "Elinor Hall". The signature is written in black ink and is positioned below the word "Sincerely,".

Elinor Hall, MPH
Administrator

cc: Barbara C. Carey, Office of Energy



RECEIVED
APR 29 1999

Enoch Manufacturing Company
14242 S.E. 82nd Drive P.O. Box 98
Clackamas, Oregon 97015
TEL. 503 659-2660 Fax 503 659-4439

April 27, 1999

Mr. Andy Cotugno
Transportation Planning Director
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Mr. Cotugno:

It has become easy for persons in Clackamas County to climb into a car and drive across town to work, entertainment or to visit friends and relatives. We have been use to a great deal of individual freedom. This freedom has caused congestion, road deterioration and poor air quality. We are now faced with the challenge of finding new solutions.

The Portland Area Telecommuting Project provides a new vision. This vision of using technology instead of a car to transport information is very exciting for Clackamas County. Business people are looking at ways employees can contribute to the success of their company without leaving home. People are starting to look at methods of securing services by the use of the Internet. We are finding we don't need to rely so heavily on the automobile.

Clackamas County business people are also looking at ways employees can get training without leaving the company facility. This would allow businesses to upgrade the skills of many more employees without the time and cost of the travel across town. The Clackamas County Telecommunity Plan expects technology to provide distance learning opportunities for persons closer to their homes or closer to their jobs. As chair of Region #15 (Clackamas County) Regional Workforce Committee, I see a tremendous need to upgrade the skills of workers within the Portland area. The Portland Telecommuting Project can help deliver those needed skill development programs.

Far too few times we are presented the chance to change our thinking. We have become too complacent. This project challenges us to think differently. I support the project and the direction it has taken us.

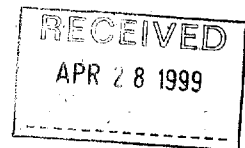
Sincerely,

A handwritten signature in cursive script that reads "Rick Dawes".

Rick Dawes
President
Enoch Mfg. Co.



Pam



April 28, 1999

Andy Cotugno
Metro
600 NE Grand
Portland, OR 97232

Dear Andy:

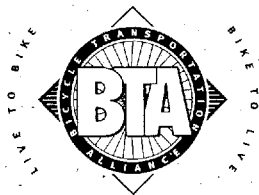
Enclosed is a copy of a letter sent to the Multnomah County Commissioners last week. Please distribute copies to TPAC members for Friday's meeting.

Thank you very much.

Sincerely,

Catherine Ciarlo
Executive Director
Bicycle Transportation Alliance

cc: Mike Burton



April 23, 1999

Dear members of the Multnomah County Board of Commissioners:

On behalf of the Bicycle Transportation Alliance (BTA), I am writing to express our deep concern over the recent exclusion of the bicycle/pedestrian facility on the Morrison Bridge from the Metro staff's recommendation to JPACT regarding the MTIP 100% funding cut.

The BTA supports full funding for the Morrison Bridge project, which has consistently been ranked highest among the bicycle projects included in the MTIP process. Eliminating the bridge project from consideration at this point disregards input from hundreds of citizens well as strong support from the City of Portland and Multnomah County, and points to a deeply flawed process.

Currently, the Morrison Bridge presents a significant barrier for direct bicycle, pedestrian and disabled access between downtown and the east side of the river. A bicycle and pedestrian facility on the bridge is essential to connectivity and accessibility for non-motorized transportation modes. It will provide an excellent link to the East bank esplanade for bicyclists and pedestrians, and its location guarantees substantial ridership.

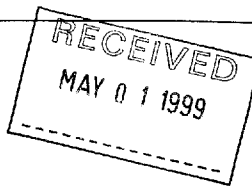
While strongly supporting full funding for the Morrison Bridge project, the BTA does NOT support any reduction in the existing 100% recommendation for bicycle projects.

Finally, we are dismayed to note that Multnomah County's JPACT representative has indicated zero support for bicycle projects in the MTIP allocation process, even as the highest-ranked bicycle project is located in -- and supported publicly by -- the County. We urge the Board of Commissioners to address this disconnect, and ensure that Multnomah County is supportive of alternative modes -- including bicycles -- in this and future MTIP proceedings.

Please let me know how the County will address these concerns. Thank you very much for your consideration.

Sincerely,

Catherine Ciarlo
Executive Director
Bicycle Transportation Alliance



April 29, 1999

Mr. Andy Cotugno
Transportation Planning Director, Metro
600 N.E. Grand Avenue
Portland, OR 97232-2736

Dear Mr. Cotugno:

I am writing this letter in support of the telecommuting efforts that have been undertaken by the Department of Energy. For the last several years, I have worked with the Department of Energy in the development of a telecommuting plan for the Employment Department. This plan has allowed Employment staff to annually save over 200,000 commuting miles, almost 10,000 trips, and 6,600 hours of travel time. While the majority of savings has come from our Hearings area, we are continuing to look for other opportunities for improvement. This is where the Department of Energy can continue to provide support. Telecommuting has a long way to go in the implementation of this "culture" into our and other organizations' work environments. Unless we have a system in place to keep this program visible, the program will lose its momentum of continued improvement and subsequent success.

In addition, the Governor of Oregon has issued an Executive Order to reduce commuting in the Portland Metro area by ten percent. We are using telecommuting as a work alternative to be able to meet this requirement.

Our agency recognizes the important of providing this alternative work arrangement—not only for the employee, but also for the agency, the State, and the environment. As the State of Oregon continues to grow, and it will, we will continually need assistance from agencies like the Department of Energy to continue to work with us in the development of alternative work environments. The Department of Energy is currently working with the Employment Department in the development of an "Off-Site Worker" policy. This policy addresses other issues when staff are assigned off-site work stations without supervision. (This is basically an extension of a telecommuter policy, but addresses how we are going to provide additional support—such as furnishing equipment and technical assistance to staff working outside of an Employment Department facility.)

I would strongly encourage you to continue the support for this program. As I expressed above, we will continue to need support from the Department of Energy and their excellent staff. If you would like additional information regarding how Employment uses the Department of Energy in its telecommuting policy administration, please feel free to contact me.

Sincerely

Bob Karau, Assistant Director
Administrative Services
(503) 947-1479
robert.karau@state.or.us

cc: Barbara Carey

John A. Kitzhaber
Governor



875 Union St. NE
Salem, OR 97311
(503) 378-8420

THE AMERICAN INSTITUTE OF ARCHITECTS/
PORTLAND CHAPTER

Post-it* Fax Note	7671	Date	30. APR	# of pages	1
To	J.PACT DECT'Y	From	G. PAPERS		
Co./Dept.	METRO. G.MAN.	Co	AIA / U. DES. COM		
Phone #		Phone #	228.6444		
Fax #	797.1839	Fax #			

29. April. 1999

To: Rod Monroe, Presiding Officer, METRO Council & J.PACT MEMBERS
600 NE Grand, Portland OR 97232
From: AIA/ Portland Chapter - Urban Design Committee
Re: MTIP FUNDING PRIORITIES

As the presiding Officer of the METRO Council, we know you intend to take steps to reduce auto dependence in the Portland Metro area. An easy way to further this is to advance a more balanced federal transportation funding package. METRO staff's current proposal/recommendation does not reflect the growing consensus and direction of land use and transportation advocates: it is heavily skewed towards road "modernization" (=widening), and freeway "enhancements" (=trees in the cloverleaves), creating additional capacity but NOT reducing congestion, accidents, pollution, or frustration. As you know and many studies show, it is not possible to build our way out of congestion; like moths, the cars keep arriving.

This committee insists a greater portion of the \$75 million in non-allocated, flexible funds go towards bikeways, sidewalks, and transit improvements. Many deserving projects, such as greenway trails and a permanent Morrison Bridge bike access, have been taken out of the 100% funding proposal. These and other alternative mode proposals do not enjoy the various funding sources that roads do, and since state gas tax revenues are used for roads only, these flexible funds are the best way to implement alternate modes and enhance regional livability.

We request you and council consider eliminating unnecessary road projects from the MTIP allocations, and restore those projects which this money was truly intended for: transit and non-polluting bike/ pedestrian improvements.

Sincerely,



Garry Papers, AIA
Chair, Urban Design Committee

cc: Steve Thomson, AIA - Chapter President
Saundra Stevens, Hon. AIA

PLEASE ENSURE
THIS IS
ENTERED INTO
THE PUBLIC
RECORD



RECEIVED

MAY 3 1999

EXECUTIVE OFFICER

April 30, 1999

Mr. Mike Burton
Metro Executive Officer
600 NE Grant Ave.
Portland, OR 97232-2736

RE: CONSULTING SERVICES FOR TELECOMMUTE OPTION

Dear Mr. Burton:

It has been brought to our attention that the continuation of funding may be in jeopardy for the consulting services to employers regarding Telecommuting that is currently available through the Oregon Department of Transportation.

This letter is to advise you that we have found the assistance provided by Kathy King to be invaluable as we prepare to present the Telecommuting option to our management staff. This service is particularly important to us as we continue to search for options to overcome space and parking constraints as our workforce continues to grow.

The information and assistance provided by Ms. King is just not available elsewhere. The extent of her knowledge in this area will provide assurances, and the excellent collateral materials will provide the polish to our presentation that should lead to acceptance by our management team of a pilot Telecommuting program for our organization.

We look forward to implementing a Telecommuting program, and we believe its success will be due to the assistance provided by Kathy King.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary A. Olson".

Gary A. Olson
Manager, Labor Relations

cc: Mr. Andy Cotugno

RECEIVED

MAY 3 1999

EXECUTIVE OFFICER

April 30, 1999

Mike Burton, Metro Executive Office
600 NE Grand Avenue
Portland, OR 97232

Re: Metropolitan Transportation Improvement Program Projects

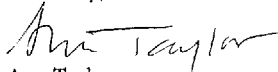
Dear Mr. Mike Burton,

I would like to urge you to support transportation projects that reduce the impact of traffic on our community. I support livable communities with transportation options such as mass transit, bike lanes, and car pooling incentives .

I do not support building new roads and widening existing roads. These options only increase traffic.

Thank you for your consideration. Please let me know which projects you will be supporting in the MTIP process.

Sincerely,



Ann Taylor
5004 SW Lowell Street
Portland, OR 97221

cc. Rod Monroe, Presiding Officer

To: trans
From: "Lois Ditmars" <petunia@europa.com>
Subject: Metro hearing on federal transportation funds
CC:
Date Sent: Friday, April 30, 1999 3:04 PM

Dear Sirs:

I am writing to urge you to use all STP funds for highway improvements. For many years now monies have been used for other than highway improvements to the detriment of our highway system. Even if legislators pass a 4 cent gas tax, no monies will be available for modernization. Our road system in Washington County has many safety issues that need addressing. The 2040 growth concept will fail if the transportation system is not adequate to support the high density planned.

We have light rail in Washington County now and there is no marked reduction in traffic, showing that there is still a great need for a complete transportation system of roads, rail and etc. Since most of the money available for the last few years has gone to alternative modes it is now time to bring the road system up to standard.

Sincerely,

Lois Ditmars

To: trans
From: <Bsetzler@aol.com>
Subject: Metro transportation priorities
CC:
Date Sent: Friday, April 30, 1999 8:42 AM

Dear Metro,

I'm writing to express my support for public transportation including an increased Tri-met budget along with more bikeway, sidewalks and whatever other investments are necessary to make the region less car dependent.

I grew up in Seattle and moved here 11 years ago for a variety of reasons but the one I most appreciate is our relative lack of traffic. Building roads will not solve the problem, any knowledgeable traffic engineer will tell you that as soon as you build more roads, they quickly fill and you actually get more traffic congestion.

I live in a neighborhood that currently isn't that well served by Tri-met. With better bus service (#60 to lightrail) and a walking path (along 95th Ave up to Barnes) connecting our neighborhood to Max, I would probably get rid of my car. These investments are tiny compared to building and maintaining new roads.

Please support increased public transportation and oppose any new road construction.

Sincerely yours,

Brian Setzler
9601 NW Leahy Rd # 306
Portland, OR 97229
503-296-0494
bsetzler@yahoo.com

To: burtonm
From: Sharon Fekety <fekety@hevanet.com>
Subject: T21 Funding
CC: "GELLER@trans.ci.portland.or.us"
Date Sent: Sunday, May 2, 1999 6:21 PM

5/2/99

To: Executive Officer Mike Burton
From: Sharon Fekety, Portland Wheelmen Touring Club
Subject: T21 Funding Selection Process

As Community Liaison of the Portland Wheelmen Touring Club, an organization of nearly 1000 cyclists who commute, do errands, and ride their bicycles for fun and exercise, I urge you to fully fund all bicycle and pedestrian projects in your T21 selection funding process.

These include \$129,000 to completely sign the bicycle network,
\$1.57 million to design a permanent bicycle and pedestrian way on the Morrison Bridge,
\$440,000 that was cut from the East Bank Trail
\$150,000 to study the feasibility of developing a bike path along a rail right of way from Lake Oswego to Portland,
\$1.16 million for the Eastbank path from OMSI to Umatilla St.,
\$114,000 for bike lanes on N. Greeley/Interstate,
\$500,000 to complete the missing path links on Marine Dr.,
\$300,000 to purchase right of way for the Springwater Connection to the East Bank Path.

Bicycle and other non-automotive projects are important and receive widespread public support. Please fully fund all bicycle and pedestrian projects.

Sharon Fekety, Community Liaison

also submitted to Councilor Bragdon on 5/2/99

To: trans
From: Dan Kent <river@europa.com>
Subject: SUSTAINABLE TRANSPORTATION PLAN--NO MORE \$\$\$ FOR CARS
CC:
Date Sent: Monday, May 3, 1999 1:47 PM

Dear Metro,

As a southeast Portland resident, I'd like to see Metro do a lot better job of ensuring that our region has a sustainable transportation future. And that means investing much more in public transportation and bike lanes.

Rather than building new roads, we need to maintain the roads we have and develop new light rail routes (the voters will support light rail when the routing makes sense). I'd be very pleased if I could sell my car and depend completely on walking, biking, an an occasional MAX ride. Already, I ride the 15 Belmont to work every day.

Thanks for your good work.

Dan Kent
805 SE 32nd Ave
Portland OR 97214

Tryon Creek Watershed Council

10750 SW Boones Ferry Road, Portland Oregon, 97219

May 3, 1999

Jennifer Budhabhatti
Metro Regional Parks
and Greenspaces

Lara Burgel
Citizen Member

Steve Daneman
Citizen Member

M.G. Deveroux
Tryon Creek State Park

Barbara Edwards
Citizen Member

Amanda Fritz
Citizen Member

Brad Howe
Citizen Member, Chair

Sonya Hazen
Citizen Member

Deborah Lev
City of Lake Oswego

Eileen Lipkin
Citizen Member

Tom McGuire
Portland Planning

Jim Sjulin
Portland Parks and
Recreation

Jonathan Snel
Citizen Member

Eric Strecker
Citizen Member

George Toepfer
Friends of Tryon Creek
State Park

David Uchiyama
Citizen Member

Amin Wahab
Bureau of Environmental
Services

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

Dear Mr. Burton,

On behalf of the Tryon Creek Watershed Council I am writing to urge you to support transportation projects that reduce the negative impacts of traffic in our community and provide residents with more transportation choices. Our transportation investments should make our communities better places to live, not just easier to drive through.

As a Watershed Council, our principle concern is stream health and environmental protection, both of which transportation systems greatly impact. Impervious surfaces in almost all watersheds are dominated by the area devoted to automobiles, including highways, arterial streets, residential streets and driveways. This imperviousness greatly increases the amount of runoff entering our streams, especially from smaller storms (e.g. once land is cleared and paved, the day to day storms which did not used to account for much, if any, surface runoff, now release almost all the stormwater as runoff). This increase in runoff contributes to stream channel and riparian area erosion as well as downstream sedimentation of eroded materials. In addition, runoff from transportation facilities is contaminated by many urban pollutants, especially those associated with automobiles, including copper (break pads), zinc (tires), oil and grease, etc. The combination of the physical damage to streams and degraded water quality has contributed to the decline in the health of our streams, including impacting salmon species which have been or will be declared threatened and/or endangered. Tryon Creek is suffering today from both the hydrologic and hydraulic changes and pollution.

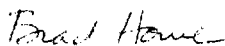
Our concern is that too much of the TEA21 funding is being targeted for improved automobile transportation projects (and more imperviousness and higher traffic volumes and resulting pollutants). We believe that a proportionate amount of TEA21 funding should be allocated for the planning and construction of bicycle and pedestrian pathways, pathways to transit stops, transit stops and shelters that are safe and easy to use, and street improvements like sidewalks, bike lanes and landscaping, as well as stormwater management facilities to reduce the impacts of existing transportation facilities. In general, we are opposed to widening roads to increase traffic volume and speed. These strategies tend to be ineffective and have

unintended consequences like making travel choices more difficult and dangerous, as well as being extremely expensive. Many streets in the Tryon Creek Watershed already illustrate the serious limitations of this type of planning and investment, and the problems in our streams are evidence of the increased imperviousness, much of which is directly attributable to transportation facilities.

The Tryon Creek Watershed Council does support funding the Red Electric Feasibility Study and the Willamette Shoreline Rail Feasibility Study. These two much-needed studies are a relatively low cost investment that will determine if these rail corridors can serve as arterial trail routes for southwest Portland and Lake Oswego. As the success of the Springwater Corridor illustrates, rail right-of-way is great for trail development because it provides an accessible grade, minimizes impacts to natural resources, and most importantly it provides a safe, street-separated route. These two feasibility studies are important first steps in developing transportation choices for southwest residents.

Now is the time for Metro and the region to show its commitment to creating truly livable communities. Thank you very much for your time and consideration.

Sincerely,



Brad Howe, Chair

James F. Peterson
Custom Woodworking
2502 SW Multnomah Blvd.
Portland, Oregon 97219

May 3, 1999

Mr. Michael Burton
Metro Executive Officer
600 NE Grand Avenue
Portland, OR 97232

Re: Priorities 2000
PP2 Capitol Hwy.: Bertha/BH Hwy.
New Library Location

Dear Mr. Burton:

Project PP2 Capitol Hwy.: Bertha/BH Hwy. is dependent on the library relocating at the intersection and contributing 600,000. dollars toward the project. The goal of the 2040 concepts, the RUGGOs and the Functional Plan is to decrease VMT. Multnomah County has researched the patrons of the Hillsdale Branch Library by zip code and determined that only 27.7% live in the same zip code as the proposed Bertha Triangle site. When the attached Multnomah County data on zip codes is analyzed, the two proposed sites in Multnomah Village would substantially reduce VMT. More than 150 people have submitted comments to Commissioner Diane Linn in support of Multnomah Village sites. It is time to put public interest first and have a site which benefits our community and conforms to 2040 concepts.

In the Project Solicitation it describes a current problem of vehicles which backs up from the B-H/Capitol eastbound intersection in the AM peak period. The project does not solve the problem, it only intensifies it. It also appears to create a problem westbound B-H traffic at Capitol Hwy. in the PM peak period.

This project should not be funded until the conflicts the 2040 concepts are resolved and the project solves the transportation problems at the intersection.

Please inform Multnomah County Commissioner Diane Linn that siting of the library at the Bertha Triangle site conflicts with the 2040 concepts and Metro's Functional Plan.

Thank you for your attention to these problems.

Sincerely,



James F. Peterson

Enclosures:

Patrons of Multnomah County Library by Zip Code
Zip Code Map
Hillsdale Library by Zip Code

cc: Metro Council
Multnomah County Commissioners
Oregon Transportation Commission
Oregon Department of Transportation
Vera Katz, Mayor
Portland City Council Commissioners
Richard Brenner, LCDC
JPACT

503/246-0725
customwoodworking@msn.com



April 23, 1999

Jim Peterson
2502 S.W. Multnomah Blvd.
Portland, Oregon 97219

Dear Mr. Peterson,

Attached please find a copy of the report you asked to see. The report lists the number of library patrons registered at each branch library, breaking them down by zip code. The branch location is noted on the second line of the report. The seventh column, "HLS" is the Hillsdale Branch Library. The third column, "CAP" refers to the Capitol Hill Branch Library.

The report is compiled each fiscal year, so the attached 1997/98 report is the most recent one available.

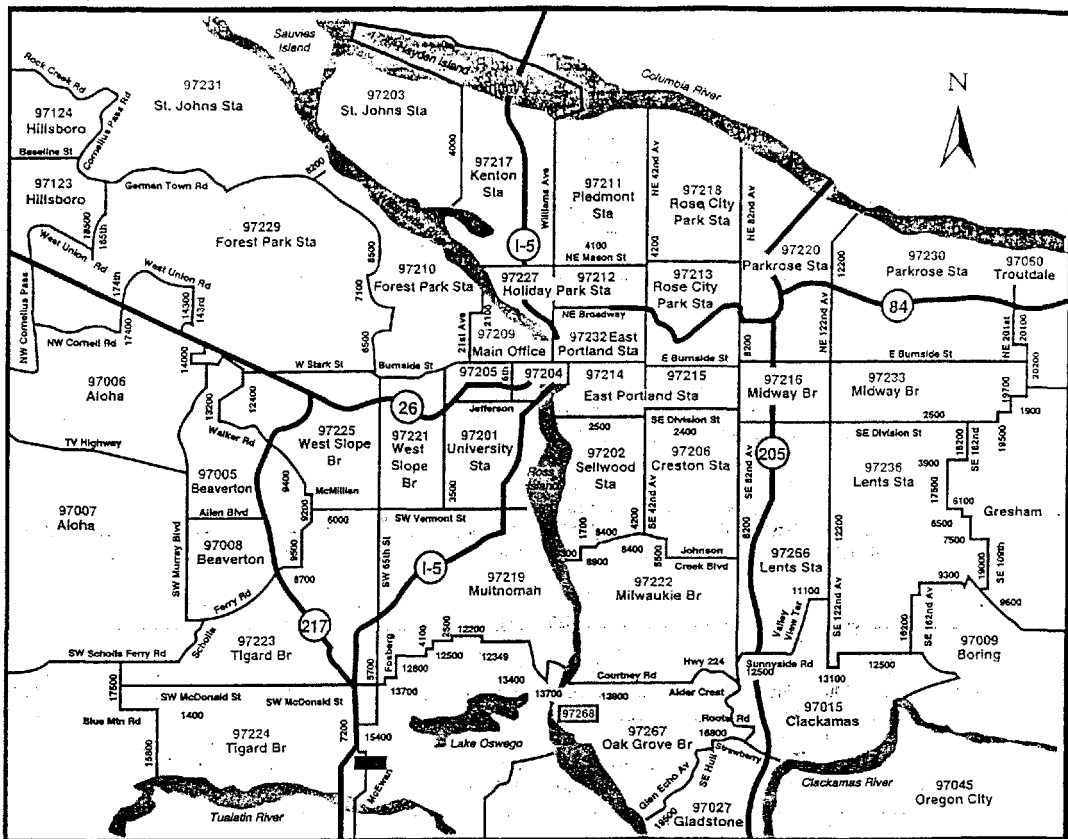
Please let me know if you have questions.

Thank you.

Sincerely,

June Mikkelsen
Library Renovation Manager
(503) 248-3644

Portland ZIP Code Map and Post Offices



Station or Branch	ZIP Codes Served
Airport Mail Facility	97238
8120 NE Airport Way	
Bales Contrack Station	97291
Brooklyn Station	97242
1410 SE Powell Blvd.	
Central Station	97240
204 SW 5th Ave.	
Cherry Blossom DCU	97215, 97216, 97233
10445 SE Cherry Blossom Dr.	
Creston Station	97206, 97286
5010 SE Foster Rd.	
East Portland Station	97214, 97293
1020 SE 7th Ave.	
Evergreen DCU	97229
3885 Aloclek Pl. Hillsboro	97124
Forest Park Station	97209, 97210
1706 NW 24th Ave.	97291, 97296
Holladay Park Station	97212, 97227
815 NE Schuyler St.	

Station or Branch	ZIP Codes Served
Kenton Station	97217
2130 N. Kilpatrick	
Lents Station	97236, 97266
8225 SE Insley St.	(Carriers only)
Lents Station at Eastport Plaza	97290
4042 SE 82nd Ave. (Stamps and P.O. Boxes only)	
Main Office Station	97208, 97228
715 NW Hoyt St.	
Midway Retail	97292
400 SE 103 Dr.	(Stamps and P.O. Boxes only)
Milwaukie Branch	97269
11222 SE Main St.	
Multnomah Station	97219, 97280
7805 SW 40th Ave.	
Oak Grove Branch	97222, 97267, 97268
3860 SE Naef Rd.	

Station or Branch	ZIP Codes Served
Parkrose Station	97220, 97230, 97294
4048 NE 122nd Ave.	
Piedmont Station	97211
2425 NE Killingsworth St.	
Rose City Station	97213, 97218
2425 NE 50th Ave.	
Saint Johns Station	97203, 97231, 97283
8420 N. Ivanhow St.	
Sellwood-Morland Station	97202, 97282
6723 SE 16th Ave.	
Tigard Branch	97223, 97224, 97281
12210 SW Main St.	
University Station	97201, 97204, 97205, 97207, 97258
1505 SW 6th Ave.	
West Slope Station	97221, 97225, 97298
3225 SW 87th Ave.	

The ZIP Code Map is a schematic map of limited range and is presented to indicate boundaries between stations. These boundaries are subject to change. The U.S. Postal ZIP Code directory, available at your local post office, should be used for a specific address when the boundaries are not clearly defined. ZIP Codes were correct at the time of publication and are subject to change. ZIP Codes are reprinted with permission from the United States Postal Service. For more ZIP Code information call (800) 275-8777.

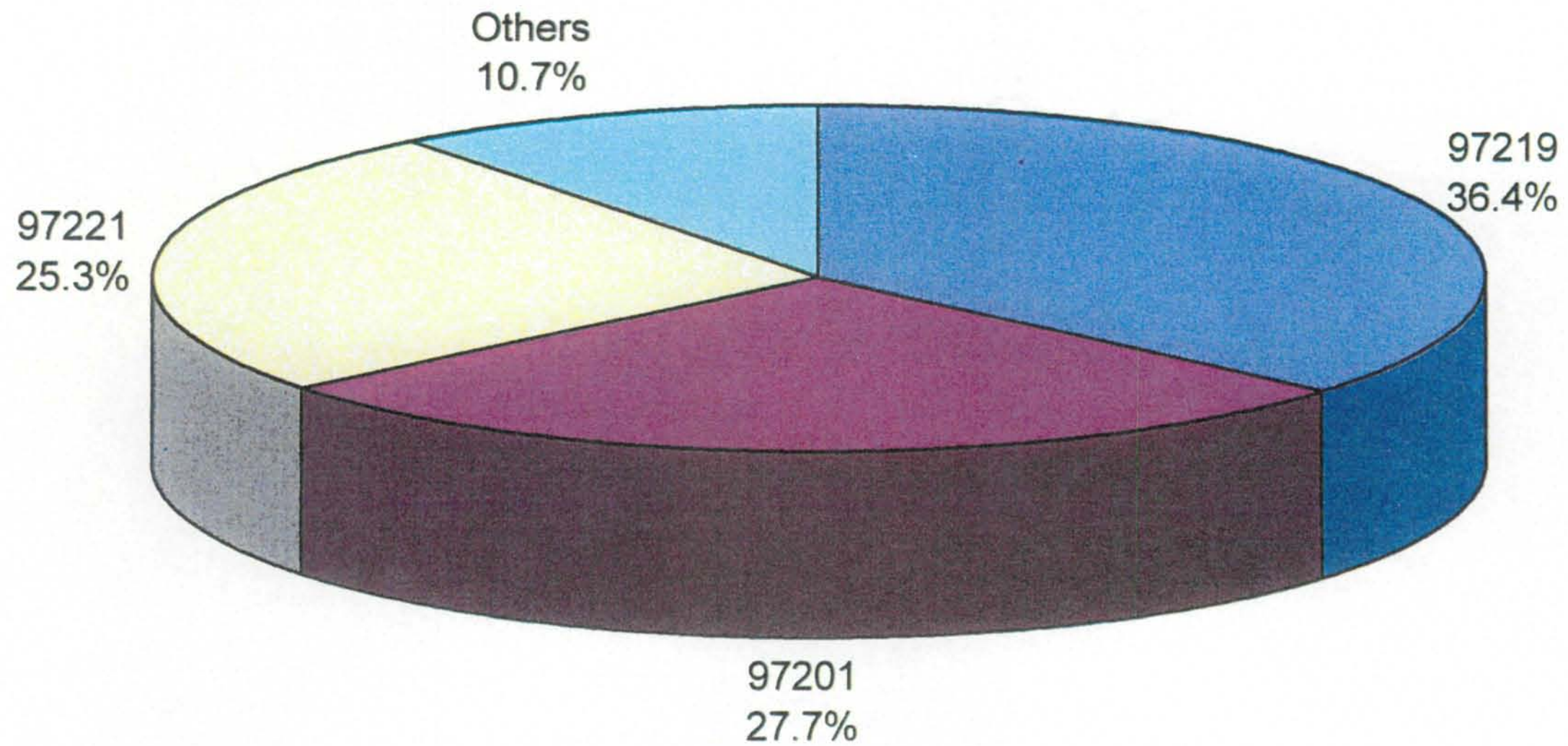
Number of Patrons Within Multnomah County by Zip Code - Fiscal Year 1997/98

July 1, 1998

	CEN	ALB	BEL	CAP	GRH	GSM	HLS	HGT	HWD	LOS	MID	NPO	ROC	STJ	SEL	WOD	TOTAL	%
97014	14	0	0	0	0	38	0	3	0	13	6	0	10	0	0	1	85	0.03%
97019	177	0	21	6	19	926	8	11	24	78	51	4	179	4	2	10	1,520	0.49%
97024	96	1	9	3	11	620	1	17	19	35	101	4	269	3	3	5	1,197	0.39%
97030	860	19	76	22	135	10,191	19	168	82	524	768	40	1,648	42	15	92	14,701	4.75%
97060	575	16	43	21	86	5,260	17	92	89	177	541	29	1,461	44	6	54	8,511	2.75%
97080	805	12	76	15	107	11,535	23	179	103	651	700	32	1,195	53	15	77	15,578	5.03%
97201	9,768	26	94	235	38	81	3,191	59	131	107	98	60	44	32	61	99	14,124	4.56%
97202	6,877	79	1,823	122	91	147	156	1,007	309	256	293	134	134	80	3,611	3,981	19,100	6.16%
97203	1,849	138	108	31	84	78	43	96	137	333	130	682	88	7,859	18	72	11,746	3.79%
97204	455	5	11	8	1	8	12	11	9	4	11	10	9	4	2	10	570	0.18%
97205	3,815	11	56	24	15	36	29	25	41	14	43	42	26	31	12	40	4,260	1.38%
97206	3,815	45	1,025	75	163	198	79	6,093	253	394	811	126	253	88	222	6,936	20,576	6.64%
97209	3,813	19	66	23	17	28	28	29	61	39	46	53	20	21	18	23	4,304	1.39%
97210	5,059	22	70	35	23	22	94	26	103	86	32	46	15	48	17	35	5,733	1.85%
97211	4,040	2,117	262	43	295	109	54	123	1,853	444	205	4,346	88	317	44	104	14,444	4.66%
97212	5,338	1,983	257	69	179	61	91	57	4,811	300	156	778	57	80	58	117	14,392	4.65%
97213	4,039	115	634	73	3,024	171	71	279	4,356	356	954	190	200	74	47	159	14,742	4.76%
97214	7,947	90	4,075	75	105	126	89	184	504	187	210	159	79	50	127	260	14,267	4.61%
97215	3,051	35	2,556	36	165	109	56	709	409	205	758	44	103	30	52	217	8,535	2.75%
97216	686	9	140	13	109	139	7	521	100	186	3,584	28	280	29	12	94	5,937	1.92%
97217	3,645	310	175	56	117	82	75	118	325	426	199	4,813	128	2,169	38	75	12,751	4.12%
97218	936	158	106	20	1,913	71	19	86	1,136	201	231	521	93	63	12	51	5,617	1.81%
97219	5,669	31	133	6,770	52	88	4,193	74	224	345	94	82	255	55	112	104	18,281	5.90%
97220	1,664	54	153	23	2,885	291	27	266	403	418	4,146	117	414	61	25	94	11,041	3.56%
97221	2,205	8	36	193	20	20	2,912	14	67	57	27	25	17	25	25	37	5,688	1.84%
97227	630	146	27	5	15	9	11	13	46	57	23	577	9	54	3	15	1,640	0.53%
97229	2,196	1	27	29	14	24	80	7	34	81	29	16	14	28	3	16	2,599	0.84%
97230	1,455	51	103	21	664	1,416	20	191	277	426	4,791	138	3,761	93	26	120	13,553	4.37%
97231	592	6	18	5	13	4	16	6	47	102	17	23	9	517	4	13	1,392	0.45%
97232	2,706	104	363	15	87	49	38	52	1,628	113	85	104	42	36	25	53	5,500	1.78%
97233	1,116	37	146	24	161	1,493	20	374	130	703	4,444	77	5,730	75	25	142	14,697	4.74%
97236	1,081	33	148	24	118	1,619	18	835	95	347	4,652	58	2,138	54	25	216	11,461	3.70%
97266	1,588	27	183	24	124	329	28	3,630	131	499	3,206	77	293	54	61	1,019	11,273	3.64%
TOTAL	88,562	5,708	13,020	8,138	10,850	35,378	11,525	15,355	17,937	8,164	31,442	13,435	19,061	12,173	4,726	14,341	309,815	100.00%

Hillsdale Branch Library

Cardholders by Zip Code, Fiscal Year 1997/98



Total Cardholders: 11,525



**JOHN
HASENBERG
ARCHITECTS**

April 30, 1999

Jon Kvistad
Chair, Transportation Planning Committee
Metro Council
Portland, OR

Dear Mr. Kvistad:

RE: The Red Electric Right-of-Way

I am writing in support of a project partially in my neighborhood, the dedication of the Red Electric Right-of-Way as a pedestrian and bike path. I am a member of the Hillsdale Neighborhood Association and we see this dedication as a key link between our community and the Fanno Creek Trails to our west and ultimately Beaverton.

This relatively flat, easily negotiated, old train right-of-way is ideal for cyclists and pedestrians of all abilities, especially those who find climbing Vermont St. more than a challenge. We in Southwest need more of these links for easy, safer traveling. I firmly believe that offering less-intimidating routes will promote more pedestrian and cycling activity. Besides, it would be an attractive place to ride or walk and that alone should promote other modes of travel.

The Red Electric Right-of-Way dedication was identified as an action item in the Hillsdale Town Center Plan, completed in November of 1998. To further promote cycling as an alternative commuting strategy our plan include an action item for the installation of the bicycle lockers and showers in Hillsdale. Those commuters could simply end their trip in Hillsdale or they could then transfer to one of the eight bus lines that travel through Hillsdale, which is located on a major transit corridor.

Please join me in supporting this link. We need to build our pedestrian and bike routes one right-of-way at a time, this would simply extend our work. Thank you for your attention.

Sincerely,

Celeste Lewis, architect
former chair, Hillsdale Plan Task Force

CC:
Ed Washington
Bill Atherton
Rod Park
Susan McLean
David Bragdon
Rod Monroe, Presiding Officer

2104 NE 45th Avenue
Portland, Oregon 97213
Ph: 503.281.3313
Fax: 503.281.3428
E-mail: jha@teleport.com



Gresham-Barlow School District No. 10Jt

Serving the Communities of Boring, Damascus, Gresham and Orient

Dr. Gretchen Schuette, Superintendent 1331 NW Eastman Parkway, Gresham, Oregon, 97030-3825 • FAX 503-661-1589 • PHONE 503-618-2450

April 30, 1999

John Kvistad, JPACT Chair
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Mr. Kvistad:

I am writing in support of the City of Gresham's Division Street Boulevard project. Full funding for this project is vital to improving the safety of Gresham High School students.

Division Street is a major arterial on the south side of the Gresham High School campus. It has five lanes with wide shoulders and limited sidewalks. Automobiles travel much faster than the 35 mph posted speeds, creating a dangerous environment for students.

Division is a barrier between the high school and Gresham's downtown, primary bus route, Gresham Central light rail station, and other major destinations. Students cross and walk along Division Street at all times of the day.

The proposed boulevard project would not only provide sufficient infrastructure to support walking and biking, but also slow auto speeds and improve the safety for our students. The Gresham-Barlow School District administration supports the Division Street Boulevard project and asks JPACT to fund it in full.

Sincerely,

Gretchen Schuette
Superintendent

GS:lc

AVEL L. GORDLY
Senator
DISTRICT 10
MULTNOMAH COUNTY



OREGON STATE SENATE
SALEM, OREGON
97310

REPLY TO ADDRESS INDICATED:

- Oregon State Senate
Salem, OR 97310
- 2009-B NE 16th Ave.
Portland, OR 97212

1999 Committees:
Member:
Ways and Means
Education Subcommittee
Education

Vice-Chair:
Trade and Economic
Development

1997 COMMITTEES
Member:
Ways and Means
Public Safety
Subcommittee
Crime and Corrections
Trade and Economic
Development

30 April 1999

Rod Monroe, Metro Council
600 NE Grand
Portland, OR 97232

Dear Mr. Monroe

I am writing to you in your role on the Transportation Planning Committee, and because I want to express my support for the NE 47th Street Bridge Enhancement Project.

This particular project while modest would provide some additional benefits including water quality improvement in the Columbia Slough, initial safety improvements to NE 47th, and enhanced recreational opportunities adjacent to Metro Greenspaces property (Whitaker Ponds). I also understand that funding \$250,000 can be matched with an additional \$600,000.

With so many students walking along NE 47th between the Tri-Met bus stop and the Environmental Education Center, this project will begin creating safe walking paths and bicycle routes. I do not believe that currently there any sidewalks.

I urge your strong support for this project. If you have any questions, please feel free to call me (503) 986-1710.

Sincerely,

Avel Gordly

*Thank for
adjusting your
schedule to
be present
for the hearing
before Trade &
Economic
Development*





HOUSE OF REPRESENTATIVES

State of Oregon
Department of Environmental Quality

Received
MAY 5 1999

May 1, 1999

Langdon Marsh, Director
Department of Environmental Quality
Executive Building
811 SW Sixth Avenue
Portland, OR 97204

OFFICE OF THE DIRECTOR

Dear Mr. Marsh:

Hawthorne Boulevard has long been a vital commercial district and transportation corridor in Portland. During the early 1900s, the Hawthorne streetcar lines connected downtown Portland to the fast-growing Eastside. Today, Hawthorne has transformed to become one of Portland's most highly visited places with its many thriving businesses. The street also continues to provide a critical transportation link for many Eastside residents.

One of the great challenges in the transformation of Hawthorne has been making the street safer for pedestrians while accommodating increased traffic. Each weekday, some 24,000 vehicles make their way along Hawthorne. Further, the most congested area, the five blocks from 35th through 39th, is also the area with the highest number of traffic accidents involving motorists, pedestrians and bicyclists. There are also many other places along the street where crossing, walking, and driving are very dangerous.

For the past two years, Southeast residents, the Hawthorne business community, and the City of Portland have worked on creating a new plan for Hawthorne Boulevard to address its growing pains. The Hawthorne Boulevard Transportation Plan is designed to make Hawthorne, from the river east to 55th, a safer street to travel in addition to making it a more attractive street. The plan will provide much needed changes along the street to make it safer and more accessible for those who travel it.

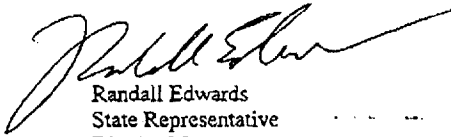
Some of the key features of the plan call for curb extensions and some tree-lined median refuge islands along Hawthorne to shorten pedestrian crossing and provide extra sidewalk space for newspaper racks, bikes, signal poles and traffic signs. At each bus stop along Hawthorne, curb extensions will replace bus pull-outs to provide space for additional parking, and bus shelters will be placed outside the flow of pedestrians on the sidewalk.

A great deal of effort has been made to provide safer, more convenient bicycle access in and around Hawthorne. Improving side street bike routes and signage and pavement markings on the street will better communicate the need to share the road. The last segment of the plan (from 50th to 55th) envisions tree-lined medians to calm traffic and create a gateway to the



→ You can make the difference for residents and businesses along Hawthorne Boulevard by fully funding the Hawthorne Boulevard Transportation Plan. We encourage you to meet this challenge and support this comprehensive plan. If you have any questions, please don't hesitate to contact either of our offices.

Sincerely,



Randall Edwards
State Representative
District 15



Diane Rosenbaum
State Representative
District 14

HILLSDALE

Neighborhood Association

RECEIVED

MAY 4 1999

EXECUTIVE OFFICER

Wesley Risher
President
452-0935

Eamon Molloy
Vice President
246-6306

Sharon Nelson
Recording Secretary
246-3967

Claudia Atherton
Corresponding
Secretary
245-8396

Don Baack
Treasurer
246-1088

Richard Garfinkle
Director #6
246-9802

Jan Baldwin
Director #7
246-2386

Shirlie Karl
Director #8
293-2032

Gary Wasserman
Director #9
977-9737

Mary Webber
Director #10
244-0837

Diane Calhoun
Director #11
245-2663

May 1, 1999

Mike Burton, Metro Executive Office
600 NE Grand Avenue
Portland, OR 97232

Re: Metropolitan Transportation Improvement Program Projects

Dear Mr. Burton:

On behalf of our Planning and Transportation Committee, I would like to express strong support for two projects presently included on the recommended 100% funding list, and request that an additional program be added to the listing in the future.

The Hillsdale Town Center is now operating under an approved Town Center Plan. Improvement of the present intersection of Capitol Highway, Beaverton-Hillsdale Highway, Bertha Court, and Bertha Street is the selected site for a new Hillsdale Library. The proposed improvement in classification G Pedestrian, #14, is a necessary part of carrying out this new public works project.

The Red Electric Line study project, listed under classification H Bike/Trail, #25, is an opportunity to begin preservation of a Southwest recreational trail in the spirit of trails found elsewhere in our metropolitan area. It is important that key rights-of-ways be identified and preserved as early as possible. A study of this corridor is long overdue, and immediate attention needs to be paid to identifying the special opportunities it offers for our area.

Not shown on the listing, but extremely important also for both Hillsdale as well as all of Southwest Portland, is Barbur Boulevard. This highway has changed over the years from serving as a major connector for the cities of the West Coast when it was US 99W, to serving as main street, Southwest Portland, today. Unfortunately, neither the street itself nor the corridor it serves has received a comprehensive study since the opening of I-5. I request that your future planning efforts include special focus upon the pedestrian improvements needed for this street, and the overall community need for a comprehensive circulation and connectivity study of the area. For Southwest Portland to thrive in the future, we need a comprehensively planned and community-friendly constructed Barbur Boulevard.

Sincerely yours,


Glenn W. Bridger, Chair

Hillsdale Planning and Transportation Committee

3586 NE Stanton
Portland, Or. 97212
May 2, 1999

RECEIVED
MAY 4 1999
EXECUTIVE OFFICER


Councilor Ed Washington
Metro
600 NE Grand Ave.
Portland, Or. 97232

Dear Mr. Washington,

I am writing to urge you to support transportation projects that reduce the impact of traffic on our lives. With the State Legislature considering such poorly conceived projects such as the western bypass, it is critical that Metro makes a strong statement supporting increased transportation choices to include

street improvements that improve pedestrian access
bike lines
more public transportation including buses, light rail, mini buses or vans
support for encouraging public transportation and company carpooling

Sincerely,


Byron Rendar

Cc: Executive Officer Mike Burton

RECEIVED

MAY 5 1999

May 2, 1999

EXECUTIVE OFFICER

Mike Burton, Metro Executive Officer
600 N.E. Grand Ave.
Portland, OR 97232

Dear Mike,

Please support transportation projects that reduce impact of traffic in our communities and give residents more transportation choices. Transportation "improvements" on Hall Blvd. now funnel traffic onto my narrow street, reducing gridlock on Hall, but increasing risk to pedestrians and bicyclists.

Granted, gridlock is a problem - but neighborhoods should not be sacrificed as a solution. There will be more cars on the road if we cannot soon offer commuters better ways to get to work. A friend told me of one choice - buses going to the same destination, but one costs more than the other. If I thought the guy who was cleaning his nose on the back of the seat ahead, I'd be glad to pay a premium fare! *(to be on another bus!)*

We do need more buses, better shelters for waiters, light rail and education or incentives to encourage car pooling. My transit mall is filled by the time I might use it at 9:00 A.M. I have to park 2 blocks away. Maybe more would use it.

Commuters braving the roads on bicycles need protection of well-marked lanes. Most that I see are not bright and clear. Is there a more durable paint that could mark them? Those on bicycles also need safe access to transit stops.

I lived part of my life in a suburb of NYC. and realize from experience that widening roads and increasing speed resulted in more cars filling the roads.. The train was our best transportation.

If we were involved in any meaningful dialogue on consequences of climate change (scary predictions) we would be more of one mind of getting our cars off the road. It is our children who will be dealing with these consequences. The sooner we reduce atmospheric CO2, the better for them.

Sincerely,

Nancy Lou Tracy
Nancy Lou Tracy
7310 S.W. Pine St.
Portland, OR 97223

246-6190

From: "The Sandfort and Moat Family" <malden@teleport.com>
To: MetCen.MRC-PO(bragdond)
Date: Sun, May 2, 1999 9:40 AM
Subject: Springwater Trail Project

Dear Mr.. Bragdon,

I am a strong supporter of the Springwater Trail project and I encourage you to see that this project becomes a reality. I feel that the trail, once completed, will be a great asset to the Portland metropolitan area. If there is anything I can do to ensure the success of the trail project, please let me know.

Joe Sandfort
1203 SE Malden
Portland, OR 97202
236-1881



Willamette Pedestrian Coalition

P.O. Box 2252
Portland, Oregon 97208-2252
Telephone (503) 223-1597

May 2, 1999

Metro Council
600 NE Grand Avenue
Portland, Oregon 97232-2736

Dear Metro Council Members:

The Willamette Pedestrian Coalition is a pedestrian advocacy nonprofit organization whose mission is to improve the pedestrian environment in the Portland metropolitan area.

I am asking for your support of the Fanno Creek Trail grant application submitted by the Tualatin Hills Park and Recreation District. This grant would build the critical missing link of the Fanno Creek Trail between Scholls Ferry Road and Highway 217.

This critical segment will connect the neighborhoods of Southwest Portland to the Fanno Creek Trail via bicycle lanes that have been constructed on SW Multnomah Boulevard. Once this critical segment is built the trail will extend from Portland through Beaverton and Tigard to Tualatin.

The Fanno Creek Trail is important to the neighborhoods of Beaverton and eastern Washington County because there is virtually no other pedestrian ways providing connections to shopping, parks, and community centers. The Trail will also provide a direct bicycle link from Tigard to Portland that is safe and attractive.

The Fanno Creek Trail provides multi-modal connections for pedestrians, bicyclists and transit users in the region. I hope that you support this regional facility.

Thank you for the opportunity to submit this request.

Sincerely yours,

Pamela Alegria

Pamela Alegria
President



Mayor

Donald L. Robertson

Council President

Peggy Jo Minter

Councilors

Pamela L. Christian

R. Kent Lundergan

Beverly A. Stone

April 29, 1999

Metro Council
600 NE Grand Ave
Portland, OR 97232

Dear Chair Monroe and Councilors:

The City of Wood Village is very concerned that the proposed MTIP insufficiently recognizes the needs of the East Multnomah County area. We recognize the difficulty of prioritizing projects totaling \$330 million with a funding level of only \$75 million, however we would like to make the following suggestions.

The 223rd Ave railroad overcrossing desperately needs inclusion of the right-of-way funding in addition to the engineering costs. Reconstruction of the overpass will accommodate the developing increased densities in employment and households in this area and safe freight access to the Columbia Corridor. A 200,000 sq. ft. commercial center on Sandy Blvd will soon be constructed in Wood Village which will increase traffic impacts on 223rd (the development will be funding their share of traffic impact improvements). There is also a 116 acre planned commercial/industrial development in Fairview northeast of 223rd and Sandy Blvd. Bicycle and pedestrian access to Metro's Regional Blue Lake Park will also be provided with this project. The reconstruction of this railroad overcrossing must move forward now.

Also, the City requests the Halsey Street improvements, including bikeways and sidewalks, between 223rd and 238th to receive the requested funding to complete this project to avoid leaving a gap in safe pedestrian and bicyclist transit. We also request that the pedestrian improvements along 257th in Troutdale be moved up on the priority list.

We understand that not everything can be funded, however we firmly believe that transportation needs in East Multnomah County have not been given equitable consideration and we respectfully request the stated additions.

Sincerely,

Donald L. Robertson
Mayor

Priorities 2000 Public Comment
Written comments
May 4 – 8, 1999

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City of Gresham

Mayor Charles J. Becker

1333 N.W. Eastman Parkway
Gresham, Oregon 97030-3813
(503) 618-2306
Fax (503) 665-7692

May 4, 1999

Councilor Jon Kvistad, Chair
JPACT
METRO
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Councilor  Kvistad:

I am writing to request your support for funding important transportation improvements in east Multnomah County. The six east county projects included in the 150% MTIP list represent an essential investment in our continuing progress toward implementing the Region 2040 Plan.

The **Division Street Boulevard** and **Stark Street Boulevard** projects will enhance and support the development of the Gresham Regional Center and the Rockwood Town Center into successful urban centers. Ranked first and third respectively among all Boulevard projects, each addresses significant existing safety problems and will provide important bicycle and pedestrian facilities. Division Street links three MAX stations and immediate development occurring in the Civic Neighborhood T.O.D and downtown Gresham. It is imperative that the Division Street project receive funding of \$2.8 million to complete the reduced segment from Wallula to Kelly. This is the minimum project segment necessary to provide a regionally significant project that will link the Civic Neighborhood and Downtown and ensure continued community support. for this top-ranked regional boulevard.

The **Gresham/Fairview Trail** project serves as a major north/south connector between two regionally significant and heavily used trails: the Springwater Trail Corridor and the 40-Mile Loop Trail at Marine Drive. The \$1M regional request is matched by a \$500,000 local commitment to the project.

Phase 3 of the Gresham/Multnomah County ITS project continues implementation of a connected signal system and communications enhancements for all of east Multnomah County. This project allows east County to effectively manage the transportation system and reduce the need for capacity expansions to deal with growing traffic.

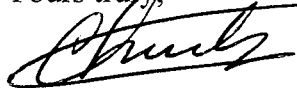
May 4, 1999 - Page two
Councilor Jon Kvistad, Chair – JPACT

The **223rd Railroad Overcrossing** widening will eliminate serious safety hazards and improve pedestrian, bicycle, and freight access in the area. 223rd Avenue provides a critical link between the Gresham Regional Center and Fairview/Wood Village Town Center and Blue Lake Regional Park. This route also provides freight access to the Columbia South Shore, directly serving industrial sites in the cities of Fairview and Troutdale. Preliminary engineering and right-of-way acquisition are critical first steps.

The **207th Avenue Connector** provides direct north/south access through east Multnomah County from Interstate 84, through the Fairview/Wood Village Town Center to the Gresham Regional Center. Project funding is shared by FHWA, ODOT, and Multnomah County. Additional regional funding is being sought to complete this past regional commitment. Unforeseen wetland contingencies that have caused significant cost overruns.

The City of Gresham believes these projects will help east Multnomah County continue toward implementing the Region 2040 Plan. Each of the projects addresses important transportation system and/or safety deficiencies. Thank you for considering these comments in your deliberations.

Yours truly,



Charles J. Becker
Mayor

CB:RP

Attachments

c: JPACT
Metro Council

m:\ocm\becker\mip\0504.doc

OPINION

Stark Street plan deserves funding

A recent death and injury resulting from traffic accidents involving pedestrians along Stark Street in the Rockwood area have illuminated the city of Gresham's need for a remedy to the situation.

Proposed improvements to Stark between 181st and 197th avenues would reduce the width of travel lanes, replace the center left-turn lane with a landscaped median, widen sidewalks and add bike lanes, on-street parking, trees and extra lighting.

The only thing holding the project back? Money, as always:

The city, which has \$1 million in federal funds earmarked for the estimated \$2.7 million project, is awaiting word on another \$1.5 million in federal transportation funds that Metro distributes as part of its Metropolitan Transportation Improvement Program.

We encourage Metro to send the cash as soon as possible. Over the course of nearly five years through November 1996, about 50 pedestrians and bicyclists were struck by vehicles on Stark between 172nd and 202nd avenues. This project is designed in part to reduce the number of these accidents.

It has been a dangerous stretch of roadway for a long time. And growth will only add to the traffic on Stark, making it even more difficult for pedestrians to safely get around. Metro should recognize that danger and allot the funding necessary for the city of Gresham to lessen the risk.

"The volume (of traffic) can remain the same, but it will be more orderly," said Doug Farrell, chairman of the Rockwood Crime and Safety Committee, which unanimously endorsed the project. "It's a lot more pedestrian-friendly area when you have something like this."

And that's what it's all about. This is a vital area for pedestrians and vehicles alike. It should be conducive — and safe — to both.

The opinions expressed above are those of The Outlook. Editorials are written or authorized by Publisher Bruce Tarbet and Managing Editor Dave Magnuson.

Reader response, disagreeing or otherwise, is cordially invited by sending a letter to the editor (see The Outlook's letter policy on this page) or by calling Sound Off (492-5170).

OPINION

Division project: a smart thing to do

A kinder, gentler Division Street is needed and may become a reality if the city of Gresham is able to attract funding from Metro and the federal government. If approved, a project to improve Division Street between Cleveland and Birdsdale avenues could be one more step on Gresham's journey to define its character.

As it is, Division Street is a major East/West arterial that allows cars and trucks to travel through most of Multnomah county at near highway speeds.

Division Street, along with its East/West cousins Stark Street, Powell Boulevard and Glisan Street, is downright hostile to non-automotive traffic.

Although those speeds help reduce travel times, they create noise and danger for residences and businesses along its path.

Division Street, along with its East/West cousins Stark Street, Powell Boulevard and Glisan Street, is downright hostile to non-automotive traffic. Pedestrians walking along its sidewalks are buffeted by wind as cars and trucks speed past. The pace and intensity of the traffic on the street make riding along Division's bicycle lanes a potentially life-threatening endeavor. For the business and residents along

Division, the speed and volume of traffic creates headaches. Leaving any parking lot along the street requires patience, waiting for a break in the traffic, and timing, to move quickly into traffic without causing a wreck.

The proposed changes will help mitigate a few of those factors. Narrowing the street will cause drivers to slow down. The current wide lanes only add to the perception that this is a highway, when in reality it is an urban street.

Under the plan, sidewalks will be widened and the distance across intersections will be shortened. Additional median treatments will do more to improve the odds that residents will walk or ride bikes to work and leave their cars at home.

The best part of the plan is that construction will be primarily paid for with funds from Metro and the federal government.

Since the mid-1980s, when Gresham's growth began in earnest, the city has sought to define itself geographically. These changes to Division Street can be the first of many improvements that can help bring that goal closer to fulfillment.

The opinions expressed above are those of The Outlook's editorial board.

**JO ANN BOWMAN
STATE REPRESENTATIVE**DISTRICT 19
MULTNOMAH COUNTY**HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310****1997 Committees:**Judiciary
Criminal, Civil
Water Policy
Sexual Harassment**1999 Committees:**Judiciary - Criminal Law
General Government

REPLY TO ADDRESS INDICATED:

 House of Representatives H-383
Salem, OR 97310
(503) 986-1419 3145 NE 15th
Portland, OR 97212
(503) 281-1256

May 4, 1999

Metro Regional Services Transportation Committee
600 NE Grand Avenue
Portland, Oregon 97232RE: NE 47th Avenue Transportation Enhancement Project

Dear Committee members,

I am writing to express my support for the 47th Avenue Bridge ODOT Transportation Enhancement Project. Funding this project will generate many additional benefits. They include:

1. Water quality improvements for the Columbia Slough.
2. Safety improvements to NE 47th Avenue.
3. Matching monies in the amount of \$600,000 (2:5:1) are available.
4. Enhanced recreational opportunities to the adjacent Metro Greenspaces property (Whitaker Ponds), a heavily used Environmental Education center.

More than \$100 Million local and federal dollars are being spent to improve water quality in the Columbia Slough and addresses serious transportation and transit safety needs as well. This project will be the first step in creating a safe walking path and bicycling route along this busy street. Currently thousands of students aged 6-18 walk along the margins of NE 47th Avenue as they make their way from the Tri-Met bus stop to the Education Center. There are no sidewalks. In fact, there is not even a ditch separating school kids from taxis, semitrailers and airport-bound commuters. This improvement is the first step in remedying a community traffic hazard.

Enhancement funds of \$250,000 will allow the City of Portland to provide match funds in the amount of \$600,000. This critical piece will provide mitigation and treatment of roadway pollutants, bicycle and pedestrian facilities, enhancements of the riparian buffer and visitor areas within the adjacent Metro owned Greenspace.

I urge you to vote for this project and look forward to continuing community involvement in the development of this project. The importance of citizens' voices being heard is of utmost importance in this process, as I'm sure you will agree.

Thank you,


Representative Jo Ann Bowman

THE AMERICAN INSTITUTE OF ARCHITECTS/
PORTLAND CHAPTER

TO: JPACT/Transportation Planning Committee
FROM: AIA Urban Design Committee
SUBJECT: TOD Implementation Program
DATE: May 4, 1999



The Portland American Institute of Architects (AIA) Urban Design Committee enthusiastically supports the TOD Implementation Program. Our support is based on the three points outlined below:

1) The Program Will Make a Difference

Our experience indicates that Transit Oriented Development (TOD) has the potential to provide major benefits to the region in reducing auto traffic, increasing transit use and improving air quality. Like roads construction however, significant TOD development won't happen without funding. This program provides some financial resources to prime the pump to stimulate TOD development. It is regrettable that more financial resources aren't available for this important program.

2) The Program Supports Innovation

The natural tendency of the development community is to minimize risk by building projects that mirror traditional developments that have been built before. There is little incentive for innovation because innovation can increase risk. TOD developments tend to be more complex than traditional developments and consequently are perceived as being riskier. The TOD implementation program can provide financial incentives to encourage the development community to build projects, which are more supportive of the region's 2040 plan. Successful TOD projects can serve as a model for other projects throughout the region.

3) The Program Allows The Region To Be Proactive

We are all aware that transportation planning involves more than just building roads. The TOD implementation program provides a needed tool to stimulate development that supports the regional transportation plan. By taking the initiative this program allows the region to be proactive rather than reactive in implementing the regional plan.

In summary, this program has the potential to provide great long-term benefits to the region for the small investment being made. The AIA Urban Design Committee urges your support.

Sincerely,

A handwritten signature in black ink that reads "G M Crandall".

George M. Crandall, FAIA
Member, AIA Urban Design Committee

A handwritten signature in black ink that reads "Garry Papers" with a long horizontal stroke extending to the right.

Garry Papers, AIA
Chair, AIA Urban Design Committee

Helen Sherman Cohen
3264 NE 155th Avenue
Portland, OR 97230
Tel. 253-9280

May 4, 1999

Metro Council Transportation Committee
Metro Regional Services
600 NE Grand Avenue
Portland, OR 97232

Re: NE 47th Avenue Enhancement Project

To Whom It May Concern:

I am writing to support the NE 47th avenue Transportation Enhancement Project. This proposal has multiple benefits:

- 1. Significantly improves water quality by replacing undersized culverts with a span bridge.**
- 2. Increases public access to the Columbia Slough from Whitaker Ponds, a Metro open space site next to 47th avenue.**
- 3. Increases pedestrian & bike safety on busy 47th avenue.**
- 4. High leverage. A \$250,000 allocation will generate a \$600,000 match.**

Water Quality. The Columbia Slough has a number of challenges that affect water quality. Among them are: temperature, algae, pH and dissolved oxygen. Undersized culverts hinder water flow and increase the water's resident time. This ponding effect is harmful because the standing water gets warmer, there is increased algal growth, and the pH and DO levels go to unacceptable levels. Replacing the culverts with a span bridge will let the water move more freely, stay cooler, and prevent these effects. Furthermore, it will prevent accumulation of unsightly debris in the Slough and clogging of the culverts, which is actually a flood control hazard. The Multnomah County Drainage District #1 will benefit by reduced maintenance expenses.

Public Access. During past decades wooden bridges over the slough have been replaced with culverted roadways. This change has made it impossible for canoeists to pass underneath, thus chopping up a scenic, 18-mile long waterway system. With limited public access it is no wonder that most Portland residents have come to perceive the Columbia Slough as a hidden, inaccessible mystery and something to be avoided. In spite of its many challenges, the Columbia Slough remains a tremendously beautiful place to canoe and recreate. The trouble is, people cannot get to it very easily.

Helen Sherman Cohen

3254 NE 158th Avenue
Portland, OR 97230
Tel. 253-9280

This poor access has been remedied in recent years by a Metro open space acquisition located immediately next to the 47th avenue site. Whitaker Ponds is a 13.18-acre Metro greenspace. There are two ponds that feed into Whitaker Slough, large natural areas, much wildlife, an outdoor classroom, and a small visitors center (a converted house), which is also the headquarters for the Watershed Council. There is also a canoe launch, but canoeists cannot go west to the main Slough due to the culverts at 47th avenue. This enhancement project would open up many miles of Columbia Slough to canoes and kayaks. Paddlers could go as far west at NE 18th avenue and as far east as NE 121st avenue.

Whitaker Ponds is currently used for teaching students and adults. With further improvements it will provide other visitor attractions such as wildlife and bird viewing, interpretive signs, a stormwater treatment swale, and native plant nursery.

This transportation project clearly enhances the usefulness of the Whitaker Ponds learning center by providing additional teaching tools, recreational opportunities, and visitor attractions. It fits well within the goals of the Columbia Slough Watershed Council to promote the Columbia Slough as a scenic urban waterway.

Pedestrian & Bike Safety. There are a surprising number of pedestrians on NE 47th avenue. People walk to jobs or homes in the area and to the nearest Tri-Met bus stop on Columbia boulevard. There are no pedestrian facilities on 47th avenue. Furthermore, 47th avenue bears a great deal of airport-related traffic, particularly heavy trucks. It is also used as an unofficial bypass to I-205 via NE Airport Way. The culverted bridge over Whitaker Slough is narrow and presents a significant safety hazard.

High Leverage. This \$250,000 request will generate a \$600,000 match. Plus, the other hard-to-calculate benefits listed above makes this a very appealing proposal.

I strongly support this project.

Sincerely,



Helen Sherman Cohen
Board Member
Wilkes Community Group

From: <brian.h.coleman@exgate.tek.com>
To: MetCen.MRC-PO(grantc)
Date: Tue, May 4, 1999 3:08 PM
Subject: JPAC

Please register my support for Barbur Blvd improvements, such as Naito-PBL4. These sidewalk improvements can certainly be funded without the streetscape plan (which will be present in 1 month). Certainly this money would be incorporated into the streetscape plan. The time has come to rescue Barbur Blvd from neglect and decay.

--Brian Coleman
503-245-9752

The Columbia Slough Watershed Council

Portland, Oregon

May 4, 1999

Metro Council Transportation Committee
Metro Regional Services
600 NE Grand Avenue
Portland, OR 97232

Re: NE 47th Avenue Enhancement Project

To Whom It May Concern:

The Columbia Slough Watershed Council supports the NE 47th Avenue Transportation Enhancement Project. This proposal has multiple benefits:

- 1. Significantly improves water quality by replacing undersized culverts with a span bridge.**
- 2. Increases public access to the Columbia Slough from Whitaker Ponds, a Metro open space site next to 47th Avenue.**
- 3. Increases pedestrian & bike safety on busy 47th Avenue.**
- 4. High leverage. A \$250,000 allocation will generate a \$600,000 match.**

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Slough remains a tremendously beautiful place to canoe and recreate. The trouble is, people cannot get to it very easily.

This poor access has been remedied in recent years by a Metro open space acquisition located immediately next to the 47th Avenue site. Whitaker Ponds is a 13.18-acre Metro greenspace. There are two ponds that feed into Whitaker Slough, large natural areas, much wildlife, an outdoor classroom, and a small visitors center (a converted house), which is also the headquarters for the Watershed Council. There is also a canoe launch, but canoeists cannot go west to the main Slough due to the culverts at 47th Avenue. This enhancement project would open up many miles of Columbia Slough to canoes and kayaks. Paddlers could go as far west at NE 18th Avenue and as far east as NE 121st Avenue.

Whitaker Ponds is currently used for teaching students and adults. With further improvements it will provide other visitor attractions such as wildlife and bird viewing, interpretive signs, a stormwater treatment swale, and native plant nursery.

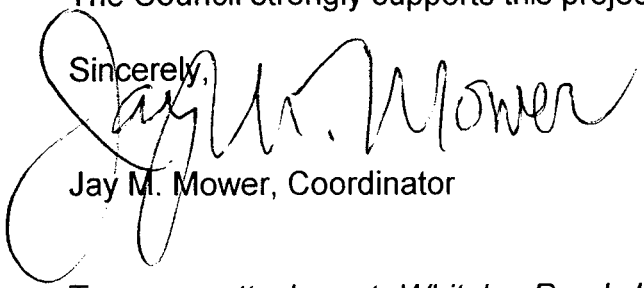
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Pedestrian & Bike Safety. There are a surprising number of pedestrians on NE 47th Avenue. People walk to jobs or homes in the area and to the nearest Tri-Met bus stop on Columbia Boulevard. There are no pedestrian facilities on 47th Avenue. Furthermore, 47th Avenue bears a great deal of airport-related traffic, particularly heavy trucks. It is also used as an unofficial bypass to I-205 via NE Airport Way. The culverted bridge over Whitaker Slough is narrow and presents a significant safety hazard.

High Leverage. This \$250,000 request will generate a \$600,000 match. Plus, the other hard-to-calculate benefits listed above makes this a very appealing proposal.

The Council strongly supports this project.

Sincerely,


Jay M. Mower, Coordinator

Two page attachment; *Whitaker Ponds Learning Center on NE 47th Avenue*

Whitaker Ponds Learning Center on NE 47th Avenue

Every Individual Makes a Difference

Since 1995, Metro has worked hard to develop the Whitaker Ponds Learning Center. The Learning Center provides equal access to nature for students and adults in all of Portland and in particular North and Northeast Portland neighborhoods.

What the Partnership Has Provided so far:

- Using Metro Green Spaces Bond proceeds, Metro purchased over 13 acres of private property to create the Whitaker Ponds Learning Center.
- Metro turned a dump into a restored area with native vegetation.
- Over 2,000 students visit the Learning Center to learn about the Columbia Slough, Portland, and how each individual can help protect the environment. Over 90% of the students get to the center by Tri-Met bus. Over 95% of the student visitors are from North and Northeast Portland neighborhoods.
- Over 500 adults participate in restoration events at the Learning Center. The Center is also used for neighborhood meetings.
- The City of Portland is constructing a wetland to filter stormwater entering Whitaker Ponds. The wetland is being constructed on property Ned Hayes donated to Metro.

What the Transportation Grant will Provide:

The grant will provide matching funds for a bridge construction project where NE 47th Avenue crosses the slough. This bridge provides substantial water quality improvements in the Slough (a water quality-limited stream) and addresses serious transportation and transit safety needs. Additionally, the funds will provide mitigation and treatment of roadway pollutants; bicycle and pedestrian facilities; and enhancements of the riparian buffer and visitor areas within the adjacent Metro-owned Greenspace.

- The \$250,000 Metro grant will be matched with \$600,000 from the City of Portland.
- The bridge will eliminate ponding in the slough caused by the existing culverts, and will help improve dissolved oxygen, temperature, pH, and aesthetic problems in the slough.
- The City of Portland will improve NE 47th Avenue from Columbia Blvd. to Cornfoot Road. This project will be the first step in creating a safe walking path and bicycling route along this busy street. Currently students aged 6-18 walk along the margins of N.E. 47th Avenue as they make their way from the Tri-Met bus stop to the Learning Center. There are no sidewalks, and there is nothing separating school kids from semi-trailers and airport-bound commuters. This improvement is the first step in remedying a community traffic hazard.
- Right now there are only two public access points to the slough. The bridge and canoe launch at the Learning Center will open up nearly 10 miles of slough to canoeists and kayakers. The bridge will help promote the Columbia Slough and the Learning Center as regional environmental assets.

Other Partners:

Metro is not alone in its dedication to Whitaker Ponds. Numerous partners and local businesses such as

- Halton Tractor
- Portland Public Schools
- Lakeside Little League
- Saturday Academy
- Trust for Public Lands
- Columbia Slough Watershed Council
- Cully Neighborhood
- City of Portland
- East Multnomah Soil and Water Conservation District
- Salmon Corps

and many dedicated individuals are working with Metro to restore the site, provide an on-site presence, and promote the learning center as a regional environmental education facility.

**I support the NE 47th Avenue bridge and
water quality project.**

This project will improve water quality in the Columbia Slough, will provide access to nature, and will provide for increased pedestrian safety to the Whitaker Ponds Learning Center. I encourage Metro to fund this important project.

NAME

ADDRESS

1. KAREN MCGUIRE P/O BOX 1000 FAIRVIEW OR 97024
2. Tiffanyanne Mills 8940 N Columbia Blvd. #8 97203 Port. C
3. Jeremiah 8640 NE Beech 97220
4. Charlie
5. Amy Taber 5833 NE 12th Portland OR 97218
6. Amanda Quintanilla 2103 N Farragut Blvd, OR. 97217
7. Joe Young
8. Josh Phillips
9. Walt Hollands ~~1170~~ 1170 SW Upland Dr. PDX 97221
10. Jessi at DAVID
11. Sandra A. DeMora 1503 N Hayden St. #221 P/O 97
12. Michael R. West 4406 NE 33rd Ave PDX OR 97211
13. HENRY P. DAY JR 4818 NE 50th Pl Portland OR 97218 282-503
14. Belores Henshaw 4925 SW 56th Ave Apt #15, Portland OR
15. Bruce Chene 637 SE 12th Ave PDX OR 97214 297-8318
16. Adam Bacon 3206 NE Dukum St 97211-6640
17. Linda Biggs " 97211-6640
18. Meghan Whipple 5215 NE 73rd Pl ID OR 970
19. Sue McHugh 2875 White Salmon Ct, West Linn, OR 970
20. Ed Baker 8624 NE HALSEY PDX OR 97220

I support the NE 47th Avenue bridge and water quality project.

This project will improve water quality in the Columbia Slough, will provide access to nature, and will provide for increased pedestrian safety to the Whitaker Ponds Learning Center. I encourage Metro to fund this important project.

NAME

ADDRESS

1. Jan Coz V 5953 NE 37th Ave
2. Kirtti Palani 9907 N. Lombard
3. Lisa Valdez (SALMON CORPS) 4914 NE 60th
4. Debbie Reischman 1225 N. Winchell
5. Jean Kirsch 5700 NE 39th
6. Rodney V Moorman 4337 NE Skidmore St
7. Jeff Mind 2316 N.E. 51st
8. Greg Rosebrook 6104 NE 32nd
9. Meghan Stevens 2157 NE Tillamook
10. Francis Derler 10425 SW 55th
11. Jane Robbey Berry 3916 NE 143rd
- 12.
- 13.
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I support the NE 47th Avenue bridge and water quality project.

This project will improve water quality in the Columbia Slough, will provide access to nature, and will provide for increased pedestrian safety to the Whitaker Ponds Learning Center. I encourage Metro to fund this important project.

NAME

ADDRESS

- | | |
|----------------------------------|------------------------------------|
| 1. Joy Sterroed | 11296 SE Pine Ct |
| 2. Don Be | 335 NW 12th #209 |
| 3. Brnk Chen | 187 SE 17th PDX |
| 4. Don Rubin | 6910 NE Summer Pkld. |
| 5. Dany Law | 11041 SW 45th to |
| 6. Gary Werner | 215 NE 31th St. Gresham |
| 7. Uhla Jauron-Mills | 8940 N Columbia St #8 Portland |
| 8. Lori Love | 5222 N.E. Simpson St. |
| 9. Just Brown | 6325 SW Dale Ave; Butte 97106 |
| 10. Leslie Cook | 5425 NE 24th Ave Portland OR 97211 |
| 11. Eric Olson | 7037 N. Evanhoe Portland OR 97203 |
| 12. Frank Don Butcher | 708 SW 13th Pendleton OR 97801 |
| 13. Karen Wagner | 2724 SE 37th, PDX. 97202 |
| 14. John Maroney | 3912 NE 32nd Place 97214 |
| 15. Nikki Maroney | MARONEY |
| 16. | |
| 17. | |
| 18. | |
| 19. | |
| 20. | |

To: trans
From: Marian Marian <morrison36@juno.com>
Subject: Testimony for May 4 hearing on transporation
CC:
Date Sent: Tuesday, May 4, 1999 2:59 PM

From: Marian Drake

I was invited to speak today by Rebecca at Citizens for Sensible Transportation. However, I regret that I am ill and will not be able to deliver this testimony in person.

My testimony:

METRO TESTIMONY ON BUSES

Marian Drake
May 4, 1999

Major focus points: do not cut funding for transit, bikeways and walkways;
reducing motorized traffic, esp. cars, to protect our air quality;
safety on the roads, sidewalks, and buses;
environmental protection
Councillors: vote for environment like they have promised to do

I sold my car over 3 years ago. I rarely drive, or ride in a car, although I am now a member of CarSharing Portland, which I have only used 2-3 times. I have had a bus pass for over 3 years. I also have a bus/bike pass, and use it. I walk a lot between buses. I also bicycle between hard-to- connect lines. I am a member of the Bicycle Transportation Alliance and the Willamette Pedestrian Coalition.

The buses are not safe. I was thrown inside the bus by a sudden stop on Feb 5 and broke a rib. The buses drive too fast, schedules are too tight for safety, and Tri-Met told me they sacrifice these safety issues due to funding and costs.

Compared to other city bus systems, such as Salem and Vancouver, also Greyhound, Tri-Met does not have a sign above the driver which says, "Do Not Talk To Driver While Bus Is In Motion." I have discussed this with Tri-Met on more than one occasion, and it is my understanding that they encourage the drivers to be "friendly" with the customers. This translates on many occasions to entertaining talkative customers, sometimes for hours and hours with one person who has nothing to do but visit the driver. OR talkative drivers entertaining themselves talking to customers, which is what happened in my case when I was thrown. I am talkative, so when the driver started talking to me, I sat in a side

seat, which I usually do not do. When the bus stopped I could not reach anything to grab ahold of, and was thrown into an upright on my back, then could not get up and had to ride in an ambulance. I don't like to ride in ambulances -- that is actually the first time in my 57 years of life that I rode in one.

The sidewalks are not safe, nor are the bikeways safe. The traffic is too heavy, too fast, and too crowded onto streets that were never designed to handle it. I am so scared of being hit by a car that I wear a POLST legal form around my neck, which is directions to ambulance drivers in the event I am hit by a car and knocked out. I have told my family that I think my death may well be caused by being run over by a car or a bus in Portland, Oregon.

For some reason, the Metro Council has voted to eliminate funding for an esplanade footpath and bikeway, on the Morrison Bridge, an extended greenway trail on the Willamette's eastbank, and an improved network of signs for the city's bikeways. I have wandered around for a long time on 2 occasions trying to locate the interim Morrison Bridge bikeway/walkway because there are not signs pointing it out. The Council has voted to use flexible Federal Funding for more road projects.

I worked on the campaigns of several of you Metro Councillors who present yourselves as environmental candidates. I worked on Rod Monroe's campaign 3 times back, as his Outdoor Advertising Manager; I also worked in lesser capacities such as phone banks for Susan McLain's, Mike Burton's and Ed Washington's campaigns. I know that Ruth McFarland is an environmental person from way back.

How, then, can this explain these votes by the Metro Council to cut back funding for these alternate transit services, and increase funding to road projects, out of the \$75 million of federal funds which is entirely flexible in how Metro uses it?

That's four or five out of seven Councillors, who are bill themselves as "environmental candidates." Shame on you -- any of you who voted for the increase in funding for roads and cars.

Last year, the Parks Advisory Board to Metro, under Councillor McFarland, supported my suggestion to work on finding funding for weekend bus shuttle service to Oxbow Park. Where are you on this suggestion now? I also cannot go to contradancing in SW Portland because I cannot get home on the bus, because they don't run late enough. And I don't mean late -- they quit at about 9:00 p.m. How many of us find our lives severely constricted due to the poor hours of some of the bus lines?

We know because of the I-5 Bridge closure how cooperative drivers can be about riding the bus. How about free passes to all people who request one? The political climate is one of saving money, and saving our air and water. Would not this make more sense than millions, and billions of dollars spent on road increases?

I would also like to see Metro take a position on a state Constitutional amendment to spend a portion of the gas taxes in this state on transit and other forms of transportation than roads. If I remember correctly, Rod Monroe told me that he had, when he was in the Legislature, introduced bills which would somehow create such an amendment. (I don't know the process for passing an amendment to the state Constitution.) I think if Metro were to take a position now, this might set the tone for future legislation. Sure, the climate in the Oregon Legislature is probably not right this year, but now is the time for Metro to start working on this.

At one point I had a copy of the State Dept. of Transportation's Five Year Plan. It was about 3/4 of an inch thick, printed on larger than average-size paper, and had small print in single spacing saying stuff, page after page, like: "Bridge at _____ \$5 million; freeway entrance at _____ \$35 million, etc etc." figures a guess from me, but it went on like this for probably 150 pages! Where is transit and walkways and bicycle facilities, including secure parking for bikes, in all of this? Isn't it time for Metro to take a bold position on this terrible waste?

We all know that we can't build our way out of traffic jams. We all know that more cars mean more pollution in the Metro area, and more poisoning of our Earth. And Metro knows the results of the survey they sent out to the people of this region several years ago -- strongly and unarguably in favor of alternate transit modes.

Please, folks up there, do the jobs you were elected to do.

You don't need to buy Internet access to use free Internet e-mail.
Get completely free e-mail from Juno at <http://www.juno.com/getjuno.html>
or call Juno at (800) 654-JUNO [654-5866]

East Multnomah County Transportation Committee

City of Fairview

City of Gresham

City of Troutdale

City of Wood Village

Multnomah County

May 4, 1999

Jon Kvistad, Chair
JPACT
600 NE Grand Ave
Portland, OR 97232

Rod Monroe, Presiding Officer
Metro
600 NE Grand Ave
Portland, OR 97232

Gentlemen:

We, at the East Multnomah County Transportation Committee (EMCTC), have been closely following the MTIP process as it has progressed from the project application process to the 100% MTIP Recommended List. The process has been difficult and we recognize going from over \$330 million in project applications to \$75 million in available funds has not been easy.

It goes without saying that each of the projects on the 100% list is important not only to the sponsoring jurisdiction, but to the Region as a whole as we try to meet 2040 goals. East Multnomah County's recommended allocation on the 100% list of \$4.8 million is geographically disproportionate and must, as a minimum remain intact. Due to the paucity of funds for East Multnomah County, we support additional funds for two projects on the 100% list to make those projects viable.

EMCTC would like to reiterate that the 207th Avenue Connector project is the top priority for East Multnomah County. Although construction is almost complete, there remains an obligation to honor a prior commitment to fully fund this project. We recognize that it may be difficult to accept the need to provide additional funds to a project that is almost complete from a limited pool of funds. This project of regional significance must be fully funded to enable Multnomah County to make needed multi-modal transportation improvements throughout the County.

EMCTC recognizes the desire to both fund boulevard projects and construct a number of them around the region. The top ranked boulevard project, Division Street, was included in the 150% MTIP Cut List for \$3.6 million. The 100% list recommended funding this project at \$2 million. The City of Gresham's recommendation to the 150% list to reduce the scope and amount for Division Street Boulevard by \$800,000 and reallocating it to Stark Street Boulevard (ranked 3rd) would have allowed two boulevards to be constructed in East Multnomah County.

Not only did the 100% list not include Stark Street as suggested, but it also reduced the funding allocation of Division Street, the top ranked boulevard project, another \$800,000 to a

total of \$2 million. \$2 million is not a sufficient amount to allow the Division Street Boulevard project to be built to include the Civic Neighborhood and the Gresham Regional Center.

When the City of Gresham recommended reducing Division Street funding by \$800,000 (from \$3.6 million to \$2.8 million) it was done with the intent to construct 2 viable boulevards in East Multnomah County. Reducing the Division Street recommendation another \$800,000 does not allow a viable project to be constructed. EMCTC supports adding \$800,000 back to Division Street, funding this project at \$2.8 million.

The 223rd Avenue Railroad Overcrossing is the 12th ranked project regionally, with an estimated total cost of \$3.8 million. One of the amendments approved by JPACT was the inclusion of PE and ROW \$400,000 (\$392,000 federal share) for the 223rd Avenue Railroad Overcrossing on the 150% list. The 100% list recommended funding only \$267,000 for the PE portion of the project.

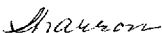
Recognizing that this project will require extensive cooperation with the UPRR to ensure that it meets the needs of rail traffic and future surface freight traffic, we have already begun productive conversations with UPRR. Therefore funding \$392,000 for the first phase of this project is critical. Reconstruction of the overpass will accommodate the planned increased densities for employment and households in the City of Fairview and safe freight access to the Columbia Corridor. Bicycle and pedestrian access to Metro's Regional Blue Lake Park will also be provided.

East Multnomah County has only 5 projects on the 100% list for a total of \$4.8 million. Included in the 100% list, not mentioned above, are the Gresham/Fairview Trail and Gresham/Multnomah County ITS. Each project represents East County's commitment to achieving Region 2040 goals. The projects are multi-modal in nature and do not add capacity to the system.

The amendments to be considered by JPACT, as passed by TPAC, would add an additional \$925,000 to East Multnomah County's allocation. The total being requested for East Multnomah County is \$5.7 million. Each project is important to the Region and East Multnomah County and we believe should be funded.

EMCTC appreciates all the effort involved in the MTIP process and realizes that not everything can be funded. We believe that those projects, with amendments, included on the 100% List to comprise a fair representation.

Sincerely,



Sharron Kelley, Chair
East Multnomah County Transportation Committee

C: EMCTC and EMCTC Staff

East Multnomah County Transportation Committee

City of Fairview

City of Gresham

City of Troutdale

City of Wood Village

Multnomah County

May 3, 1999

Sheila Preston, TGM Grant Manger
Transportation Growth Management Program
635 Capitol Street NE, Suite 150
Salem, OR 97301-2540

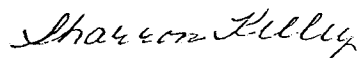
Dear Ms. Preston:

The East Multnomah County Transportation Committee (EMCTC), comprised of representatives from the cities of Fairview, Gresham, Troutdale, and Wood Village and Multnomah County, met on May 3, 1999 and endorsed the following Transportation Growth Management (TGM) grant applications for the 1999-2001 biennium.

Fairview: Sandy Blvd. Corridor Study
Gresham: Transit Residential Design Standards
Redevelopment & Infill Code With Local Street Plans
Rockwood Revitalization Financial Plan
Green Street Design Standards
Troutdale: Refinement Plan for STP Redevelopment Area of Troutdale Town Center
Wood Village: Wood Village TSP Roadway Element

EMCTC believes these projects are valuable in helping the region meet transportation and land use goals. These projects address different challenges that each of the cities encounter in managing growth within their communities. We hope you seriously consider these projects for funding in the coming biennium.

Sincerely,



Sharron Kelley, Chair
East Multnomah County Transportation Committee

ASRJ2730.DOC

To: trans
From: "Jeff Fryer" <jeff.fryer@cwix.com>
Subject: Comments on Transportation Budget
CC:
Date Sent: Tuesday, May 4, 1999 4:34 PM

Dear Commissioners,

As a fisheries biologist, bicyclist, and Portland area resident, I urge you to reject Washington County's proposal to drop funding from environmentally responsible measures to fix salmon killing measures, increasing car pooling, building light rail, and building more bike paths. In their place, they are calling for increased highway spending, which will only result in more roads, congestion, and air pollution.

This is the Portland area's first opportunity to indicate whether we really want salmon in the metro area. Washington County is clearly saying, no we don't want salmon. If we won't make any sacrifices for the salmon, how can we call upon the rural area to make sacrifices for salmon.

As a frequently bicycle commuter, I am concerned about the proposal to eliminate funding for bike lanes. Riding around the metro area is dangerous-we need more bike lanes. And increasing the roads budget will lead to more congestion and more pollution. I already wonder how much damage I am doing to my lungs from riding my bike; the Washington County proposal will only make it worse.

I urge you to support a balanced transportation plan with traffic reduction programs such as multi-modal boulevards, transit, bike and pedestrian facilities as a priority. Money should also be allocated to replace salmon-blocking culverts.

Jeff Fryer
5810 SW Idaho
Portland, OR 97221



Southwest Neighborhoods, Inc.

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

May 4, 1999

Metro Council
Priorities 2000
600 NE Grand
Portland, OR 97232

By fax to 797-1793

Dear Metro and JPACT:

SW Neighborhoods, Inc. (SWNI) is a nonprofit corporation that serves 16 neighborhood and three business associations in SW Portland. Our Board consists of representatives from each of those associations and the chairs of our standing committees.

I am writing today to express SWNI's support for two Priorities 2000 projects:

PBL4 Barbur Boulevard: Naito Parkway/65th \$882,400
Construction of pedestrian and landscaping improvements on Barbur.

PP5 Red Electric Line: Willamette Park/Oleson Road \$134,500
Feasibility study for conversion of this abandoned rail corridor into a bike/pedestrian corridor.

We at SWNI are disappointed that PBL4 did not make the 150% cut list. We urge you to reconsider this important project. Barbur is one of the most important transportation and commercial corridors in Portland. Yet today, in 1999, it is still without sidewalks or adequate crossings in many places. Barbur has great potential to generate high-transit ridership and produce more jobs and housing. Tri-Met is now applying for federal funding for bus rapid transit on Barbur. PBL4 would provide access to transit from Barbur and adjacent neighborhoods.

You have made the right decision in including PP5 in your proposed 100% program. PP5 will fund a feasibility study for the old Red Electric line in SW Portland. That route will be an excellent bicycle and pedestrian corridor that will provide an alternative to travel on Beaverton-Hillsdale Highway. It can also connect with the Fanno Creek Trail in Beaverton.

Sincerely,

Leonard Gard
Southwest Neighborhoods, Inc.

To: trans
From: Reinhart Engelmann <reinhart@ece.ogi.edu>
Subject: Transportation Options
CC:
Date Sent: Tuesday, May 4, 1999 11:12 PM

4 May 1999

In view of today's Metro Hearing which, unfortunately, I could not attend, I want to voice my support for improving pedestrian/bicycle transportation. This includes extension of the Light Rail System and enhancement of bus routes to serve it more efficiently.

In general, I support any transportation project that maintains and improves the region's livability instead of degrading it, such as

- Better transit service
- Bike facilities
- Sidewalks and pedestrian facilities
- Traffic reduction projects
- Transit oriented development
- Roads for use by people and bikes, not just cars

I moved to Oregon to escape over-development and over-reliance on automobile traffic with too many highways dividing communities. Hopefully, Oregon's livability can be maintained by prudent transportation planning.

Reinhart Engelmann
17410 SW Augusta Lane
Aloha, OR 97006

Reinhart Engelmann
Oregon Graduate Institute
PO Box 91000
Portland OR 97291-1000

email: reinhart@ece.ogi.edu
Phone: (503) 642-9023
Fax: 503.690.1406

"Our task must be to free ourselves ... by widening our circles of compassion to embrace all living creatures and the whole of nature in its beauty." - Albert Einstein

Testimony on MTIP Allocations for Public Record

METRO

May 4, 1999

Philip Goff

1955 NW Hoyt Street #24

Portland 97209

Presently, METRO staff recommendations for Federal transportation money increases road capacity for automobiles, contradicting METRO's continued support for light rail and appropriate land-use planning. Perpetuation of the auto-oriented *status quo* stands in the way of maintaining a livable region. Although it's disappointing that so much of the committed funds will go to road widening and freeway enhancements, it's far worse that of the \$75 million of completely flexible funds, little has been allocated to pedestrian and bicycle projects. I want to remind JPACT that due to constitutional constraints on Oregon's gas tax, the unallocated funds of the TEA-21 program are the best way to pay for transportation projects that reduce pollution, increase mobility options, or promote sustainable development.

I hope you will consider removing many of the "road modernization" projects from the \$75 million in unallocated funds. Instead, these funds should go into pedestrian and bike infrastructure, transit enhancements, and planning efforts. These should include: the signing of Portland's bikeways, Washington County bus-stop enhancements, METRO's TOD program, and last, but not least, the redevelopment of the Morrison Bridge. Ostensibly a project to benefit downtown bicyclists, the vision for the Bridge's redevelopment is much more than that. As you can see from this hypothetical design drawing, a multi-modal esplanade could easily be built along the south side of the bridge. Designed with a separated bikeway,

planters, benches, and a trellis of greenery, the Morrison Bridge has the potential to be a “greenway” spanning the Willamette, linking the greenways on the east and west banks. Rather than a freeway-access ramp, the Morrison Bridge could instead be a unique structure in America, a riverfront symbol for Portland to rival that big bronze statue obscured by trees on 5th Avenue.

The humanizing of the Morrison Bridge would symbolize what most residents are unequivocal about: uniting the east and west sides of the Metro area, embracing the Willamette as the center of the community, the “greening” of an auto-only concrete and steel bridge, and a commitment to non-polluting forms of transportation. The redevelopment of the Morrison Bridge precludes the need for an expensive pedestrian bridge sought for so many years, enhances the central city and inner east side connection, attracts tourists, and retains and improves all modes of transportation. This vision truly enhances the entire region, and will draw hundreds of thousands of residents wishing to recreate along the Willamette. I hope JPACT will seriously re-consider “road modernization” allocations and return full funding to the Morrison Bridge project, bringing us one step closer to embracing the Willamette River as the true heart of the city and region. Thank you.

✓

Text of Testimony to Metro Council

May 4, 1999,

**Subject: Funding for Cornell Road Boulevard Treatment Project
(Priorities 2000)**

Presenter: Bill Hagerup, Cedar Mill, 643-4823, 2560 NW 121st, 97229

Good Evening, my name is Bill Hagerup. I am a resident of the Cedar Mill community, and I sit on the Cedar Mill Town Center Citizens' Advisory Committee.

I am here to speak in favor of funding for the Cornell Road Boulevard Treatment Project. Washington County has applied for this money as part of the Priorities 2000 initiative. The Boulevard Treatment Project is a vital part of my community's efforts to create a viable, attractive, pedestrian-oriented town center.

This funding would be used to provide wide sidewalks, curb extensions, landscaping, and other features on the section of Cornell Road which runs through the Cedar Mill Town Center north of Beaverton. On-street parking may also be included. Cornell Road in this area has been designated as a Main Street, and this project would help Cornell to become a **true** main street, in reality and not just on paper.

Most retail and commercial development in our area is built in typical suburban, strip-mall fashion. It is ugly and presents a hostile environment to pedestrians and cyclists. An alternative is needed.

Although Cedar Mill has a poor transportation infrastructure, it still possesses a strong sense of community, which reaches back to the founding of the original lumber mill in the last century. More recently, area residents successfully petitioned Metro for official Town Center designation. To my knowledge we are the only community in the Portland area to have done this.

The Cedar Mill Town Center project has strong community support and interest. We have been working on it for over two years. The loss of the Boulevard Treatment funding would be a major setback to our efforts.

Also, planning and construction of an MSTIP road improvement project for Cornell Road is scheduled to begin soon. This project will upgrade the roadway, but will not provide for the pedestrian-oriented features necessary to create a main street environment.

By implementing the road improvement and the boulevard treatment projects simultaneously, major cost savings could be realized due to the coordinated effort.

If necessary, the project could be scaled back if full funding is not available. Personally, I would favor reducing the length of the section of Cornell to be improved, rather than reducing the quality of the pedestrian improvements. The greatest potential for a high quality main street (at least in the near future) lies along Cornell to the east of Murray,

since there is a large, recent strip development (the Safeway mall) west of Murray. Between Murray and Saltzman, development is likely to occur soon. The Boulevard Treatment could be a major factor in the encouragement of pedestrian-oriented retail and commercial development in this area.

Thank you for your time and attention. I urge you to do everything possible to find a way to fund the Cornell Boulevard Treatment project. Cedar Mill thanks you for this great opportunity to realize our potential as a strong, close-knit community, with a vibrant town center, safe and inviting for everyone, whether on foot or behind the wheel.

To: "trans@metro.dst.or.us" <trans@metro.dst.or.us>
From: "Kappel, Nathan W" <kappel.nathan@emeryworld.com>
Subject: Encourage Alternatives, not More Use of Automobiles
CC:
Date Sent: Tuesday, May 4, 1999 12:33 PM

Building more roads only encourages driving and leads to more traffic.

We need to encourage alternatives to the ever-increasing use of automobiles for personal transportation by increasing the transit, bicycle and pedestrian options.

Please devote as much as possible of the available budget to non-automobile transportation:

- ** more bike lanes
- ** friendlier sidewalks
- ** better transit
- ** North-South RAIL

I commute by bicycle to work every day, rarely drive my car, and attempt to meet the majority of my transportation needs by walking or biking. There are many areas and streets without bike lanes where it can be very dangerous on a bicycle. We need more bike lanes and less importance placed on fast and easy automobile movement so more people will feel safe enough to bike and walk.

The numerous bike projects and bike lanes that have been added in the last few years are a great start, but it is only the beginning. How many Portlanders feel safe allowing their children to bike to school or to a friend's house? Aren't most more worried about their children being struck by a car than their personal safety (e.g. kidnapped)? How many people would bike more if it were safer?

My girlfriend often drives to work instead of taking public transportation because it takes 15 minutes to drive and over an hour by bus. This is not an acceptable alternative. We must have better transit options = more busses and much more RAIL.

Nathan Kappel - software developer
2347 NW Glisan
Portland OR 97210
(503) 916-8057

From: kinco <Kinco@hevanet.com>
To: MetCen.MRC-PO(billingtonc)
Date: Tue, May 4, 1999 9:47 AM
Subject: Tryon Creek Park Bike/Ped pathway

I will not be able to attend the meeting today, however, I do want to voice my strong support to fund the maintenance of this pathway. Since the passage of Measure 5, there has not been any appreciable repairs to this pathway.

It is quite dangerous for especially bikers who use this path in the winter months commuting to work. There are many holes, indentations, and tree roots that are common on the pathway. If we are encouraged to not use our cars to commute, such a path makes it discouraging because of its danger.

There is no bikeway between Lake Oswego and downtown Portland. There is only Terwilliger Blvd and Macadam Roads and both are dangerous for biking due to no bike lanes on these roads and the speed of the traffic.

Thanks.

Bruce Kindler
6413 Palomino Way
WLinn 97068
656-4766

May 4, 1999

Dear Transportation Planning Committee:

As a member of the Citizen Advisory Committee for Oregon City's Transportation System Plan, I have learned about Oregon City's transportation issues, regional transportation goals, and am participating in the Highway 213 Corridor Study process.

The Highway 213/Beavercreek Road is an important regional project. ODOT, Clackamas County, and the City of Oregon City have recognized a need to improve the intersection for over eight years and are partnering to make this intersection operate safely and at a livable level of service.

Highway 213 is regionally designated by Metro as a principal arterial for motor vehicles, a road connector for freight, and a regional corridor for bikes. The State's and City's bike classification systems designate Highway 213 as a regional bike route. The region has formally identified this route as a corridor or connector for motorists, bikes, and freight. Modes expected to benefit in the future by the proposed project include autos, freight, transit (primarily bus), and bikes.

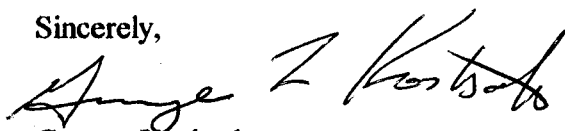
This project will mitigate severe safety problems for motorists and pedestrians. This project will also mitigate the bottleneck along the sole freight route to industrial lands around Highway 213 and Beavercreek Road in Oregon City. This project is responsibly seeking congestion and safety improvements for an existing regional connector. The region will benefit by maintaining this route, for which alternate routes are not even conceivable because of geographic, environmental, urban growth boundary, and economic constraints. It is important to preserve the connectivity of the existing system that is now crippled at this intersection.

If the proposed urban reserves south of Oregon City are ever added to the Urban Growth Boundary, long range, Phase 2 improvements will likely be precipitated at this intersection. The proposed project has been planned to directly integrate into the future Phase 2 plans and constructability.

As a road modernization project, this project is economically sound. I understand that the proposed improvements will provide near capacity for their design life, which translates into economy of investment. This assertion is based on ODOT slightly compromising their volume to capacity level of service standards, which seems appropriate considering the project location in the mixed-use Hilltop area.

Thank you for providing this project with regional funding.

Sincerely,



George Kosboth
1114 Washington Street
Oregon City, OR 97045

To: Metro Council ✓
From: Janet Liu
Date: May 4, 1999
Subject: Funding for Bicycle Paths

I am a regular commuter between Lake Oswego & Portland. The most direct route is highway 43; however, there's not much shoulder from North Lake Oswego to past Dunthorpe and the car speeds exceed 45 mph. I pass many dead animals, run over by cars. I finally realized the road was too risky for me. I now take alternate routes.

I am very excited about the possibility of widening the trolley rail line to allow for a bike path. Not only would I be able to commute more safely, but I would be able to ride into Portland with my family on weekends. I would love to be able to show my 10-year-old daughter that bicycling is a viable ~~mean~~ ^{means} of transportation & that we live in a livable community.

Thanks.

✓

2109 S.W. Hartley
Gresham, Oregon 97080
May 4, 1999

METRO Council
Transportation Planning Committee
METRO Council Chambers
600 NE Grand Avenue
Portland, Oregon 97232

Dear Council Members:

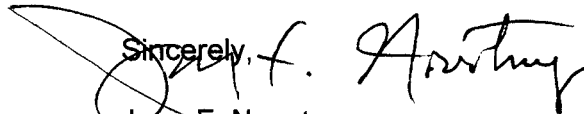
I am here this evening to represent the Gresham Parks and Recreation Advisory Committee. We would like to extend our support for the proposal for spending \$223,000 from TEA-21 on the right-of-way acquisition for the Gresham/Fairview Trail. Our fellow citizens have told us that they want more trails and bike paths that support off-street walking, bicycle-riding, roller blading, and wildlife viewing. This was a strong message in the 1996 Park, Recreation, and Open Space Master Plan.

Development of the Gresham/Fairview trail is critical in completion of the 40-Mile Loop...this segment will connect the popular Springwater Trail to the 40-Mile Loop. This link is now missing, and for those residents now living in Rockwood cannot easily access the Springwater Trail without getting into their cars and driving to an access point.

Without the TEA-21 money, we will be delayed in completing the trail. We do not have sufficient funds alone to purchase the needed property for the trail alignment. We think we have a good record in completing projects that have been funded in the past (ISTEA helped leverage funds for us to complete the Springwater Trail, which has been open since 1992).

Thanks so much for considering our project. The regional benefits of adding this small link to the already immensely successful Springwater trail are appreciated by all of our citizens, and this will be a wise investment in our community.

Sincerely,



Jerry F. Novotny

PDC
PORTLAND
DEVELOPMENT
COMMISSION

May 4, 1999

Martin Brantley
Chairman

Jon Kvistad
JPACT Chair
Metro Council— Priorities 2000
600 NE Grand Ave.
Portland, OR 97232

James J. Atkinson
Commissioner

Chair Kvistad and Members of the Committee:

Douglas C. Blongren
Commissioner

Thank you for the opportunity to speak in support of full funding for the Transit-Oriented Development (TOD) Implementation Program. PDC has worked with Metro for the past two years with the TOD Revolving Fund program. I want to commend you and your staff for the successful projects you have funded with this program.

Carl B. Talton
Commissioner

In order to meet city and regional growth management goals, we need mixed-use, higher-density developments in Portland, and we need leadership within the public sector to transition our planning aspirations into development realities.

Noell Webb
Commissioner

However, building for density requires more expensive construction methods and materials. It is clearly more economical for private developers to develop fewer units with surface parking than higher-rise buildings with structured parking. Joint public/private partnerships are necessary to ensure that we are achieving appropriate mixed-use development, particularly at Light Rail Transit Station areas.

At PDC, we pursue these kinds of partnerships to increase higher-density, mixed-use development, to orient development around transit, including light rail, and to provide pedestrian linkages to transit and local retail. The Metro TOD Implementation program was significant in completing the Center Commons project at 60th and Glisan.

Vera Katz
Mayor

We look forward to more opportunities to work on projects that further the Region's goals of high density, mixed-use housing near transit lines, and thank you for your support.

Felicia L. Trader
Executive Director

Sincerely,

1900 S.W. Fourth Avenue
Suite 100
Portland, OR 97201-5304



503/823-3200

Cheryl Twete

FAX 503/823-3368
TTY 503/823-3366

Development Manager,
Portland Development Commission

internet
www.portlanddev.org





May 4, 1999

Testimony on the Metropolitan Transportation Improvement Program
Presented to the Metro Council and
Joint Policy Advisory Committee on Transportation

Lynn Ann A. Peterson, Transportation Advocate

Members of the Council and JPACT,

My name is Lynn Peterson, Transportation Advocate for 1000 Friends of Oregon. 1000 Friends of Oregon is a state wide non-partisan, non-profit organization that advocates for sound land use planning. I am also a citizen member of Metro's Transportation Policy Alternatives Committee.

I have three brief statements to make in regard to the base recommendation and the "add back" list under consideration today.

Base Recommendation

1. 1000 Friends of Oregon is extremely concerned with the base recommendation. The amount of funding allocated to the categories related to planning, road modernization, reconstruction, freight, bridge, and boulevard sums to a total that is more than the total available for road building projects. Of the \$75.8 million available, Surface Transportation Program funds account for approximately \$33.165 million (43% of \$75.8). The total in the base recommendation is about \$34 million, approximately \$1 million over the amount available. We will be looking for justification from Metro for spending Congestion Mitigation Air Quality (CMAQ) funds on road projects if this proposal moves forward.
2. 1000 Friends of Oregon supports the gas tax increase under consideration in this state legislative session for maintenance and road building that increases connectivity and alternative mode mobility and accessibility. In fact, the LUTRAQ study contained many increased highway capacity projects that have been built or are underway. However, we are alarmed that the proposal allocates 100% of the funding available for road building to roads. All of the \$75.8 million is available to use toward transit service increases, transportation demand management programs, and bike/pedestrian facilities. The fact that we have \$126 million committed to regional road projects and freeways in this MTIP should cause hesitation that we add in another \$32³³ million.

Included in this base recommendation are six projects that fund Preliminary Engineering. Looking forward in time to the next MTIP allocation in two years, these projects represent approximately \$19 million of future commitments for the region. While these projects must go through the same prioritization process, the fact that they have been funded through the design phase **will** give them a leg up on many of the other projects.

There are two important policy questions that these issues bring up. Firstly, has the region decided that road construction has a higher priority than completion of the transit and bike/pedestrian systems? And, is the region prepared to make a commitment of \$19 million to road projects in the next MTIP cycle?

“Add back” projects

3. In TPAC several recommendations for add backs and cuts were discussed. There was no support for any of the suggested cuts. Our recommendation called for cuts in Road Modernization projects. Those projects that only funded Preliminary Engineering should be removed from the list due to the high price of that future commitment. ITS, salmon recovery, and safety projects are types of road projects that should not be cut. This policy decision would free up \$2.4 million that could be used along with the unallocated \$2.47 million to *fund Tri-Met’s Transit Choices for Livability program and the full amount for the Division Boulevard project* which was cut by about \$800,000 between the 150% list to the 100% list.

Thank you for the opportunity to present our concerns to you today. I am available to answer questions.

PIONEER COURTHOUSE SQUARE OF PORTLAND, INC.
Lobby Project

Testimony presented by Karen Whitman, Manager, Pioneer Courthouse Square of Portland, Inc. The testimony is in support of a Transportation Enhancement Program Funding Application in the amount of \$500,000 submitted to the Oregon Department of Transportation with Tri-Met as the Project Sponsor. The total estimated cost of the Lobby Project is \$1,500,000. This testimony is being presented before the joint meeting of the Metro Transportation Planning Committee and the Joint Policy Advisory Committee on Transportation meeting held at the Metro offices on Tuesday, May 4, 1999.

Members of the Metro Transportation Planning Committee and Joint Policy Advisory Committee on Transportation, for the record, my name is Karen Whitman, I am the Manager of Pioneer Courthouse Square. My address is 701 SW 6th Avenue, Portland, OR 97204.

PROJECT DESCRIPTION /STATUS OF THE LOBBY PROJECT:

Pioneer Courthouse Square and its partners, the City of Portland Parks, Tri-Met and the Portland Oregon Visitors Association (POVA) are pleased that our Lobby Project received significant support in the TPCA ranking process. In light of your many priorities in the final stages of this process, we are asking for your continued support.

As you have heard, our Project blends intermodal transportation information and services with visitor services and information in a facility that is unique in the State of Oregon.

Our one-stop shopping concept is a convening place where connections are made, “how to” options are offered and opportunities for extended stays in Oregon are promoted.

“Portland’s Living Room” is centrally located, accessible and offers an atmosphere is friendly, safe, clean and welcoming to residents and visitors alike.

Speaking of welcoming, The Oregon Tourism Commission and POVA have formally agreed to a new designation for the Visitor Information Center as a State of Oregon Welcome Center. This official designation will move to our location. This is another important step in the unique marriage of services and information which will more effectively move people around the entire region and the State of Oregon.

We would like to highlight four key areas of service Pioneer Courthouse Square, POVA, Tri-Met and Portland Parks have committed to provide for residents and visitors. In this era of people smart computers – with the usual effect of displacing, our partners are committing human beings to provide services. They are:

1. ACCESS TO PUBLIC TRANSIT & OTHER INTERMODAL TRANSPORTATION

- Bus Mall
- MAX Stations
- Transit Stops

2. ENHANCING THE MOVEMENT OF PEOPLE

- Information on Parking - Smart Park and Park & Ride
- Information about Biking and Pedestrian Access Routes

3. CONCIERGE SERVICES

- Tickets
- Tours
- Hotel and Restaurant Reservations
- Directions
- Resources and Referrals

4. OTHER SERVICES

- Multi-Lingual International Information
- Help and Assistance for Visitors
- Currency Exchange
- ATM
- Public Telephones
- Public Restrooms
- Travel, Trip Planning and Directions:
 - ⇒ Transit Maps
 - ⇒ Regional and State Maps
 - ⇒ Brochures
 - ⇒ Guide Books
 - ⇒ Regional and Statewide Tourism Brochures
 - ⇒ Interactive Video Displays
- Ideas of how you can enjoy Portland and all of Oregon

FINANCING UPDATE:

Since last we met, there are developments:

- Pioneer Courthouse Square is asking for \$500,000 from the Transportation Enhancement Program out of a total project budget of \$1.5 million.
- The City of Portland/Portland Development Commission and Pioneer Courthouse Square currently are negotiating terms of the City's \$325,000 grant to the Lobby Project.
- Pioneer Courthouse Square's private match is \$390,000 beyond the \$106,000 we have in the bank.
 - ⇒ Our principal naming opportunity - the theater - has two prequalified parties in the \$300,000 range
 - ⇒ Pioneer Courthouse Square has secured a Matching Grant Pledge of \$50,000
- The Lobby Project has \$715,000 in non-federal match.
- The Lobby Project will apply for a National Scenic Byways Program Discretionary Grant in the amount of \$285,000
- Total match for the requested \$500,000 from the Transportation Enhancement Program is \$1,000,000 - 200% total match; 143% in non-federal match

✓

METRO PROJECT 2000
MAY 4, 1999

Oregon Department of Transportation, Railroad Division, supports full allocation of construction funds designated for the Lower Albina Overcrossing.

For the last 20 years, the State has tracked complaints of trains blocking public highway-railroad grade crossings. The authority to regulate the time a train may block a crossing is vested with ODOT as set forth in Oregon Revised Statute 824.222. Oregon Administrative Rule 741-125-0010 sets forth the criteria for a blockage.

Crossings located at the entrance (throat) to a rail yard are frequently the location of most blockages. In the last 10 years, the five crossings (Randolph, Harding, Clark, Lewis and Albina) located at the south end of the Union Pacific's (UP) Albina Yard have generated the most blockage complaints in Oregon. When a long train (commonly over a mile long) enters or leaves Albina Yard, it must move slowly (approximately 5 MPH). Without incurring problems, a train will take approximately 12 minutes to physically clear a crossing.

We have documented that the Randolph Avenue grade crossing is frequently blocked for approximately 25% of the time between 3 AM and 2 PM. Randolph is the major entrance into the Lower Albina Industrial Area (LAIA). Several businesses in the LAIA have large numbers of trucks that daily make many movements over the crossings. They have reported loss of business due to delays caused by train traffic over the crossings. This is an excellent example of a freight mobility problem for both truck and rail.

Over the years, businesses in the Lower Albina area, City of Portland staff, UP and ODOT crossing staff have discussed various methods to resolve the blockage problem (penalties to the railroad and loss of access for the businesses). Collectively, we have determined that the only permanent solution is construction of a separated structure that eliminates the conflict between train and vehicle traffic. The group has developed a funding plan to construct a separated crossing. A critical part of the funding plan is the \$4 million we are asking from Metro funds. Without this contribution, this project will probably not be constructed and the multi-modal conflicts will continue.

If a train was to derail in the LAIA, people who work between the railroad tracks and the river would be isolated from any emergency services. For multi-modal safety, economic and general welfare reasons, we strongly encourage Metro to continue to support their \$4 million contribution towards this vital project.

Respectfully submitted

Craig J. Reiley, Manager
Crossing Safety Program
Oregon Department of Transportation

A:\METRO PROJECT 2000

To: trans
From: Robert Shirley <Shirler@nationwide.com>
Subject: Barbur Blvd
CC:
Date Sent: Tuesday, May 4, 1999 4:50 PM

Barbur Blvd is currently in need of a massive overhaul in order to transform it from a blight on the City of Portland to an adequate gateway to the City as a whole and as a resource for Southwest Portland and beyond.

Barbur's current blight has forced nearby residents and visitors to Tigard and Lake Oswego for goods and services and has brought the stain of numerous Adult businesses that have recently grabbed the attention of news media.

The way to turn Barbur around is to put "bodies on the boulevard", that is, improved pedestrian access to provide an attractive location for the types of retail shops, restaurants and other businesses that Southwest Portland can easily support if the conditions are right.

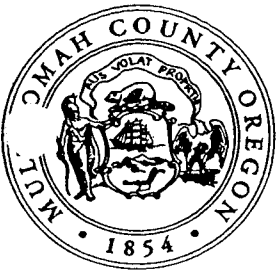
Either Barbur Blvd can be the anchor that drags Southwest into a red light district, or it can be a vehicle to move Southwest into the 21st Century, providing business opportunities and services that Southwest Portland needs.

The choice needs to be made now, to add the pedestrian and transit improvements that transform Barbur from a 1950's auto dependent, strip mall environment, into a true boulevard acting as a gateway to Portland.

I urge you to fully fund the Barbur Blvd pedestrian and transit enhancement program.

Thank you,

Robert Shirley
Southwest Portland



Beverly Stein, Multnomah County Chair

Room 1515, Portland Building
1120 S.W. Fifth Avenue
Portland, Oregon 97204

Phone: (503) 248-3308
FAX: (503) 248-3093
E-Mail: mult.chair@co.multnomah.or.us

May 4, 1999

Jon Kvistad, Chair
Metro Council Transportation Planning Committee
600 NE Grand Ave
Portland, OR 97232

RE: Multnomah County Priority Transportation Projects

Councilor Kvistad, Transportation Planning Committee, and JPACT members:

The Multnomah County Transportation Division has participated in the MTIP process from the project application stage to the current 100% MTIP List. This process has been difficult, for it is never easy to trim \$330 million in project applications to fit \$75 million in available funds. The balancing act this committee has been asked to perform among competing transportation projects and modes is incredibly difficult. I do not envy the task.

Multnomah County's transportation responsibilities have been shaped over the years by the prevailing urbanization patterns of the region. As the City of Portland has grown and assumed jurisdiction over the vast majority of the County's west side, the transportation infrastructure of Multnomah County has been narrowed primarily to roads in East County, Sauvie Island, bits of Portland's West Hills and six Willamette River Bridges.

Accordingly, my funding priorities among the projects being considered reflect the County's scattered transportation obligations. I have reviewed the proposed 100% MTIP List and generally I support the selections as helpful to meeting regional 2040 goals.

Priorities Among the 100% List

In terms of specific projects, I must emphasize that the 207th Avenue Connector project in East County is the top funding priority for Multnomah County. With construction on this project almost complete, the County needs its regional partners to honor a prior commitment to fund it completely. Failure to secure funding for 207th will make other County funding sources unavailable and threaten several much-needed projects.

In addition to this critical project, I would like to express my support for the following 100% List selections:

- All Multnomah County projects currently on the 100% List including Willamette River bridge and East County projects. The projects identified in the MTIP list represent the County's priorities.

- The Capital Highway Bertha/BH Highway pedestrian project in the City of Portland. This project will assist in the development of the new Hillsdale Branch Library.

Projects to be Added

I also urge you to add \$1.57 million to the 100% List for a permanent Morrison Bridge bicycle and pedestrian facility. This winter, my office received over 450 postcards from area residents supporting bicycle and pedestrian access over the Morrison Bridge. I was disappointed to see this project drop from the list after it was selected as the top bicycle transportation project by both Multnomah County and the City of Portland.

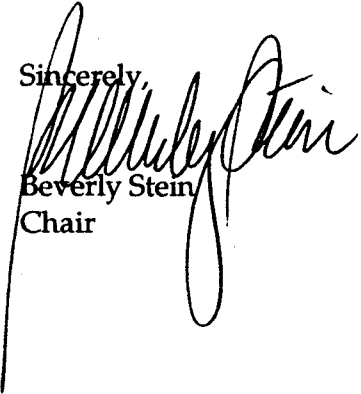
Two other important projects I believe should be added are, in priority order

- \$800,000 to complete funding for the Division Street Boulevard project, and
- \$125,000 for right-of-way acquisition on the 223rd Avenue railroad over-crossing.

Finally, I wish to support the current level of transit funding on the 100% List recognizing it falls far short of meeting the funding needs identified by several regional partners. Functional public transit and other alternative transportation modes are critical growth management tools and are essential to the livability of the region. I am keenly interested in seeing these modes benefit Multnomah County's transportation customers. The current Board of County Commissioners is equally interested in engaging regional transit issues. Our discussions in the coming months will help clarify Multnomah County's role in promoting these issues.

I appreciate all the effort involved in the MTIP process and realize that not everything can be funded. I believe the projects included on the 100% List and the additions I have mentioned today address a broad range of the region's transportation needs.

Sincerely,


Beverly Stein
Chair

RECEIVED
MAY 10 1999

Tektronix

M/S 22-511
503 627-4273
503 627-5653

BY FACSIMILE & REGULAR MAIL

May 4, 1999

Mr. Andrew C. Cotugno, Transportation Director
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Mr. Cotugno:

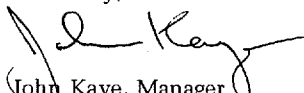
Over the past two years, we have worked closely with Washington County and other agencies in addressing the transportation problems around our Beaverton Campus. This project has given us an appreciation of the large gap between transportation needs in the region and available funding. In addition to local Beaverton area problems, Metro's transportation plans show that there are a large number of roads and intersections on the west side that are at or near failure. Not having a well connected grid system, similar to the east side or downtown, is obviously a contributing cause.

Undoubtedly, you have received a lot of testimony about needs throughout the region for roads, transit, bike and trails, TOD projects and others. However, we believe the greatest immediate transportation need in the region is the failing road system on the west side. It is a serious threat to the commerce and livability of the area.

In prioritizing scarce resources, Washington County has done a good job in selecting projects that will make a difference and leveraging other funding sources. We urge that the County's projects currently on the draft 100% List be retained and, if possible, other important west side road projects that didn't quite make the cut be reconsidered. One of those projects, the Hall Street extension, is addressed in a separate letter.

We appreciate the opportunity to comment and please do not hesitate to call if you have any questions.

Sincerely,


John Kaye, Manager
Corporate Real Estate

cc: John Kvistad, JPACT Chair

Tektronix, Inc.
P.O. Box 500
Beaverton, Oregon 97007-0001
503 627 3111

Tektronix

M/S 22-511
503 627-4273
503 627-5653

BY FACSIMILE & REGULAR MAIL

May 4, 1999

Mr. Andrew C. Cotugno, Transportation Director
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Mr. Cotugno:

We understand that the Hall Blvd. Extension project has not been included on the staff-recommended 100% List for the FY200-2003 NTIP. We believe extending Hall Blvd. west of Cedar Hills Blvd. to Hocken/Terman Rd. is a good project because it would provide needed connectivity and eliminate out-of-direction travel for all travel modes between potential high growth employment areas at the Tektronix and Nike campuses, the Beaverton Creek light rail station, existing retail opportunities at the Beaverton Mall, and the emerging 2040 regional center in Beaverton.

Although the project is categorized as a boulevard project, unlike many other boulevard projects on the 100% List, this new connection is also projected to provide significant traffic congestion relief to both Cedar Hills Blvd. and Jenkins Road. Additionally, this connection could be expected to take some local traffic off T.V. Hwy., which still remains as a large unresolved problem in the Regional Transportation Plan. The need for a project of this type is identified by local planning efforts including the draft Beaverton Transportation Plan and the Tektronix Beaverton Campus Traffic/Transportation Analysis (Kittelson & Assoc., March 1998).

As property owners directly effected by this project, we support Washington County's request to add this project back to the 100% List for preliminary design work only. This funding will allow development of a design that will meet transportation needs, while be sensitive to the impacts to affected property owners. Please call us if there is anything else we can do to ensure the project's inclusion in the MTIP.

Sincerely,



John T. Kaye, Manager
Corporate Real Estate

cc: John Kvistad, JPACT Chair



May 5, 1999

**MITCHELL
NELSON**

Jon Kvistad, Councilor
Metro
600 NE Grand Avenue
Portland, OR 97232

Subject: Transportation 2000 Allocation Process and Funding Priorities

LAND USE
PLANNING

ENGINEERING

LANDSCAPE
ARCHITECTURE

PROJECT
MANAGEMENT

DEVELOPMENT
SERVICES

Councilor Kvistad, Members of the Metro Council, and JPACT Representatives:

First, let me apologize for not being able to attend the hearing held on Tuesday, May 4th regarding this subject. In lieu of my in-person testimony, please accept this letter as my input to this process.

Approximately three years ago when I was Chair of the Transportation Committee for the Columbia Corridor Association, the *North Marine Drive Widening Project* arose as a public issue with which a lot of people became involved. The City of Portland and the Port of Portland decided that a completely open public process was the best method of determining an acceptable solution to the problem of traffic on No. Marine Drive in the Rivergate District. A Citizens Advisory Committee (CAC) was formed and I was asked to represent the Columbia Corridor Association on that CAC.

Through an 18 month process of meetings, field trips, pictures, drawings, plans, and technical information, we learned about the issue of traffic in Rivergate and, more specifically, on No. Marine Drive. It clearly became evident to most if not all of us on the CAC that some measure had to be taken to widen No. Marine Drive adjacent to the Fisher Mills and Nordstrom facilities, and Metro's Smith and Bybee Lakes Park to improve safety, increase environmental protection for the lakes and overcome the conflict between surface transportation and an important rail line connecting the interior of Rivergate with the North Portland Harbor rail system and Terminal 6. The CAC slowly and methodically worked through the issues and alternatives, finally settling on a proposed solution. This solution met with the approval of both the City Council and the Port Commission.

Unfortunately, this solution was somewhat more costly than others that could have been selected. But, the CAC, the City and the Port agreed that the proposed solution was the best for all parties concerned, and provided the greatest degree of safety, environmental protection, and promotion of continued business activities in Rivergate. From my perspective, it was extremely important that the business of the Rivergate area not be adversely impacted by the proposed alternative. In fact, it was my position that the project should be a measure to improve business opportunities within Rivergate. The importance of the Rivergate District to the economy of the region cannot be overstated, and the role that No. Marine Drive plays in that "bigger picture" is critical. Simply stated, we had to find a way to widen No. Marine Drive.

While we have found an acceptable solution, funding of that solution is now the major problem. The project costs now exceed the current budget. Of the total \$15 million needed to build just

233 SW NAITO
PARKWAY

PORTLAND,
OREGON 97204

TEL
503/ 225-0822

FAX
503/ 273-8353

WWW.MNGI.COM



MITCHELL
NELSON

Jon Kvistad, Metro Council and JPACT Representatives

May 5, 1999

Page 2

the first phase of this project, the Port will pay \$10 million and the City will pay \$1 million. That leaves a shortfall of nearly \$4 million which must be funded from various local, regional and federal sources. We desperately need the total funding package, and that would include participation from Metro in the form of both the \$1.795 million on the "100% list", plus an additional \$1.795 million to complete the project.

As a fully funded project, the No. Marine Drive Widening project will contribute significantly to the continuing economic strength of the region. A widened No. Marine Drive will promote the movement of freight as well as employee and visitor traffic in the Rivergate District, while providing environmental protection for the Smith and Bybee Lakes area, and improving identified safety concerns and issues. As a continuation of the CAC process, that same group now meets as a Design Review Committee to assist the City and the Port in refining the final design of this project. Considerable volunteer and unpaid time and effort have gone into this process, now over two years in the making. We have come to firmly believe in this project and are advocates for its continuing journey to fruition.

As a concerned citizen, member of the CAC and Design Review Committee, and strong advocate of the City and the Port in doing the business of the region, I urge you to fully fund the balance necessary for the future of this project. Without Metro funding to the fullest possible level, this important project may languish, resulting the loss of a tremendous effort by many, many people.

Thank you.

Robert Price
Director of Planning Services
Mitchell Nelson Group, Inc.
233 S.W. Naito Parkway
Portland, OR 97204
(503) 944-2162

c: ✓ Andy Cotugno, Metro
Charlie Hales, City of Portland
Stacy Bluhm, City of Portland Office of Transportation
Chris White, Port of Portland

I-405 Gateway Committee
Neighbors West/Northwest
1819 NW Everett Street, Suite 205
Portland, OR 97209
May 6, 1999

Commissioner Terry Whistler
Attn: Ms. Tamira Clark
Program & Funding Manager
Oregon Department of Transportation
Region 1
123 NW Flanders
Portland, OR 97209-4037

Re: I-405 Landscaping and Beautification Project
Bicycle, Pedestrian and Alternative Transportation Enhancements
for the Transportation Enhancement Program - Priorities 2000

Dear Commissioners & Committee Members:

I would like to reinforce the importance and timeliness of the I-405 Landscaping and Beautification Project which requests Transportation Enhancement Program funding. This project includes landscaping and enhancing ODOT owned lands above and under the north end of I-405 and directly enhances bicycle, pedestrian and alternative transportation means accessing the heart of Oregon's largest metropolitan area, Portland.

The I-405 Gateway Committee requests \$300,000 to landscape and enhance sections of the I-405 corridor not addressed in another proposal submitted by ODOT District Manager Ron Kroops. The areas in our proposal are identified on the enclosed maps and include ODOT owned parcels that are: (1) along the I-405 corridor just north of the Fremont Bridge ramps at NW Wilson and NW 23rd Avenue; (2) underneath the I-405/Fremont Bridge on and off ramps near NW 19th; (3) underneath I-405 on NW 16th between NW Marshall and NW Johnson, adjacent to the City of Portland Street Car site currently under construction; and (4) along the exit and entry ramps at NW Everett.

The project has been developed in close coordination ODOT Regional Managers, City officials, community and business associations and related transportation citizen taskforces. It has the endorsement of Mayor Vera Katz of Portland, City Commissioners, and a coalition of Northwest residential, business and industrial neighborhoods. In addition, this program is one of high economic value to the State as it directly and significantly impacts accesses to Oregon's largest metropolitan area, and creates a lasting impression of the State on the hundreds of thousands tourists and commuters travelling through yearly.

The timing of this project is unusually opportune, enabling coordination with other regional transit plans and increasing the impact of all public transportation improvement dollars focused on the region. This project has been and will continue to be closely coordinated with the current pedestrian, bicycle and commuter enhancement plans surrounding the I-405 freeway, such as: the

new Street Car program for the Portland metropolitan; the targeted first stages of the "Bridge the Gap-Cap I-405 Project", proposed by the region to strengthen the urban economy and livability of Portland; as well as completing the connection to pedestrian and bicycle enhancements to NW Naito Parkway, another major transportation artery in the metropolitan area.

Most importantly, the I-405 Landscaping and Enhancement Program has strong community-wide support, including neighborhood and business coalitions, service agencies, City officials, and ODOT managers. The proposed program has developed through grass-roots passion, strong project management, professional and civic-wide input. The match from the sponsoring agency exceeds the required 10.27 percent, reflecting strong community support and commitment.

This program addresses a need that commuters, motorists, residents, pedestrians, cyclists, community and civic leaders have sought to remedy for over two decades. We urge you to favorably consider and to award the funds requested to support the I-405 Landscaping and Enhancement Program.

Sincerely,

Ann Witsil
Chair, I-405 Gateway Committee

enclosures

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11-19	Planting Plans
20-28	Vegetation Plans

Dwg. No. 2502 Identification Signs
 2049 2050 2051 Illumination
 5463 5465 5467 Signing

Informational Only

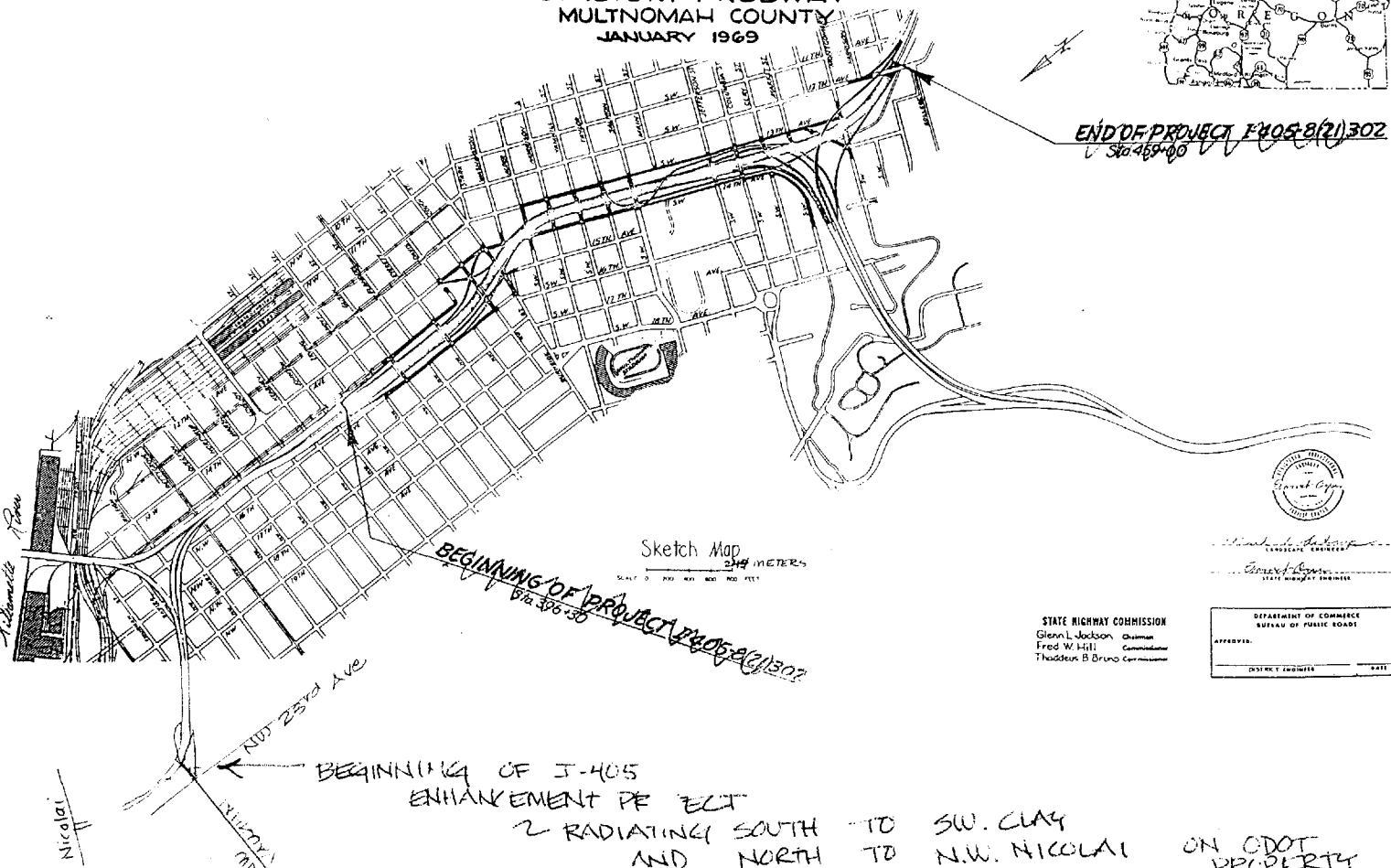
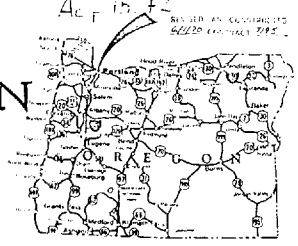
STATE OF OREGON
STATE HIGHWAY DEPARTMENT

PLANS FOR PROPOSED PROJECT
ROADSIDE IMPROVEMENT

N.W. JOHNSON ~ S.W. MONTGOMERY SECTION

STADIUM FREEWAY
MULTNOMAH COUNTY
JANUARY 1969

N.W. JOHNSON ~ S.W. MONTGOMERY SECTION			
STADIUM FREEWAY			
MULTNOMAH COUNTY			
FILE NO.	STATE	PROJECT NUMBER	YEAR
8	OREGON	405(2)302	1969



END OF PROJECT #405(2)302
 Sta 459+00

Sketch Map
 244 METERS
 SCALE 0 200 400 600 800 FEET
BEGINNING OF PROJECT #405(2)302
 Sta 386+50



David L. Johnson
 LICENSED ENGINEER
 State of Oregon
 STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
 Glenn L. Jackson Chairman
 Fred W. Hill Commissioner
 Theodor B. Bruno Commissioner

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED:	DATE:
DISTRICT ENGINEER	

BEGINNING OF J-405
 ENHANCEMENT PROJECT
 2 RADIATING SOUTH TO SW. CLAY
 AND NORTH TO N.W. NICOLAI ON ODOT
 PROPERTY

I-405 Gateway Committee
Neighbors West/Northwest
1819 NW Everett Street, Suite 205
Portland, OR 97209
April 12, 1999

Ms. Tamira Clark
Program & Funding Manager
Oregon Department of Transportation
Region 1
123 NW Flanders
Portland, OR 97209-4037

Re: Transportation Enhancement Program Proposal Amendments
Reducing Funding Requested for I-405 Landscaping

Dear Ms. Clark:

Thank you for taking the time recently to apprise our group of the review process related to Transportation Enhancement Program proposals for urban areas. It is our understanding that the proposals will be reviewed and selected for funding recommendation by April 17th. We respectfully submit the enclosed proposal amendments which significantly reduce the funding amount requested from \$1,046,000 to \$300,000.

The I-405 Gateway Committee requests \$300,000 to landscape and enhance sections of the I-405 corridor not addressed in another proposal submitted by ODOT District Manager Ron Kroops. The areas in our proposal are identified on the enclosed maps and include ODOT owned parcels that are: (1) along the I-405 corridor just north of the Fremont Bridge ramps at NW Wilson and NW 23rd Avenue; (2) underneath the I-405/Fremont Bridge on and off ramps near NW 19th ; and (3) underneath I-405 on NW 16 th between NW Marshall and NW Johnson, adjacent to the City of Portland Street Car site currently under construction.

These sites are selected as they all are: adjacent to a heavily traveled ODOT highway corridor; have bicycle and pedestrian access; are adjacent to areas of alternative mass transportation options, including Tri-met busses, Portland City Street Cars (under construction), taxis, van and car pooling parking areas; and are located in the highest density of residential population and commercial enterprises in the state of Oregon. Enhancing these sites through landscaping will increase significantly the appeal of these locations for alternative transportation uses.

Matching funds have been designated that exceed the required minimum of 10.27 percent. The I-405 Gateway Committee is experienced in accomplishing efficient and effective highway landscaping which support alternative transportation and recreational uses near ODOT owned corridors.

In addition, should the funding review committees not award sufficient funding to the ODOT Region 2 proposal, that of District Manager Ron Kroop, for landscaping and enhancement of the I-405 corridor, the I-405 Gateway Committee requests an additional \$300,000 to address

designated ODOT owned parcels along that corridor. These parcels will be prioritized with ODOT Region 2 and with appropriate City and regional committees, such as the Cap I-405 Review Task Force recently appointed by Portland City Mayor Katz and the Portland Street Car staff and Task Force.

Enclosed are letters of endorsement for the I-405 Gateway Committee proposal from Mayor Vera Katz, City Council members, and various neighborhood and business associations. We look forward to working with the Transportation Enhancement Program Funding committees and staff to address these proposed project areas cost-efficiently and collaboratively.

Thank you for your consideration of this revised proposal. Please call me at 274-4005 with any questions.

Respectfully submitted,

Ann G. Witsil
Chair, I-405 Gateway Committee
Neighbors West/Northwest
274-4005

Enclosures

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7	Summary
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5-10 Incl.	Planting Plans
11, 12 Incl.	Irrigation Plans

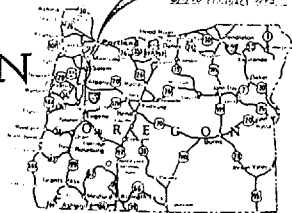
STATE OF OREGON
STATE HIGHWAY DEPARTMENT

PLANS FOR PROPOSED PROJECT
ROADSIDE IMPROVEMENT

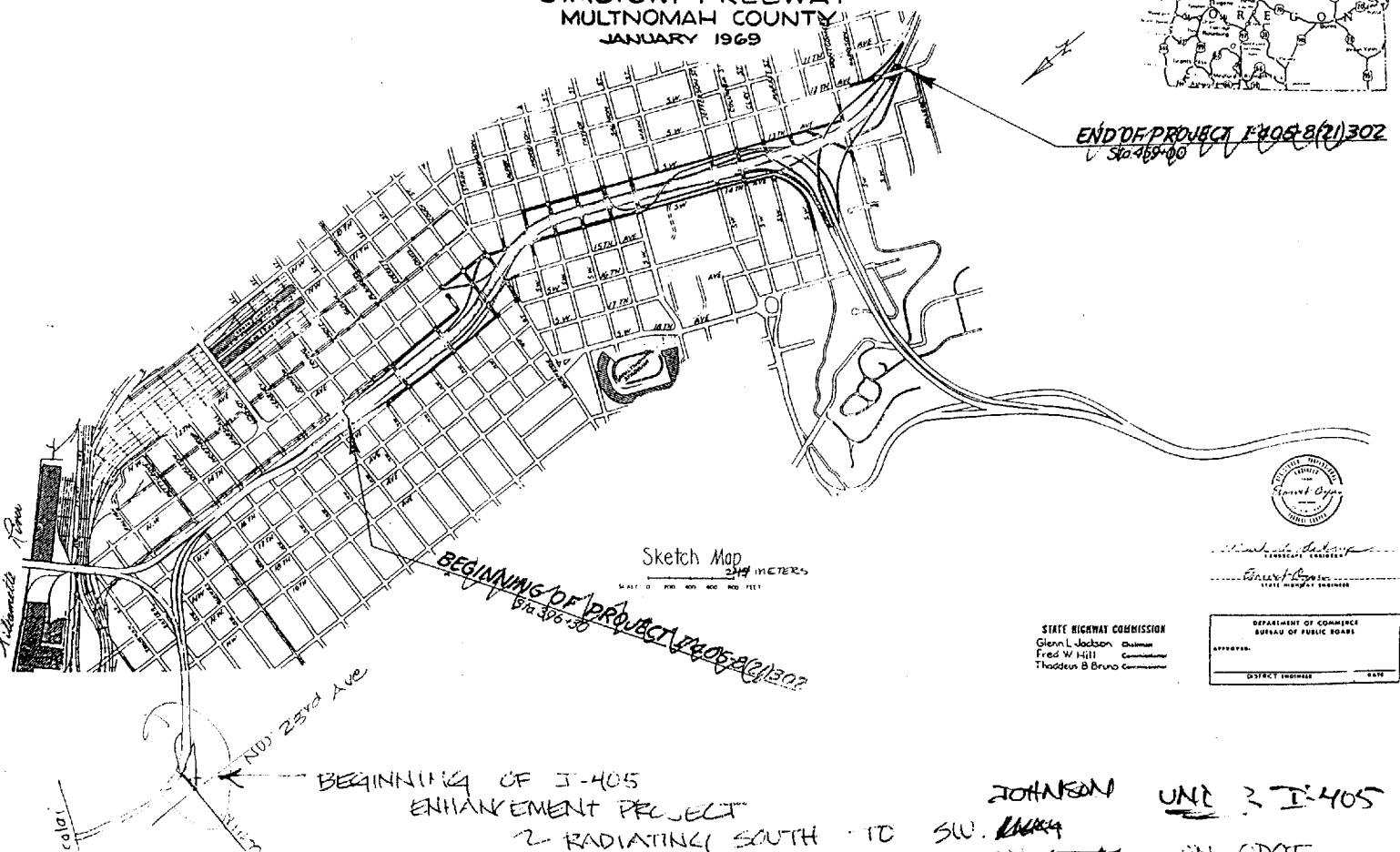
N.W. JOHNSON~S.W. MONTGOMERY SECTION
STADIUM FREEWAY
MULTNOMAH COUNTY
JANUARY 1969

N.W. JOHNSON~S.W. MONTGOMERY SECTION STADIUM FREEWAY MULTNOMAH COUNTY			
FED. ROAD DIST. NO.	STATE	PROJECT NUMBER	FIG. NO.
8	OREGON	405-8(2)302	1

467 1572
APPROVED BY COMMISSIONERS
6/22/69 CONTRACT 3785



Qty. No. 2502 Identification Signs
2009 2000 2051 Illumination Informational City
3463 3465 3467 Signage



END OF PROJECT I-405-8(2)302
Sta 469+00

Sketch Map
SCALE: 0 100 200 400 800 FEET



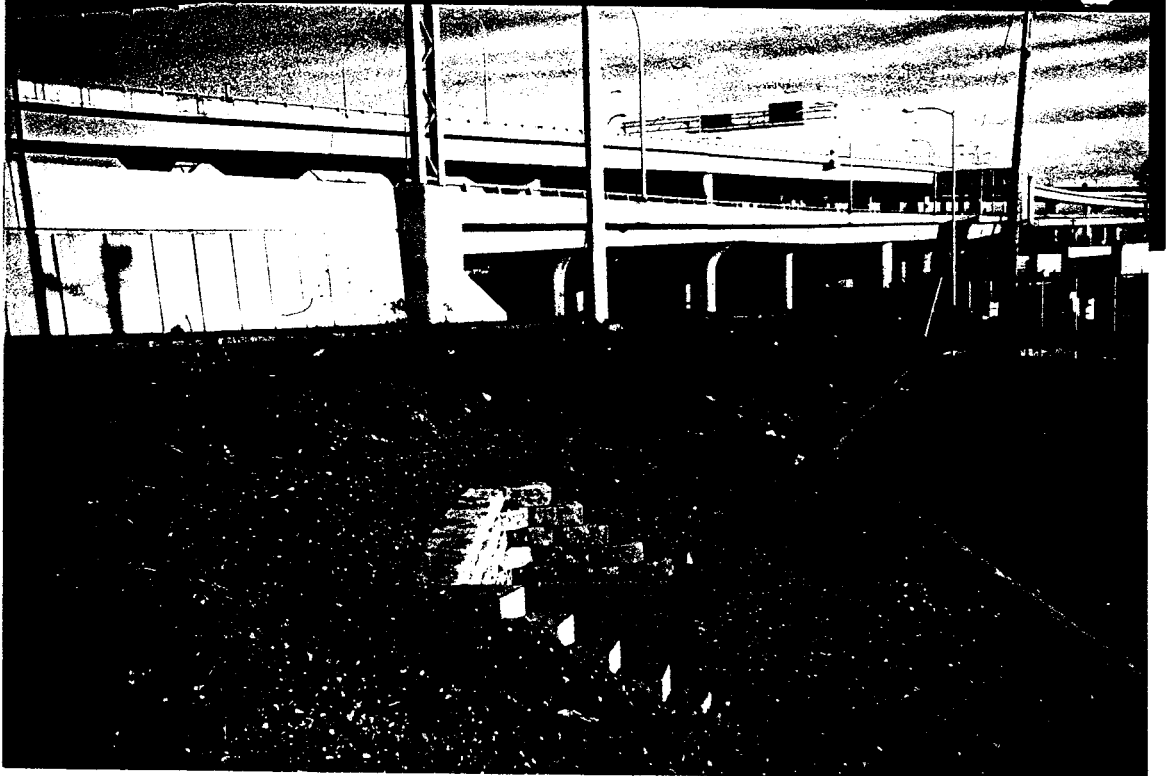
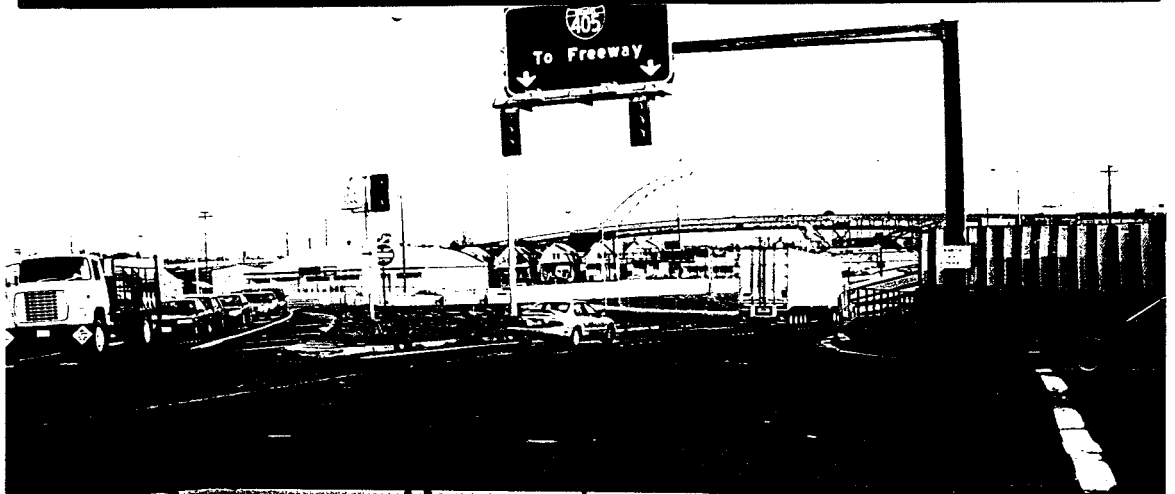
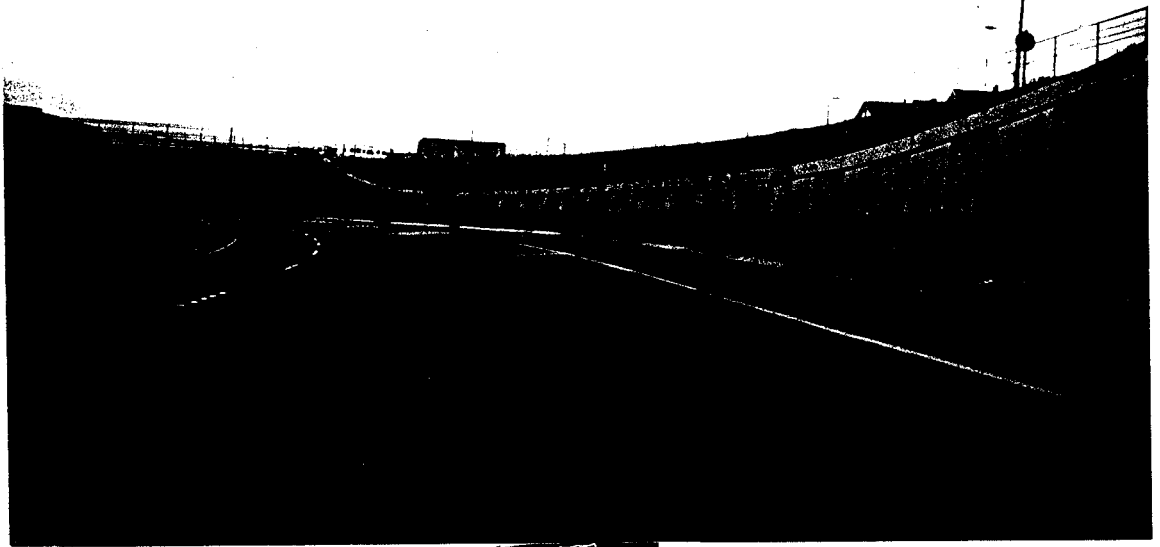
Robert C. Jones
STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
Glenn L. Jackson Chairman
Fred W. Hill Commissioner
Thosden B. Bruno Commissioner

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED:	DATE:
DISTRICT ENGINEER	

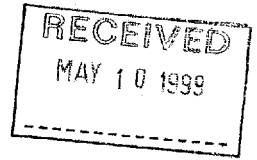
JOHNSON UNCL 3 I-405
SW. COLORADO ON CDOT





WESTSIDE
ECONOMIC ALLIANCE

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



May 6, 1999

Mr. Andy Cotugno, Transportation Director
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232

Dear Andy,

The Westside Economic Alliance has reviewed the recommendations on the 100% Project List for the Metropolitan Transportation Improvement Program (MTIP). We support the recommendations that have been forwarded to the Joint JPACT/Metro Council Transportation Planning Committee. Specifically, we are in support of the recommendation that STP funding be allocated to critical highway projects throughout the region. We previously expressed our support for the allocation of STP funds to highway projects to address the critical road needs of the region.

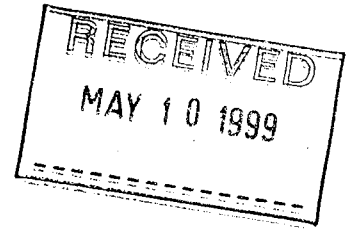
We would specifically endorse the Murray Overcrossing (Millikan/Terman) project that has been included on the 100% Project List. This improvement will address a bottleneck on a major north-south facility in Washington County. The project will improve transportation services to both the Tektronix Campus and the Nike Campus. We believe that the Washington County Coordinating Committee has done a good job in identifying priority projects to submit for Metro's consideration during the MTIP process. We are in support of this committee's work.

The Alliance supports the adoption of the 100% Project List as presented. We recognize that available funds to allocate are limited and there are many deserving projects. We continue to believe that the STP funds should be allocated to seriously needed road projects in the region.

Sincerely,

Frank Angelo
Transportation Committee Chair
Westside Economic Alliance

center developments
oregon, ltd.



May 7, 1999

Mr. Andrew C. Cotugno
Transportation Director
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232-2736

Re: Hall Boulevard Extension
FY 2000-2003 100% MTIP List

Dear Mr. Cotugno:

We own and operate the Beaverton Mall Shopping Center under a long-term ground lease with Bernard Properties Partnership. As you know, Hall Boulevard terminates at Cedar Hills Boulevard, adjacent to the Shopping Center.

We know that the city of Beaverton, Washington County and certain other parties are interested in extending Hall Boulevard through the Shopping Center property to connect with Hocken Avenue. We are prepared to explore the possibility of making a public connection between Hall and Hocken, however, a number of significant issues will need to be addressed. Among other things, a creative compromise design will need to be developed that will minimize adverse impacts to the Shopping Center. Therefore, we support Washington County's request that this project be included in the 100% MTIP list for preliminary design work only.

Please do not hesitate to contact us if you have any questions regarding this matter.

Sincerely,

CENTER DEVELOPMENTS OREG., LTD.

A handwritten signature in black ink, appearing to read "James E. John". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

James E. John
President of the General Partner

cc: Bernard Properties Partnership
Joe Grillo
John Kaye
John Rosenberger

HILLSDALE

Neighborhood Association

RECEIVED

MAY 11 1999

EXECUTIVE OFFICER

Wesley Risher
President
452-0935

Eamon Molloy
Vice President
246-6306

Sharon Nelson
Recording Secretary
246-3967

Claudia Atherton
Corresponding
Secretary
245-8396

Don Baack
Treasurer
2 988

Richard Garfinkle
Director #6
246-9802

Jan Baldwin
Director #7
246-2386

Shirley Karl
Director #8
293-2032

Gary Wasserman
Director #9
977-9737

Mary Webber
Director #10
244-0837

L. Calhoun
Director #11
245-2663

May 8, 1999

Mike Burton, Metro Executive Office
600 NE Grand Avenue
Portland, OR 97232

Re: Metropolitan Transportation Improvement Program Projects

Dear Mr. Burton:

On May 1 I wrote regarding our Neighborhood's support for three projects on the currently proposed Metropolitan Transportation Improvement Program (MTIP). I understand that since that time some questions have been raised regarding the impact upon traffic flow of the project identified in your schedule as classification G Pedestrian, #14. This project will improve the present intersection of Capitol Highway, Beaverton-Hillsdale Highway, Bertha Court, and Bertha Street.

This intersection improvement has been evaluated as a part of three different governmental studies during the past 5 years. Each of these evaluations have found a net public benefit in improving this intersection. Each provided opportunity for extensive public input as well as professional study. These studies were:

Capitol Highway Plan, January, 1996, by City of Portland Office of Transportation. It does not define the final project, but provides a conceptualization of the intersection alternatives. Other parts of the road in this study have already been constructed or are in varying phases of planning or construction, based upon the concepts in this plan.

Hillsdale Town Center Plan, November 1997, Bureau of Planning Portland, Oregon. In conformance with Metro's planning process, this citizen-driven plan identified this intersection as one of the projects to be completed within the next 5 years. This major intersection is located within the Hillsdale Pedestrian District, yet does not provide signalized crossings for some many of the pedestrian movements. This project will correct this major deficiency, as well as simplify the traffic movement.

Hillsdale Library Siting, March 1999, Multnomah County. This open siting process arrived at the site next to this intersection after further coordination with the Portland Office of Transportation. The County, in selecting this site, is moving forward with development concepts contained in the Town Center Plan.

The public need, and public commitment for improvement of this intersection is well documented. I ask, on behalf of our Planning and Transportation Committee, your continued support in moving this project forward. It is one of the pieces that will help achieve Metro's vision for the future.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Glenn W. Bridger". The signature is fluid and cursive, written in a professional style.

Glenn W. Bridger, Chair
Hillsdale Planning and Transportation Committee

cc: Ginnie Cooper, Director of Libraries, Multnomah County Library

Metro Board - what part of NO
do you not understand. We don't
Want lite tail N+S E+W!
Improve the Freeways +
Indanys!

John Krupic #
2155 SE 30 ave
97214

Dear Councilor Monroe,

As the Presiding Officer of the Metro Council, I hope you will do whatever possible to help ease auto dependence in the Portland metro area. One easy way to achieve this is to push for a more balanced federal transportation funding package. Metro staff's current proposal for MTIP is heavily skewed towards road modernization and freeway enhancements, creating additional auto capacity that will only increase congestion and pollution.

I believe a greater proportion of the \$75 million in non-allocated, flexible funds should go toward bikeways, sidewalks, and transit improvements. Permanent bike/ped access to the Morrison Bridge and the numerous greenway trails should not have been taken out of the 100% funding cut. Since state gas tax revenues are used for roads only, these flexible funds are the best way to create a more "livable" region through sustainable forms of transportation.

I hope you will consider eliminating unnecessary road projects from the MTIP allocations and restore those projects which provide non-polluting alternatives.

Please register my thoughts as official public comments.

Thank you,

(signature)

(name)

(address)

Kay Hansen
KAY DANNEN
2015 SW WARWICK
Portland, OR 97225

Dear Councilor Monroe,

As the Presiding Officer of the Metro Council, I hope you will do whatever possible to help ease auto dependence in the Portland metro area. One easy way to achieve this is to push for a more balanced federal transportation funding package. Metro staff's current proposal for MTIP is heavily skewed towards road modernization and freeway enhancements, creating additional auto capacity that will only increase congestion and pollution.

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I hope you will consider eliminating unnecessary road projects from the MTIP allocations and restore those projects which provide non-polluting alternatives. **Please register my thoughts as official public comments.**

Thank you,
(signature) Steve Abeling Steve Abeling
(name) STEVE ABELING
(address) 2116 NE 18 AVE, PORTLAND OR 97212

To Metro

Steve Schreiber, Senior Manager, Aviation Finance
Port of Portland
7000 NE Airport Way
Portland Or 97218

Passenger Facility Charge (PFC);

***On pg. 3-34 of the PDX Draft environmental Assessment it states " Cumulative
*Effects Because Vehicle miles traveled are reduced under the Proposed
*Project, there would be a small, But Insignificant, improvement in cumulative
*regional air quality.**

So why spend \$182 million dollars plus interest to achieve nothing. I would guess insignificant would be less than the margin of error.

Projected ridership has been very poor on other airport Light rail projects .Tri Met projects 7% ridership. This was counting on the voters passing the south north light rail project . It didn't pass. The numbers below are nothing to be proud of.

Other light rail projects to airports

Cleveland	projected	5%	and	got 2%
Chicago O'Hare	projected	11%	and	got 5%
Philadelphia	projected	12%	and	got 2%
Baltimore	projected	8%	and	got 3%

We had a free shuttle service from Gateway to PDX that Tri-Met ran, and it averaged less than 2 riders per bus. The Gateway shuttle was not door to door service. If you can drive to Gateway you might as well drive all the way to the PDX terminal. The shuttle went directly to PDX , The bus was faster than the new Max will be. Max will have more stops that will slow the trip.

Why don't we try carpool lanes and busways that included private shuttles. They are much faster and provided door to door service? This is what most travelers prefer. Busways including Carpool , and Private shuttles or High occupancy lanes (HOV) are less expensive more versatile and better used than any light rail project could ever be. Isn't that the goal? If PDX believes transit is lacking form down town Portland then Tri-Met should try running a direct shuttle form down town before they even think about this Max line. It is also much less expensive to allow the private sector to fill the holes that public transit leaves.

*** On pg. 3-34 of the PDX Draft Environmental Assessment it states
* " Cumulative Effects Because Vehicle miles traveled are reduced under
* the Proposed Project, there would be a small , But Insignificant, improve
* ment in cumulative regional air quality."**

So Max to PDX will not reduce pollution.

Max will not reduce congestion, Max will increase it, because of the development along Airport way (Cascadia station). Included in the project is a projection of adding 10,000 new jobs + customers to Cascadia Station. If Tri-Met's projection of 7% of these new employees use the MAX, that's a increase of 9,300 new people on Airport way each day. If all these people drive to and from PDX that's over 18,600 new trips not counting if they drive to lunch or run errands. Then you add customers to the new shopping and business center and, we are looking at around 57,000 new trips on Airport way each day. Most of these people will not be flying out of PDX.

It was also stated at the Max hearing that the majority of the riders would not be going to PDX on Max but to Cascadia station.

I see no benefit to Portland Int. Airport by supporting this Passenger Facility Charge. It appears you are being asked to support this project because the voters would not support building another Max line that very few can use. I'm sure there are much more important projects at Portland's Airport, that need to be done. \$146 million dollars (Including interest) for a passenger facility charge is out of line. This light rail project is not a asset if the goal is to make PDX more accessible to airline passengers and freight carriers.

There will be no luggage racks, and if your not coming from downtown Portland you will transfer carrying luggage, only some of the trains from down town will be direct trips to PDX. There will be no over night parking along the Max line. Who do you know would like to haul luggage hundreds of feet, or transfer to another train possibly more than once if they can be dropped off in front of the airport lobby. As you know the average passenger carries about 2.5 pieces of luggage.

If we are going to sell bonds to improve the access to the Airport, that's what we should really do, not this pie in the sky scam.

Craig Flynn
12048 NE Fargo CT
Portland Oregon
97220
255-3557

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2778 FOR THE PURPOSE OF ESTABLISHING A BI-STATE COMMITTEE OF THE JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT) AND THE SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

Date: April 30, 1999

Presented by: Andrew C. Cotugno

PROPOSED ACTION

Approval of this resolution would establish a Bi-State Transportation Committee of the Joint Policy Advisory Committee on Transportation (JPACT) and the Southwest Washington Regional Transportation Council (RTC) to develop recommendations on bi-state transportation issues for JPACT and RTC consideration. If approval of this resolution occurs, JPACT and the RTC Board would not take action on an issue of major bi-state significance without first referring the issue to the Bi-State Transportation Committee for their consideration and recommendation.

BACKGROUND AND ANALYSIS

The Portland/Vancouver region faces numerous decisions on transportation investments and policies that affect the region's economy and land use and growth management plans. Examples of these transportation and investment policies include developing long-term plans for the I-5 corridor, high occupancy vehicle policies, the I-5 Bridge Painting and Maintenance project, I-205 corridor plans, bi-state transit services, freight rail capacity issues and possible solutions, transportation demand management programs and funding mechanisms.

JPACT provides a forum at Metro for local and regional elected officials and representatives of agencies involved in transportation to resolve transportation needs affecting the Portland/Vancouver region in Oregon. The RTC provides a similar forum for resolving transportation needs affecting the Portland/Vancouver region in Washington. While both include representation from the other state, neither forum include the full bi-state representation in one forum necessary to facilitate a full discussion of transportation needs affecting the Portland/Vancouver region and to develop the commitment necessary to resolve them.

JPACT discussed the concept of a joint bi-state transportation committee informally at a meeting in November. The discussion at that meeting reflected interest in exploring the idea of a bi-state subcommittee.

The RTC Board approved the bi-state transportation committee at their May 4 meeting. The discussion reflected their strong support for a bi-state transportation committee. Prior to approving the resolution and intergovernmental agreement, they requested that an additional member be added to the committee to represent smaller jurisdictions in southwest Washington, making the total membership proposed for the Portland/Vancouver region in Oregon equal to that proposed for the Portland/Vancouver region in Washington. They also increased the quorum from three to four members from each state for a total of eight. The intergovernmental agreement, attached to the resolution, reflects these changes.

JOINT RESOLUTION OF
METRO AND THE
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

FOR THE PURPOSE OF ESTABLISHING A)	METRO RES. NO. 99-2778
BI-STATE COMMITTEE OF THE JOINT)	
POLICY ADVISORY COMMITTEE ON)	SOUTHWEST WASHINGTON
TRANSPORTATION (JPACT) AND THE)	RTC RESOLUTION NO. 05-99-11
SOUTHWEST WASHINGTON REGIONAL)	
TRANSPORTATION COUNCIL (RTC))	Introduced by
		Councilor Jon Kvistad,
		JPACT Chair

WHEREAS, The Joint Policy Advisory Committee on Transportation (JPACT) provides a forum at Metro for local and regional elected officials and representatives of agencies involved in transportation to resolve transportation needs affecting the Portland/Vancouver region in Oregon; and

WHEREAS, The Southwest Washington Regional Transportation Council (RTC) provides a forum in Southwest Washington for local and regional elected officials and representatives of agencies involved in transportation to resolve transportation needs affecting the Portland/Vancouver region in Washington; and

WHEREAS, Transportation issues, ranging from Interstate maintenance needs, freight rail needs, transit and finance affect the people and the economy in the entire Portland/Vancouver region; now, therefore,

BE IT RESOLVED THAT:

Metro and RTC:

1. Establish a Bi-State Transportation Committee to develop recommendations to JPACT and RTC on bi-state transportation issues; and

2. Authorize executing an Intergovernmental Agreement (as substantially reflected in Exhibit "A") specifying the roles and responsibilities of the Bi-State Transportation Committee.

ADOPTED by the Metro Council this ____ day of _____, 1999.

Ron Monroe, Metro Presiding Officer

ADOPTED by the Board of Directors of the Southwest Washington Regional Transportation Council this ____ day of _____, 1999.

Judie Stanton, RTC Chair

Approved as to Form:

Daniel B. Cooper, General Counsel

CD:lmk
99-2778.BSRES.DOC
4-15-99

Intergovernmental Agreement

Specifying the Roles and Responsibilities of a
Joint JPACT and RTC Bi-State Transportation Committee

Role

The Bi-State Transportation Committee shall review all issues of bi-state significance for transportation and present recommended actions to RTC and JPACT.

JPACT and the RTC Board shall take no action on an issue of major bi-state significance without first referring the issue to the Bi-State Transportation Committee for their consideration and recommendation. Any member of JPACT or the RTC Board may request referral of an item to the Bi-State Transportation Committee for consultation prior to action.

Membership

JPACT and the RTC Board will nominate membership in the Bi-State Transportation Committee. Membership will be drawn from agencies serving on JPACT and the RTC Board with representation in Washington from the Washington Department of Transportation, C-TRAN, City of Vancouver, one of the smaller cities in Clark County, Clark County and the Port of Vancouver. In Oregon, membership will be from the Oregon Department of Transportation, Tri-Met, one of the counties of the tri-county region, City of Portland, Metro and the Port of Portland. Each agency shall select their member for the Bi-State Transportation Committee and shall also identify an alternate member.

The Bi-State Transportation Committee may create working groups on a topical basis that involve other elected officials and business or community representatives as needed.

Membership will be valid as long as the member is a member of JPACT and the RTC Board or appointed by JPACT or the RTC Board.

Chair and Vice Chair

The Bi-State Transportation Committee shall elect its Chair and Vice-Chair. The Chair and Vice-Chair shall not be representatives of the same state.

Voting

Each member will have one vote. A simple majority vote is needed to pass an action item. A quorum is needed for a vote to be valid.

Quorum

A quorum is defined as four members from each state for a total of eight.

Reporting

The Bi-State Transportation Committee shall report to JPACT and the RTC Board semi-annually to alert the full committees on issues of bi-state significance and the schedule for upcoming action items.

The Bi-State Transportation Committee shall submit an annual report to JPACT and the RTC Board that highlights the committee's major accomplishments and progress over the last year. The report will be distributed to JPACT and the RTC Board one year after the date of their first meeting and annually each subsequent year.

Minutes of each meeting shall be taken and distributed for approval at the subsequent Bi-State Transportation Committee meetings.

Amendment

Any amendment to this agreement shall require the approval of JPACT, the Metro Council and RTC Board.

Termination

Termination of this agreement and the Bi-State Transportation Committee will require written notice sixty (60) days prior to the termination date proposed by JPACT or the RTC Board.

Meeting Location

Meetings will alternate between sites in Oregon and Washington.

Public Notice

The public shall be notified of the Bi-State Transportation Committee meetings consistent with other public meeting notices required by Metro or RTC.

Administrative Support

Metro and RTC shall share in the costs for administrative support and staffing to the Bi-State Transportation Committee.

Budget/Expenses

Expenses for conducting Bi-State Transportation Committee meetings shall be equally shared between Metro and the RTC.

COMMITTEE MEETING TITLE JPACT

DATE 5-13-99

NAME

AFFILIATION

NAME	AFFILIATION
Jean Knight	4-cities E. County
David Brington	Metro Council
RAB DRAKE	CITIES OF WASH. CO.
Lou ODEN	" " (ACT)
Royce E. Pollard	VANCOUVER
KARL ROLFE	C ³
David Lohman	Port of Portland
Dow Wagner	WS DOT
Kay Van Sickle	ODOT
Bill FORDHAM	CLACKAMAS Co
Sharon Kelley	Multnomah County
CHARLE HALE	City of Portland
ED WASHINGTON	METRO
Fred Hansen	TRI-MET
Jon	Metro
Andy Cohn	metro
GREG GREEN	DEQ
Roy ROGERS	WASHINGTON city.
Susan McLain	Metro
Bob Monroe	Metro P.O.
G.B. Arrington	T. Unit
Mike Hoglund	Metro
Pat Collmeyer	Neil Goldschmidt, Inc.

COMMITTEE MEETING TITLE _____

DATE _____

NAME

AFFILIATION

NAME	AFFILIATION
Ted Spence	Citizen
Ron Papsdorf	City of Gresham
Ed Abrahamson	Multnomah County
Chris Becher	Mayor, Gresham
STEVE DOTTERER	CITY OF PORTLAND
John Williams	Mayor Oregon City
Dan Bartlett	City Manager, Milwaukie
Chris Dffbach	Metro
BILL BARBER	Metro
Gary Katsion	Citizen - TPAC
John Rosenberg	Washington County
Don Coffinbill	DC
Paul Silver	City of Wilsonville
Judy Edwards	Westside Transp. Alliance
Roger Greller	City of Portland
Catherine Cracro	Bicycle Transportation Alliance
Meeky Fitzgerald	Citizen
Jessica Hamilton	Rep. David Wu
Elsa Coleman	City of Portland
Marc Zalkin	City of Portland
Gerald Sealey	Multnomah County
Kathy King	Oregon Office of Energy
Susan Lee	Multnomah County

