

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, February 18, 2016
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

- | | | | |
|----------------|------------|--|---|
| 7:30 AM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Craig Dirksen, Chair |
| 7:35 AM | 2. | CITIZEN COMMUNICATIONS ON JPACT ITEMS | |
| 7:40 AM | 3. | UPDATES FROM THE CHAIR & COMMITTEE MEMBERS | Craig Dirksen, Chair |
| | | <ul style="list-style-type: none">• JPACT Finance Subcommittee Update• RTP Regional Leadership Forum 1: April 22nd• STIP Update | Kelly Brooks, ODOT |
| | 4. | <u>CONSENT AGENDA</u> | |
| 7:55AM | 4.1 | * Consideration of the JPACT Minutes for January 21, 2016 | |
| | 5. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 8:00 AM | 5.1 | * Governor's Transportation Vision Panel and Upcoming Regional Forums Presentation- <u>INFORMATION</u> | Sam Haffner, ODOT |
| 8:35 AM | 5.2 | * Transit Oriented Development Program Update – <u>INFORMATION/DISCUSSION</u> | Megan Gibb, Metro
Jonathan Williams, Metro |
| 9:00 AM | 6. | ADJOURN | Craig Dirksen, Chair |

* Material available electronically # Material available at the meeting

Upcoming JPACT Meetings:

- Thursday, March 17, 2016
- Thursday, April 21, 2016
- Thursday, May 19, 2016

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលក្ខណ៍រើសអើងសម្រាប់សេវាកម្មរបស់យើង www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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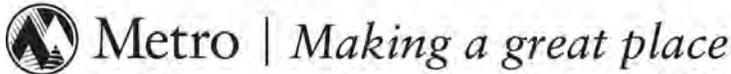
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2016 JPACT Work Program

As of 02/10/16

*Items in italics are tentative; **bold** denotes required items
*Reflects new 2016 meeting schedule: 3rd Thursday of each month**

<p><u>February 18, 2016</u></p> <ul style="list-style-type: none"> • Chair comments (5+ min) • Governor’s Transportation Vision Panel and Upcoming Regional Forums Presentation (Sam Haffner, ODOT; 20 min) • Transit Oriented Development Program Update (Megan Gibb, Jonathan Williams, Metro; 25 min) 	<p><u>March 17, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • Update on Oregon Transportation Forum (Randy Tucker, Metro; 10 min) • 2018 RTP Update: 2016 Activities and Background for Regional Leadership Forum #1 (Kim Ellis, Metro; 30 min) • Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA): Public Comment Results and Draft Policy Discussion (Dan Kaempff, Ted Leybold, Metro) <p><u>Mar. TBD:</u> JPACT Finance Subcommittee Meeting</p>
<p><u>April 21, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • <i>Project of the Quarter</i> (TBD; 10-15 min) • Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA): Policy Adoption (Dan Kaempff, Ted Leybold, Metro) • <i>Transit Budget Process Update (TriMet/SMART staff TBD; 20 min)</i> <p><u>April 22:</u> RTP Regional Leadership Forum #1 (Trends, Challenges, and Vision for the Future)</p>	<p><u>May 19, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • <i>Strategic Plan to Advance Equity</i> (Patty Unfred, Metro; 45+ min) • <i>Input to Region 1 ACT on Enhance Project Prioritization</i> (Ted Leybold, Metro)
<p><u>June 16, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP Update: Background for Regional Leadership Forum #2 (Kim Ellis, Metro) <p><u>June TBD:</u> JPACT Finance Subcommittee Meeting</p>	<p><u>July 21, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) <p><u>July 15:</u> RTP Regional Leadership Forum #2 (Funding)</p>

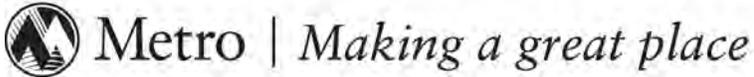
<p><u>August 18, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) 	<p><u>September 15, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min)
<p><u>October 20, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • 2018 RTP Update: Background for Regional Leadership Forum #3 (Kim Ellis, Metro) <p><u>Oct. 9-12</u>: RailVolution 2016, Bay Area, CA</p>	<p><u>November 17, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • <i>Regional Flexible Fund Allocation – Discussion (Ted Leybold/Dan Kaempff, Metro)</i> <p><u>November 10</u>: RTP Regional Leadership Forum #3</p>
<p><u>December 15, 2016</u></p> <ul style="list-style-type: none"> • Chair comments TBD (5+ min) • <i>Regional Flexible Fund Allocation – Decision (Ted Leybold/Dan Kaempff, Metro)</i> 	

2017-18 Events/Forums:

- **February 2017**: RTP Regional Leadership Forum #4
- **September/October 2017**: RTP Regional Leadership Forum #5
- **June/July 2018**: RTP Regional Leadership Forum #6

Parking Lot:

- Southwest Corridor Plan
- Land use & transportation connections
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements & funding
- All Roads Safety Program (ODOT)
- Air Quality program status update
- Regional Travel Options Survey results briefing
- Regional Snapshots
- Washington County Transportation Futures Study (TBD)



Joint Policy Advisory Committee (JPACT)
January 21, 2016
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick
Craig Dirksen, *Chair*
Kathryn Harrington
Tim Knapp
Neil McFarlane
Diane McKeel
Roy Rogers
Paul Savas
Kris Strickler

AFFILIATION

Metro Council
Metro Council
Metro Council
City of Wilsonville, representing Cities of Clackamas County
TriMet
Multnomah County
Washington County
Clackamas County
Washington State Department of Transportation

MEMBERS EXCUSED

Jack Burkman

AFFILIATION

City of Vancouver

ALTERNATES PRESENT

Kelly Brooks
Jef Dalin
Doug Daoust
Susie Lahsene
Jeff Swanson

AFFILIATION

Oregon Department of Transportation
Cities of Washington County
City of Troutdale, representing Cities of Multnomah County
Port of Portland
Clark County

OTHERS PRESENT: Eric Brodell, Barbara Cartmill, Chris Deffebach, LeeAnne Ferguson, Mark Gamba, Gerik Kransky, Mark Gray, Jeff Hamm, Eric Hesse, Susan Kubota, Stephan Lashbrook, Jaimie Lorenzini, Andrea Marquez, Bob Martin, Zoe Monahan, Elexis Moyer, Dave Nordberg, Mark Ottenad, Chris Rall, Gary Schmidt, Leah Treat, Joanna Vacena, Chris Wall, Michael Williams

STAFF: Beth Cohen, Andy Cotugno, Alexandra Eldridge, Elissa Gertler, Matthew Hampton, Shaina Hobbs, Ted Leybold, Randy Tucker, Hope Whitney

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Craig Dirksen called the meeting to order and declared a quorum at 7:36 a.m.

2. CITIZEN COMMUNICATION ON NON-AGENDA ITEMS

Ms. Elexis Moyer, City of Portland: Ms. Moyer expressed her concern about inadequate infrastructure and unsafe traffic patterns in her outer SE Portland neighborhood. She noted that although her youth transit pass helped her to travel to school, she, as well as others in her area still had to walk on many streets without sidewalks to make it to their transit stops. She requested that

the Metro Council dedicate \$15 million of MTIP/RFFA funds to Safe routes to School in order to increase access to safe transit and to improve the quality of streets and crossings surrounding schools in the region.

Dr. Susan Kubota, City of Tualatin: Dr. Kubota expressed her concern about dangerous conditions for pedestrians and cyclists. She requested that the Metro Council provide funding for the For Every Kid campaign for Safe Routes to School programming. She added that providing funds for more complete infrastructure would encourage children to walk and bike more, which would have positive health benefits for Oregon's youth population.

3. UPDATES FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Dirksen, JPACT Members, and staff provided updates on the following items:

- Chair Dirksen informed the committee that the Supplemental Special Transportation Fund allocation process is being administered by TriMet. He noted that although the state funds did not require any formal action on behalf of the Metropolitan Planning Organization (MPO), they served an important role in our region's transportation vision by funding transportation projects for underserved communities. He introduced Mr. Neil McFarlane, who gave a more detailed explanation of the Special Transportation Fund (STF) allocation process. Highlights included:
 - Neil McFarlane shared that supplemental STF funds had increased each biennium and are now subject to allocation by the Special Transportation Fund Advisory Committee (STFAC). He added that there was a great deal of demand for the funds, and highlighted that there were approximately \$3 worth of applicants for every \$1 of funding available.
 - Mr. Eric Hesse informed the committee that roughly \$2.1 million were available.
 - After discussion about a singular source of info about all available transportation funding in the region, Councilor Kathryn Harrington noted that transportation funding is very complex and interwoven and that an exercise in coordinating funding sources was conducted for the 2010 MTIP funds.
- Chair Dirksen informed committee members that the Regional Flexible Fund Allocation (RFFA) process is now in the public comment period, as was reported in the December JPACT meeting. He added that on January 14, 2016, Metro has opened an online survey in order to gain broader public feedback and to provide the public with more information about its transportation initiatives. Chair Dirksen asked JPACT members to share the information with their constituents, as the questionnaire closes on February 16, 2016.
- Chair Dirksen expressed that in light of the Federal Transportation Reauthorization bill, he wanted to discuss how the upcoming JPACT trip could best advance the region's agenda. Highlights from this discussion included:
 - Chair Dirksen noted that Portland Business Alliance (PBA) and TriMet were organizing a trip to Washington D.C. from May 10-12, 2016.
 - Chair Dirksen noted that the trip would be less focused on proposing a certain project, and it would be more of an opportunity to learn more about the terms of the FAST Act administration.
 - Ms. Susie Lahsene emphasized that discussing projects with Department of Transportation (DOT) officials would be a good idea if the region planned to put forward certain projects for grants included in the Federal Transportation Reauthorization bill.

- Mayor Tim Knapp expressed some concerns over a joint trip with the Portland Business Alliance; mainly that having both organizations lobby together would dilute the respective messages of each entity.
- Commissioner Savas and Mr. Jeff Swanson expressed an interested in making the region more competitive in funding by focusing on freight and manufacturing.
- Councilor Dirksen added that in addition to the JPACT trip to D.C., JPACT should explore opportunities to organize a transportation-oriented “best practices” trip to another region that’s been successful in addressing transportation challenges. He also noted that Transportation for America would be a good resource for recommendations because to their work with MPOs nationwide. Councilor Harrington shared her interest in visiting an area with a multi-jurisdictional MPO because it would better reflect Metro’s composition.
- Councilor Dirksen reminded JPACT members that that the next JPACT Finance Subcommittee was January 25th, 2016.

4. CONSENT AGENDA

4.1 CONSIDERATION OF THE JPACT MINUTES FOR DECEMBER 10, 2015

MOTION: Mayor Tim Knapp moved and Commissioner Diane McKeel seconded, to approve the December 10, 2015 minutes.

ACTION: With all in favor, the motion passed.

5. INFORMATION/DISCUSSION ITEMS

5.1 Update on Federal Reauthorization

Chair Dirksen introduced Mr. Andy Cotugno, Metro staff, to provide an update on the Federal Transportation Reauthorization bill, the FAST Act and a comparison of the bill with the region’s priorities.

Key elements of the Mr. Cotugno’s update included:

- A bill was passed which included a modest funding increase. Funds for passenger rail such as AMTRAK were included. He noted that the bill included more discretionary spending programs, opposed to the traditional formula programs. The Transportation Investment Generating Economic Recovery (TIGER) grant program was not included in the reauthorization, but it was appropriated and will now have to be approved on an annual basis.
- There was an increase in the Small Starts component of the Core Capacity grant program funding which increased the funds available for projects such as the Powell-Division Corridor.
- Many of the funds made available in the FAST Act are aimed at closing funding gaps on large projects that would be ready to begin construction within 18 months. Mr. Cotugno noted that in order to secure the grant money, locally raised or locally controlled funds needed to be put forward to complete the initial project development.

- There was an expansion in the National Highway System (NHS) funding eligibility which will allow funding for bridges outside of the NHS with the NHS funding category.
- The Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provided low cost financing and loan guarantees, was significantly reduced from \$1 billion per year to \$250 million per year, although its eligibility was expanded to enable smaller projects.
- Greater flexibility in design standards was provided by allowing the use American Association of State Highway and Transportation Officials (AASHTO) standards as well as National Association of City Transportation Officials (NACTO) standards.
- “High Priority Corridor” treatment status was given to the Newberg-Dundee Bypass and to I-205 throughout the length of Oregon. However, there was no source of funds attached to the priority treatment status.
- Federal Transit Administration’s (FTA) Bus Discretionary Grant Program was restored and will create more opportunities for smaller jurisdictions and transit organizations to purchase buses.

Member discussion included:

- Commissioner Paul Savas expressed that local jurisdictions were often concerned with requirements to meet onerous federal standards that can sometimes delay a project. Mr. Cotugno noted that the standards for design might be easier to meet. Chair Dirksen noted an ODOT program which allows local jurisdictions to exchange money with the state in order to bypass federal standards and get the funds from the state instead. Chair Dirksen recommended that local jurisdictions look into opportunities to have conversations with ODOT to avoid delaying a project due to federal funding requirements.
- Ms. Susie Lahsene inquired about the benefits of borrowing money with TIFIA funds to back the credit. Mr. Cotugno answered that backing credit with projected revenue, such as toll revenue, would be speculative because the revenue did not exist yet, therefore, the credit rating would not be as strong as a credit rating backed with TIFIA funds.
- Mayor Knapp asked about the lack of projects lined up to seek TIGER funding. Mr. Cotugno explained that despite the availability of TIGER funds, there was no pipeline of projects, nor had there been funds for project development to create TIGER-ready projects.
- Ms. Kelly Brooks noted that it was a challenge for local agency partners to meet federal standards, and she added that ODOT had been looking at a program to ease the burden on localities with state funds and had also been discussing how to certify localities to seek federal funds. Ms. Brooks emphasized that it was necessary to quickly take advantage of the stability of the five year reauthorization. Ms. Brooks indicated that in the short term, ODOT was increasing its focus on freight-related projects.
- Ms. Lahsene commented that she had heard that the United States Department of Transportation (USDOT) was looking to spend time locally to get points for the grant programs. She recommended that JPACT members possibly offer to host USDOT to be more competitive and get firsthand feedback. She noted that she’d be happy to work with anyone to help.

6. ACTION ITEMS

6.1 MPO Comment Letter to Region 1 ACT on Enhance Project

Craig Dirksen introduced the MPO Comment Letter to Region 1 ACT on Enhance Project by informing the committee that the letter was recommendation from TPAC and described the policy frameworks that should be considered during project prioritization of Enhance project selection. He noted that the letter essentially framed policy positions that JPACT had already agreed upon.

Councilor Harrington explained that there would soon be a point when JPACT would need to narrow a "150% List" of projects for further consideration to a "100% List." Councilor Harrington then asked if it was possible for ODOT to brief JPACT before that time and for ODOT to staff the evaluation of Enhance projects. Ms. Kelly Brooks noted that ODOT was slated to narrow down the possible Enhance projects by May or June to a "100% List".

Ms. Leah Treat expressed agreement with letter on behalf of Commissioner Steve Novick.

Commissioner Savas emphasized the importance in acknowledging that parts of Region 1 are urban and parts are rural and suggested that the rural areas be incorporated into making recommendations. He noted that in discussions with the cities of Clackamas County, concerns were raised that a different focus on criteria, or a change of criteria, may create issues with already-developing projects.

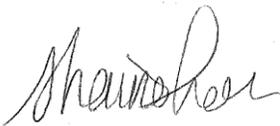
MOTION: Mayor Tim Knapp moved and Councilor Harrington seconded, to endorse the MPO Comment Letter to Region 1 ACT on Enhance Project.

ACTION: With all in favor, the motion passed. Kelly Brooks (ODOT) abstained.

7. ADJOURN

JPACT Chair Craig Dirksen adjourned the meeting at 9:08 a.m.

Respectfully Submitted,



Shaina Hobbs
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 21, 2016

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.1	Flyer	N/A	For Every Kid Flyer	012116m-01
2.2	Letter	10/22/15	Safe Routes to School Letter	012116m-02
2.3	Handout	N/A	Dr. Susan Kubota Testimony Transcript	012116m-03
N/A	Flyer	N/A	Metro Snapshot Speaker Series: Building an Inclusive Economy	012116m-04
N/A	Agenda	N/A	1/25 JPACT Finance Subcommittee Agenda	012116m-05



GOVERNOR'S TRANSPORTATION VISION PANEL

Overview

The Governor's Transportation Vision Panel is a yearlong effort to develop a series of recommendations to the Governor that address transportation issues across all modes and regions of the state.

Members of the Vision Panel include legislative representatives, business owners, and civic leaders from across Oregon.



Under the leadership of Governor Kate Brown, members of the Vision Panel have been charged with the following tasks:

- Assess the current conditions of Oregon's transportation system
- Develop a long-term vision for the future of Oregon's transportation system
- Create a series of recommendations that can be enacted in the near-term to lay the groundwork for this vision

The 30-member Panel has spent the past several months developing a series of [preliminary findings](#) on the current and future needs of Oregon's transportation system. Governor Kate Brown has charged the Panel with delivering a final report by the spring of 2016 after engaging in a series of regional forums across the state.

This final report will assist the Governor and other policymakers in assessing the current condition and priority needs of Oregon's transportation assets, and serve as a guiding document for how the state should shore up and prioritize investments in the transportation system over the next several years.

[Roadways & Bridges](#)

[Bike, Ped, Transit, & Passenger Rail](#)

[Innovation](#)

[Seismic](#)

[Aviation, Marine & Freight Rail](#)

[Transportation Finance](#)

<https://visionpanel.wordpress.com/>



GOVERNOR'S TRANSPORTATION VISION PANEL

Regional Forums

The Governor's Transportation Vision Panel will host a series of eleven regional forums across the state. These two-hour forums will provide an opportunity to seek local input and solutions to the regional needs and priorities of Oregon's transportation system.

Vision Panel representatives will provide a brief overview of the Panel's preliminary findings to date, and lead a conversation to elicit participants' perspectives on how the transportation system can support their region's economic needs and priorities. The Vision Panel will use regional forum participants input to refine their recommendations to the Governor on the future of Oregon's transportation system.

Regional Forums Schedule

Mid-Willamette Valley

Thursday, January 7, 2016
Keizer, OR

Lane County

Wednesday, January 13, 2016
Eugene, OR

Central Oregon

Thursday, January 14, 2016
Redmond, OR

North East and South East

Monday, January 25, 2016
John Day, OR

Cascades West

Thursday, January 28, 2016
Albany, OR

South Central Oregon

Friday, February 12, 2016
Klamath Falls, OR

Lower John Day

Monday, March 7, 2016
The Dalles, OR

Rogue Valley

Tuesday, March 8, 2016
White City, OR

Northwest Oregon

Thursday, March 10, 2016
Tillamook, OR

Southwest Oregon

Friday, March 11, 2016
Coquille, OR

Portland Metro Area and Hood River County

Monday, March 14, 2016
Portland, OR



Governor's Transportation Vision Panel: Key Preliminary Findings

Purpose: High-level themes and ideas identified across Vision Panel Subcommittees, January 2016:

Reduce roadway bottlenecks and enhance freight network alternatives

Invest in Bottleneck Elimination: Prioritize increasing capacity and throughput of existing roadway bottlenecks on corridors of statewide significance.

Invest in Freight Network Alternatives: Invest in enhancing capacity and efficiency of rural highway corridors (*e.g., US-97, etc.*) that create freight network alternatives and reduce congestion on constrained urban highways (*e.g., I-5, I-205, etc.*)

Invest in strategic intermodal freight infrastructure

Intermodal Freight Facilities: Identify and invest in intermodal facilities and freight connectors (*e.g., transload facilities, port drop sites, inland ports, etc.*) that reduce highway demand for freight

Develop a State Marine Plan: Integrate and better link Oregon's ports and marine transportation system through a system plan and investment plan. This plan could better tie the marine system with the Freight Plan and other transportation modal plans, help determine statewide funding priorities that impact the marine system (*e.g., road, rail, and waterway system improvements*), address marine land use issues, and help organize shipper alternatives (*e.g., barging of containers along the Columbia River, etc.*)

Create a Permanent Freight Multimodal Fund: Create a permanent freight multimodal fund (similar to ConnectOregon) that helps coordinate and support strategic investments in non-highway transportation assets.

Invest in transit service improvements targeting road congestion and system gaps

State and Local Transit Investments: Invest in transit as a tool to relieve freight and roadway congestion (particularly in urban areas) and begin to close statewide gaps in service. Investment can be achieved by additional state funding dedicated to transit operations *and* by providing additional tools for local districts to raise funds. Investments should aim to maximize potential for federal matching funds, as well as reliability and efficiency of transit service.

Invest in bicycle and pedestrian improvements targeting safety, system gaps, and road congestion

Bicycle and Pedestrian Investment: Reduce roadway demand through bicycle and pedestrian system improvements, and to the extent possible, separate bicycle and vehicular traffic on high speed facilities. Complete 'critical connections' in bikeways, shoulders, and sidewalks aimed at improving safety and closing system gaps.

Invest in seismic resiliency

Invest in Seismic Resiliency: Develop and secure a transportation funding package that includes an adequate, sustainable, and long-term revenue stream dedicated to seismic retrofitting and transportation system resiliency. Seismic investments should be integrated with roadway maintenance and bridge preservation efforts. *In addition, undertake the following actions:*

Update the Seismic Plus Program: Ensure integration of planning efforts with California and Washington, and identify immediate investment needs for high-priority transportation assets, including I-5 corridor improvements.

Non-Highway Inventory Assessments: Charge state agencies and special districts with performing thorough inventories and assessments of the seismic vulnerabilities and strengths for non-highway assets (*e.g., aviation, marine, and rail*).

Local Seismic Needs Assessments: Charge appropriate local agencies and jurisdictions with developing community-based needs assessments that consider transportation vulnerabilities and priorities. Ensure adequate resources are dedicated to performing these assessments.

Make Oregon a transportation innovation 'hub'

Expand Innovation Partnerships: Establish partnerships with companies and other states with the objective of making Oregon a key testbed for the development and deployment of innovative transportation technologies (*e.g., Connected and Automated Vehicle (CAV), Electric Vehicle (EV) technology and trucking innovations*).

Appoint a Transportation Innovation Officer: Consider appointing a "Transportation Innovation Officer" within the Governor's Office to drive interagency coordination in support of transportation innovation.

Increase the flexibility of K-12 student transportation services across the state

Support Local Flexibility of Student Transportation Revenue: Redefine student transportation to ensure that communities are meeting the changing needs of students across the state. Increase flexibility and improve efficiency in how school districts are able to spent transportation revenue (*e.g., transit district partnerships, safe routes to schools programs, etc.*).

Facilitate jurisdictional transfers

Enact a Jurisdictional Transfer Pilot Program: Transfer control of urban state highways to appropriate cities and counties, and county and city roads to state jurisdiction where state and local system benefits can be identified.

Summary of Transportation Finance Concepts Identified for Further Consideration:

Transportation Finance: Short-Term Actions for Further Consideration (0 – 5 years)

Existing Taxes and User Fees: Pass a transportation funding package that addresses the immediate funding crisis for state, county, and city roads by increasing existing user fees (*e.g., gas taxes, registration fees*) and consider new vehicle fees and (*e.g., electric vehicle registration fees*)

Indexing: Consider indexing existing taxes and user fees to inflation

Local Funding Options: Make it easier for local governments to raise their own resources (*e.g., local transit funding options, etc.*)

State Highway Fund Distribution: Consider modifications to State Highway Fund distribution formula to ensure equity and better match need (*e.g., rural jurisdictions with high asset ownership relative to population*)

Non-Highway Freight Transportation: Consider permanent dedication of lottery funds to non-highway freight transportation capital projects (*e.g., aviation, marine, freight and rail*) similar to the ConnectOregon program

Transit Funding: Consider increasing state support for transit and passenger rail operations (*e.g., identify sustainable state funding sources and enhanced local funding options*)

Bicycle and Pedestrian Funding: Explore increasing bicycle/pedestrian infrastructure funding by dedicating additional federal funds, increasing the share of the State Highway Fund dedicated to active transportation, and creating a bicycle excise tax

Transportation Finance: Mid-Term Actions for Further Consideration (5 – 15 years)

Tolling: Explore tolling for large-scale projects

Road Usage Charge: Consider implementation of a per-mile road usage charge to meet the challenge of inequity in roadway cost responsibility.

Carbon Taxes: Explore the efficacy of a carbon tax as a funding mechanism for both road infrastructure and non-highway modes, including transit and passenger rail operations

Transportation Finance: Long-Term Actions for Further Consideration (15 – 30 years)

A Transportation Utility Commission: Consider developing a transportation utility commission concept for adequate and sustainable funding

2015

Annual Report
July 2014 – June 2015

Transit-Oriented Development Program



The year in review

With demand for housing outstripping supply, Metro's Transit Oriented Development (TOD) Program had a busy year supporting opportunities to live and work in transit served neighborhoods. Four projects opened, three projects started construction, and three more received funding approval.

A highlight was the opening of The Rose, a four-story apartment complex in Portland's Gateway neighborhood. Through a combination of TOD funding, Portland Development Commission funding for new streets, and support from the city's Multiple Unit Tax Exemption program, the developer was able to set aside 36 of the 90 units for households earning 60 percent or less of area median income.

A second milestone occurred in December 2014 with the TOD program's acquisition of the Furniture Store property at 82nd Avenue and Division Street in Portland to create transit served affordable housing. Located in the heart of the Jade District, the site will be served by the future Powell-Division bus rapid transit service. A developer for the property will be selected in early 2016.

This fiscal year featured the opening of four innovative projects:

- The Rose, a four-story mixed income apartment project in Portland's Gateway neighborhood. The project includes 36 regulated affordable units among its 90 residential units.
- The Radiator, a five-story development with 29,300 square feet of offices and 2,900 square feet of retail. To minimize its environmental footprint, The Radiator features an innovative timber construction technique and uses waste heat from the neighboring New Seasons market to power its heat and cooling systems.

- Hub 9, a six-story development with 124 residential units, 1,483 square feet of office space, and 8,403 square feet of retail space. Hub 9 is located immediately adjacent to Hillsboro's Orenco MAX Station.
- Moreland Station, a four-story development with 68 residential units in southwest Portland. Residents will be able to walk to the new MAX Orange Line service.

Three projects under construction:

- Northwood, a 57-unit project steps from the Kenton Yellow Line MAX station.
- Block 75, a 10-story, mixed-use project with 75 residential units, 31,000 square feet of office space, and 8,300 square feet of retail at the intersection of Martin Luther King Boulevard and Burnside Avenue.
- Clay Creative, a five-story creative office space at the edge of Portland's Inner East Side.

The seven TOD projects completed or under construction represent approximately \$120 million in direct investment and 422 full time equivalent construction jobs.

FY 2014-15

Projects opened

- Moreland Station
Portland
- The Rose
Portland
- The Radiator
Portland
- Hub 9
Hillsboro

Under construction

- Northwood
Portland
- Block 75
Portland
- Clay Creative
Portland

Projects approved

- The Signal
Beaverton
- First and Lombard
Beaverton
- Concordia
Portland
- Southeast 82nd Avenue and Division Street land acquisition (the Furniture Store)
Portland

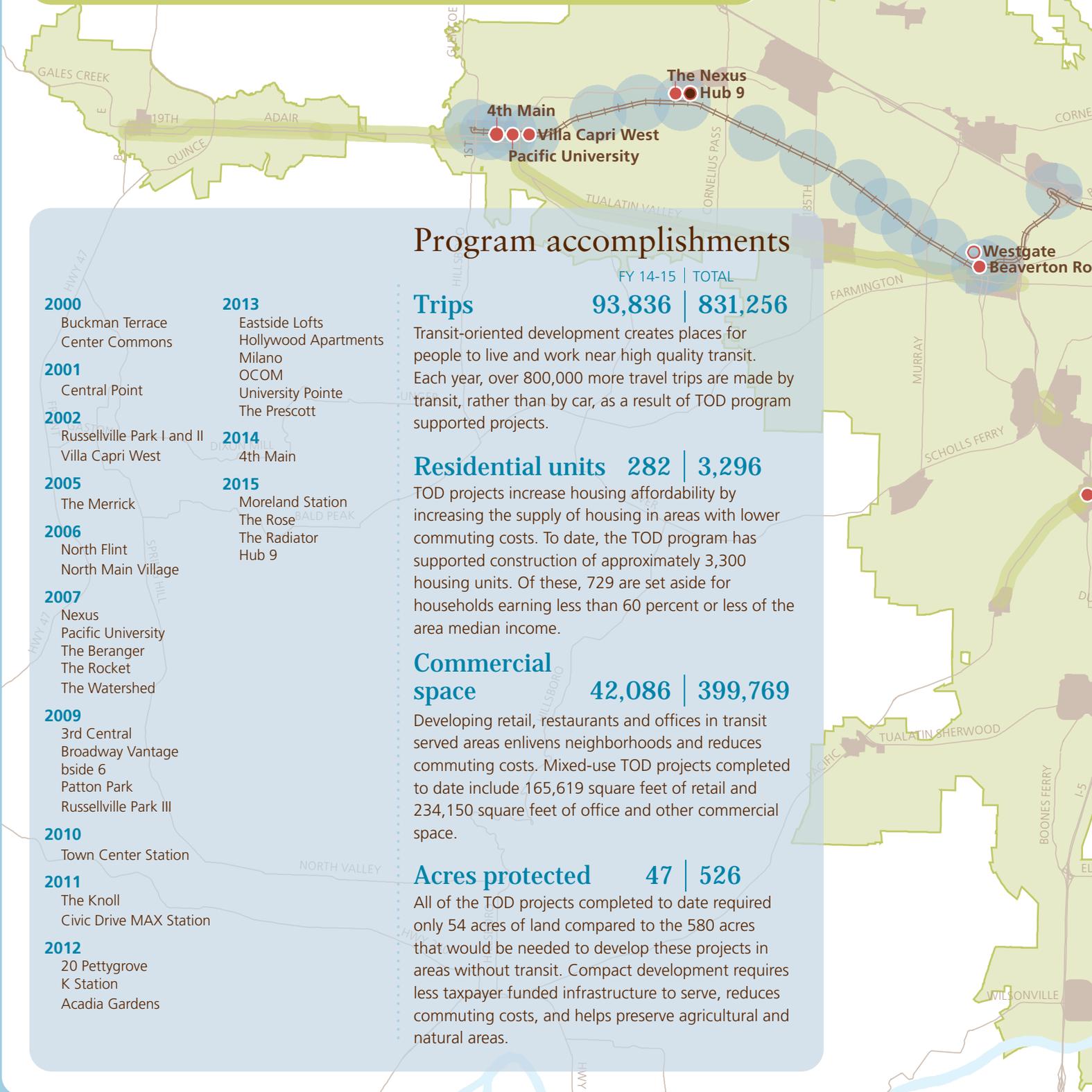
MAKING A
GREAT
PLACE



oregonmetro.gov

\$582,321,671 leveraged

Metro's TOD program stimulates private and public investment by helping to offset the higher costs of compact development. The 35 TOD projects completed to date have leveraged \$11.4 million of TOD program investment in support of more than \$582 million in development activity.



Program accomplishments

FY 14-15 | TOTAL

Trips

93,836 | 831,256

Transit-oriented development creates places for people to live and work near high quality transit. Each year, over 800,000 more travel trips are made by transit, rather than by car, as a result of TOD program supported projects.

Residential units 282 | 3,296

TOD projects increase housing affordability by increasing the supply of housing in areas with lower commuting costs. To date, the TOD program has supported construction of approximately 3,300 housing units. Of these, 729 are set aside for households earning less than 60 percent or less of the area median income.

Commercial space 42,086 | 399,769

Developing retail, restaurants and offices in transit served areas enlivens neighborhoods and reduces commuting costs. Mixed-use TOD projects completed to date include 165,619 square feet of retail and 234,150 square feet of office and other commercial space.

Acres protected 47 | 526

All of the TOD projects completed to date required only 54 acres of land compared to the 580 acres that would be needed to develop these projects in areas without transit. Compact development requires less taxpayer funded infrastructure to serve, reduces commuting costs, and helps preserve agricultural and natural areas.

2000

Buckman Terrace
Center Commons

2001

Central Point

2002

Russellville Park I and II
Villa Capri West

2005

The Merrick

2006

North Flint
North Main Village

2007

Nexus
Pacific University
The Beranger
The Rocket
The Watershed

2009

3rd Central
Broadway Vantage
bside 6
Patton Park
Russellville Park III

2010

Town Center Station

2011

The Knoll
Civic Drive MAX Station

2012

20 Pettygrove
K Station
Acadia Gardens

2013

Eastside Lofts
Hollywood Apartments
Milano
OCOM
University Pointe
The Prescott

2014

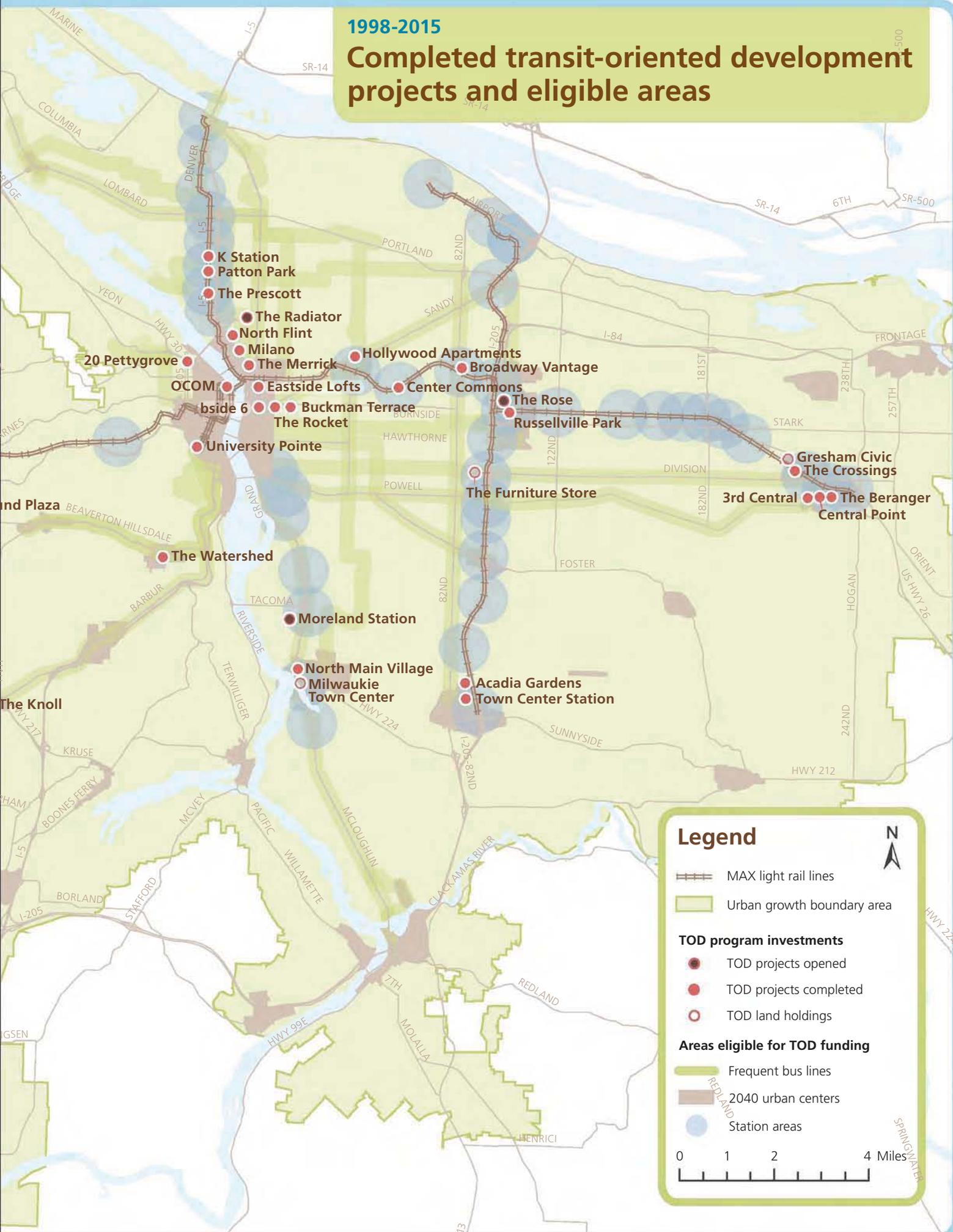
4th Main

2015

Moreland Station
The Rose
The Radiator
Hub 9

1998-2015

Completed transit-oriented development projects and eligible areas



Legend

MAX light rail lines

Urban growth boundary area

TOD program investments

- TOD projects opened
- TOD projects completed
- TOD land holdings

Areas eligible for TOD funding

- Frequent bus lines
- 2040 urban centers
- Station areas

0 1 2 4 Miles

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

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

oregonmetro.gov/subscribe

Metro Council President

Tom Hughes

Metro Council

- Shirley Craddick, District 1
- Carlotta Collette, District 2
- Craig Dirksen, District 3
- Kathryn Harrington, District 4
- Sam Chase, District 5
- Bob Stacey, District 6

Auditor

Brian Evans

The core mission of the TOD program is to stimulate private sector investment to create the vibrant communities envisioned in the Region's 2040 Growth Concept.

For more information, call 503-797-1757 or visit oregonmetro.gov/tod



Metro's support turned the corner for the lending institutions, appraisers and investors. As a result, The Radiator is a leader in carbon reduction, job creation, energy conservation, and office space all coming together in northeast Portland.

Ben Kaiser
Kaiser Group, Inc.



The Metro TOD grant helped us provide a viable mixed income, transit oriented development in Gateway without the use of LIHTC (Low-Income Housing Tax Credit) funds. Because of this support, 36 housing units will remain affordable for 60 years.

Gordon Jones
Developer



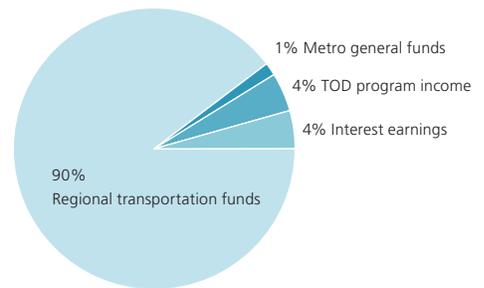
TOD program support allowed us to respond to growing demand for rental housing by bringing 57 housing units to the Kenton station area with a design that fits well with the neighborhood's historic character.

Mary Hanlon
Hanlon Development, LLC

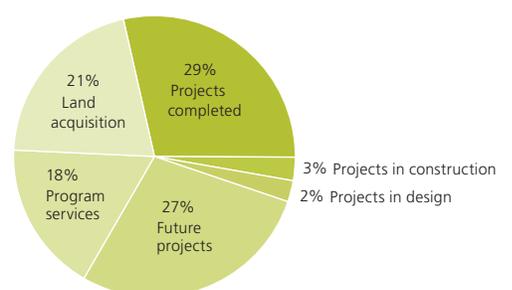
Program financing

Over the seventeen years since the TOD program's inception in 1998, program financing has totaled more than \$43 million cumulatively. Regional partners have allocated federal transportation funds to support the TOD program as part of the Metropolitan Transportation Improvement Program planning process. MTIP funds, currently \$3 million annually, are then exchanged to provide local funding for project investments and program operations. Historically, other funding sources have included direct federal transportation grants, income from property transactions, interest earnings and Metro general funds.

Sources of funds



Uses of funds



TOD Program Strategic Plan Map & Work Plan Updates

JPACT

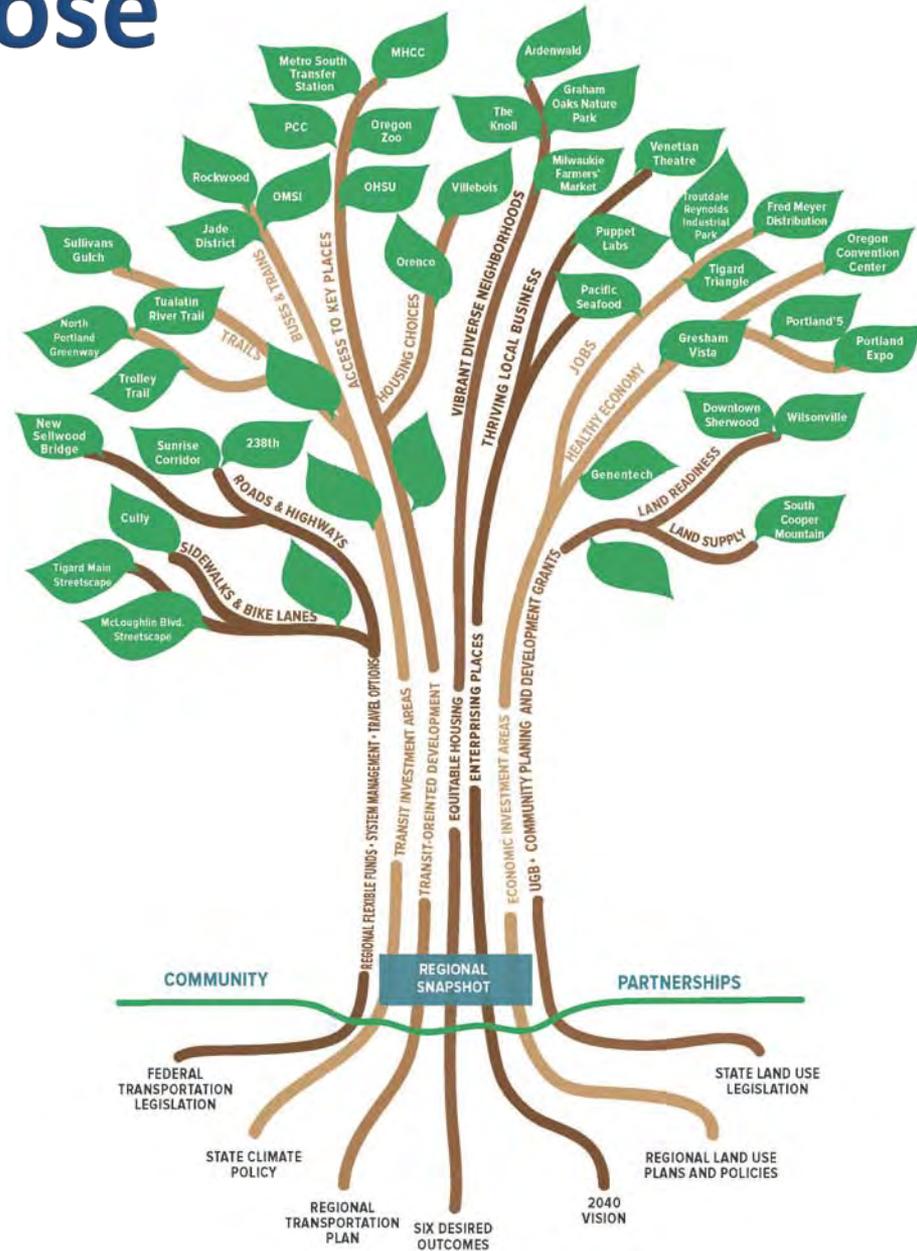
February 18, 2016



HUB-9, Orenco, Hillsboro

TOD Program Purpose

Implements 2040 Growth Concept by investing in compact mixed use projects near high frequency transit and in town and regional centers.



Investments

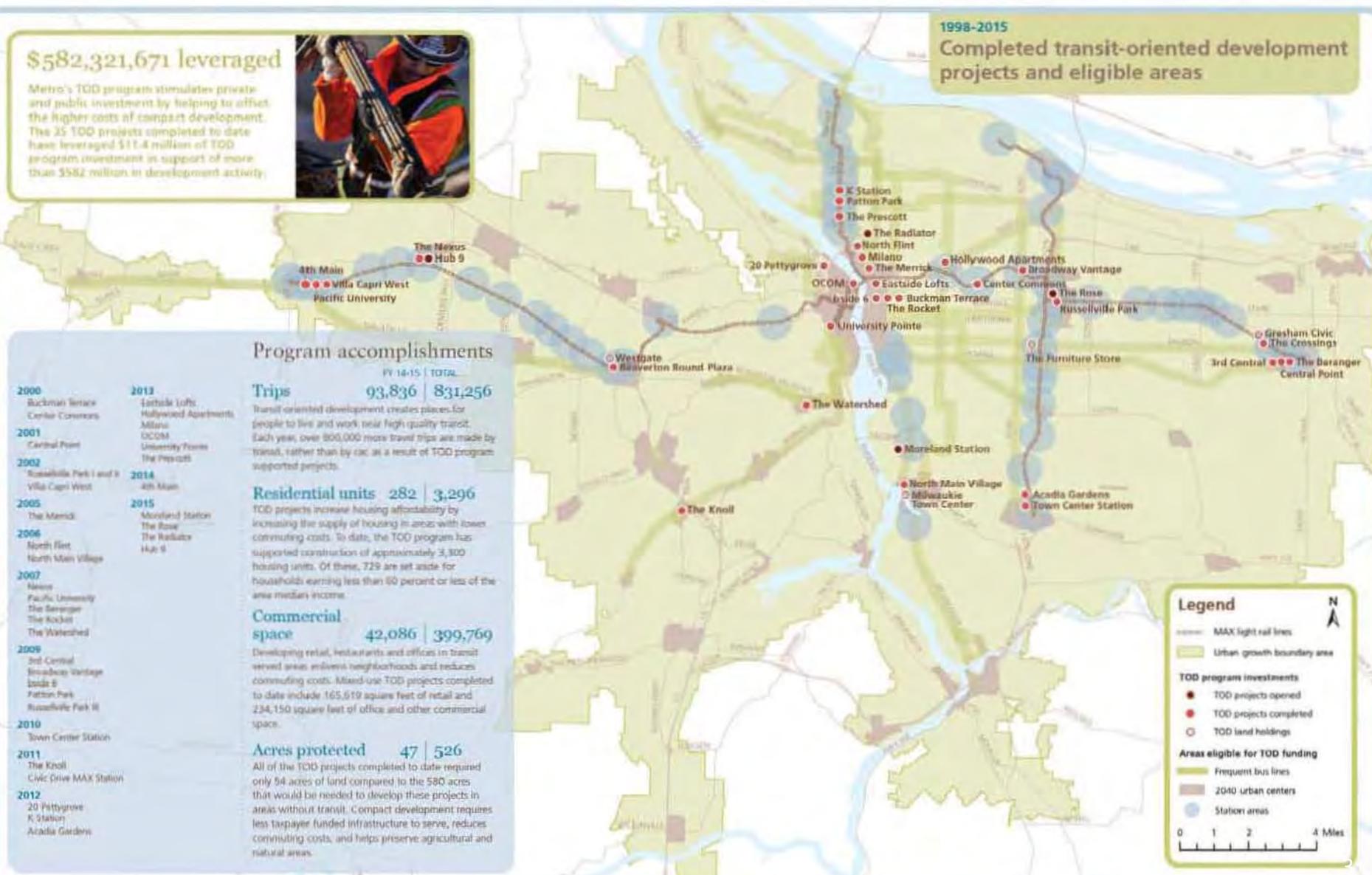
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1998-2015

Completed transit-oriented development projects and eligible areas



Program accomplishments

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- 2000**
Buckman Terrace
Center Commons
- 2001**
Central Point
- 2002**
Russellville Park I and II
Villa Capri West
- 2005**
The Merrick
- 2006**
North Flint
North Main Village
- 2007**
Nexus
Pacific University
The Baranger
The Rocket
The Watershed
- 2009**
3rd Central
Broadway Vantage
Buckman Terrace
Fatton Park
Russellville Park II
- 2010**
Town Center Station
- 2011**
The Knoll
Civic Drive MAX Station
- 2012**
20 Pittsview
K Station
Acadia Gardens

- 2013**
Eastside Lofts
Hollywood Apartments
Milano
OCOM
University Pointe
The Prescott
- 2014**
4th Main
- 2015**
Moreland Station
The Rose
The Radiator
Hub 9

Legend

- MAX light rail lines
- Urban growth boundary area

TOD program investments

- TOD projects opened
- TOD projects completed
- TOD land holdings

Areas eligible for TOD funding

- Frequent bus lines
- 2040 urban centers
- Station areas

0 1 2 4 Miles

Overview

- Background on TOD Program
 - Purpose and context
 - Results
 - Methodology
 - Strategic plan
- Updated Strategic Plan map
- Work Plan changes to support Housing Choice



Town Center Station,
Clackamas County



Northwood, Portland

TOD & Regional Goals

- **Vibrant communities**
 - Opportunities to live, work, and shop in transit served areas and centers
- **Safe and reliable transportation**
 - Housing options with low commuting costs
 - Increased farebox support for transit system
- **Economic prosperity**
 - Investment in downtowns, corridors, and centers
 - Construction related employment
- **Equity**
 - Housing choices that serve a range of income levels
 - Transit access to jobs
- **Clean air and water**
 - Reduced land consumption and vehicle emissions
- **Leadership on climate change**
 - Reduced VMT/carbon emissions



The Crossings, Gresham

Results

■ Vibrant Communities

- 3,296 housing units
- 399,769 commercial SF built

■ Equity

- 729 regulated affordable units at 60% AMI or less
- Additional units at 80% AMI

■ Transportation choices

- 831,256 transit trips induced per year

■ Environment

- 54 acres used versus 580 required for non-transit served development
- Reduced VMT

■ Economy

- \$582 million of direct investment from \$42 million in program expenditure (including overhead)



North Main Village, Milwaukie



Pacific University Health Campus,
Hillsboro

Program approach

- Regional Flexible Funds
- Land acquisition and disposition and development of key sites
- Purchase of TOD Easements based on:
 - Induced transit trip value versus base case
 - Density/mixed use cost premiums
 - Financial need
 - Typical easement value of \$200k to \$500k



Fourth Main Village, Hillsboro



Acadia Gardens, Clackamas County

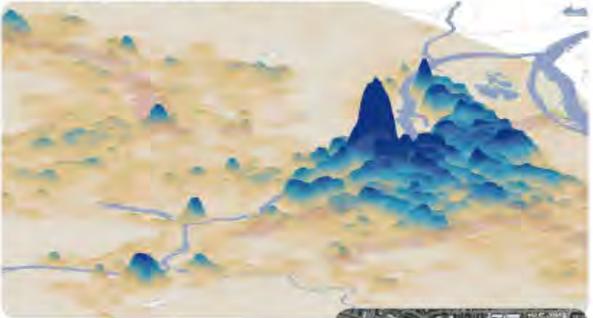
TOD Strategic Plan

- Created 2011
- Eligible areas:
 - ½ mile of MAX station
 - ¼ mile of frequent service bus or street car
 - 2040 Centers
- Approach tailored to TOD readiness
 - Market strength
 - Transit orientation



www.oregonmetro.gov

Transit-Oriented Development Program



Investing wisely

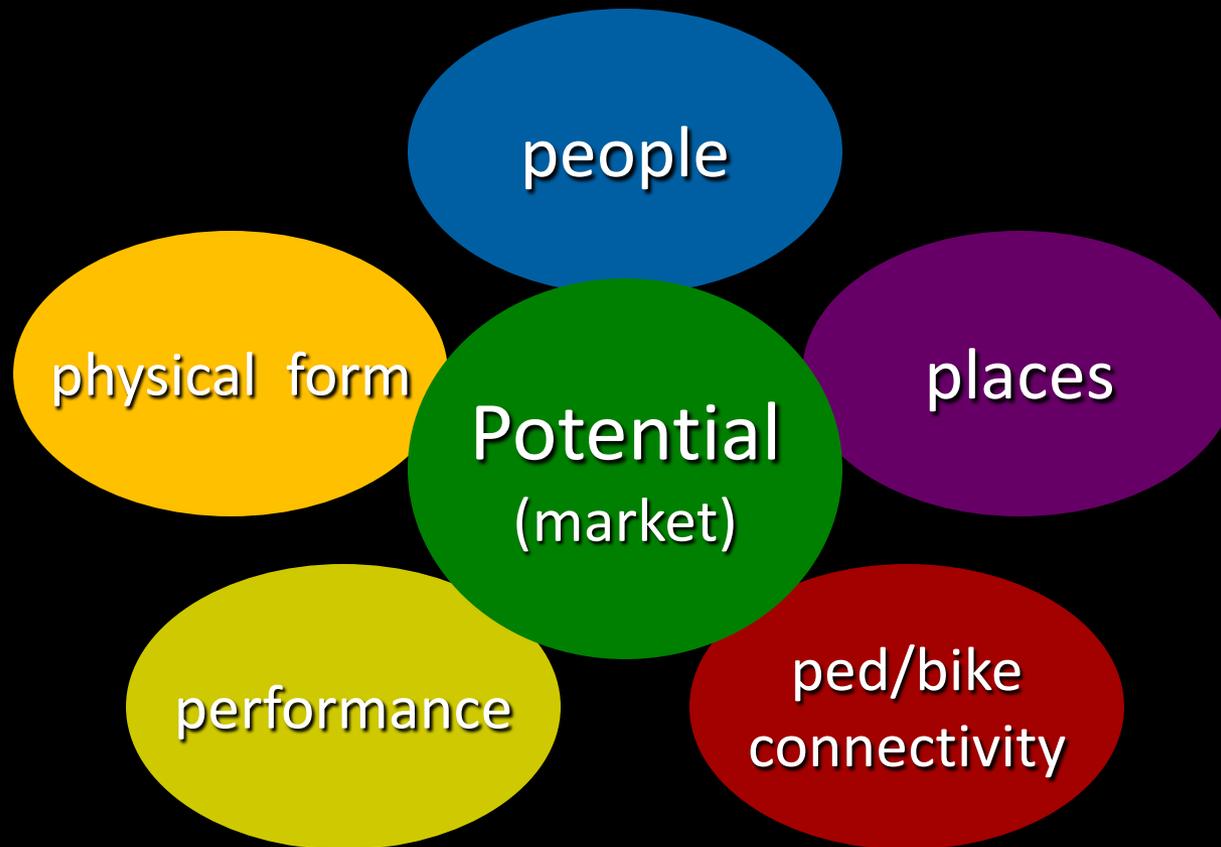
For more than a decade, Metro's Transit-Oriented Development Program has sought to implement the 2040 Growth Concept by investing in compact mixed-use projects near light rail stations, along frequent service bus corridors and in town and regional centers. Over that time, the TriMet system has more than doubled its number of MAX stations from 30 to 85 and increased the number of frequent bus corridors from four to 12. The TOD program's funding has not kept pace with this growth. To best capture existing and future development opportunities with limited resources, the TOD program must be highly strategic when targeting and investing in station areas and corridors.



Transit orientation score

The two- and three-dimensional maps above display the relative transit orientation of the region. Those areas with higher concentrations of people, blocks, retail and services, pedestrian and bicycle infrastructure, and transit service are shaded blue.

Measuring TOD Readiness





people





places





ped/bike
connectivity

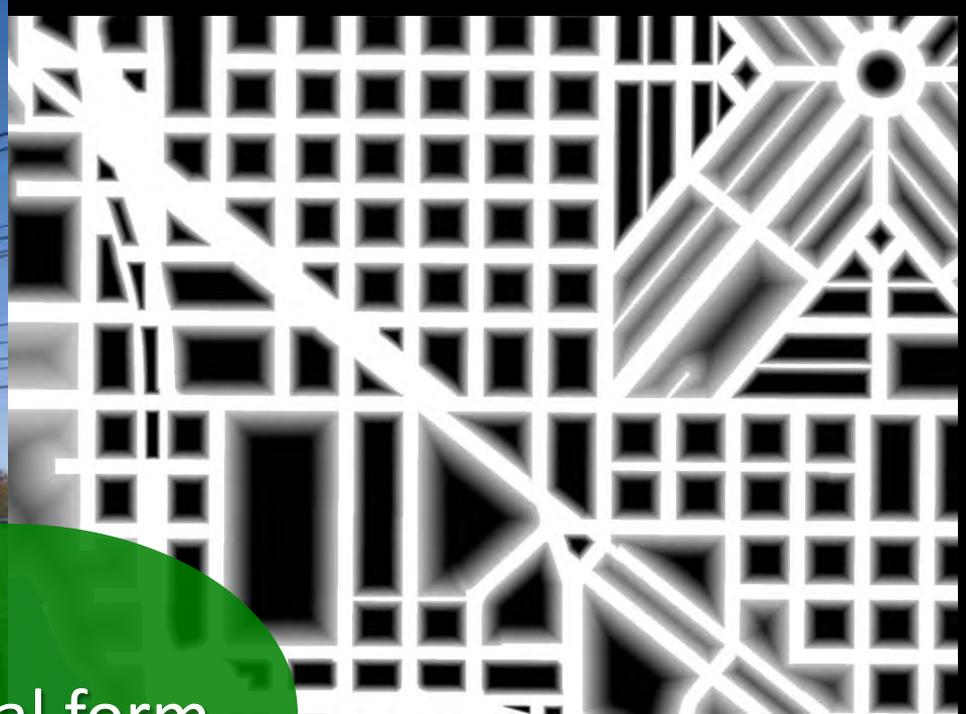


TRI MET		October 16, 2009	
		4:14 pm	
MAX Yellow Line to City Center/PSU	4:20 pm	4:35 pm	
MAX Green Line to City Center/PSU	4:28 pm	4:43 pm	
MAX Mail Shuttle to PSU	Monday 12:25 pm		

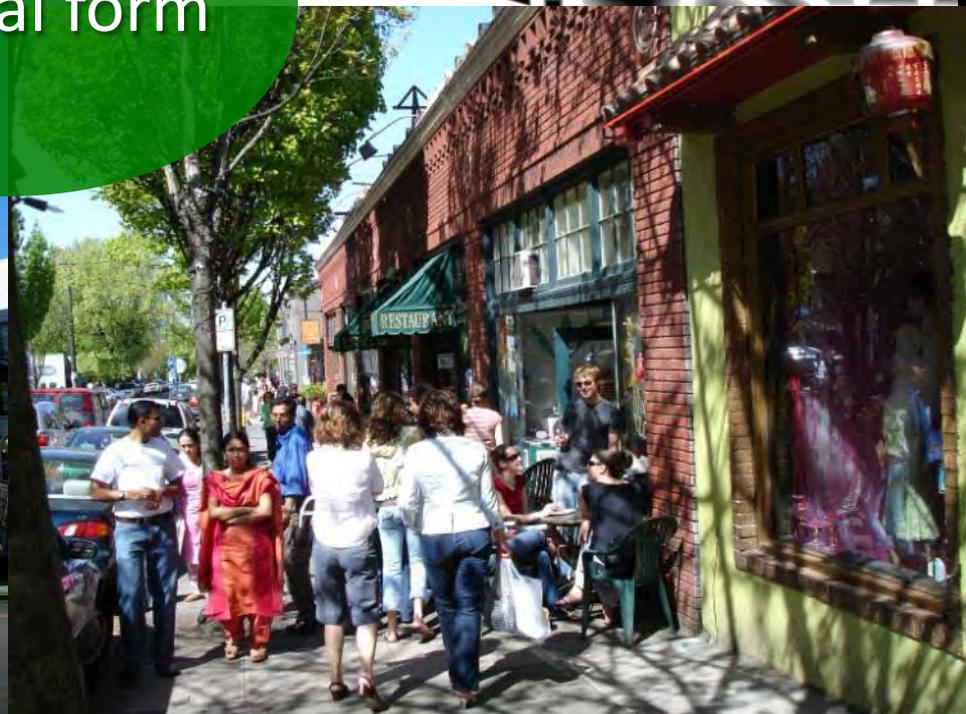
Get the grocery store... Look ahead... Look both ways... Follow crossing the tracks... Get off... Stay away from...



performance



physical form



Measuring Market Strength

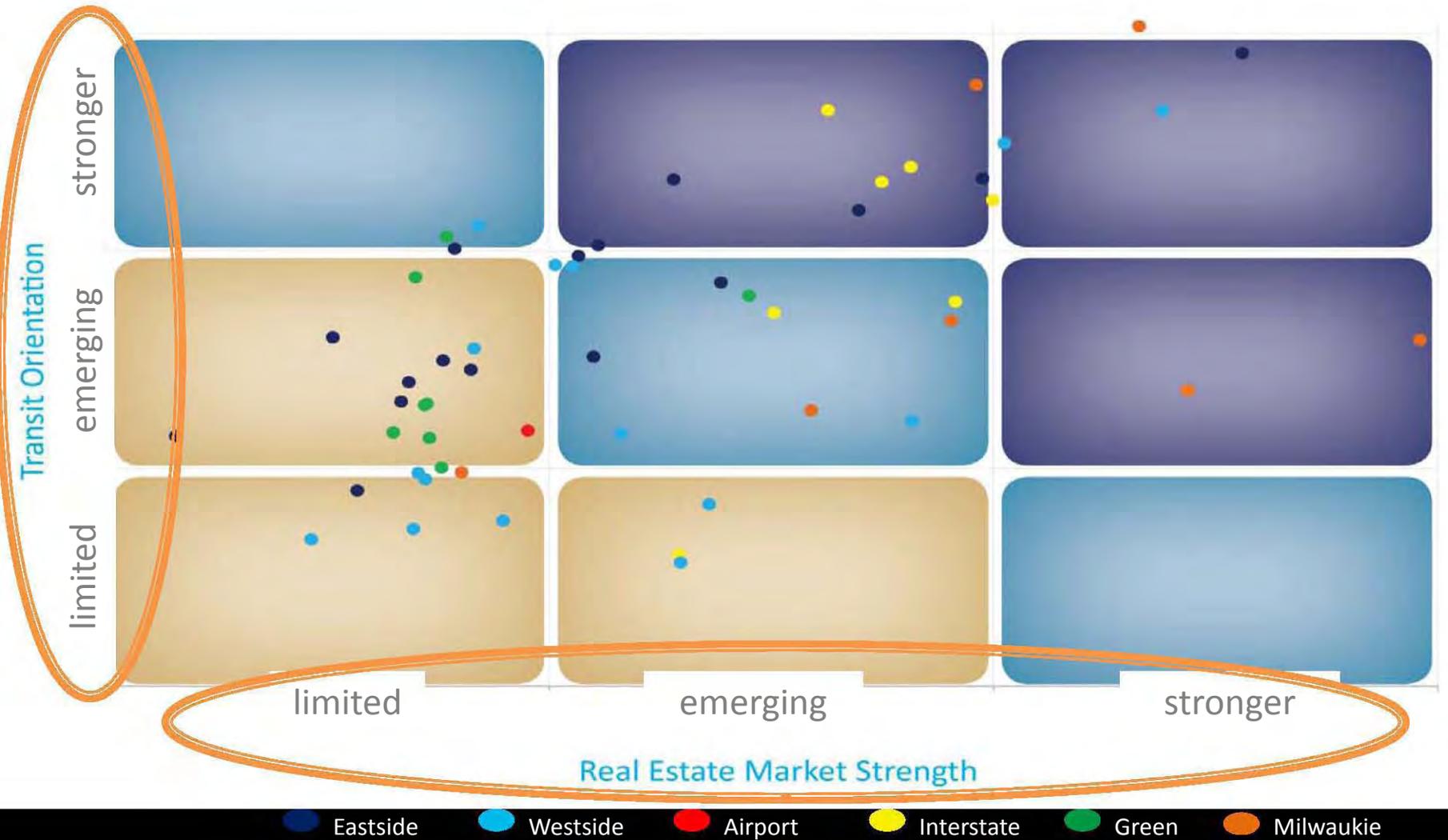
- Updated methodology
- Per square foot sales prices
 - Apartments
 - Commercial buildings
- Robust data set
- Consistent across region

- Ground truthing still needed:
 - Areas with limited sales
 - Areas with fast changing markets
 - As projects come in TOD staff verifies conditions with economist



Station Community Typology

2011



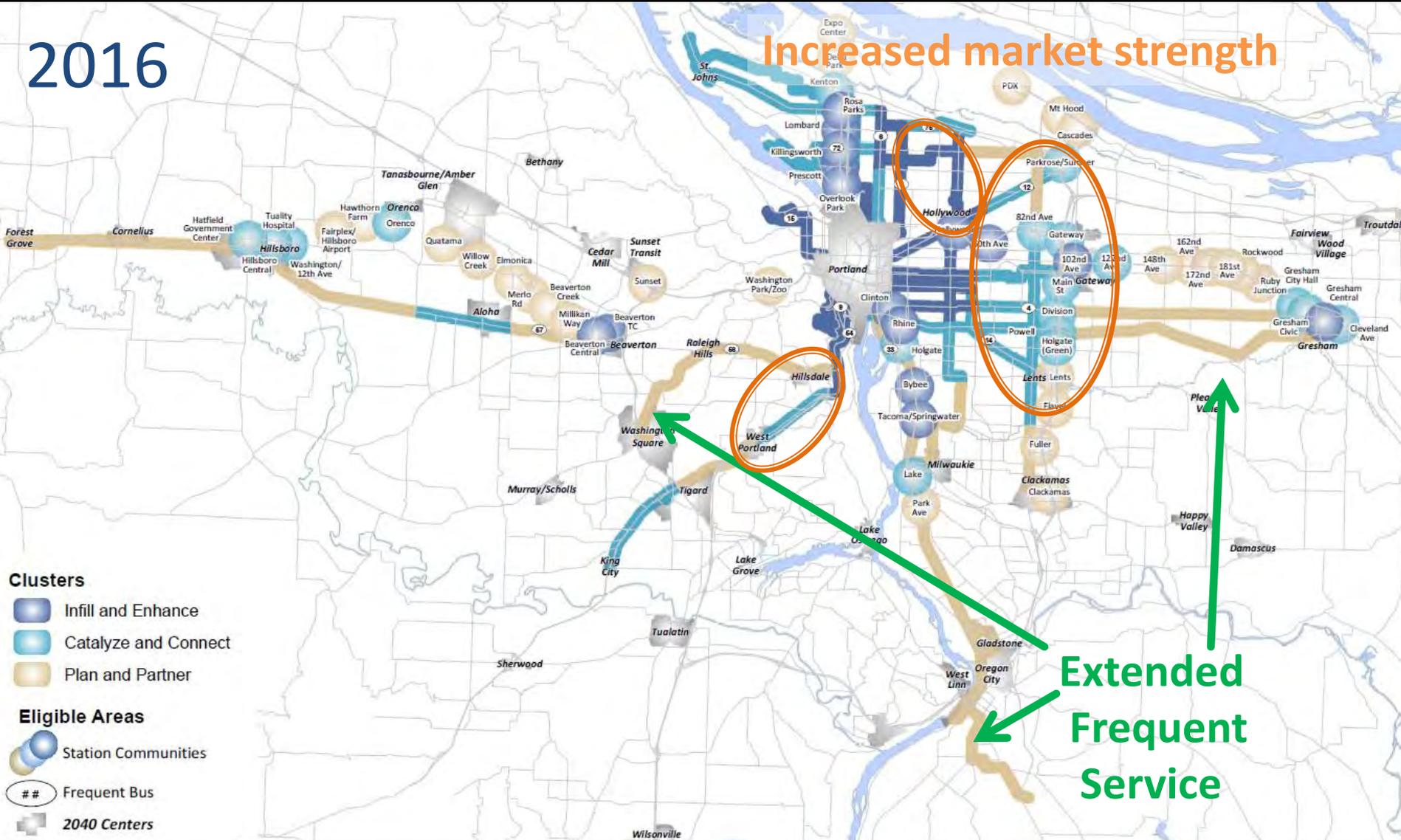
2016 Strategic Plan Update

- Changing market conditions
- Expansion of TriMet frequent service
- Updated market methodology



Updated Typology Map

2016



Increased market strength

Extended Frequent Service

TOD Work Plan: Housing Choice

- The TOD Work Plan promotes equity via “Housing Choice TOD Projects” that expand income diversity in an area by producing affordable or workforce housing without exacerbating concentration of poverty.
- 729 of 3,296 units are regulated affordable at 60% AMI or less.
- Additional units at 80% AMI



Patton Park Apartments, Portland

Housing Choice Challenges

- Affordable projects desired in close in and higher cost areas but:
 - Where rents support development at maximum allowed density, affordable projects cannot demonstrate induced transit ridership.
 - In high cost areas and gentrifying areas, affordable developers cannot pay higher land costs.



N Williams Street, Portland

Housing Choice Changes

- **In assessing value of transit ridership:** Utilize newly available data indicating that lower income households ride transit more.
- **In assessing cost premiums:** Recognize the land cost premiums associated with building affordable housing in higher cost areas.



Funding eligibility for affordable projects in higher cost and zoning constrained areas.



The Rose, Gateway, Portland

Coming TOD Activities in 2016

- Roll out Work Plan changes to advisory committees and stakeholders.
- Furniture Store developer selection
- City of Milwaukie- Texaco site developer selection
- City of Beaverton- Westgate disposition
- Land acquisition



Discussion and comments

Infill & Enhance

Blue Line

- Hollywood
- 60th
- 102nd
- Beaverton TC
- Beaverton Central

Orange Line

- Clinton
- Rhine
- Bybee 
- Tacoma/Springwater

Yellow Line

- Prescott
- Overlook Park 
- Killingsworth
- Rosa Parks
- Lombard

Portland City Center

- All lines, all stations

Legend

-  Moved up from catalyze & connect

Catalyze & Connect

Blue Line

- 82nd 
- Gateway
- 122nd 
- Civic Drive 
- Gresham City Hall
- Cleveland Ave
- Millikin way 
- Orenco
- Tuality
- Washington/ SE 12th Ave. 
- Hatfield
- Hillsboro central

Green Line

- Main St.
- Division 
- Powell 
- Holgate 

Orange Line

- Holgate
- Lake

Red Line

- Parkrose/Sumner 

Yellow Line

- Kenton

Legend



Moved up from Plan and Partner



Moved down from Infill and Enhance

Plan & Partner

Blue Line

- 148th
 - 162nd
 - 172nd
 - 181st ↓
 - Rockwood
 - Ruby Junction
 - Washington Park
 - Sunset ↓
 - Beaverton Creek
 - Merlo Road
 - Elmonica
- Willow Creek
 - Quatama
 - Hawthorne Farm
 - Fairplex

Legend

- ↓ Moved down from Catalyze and Connect

Green Line

- Lents
- Flavel ↓
- Fuller
- Clackamas

Orange Line

- Park Ave.

Red Line

- Cascades
- Mt. Hood Ave.
- Portland Airport

Yellow Line

- Delta Park
- Expo center

Objective: Increase funding eligibility for affordable housing

- Proposed Work Plan change #2:
 - Utilize expert financial analysis to recognize the financial burdens unique to affordable projects.

6. *Financial need*

- The project has cost premiums related to higher density, urban infill, or vertically integrated mixed use development, OR the project has **affordability covenants which reduce the project's value compared to a similar unregulated project; AND***

Materials following this page were distributed at the meeting.

The For Every Kid Coalition submits the following documents to the Joint Policy Advisory Committee on Transportation on February 18, 2016.

- Letter from For Every Kid Coalition
- City resolutions passed in West Linn, Forest Grove, Beaverton, Tigard, and Milwaukie
- Support letter from 8 Oregon House Representatives
- School district support from Portland Public, Reynolds, Hillsboro, Gresham-Barlow, Centennial, North Clackamas Schools, David Douglas, and Beaverton school districts
- Community support letters from Jade district and Girl Scout Troup 45077
- Signed petition as of 2.18.16
- Post cards signed for \$15M for Safe Routes to School as of 2.18.16

Thank you and please contact LeeAnne Ferguson with questions at 503-226-0676 x26 or leeanne@btaoregon.org.

October 28, 2015

To: Chair Craig Dirksen & Committee Members
Joint Policy Advisory Committee on Transportation
Metro Regional Center
600 N.E. Grand Ave., Portland, OR 97232

Cc: Metro Council members
Metro Technical Policy Advisory Committee

Dear Chair Dirksen & Committee Members,

As public interest organizations, we support using transportation funding to make investments in Safe Routes to School to increase health, safety, and equity for our families. As members and leaders in the For Every Kid Coalition, we stand with over 2,500 individuals and businesses in urging you to invest \$15 million in creating safe routes to school for every kid in the Metro-area.

A Dangerous Trend for Oregon's Kids

Our kids are getting less exercise than any previous generation. One in four kids in Oregon is overweight or obese, conditions that lead to heart disease, diabetes, hypertension—and eventually early death. Something as simple as walking to school every day isn't an option for many families. Too many communities lack safe sidewalks, bikeways, and crosswalks; communities of concern are more likely to face health problems and street-level safety concerns. Federal funds that were once dedicated to assist in making it possible for students to walk and bike to school are no longer available. Our children's healthy futures now depend on Oregon's leaders helping make physical activity opportunities, like safe routes to school, accessible for every one.

Healthier Kids, Safer Communities

Safe Routes to School is a proven initiative that combines street-level safety improvements near schools with school-based education and encouragement programs for students. When infrastructure projects and non-infrastructure programs are implemented at the same time, families who walk and bike to school increase by 40%. Kids who can safely walk and bike to their neighborhood school get regular physical activity and perform better in school. By dedicating \$15 million to Safe Routes to School, we will:

- **Make streets and crossings within the mile-radius of schools safe.**
 - \$7.5 million could make streets safe for 5,000 students at 7.5 schools.
- **Provide safe access to transit for older students.**
 - \$5 million could provide 25 percent of high school students in the Metro-area with access to transit.
- **Empower communities to implement bike and pedestrian safety education and encouragement.**
 - \$2.5 million could reach 50 percent of students in the Metro-area with education and encouragement programs.

Invest in Safe Routes to School For Every Kid

When it is safe, convenient, and fun to walk, bike, and take public transit to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive. Every kid in Oregon deserves a chance at a healthy future and investing in Safe Routes to School can help make that happen. We urge you to:

- **Invest \$15 million in dedicated funds in Safe Routes to School.** By eliminating Step 3 in RFFA, both Step 1 and Step 2 will increase. Step 1 is projected to have a small increase for cost of living. We urge you to dedicate the remainder of the increase or \$15 million to a region-wide Safe Routes to School initiative. We know that dedicated funds encourage greater engagement and collaboration between school districts and local governments, and they sustain increases in walking, biking, and transit use as new families and students join a school community each year.
- **Prioritize Safe Routes to School investments based on school-wide rates of free/reduced lunch eligibility.** We recommend prioritizing schools based on the highest rates of free/reduced lunch eligibility for Safe Routes to School. Schools with high rates of students eligible for free/reduced lunch are less likely to be able to compete for funding and are less likely to have capacity to create an effective Safe Routes to School program. The students attending these schools are also less likely to get the recommended amount of daily physical activity, and less likely to have safe walking and biking infrastructure in their neighborhoods.

- **Provide technical assistance for communities of concern.** Title I schools are schools where 50 percent or more students are eligible for free/reduced lunch and include communities that have experienced historically inequitable investments in infrastructure. Title I school communities have also had less investment in Safe Routes to School programs. Communities of concern will be better able to compete for funding with technical assistance during the application process and better able to achieve effective programming with technical assistance during program implementation.
- **Link infrastructure and non-infrastructure projects for Safe Routes to School.** We know that when safety needs are met with infrastructure improvements and education needs are met with programs, the community responds. On average, 40% more kids and families will choose to walk or bike to school.

In the coming months, you will decide on critical funding that could give every kid a chance at a healthier future. We urge the Joint Policy Advisory Committee on Transportation to dedicate \$15 million so that every kid in the Metro-area has a safe route to school and an opportunity at a healthy future.

Sincerely,



Sarah Higginbotham
American Heart Association | American Stroke Association



Kari Schlosshauer
National Partnership for Safe Routes to School



Duncan Hwang
Asian Pacific Network of Oregon



Jared Franz
OPAL Environmental Justice



Rob Sadowsky
Bicycle Transportation Alliance



Noel Mickelberry
Oregon Walks



Justin Buri
Community Alliance of Tenants



Mel Rader
Upstream Public Health



Mychal Tetteh
Community Cycling Center

RESOLUTION NO. 2015 - 16

**A RESOLUTION OF THE WEST LINN CITY COUNCIL IN SUPPORT OF A REGIONAL SAFE
ROUTES TO SCHOOL PROGRAM**

WHEREAS, a goal of the City of West Linn is to support making safe routes to school for every kid in the Metro Area; and

WHEREAS, when it is safe, convenient, and fun to walk, bike, and take transit to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive; and

WHEREAS, kids that can safely walk and bike to their neighborhood school get regular physical activity and do better in school; and

WHEREAS, children who live within a mile of schools are not offered bus transportation in the City of West Linn (with a few safety exceptions); and

WHEREAS, the one mile radius around schools often lacks safe infrastructure for walking and biking; and

WHEREAS, our kids who most need more opportunities for physical activity often don't have safe routes for walking or biking to school; and

WHEREAS, comprehensive Safe Routes to School programs have proven successful at getting more kids to bike and walk to school; and

WHEREAS, Safe Routes to School programs are a cost-effective way to improve children's health, make neighborhood streets safer for everyone, engage community members in promoting healthy and safe choices, and reduce school-related congestion; and

WHEREAS, the Metro area citizens and organizations recognize the value of Safe Routes to School in making children healthy and neighborhoods safe; and

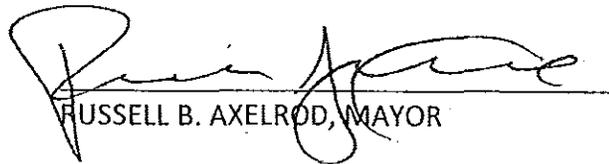
WHEREAS, some Metro school districts have relied on federal and state funding to operate Safe Routes to School programs since 2006; and

WHEREAS, new funding is needed to continue running Safe Routes to School programs and to expand programs to serve every student in the Metro Area.

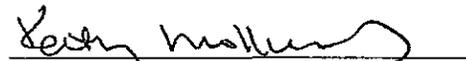
NOW, THEREFORE, THE CITY OF WEST LINN RESOLVES AS FOLLOWS:

SECTION 1. That the City of West Linn requests that the Metro Regional Government establish a policy direction for the 2019-2020 Metropolitan Transportation Improvement Program that creates a regional Safe Routes to School Program with a competitive grant application process to fund safety projects and programs that encourage walking, biking, and transit use to get to K-12 schools throughout the metropolitan region.

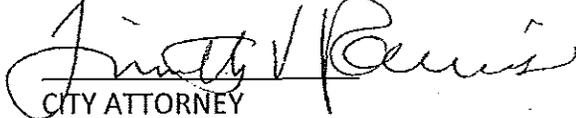
This resolution was PASSED and ADOPTED this 9th day of November, 2015, and takes effect upon passage.


RUSSELL B. AXELROD, MAYOR

ATTEST:


KATHY MOLLUSKY, CITY RECORDER

APPROVED AS TO FORM:


CITY ATTORNEY

RESOLUTION NO. 2015-42

**REQUESTING SUPPORT OF SAFE ROUTES TO SCHOOL
BY THE FOREST GROVE CITY COUNCIL**

WHEREAS, when it is safe, convenient, and fun to walk to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive; and

WHEREAS, kids who can safely walk and bike to their neighborhood school get regular physical activity and do better in school; and

WHEREAS, our kids who most need more opportunities for physical activity often do not have safe routes for walking or biking to school; and

WHEREAS, comprehensive Safe Routes to School programs have proven successful at getting more kids to bike and walk to school; and

WHEREAS, Safe Routes to School programs are a cost-effective way to improve children's health, make neighborhood streets safer for everyone, engage community members in promoting healthy and safe choices, and reduce school-related congestion; and

WHEREAS, the City of Forest Grove recognizes the value of Safe Routes to School in meeting its goals and realizing its mission; and

WHEREAS, new funding is needed to continue running Safe Routes to School programs in meetings its goals and realizing its mission; and

WHEREAS, the cost of fully funding Safe Routes to School for all students in the tri-county metropolitan region would be \$56.5 million, and the gap between existing funding and the total need to serve every kid is approximately \$40 million.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF FOREST GROVE AS FOLLOWS:

Section 1: That the City of Forest Grove requests that the Metro Regional Government establish a policy direction for the 2019-2020 Metropolitan Transportation Improvement Program that creates a regional Safe Routes to School program with a competitive grant application process to fund safety projects and programs that encourage walking, biking and transit use to get to K-12 schools throughout the metropolitan region.

Section 2: This resolution is effective immediately upon its enactment by the City Council.

PRESENTED AND PASSED this 22nd day of June, 2015,

Anna D. Ruggles, City Recorder

APPROVED by the Mayor this 22nd day of June, 2015.

Peter B. Truax, Mayor

AGENDA BILL

Beaverton City Council
Beaverton, Oregon

SUBJECT: Resolution in Support of Safe Routes to Schools

FOR AGENDA OF: 05-05-2015 **BILL NO:** 15093

MAYOR'S APPROVAL: *Denny Dork*

DEPARTMENT OF ORIGIN: Mayor's Office

DATE SUBMITTED: 04-21-2015

CLEARANCES: City Attorney *[Signature]*
CAO *[Signature]*

PROCEEDING: ACTION ITEM

EXHIBITS: Resolution

BUDGET IMPACT

EXPENDITURE	AMOUNT	APPROPRIATION
REQUIRED \$0	BUDGETED \$0	REQUIRED \$0

RECOMMENDED ACTION:

Support the Resolution.

INFORMATION FOR CONSIDERATION:

City Councils adopts a resolution in support of the Safe Routes to School program and encourages the Metro Regional Government to establish a policy direction for the 2019-2020 Metropolitan Transportation Improvement Program that creates a regional Safe Routes to School program. A comprehensive Safe Routes to Schools programs have proven successful at getting more kids to bike and walk to school. Kids need more opportunities for physical activity. New funding is needed to continue running Safe Routes to School program.

A RESOLUTION NO. 4308

**A RESOLUTION REQUESTING SUPPORT FOR SAFE ROUTES TO SCHOOLS FROM THE
BEAVERTON CITY COUNCIL**

WHEREAS, when it is safe, convenient, and fun to walk to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive; and

WHEREAS, kids who can safely walk and bike to their neighborhood school get regular physical activity and do better in school; and

WHEREAS, our kids who most need more opportunities for physical activity often do not have safe routes for walking or biking to school; and

WHEREAS, comprehensive Safe Routes to School programs have proven successful at getting more kids to bike and walk to school; and

WHEREAS, Safe Routes to School programs are a cost-effective way to improve children's health, make neighborhood streets safer for everyone, engage community members in promoting healthy and safe choices, and reduce school-related congestion; and

WHEREAS, the City of Beaverton recognizes the value of Safe Routes to School in meeting its goals and realizing its mission;

WHEREAS, new funding is needed to continue running Safe Routes to School programs in meetings its goals and realizing its mission; and

WHEREAS, the cost of fully funding Safe Routes to School for all students in the tri-county metropolitan region would be \$56.5 million, and the gap between existing funding and the total need to serve every kid is approximately \$40 million;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BEAVERTON, OREGON:

That the City of Beaverton requests that the Metro Regional Government establish a policy direction for the 2019-2020 Metropolitan Transportation Improvement Program that creates a regional Safe Routes to School program with a competitive grant application process to fund safety projects and programs that encourage walking, biking and transit use to get to K-12 schools throughout the metropolitan region.

Adopted by the Council this ____ day of _____, 2015.

Approved by the Mayor this ____ day of _____, 2015

Ayes: ____

Nays: ____

ATTEST:

APPROVED:

Cathy Jansen, City Recorder

Denny Doyle, Mayor

**CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 15-11**

A RESOLUTION SUPPORTING THE METRO REGIONAL GOVERNMENT'S ESTABLISHMENT OF POLICY DIRECTION FOR THE 2019-2020 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO CREATE A REGIONAL SAFE ROUTES TO SCHOOL PROGRAM

WHEREAS, the City's Strategic Plan vision is "The most walkable community in the Pacific Northwest where people of all ages and abilities live healthy, interconnected lives" and

WHEREAS, when it is safe, convenient, and fun to walk to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive; and

WHEREAS, kids that can safely walk and bike to their neighborhood school get regular physical activity and do better in school; and

WHEREAS, our kids who most need more opportunities for physical activity often don't have safe routes for walking or biking to school; and

WHEREAS, comprehensive Safe Routes to School programs have proven successful at getting more kids to bike and walk to school; and

WHEREAS, Safe Routes to School programs are a cost-effective way to improve children's health, make neighborhood streets safer for everyone, engage community members in promoting healthy and safe choices, and reduce school-related congestion; and

WHEREAS, the City recognizes the value of Safe Routes to School in meeting its goals and realizing its Strategic Plan vision; and

WHEREAS, new funding is needed to sustain Safe Routes to School programs in the City; and

WHEREAS, new funding is needed to continue running Safe Routes to School programs in the Tigard-Tualatin School District and to serve every Tigard student; and

WHEREAS, the cost of fully funding Safe Routes to School for all students in the tri-county metropolitan region would be \$56.5 million, and the gap between existing funding and the total need to serve every kid is approximately \$40 million;

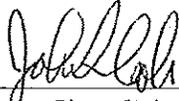
NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: The Tigard City Council requests that the Metro Regional Government establish policy direction for the 2019-2020 Metropolitan Transportation Improvement Program that creates a regional Safe Routes to School program with a competitive grant application process to

fund safety projects and programs that encourage walking, biking and transit use by K-12 students throughout the greater tri-county metropolitan region.

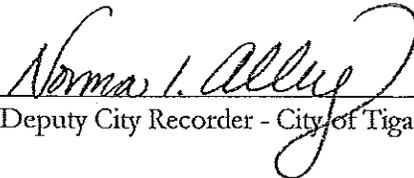
SECTION 2: This resolution is effective immediately upon passage.

PASSED: This 24th day of March, 2015.

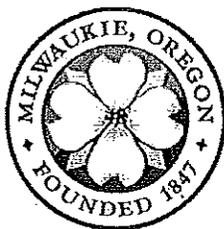


Mayor - City of Tigard

ATTEST:



Deputy City Recorder - City of Tigard



CITY OF MILWAUKIE

"Dogwood City of the West"

Resolution No. 35-2015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, IN SUPPORT OF THE REGIONAL SAFE ROUTES TO SCHOOL PROGRAM \$40 MILLION ADDITIONAL EXPENDITURE.

WHEREAS, children who live within a mile of the schools are not offered bus transportation in the City of Milwaukie; and

WHEREAS, the one-mile radius around schools often lacks safe infrastructure for walking and biking; and

WHEREAS, due to physical and economic constraints, the children of Milwaukie are at higher risk for childhood diabetes; and

WHEREAS, obesity among school age children is at an all-time high and rising; and

WHEREAS, when it is safe, convenient and fun to walk and bike to school, our children are healthier, our streets are safer and our community thrives; and

WHEREAS, kids that can safely walk and bike to their neighborhood school get regular physical activity and do better in school; and

WHEREAS, comprehensive Safe Routes to School programs have proven successful at getting more kids to bike and walk to school; and

WHEREAS, many kids are currently driven to school which increases congestion in our neighborhoods, expense to our citizens and contributes to Climate Change; and

WHEREAS, new funding is needed to build the infrastructure and secure the training to make Safe Routes to School for every student in Milwaukie.

Now, Therefore, be it Resolved that the City of Milwaukie, Oregon, requests that the Metro Regional Government establish a policy that supports Safe Routes to School in their effort to secure funding from the Federal, State and Metro sources in additional monies of \$40 million every two years for 30 years.

Introduced and adopted by the City Council on 3/17/15.

This resolution is effective on 3/17/15.

Wilda Parks, Mayor

ATTEST:

APPROVED AS TO FORM:
Jordan Ramis PC

Pat DuVal, City Recorder

City Attorney



HOUSE OF REPRESENTATIVES

September 30, 2015

Dear Metro Council,

As Representatives in East Multnomah County we see first-hand the health problems facing kids and families in our districts. We the undersigned support using transportation funding to make investments in Safe Routes to School to increase health, safety, and equity for Oregon families.

The Problem: A Dangerous Trend for Oregon's Kids

Our kids are getting less exercise than any previous generation. One in four kids in Oregon is overweight or obese, conditions that lead to heart disease, diabetes, hypertension—and eventually early death. Something as simple as walking to school every day isn't an option for many families. Too many communities lack safe sidewalks, bikeways, and crosswalks, and under-served communities are more likely to face health problems and safety street-level safety concerns. Federal funds that were once dedicated to make it possible for students to walk and bike to school are no longer available. Our children are looking to us at the local, regional, and state level to make Safe Routes to School for them.

The Solution: Healthier Kids, Safer Communities

Safe Routes to School is a proven program that combines street-level safety improvements near schools with school-based education and encouragement programs for students. This program results in a 40% increase in families who walk and bike to school. Kids who can safely walk and bike to their neighborhood school get regular physical activity and perform better in school. By prioritizing Safe Routes to School, we will:

- Make streets and crossings within the mile-radius of schools safe.
- Empower communities to take charge of their own health and safety with bike and pedestrian safety education and encouragement.
- Provide safe access to transit for older students.

The Opportunity: Fund Safe Routes to School For Every Kid

When it is safe, convenient, and fun to walk, bike, and take public transit to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive. Every kid in my district and in Oregon deserves a chance at a healthy future and funding Safe Routes to School will make that happen. We must:

- **Provide dedicated funds to make Safe Routes to School.** We know that dedicated funds encourage greater engagement and collaboration between school districts and local governments and sustain increases in walking and biking as new families and students join a school community each year. For example, in Beaverton walking and biking quadrupled when a federal Safe Routes to School grant funded a Safe Routes to School Coordinator to educate students and encourage walking and biking to school. As soon as the grant ended and federal funding was no longer available, the number of students walking and biking reduced by half.





HOUSE OF REPRESENTATIVES

- **Prioritize Safe Routes to School for Title 1 schools or schools where 50% or more of students are eligible for free/reduced lunch.** Title 1 schools are less likely to be able to compete for funding and are less likely to have capacity to create an effective Safe Routes to School program. The students attending Title 1 schools are also less likely to meet daily physical activity recommendations and less likely to have safe walking and biking infrastructure in their neighborhoods.

In the coming months, Metro Council will decide on critical funding that could give every kid a chance at a healthier future. We urge Metro and the Joint Policy Advisory Committee on Transportation to dedicate funding so that every student can have a safe route to school in the Metro-area.

Sincerely,

Handwritten signature of Jessica Vega Pederson in cursive.

Representative Jessica Vega Pederson
HD-47

Handwritten signature of Jeff Reardon in cursive.

Representative Jeff Reardon
HD-48

Handwritten signature of Kathleen Taylor in cursive.

Representative Kathleen Taylor
HD-41

Handwritten signature of Chris Gorsek in cursive.

Representative Chris Gorsek
HD-49

Handwritten signature of Rob Nosse in cursive.

Representative Rob Nosse
HD-42

Handwritten signature of Carla Piluso in cursive.

Representative Carla Piluso
HD-50

Handwritten signature of Alissa Keny-Guyer in cursive.

Representative Alissa Keny-Guyer
HD-46

Handwritten signature of Shemia Fagan in cursive.

Representative Shemia Fagan
HD-51



RESOLUTION No. 5077

Resolution in Support Safe Routes to School Program

RECITALS

- A. At Portland Public Schools our mission is: Every student by name, prepared for college, career and participation as an active community member, regardless of race or class.
- B. When it is safe, convenient and fun to walk to neighborhood schools, our children are healthier, our streets are safer for everyone and our communities thrive.
- C. Kids that can safely walk and bike to their neighborhood school get regular physical activity and do better in school.
- D. Comprehensive Safe Routes to School programs have proven successful at getting more kids to bike and walk to school
- E. Safe Routes to School programs are a cost-effective way to improve children's health, make neighborhood streets safer for everyone, engage community members in promoting healthy and safe choices and reduce school-related congestion.
- F. Portland Public Schools has relied on federal, state and local funding to provide infrastructure improvements within student walk / bike areas of schools to improve safety and operate Safe Routes to School programs since 2007. These areas defined as a 1 mile walking radius for K-5 and K-8 schools and a 1-1/2 mile walking radius for 6-8 and 9-12 schools.
- G. Portland Public Schools, along with Portland Bureau of Transportation Safe Routes to Schools, is developing a crowd-sourcing application to help the Portland Public Schools community-at-large, document safety concerns in student walk/bike areas that serve schools.
- H. Under the 2014 Portland Public Schools-City Active Transportation IGA, over 45,000 Portland Public Schools students are served by the Portland Bureau of Transportation Safe Routes to Schools.
- I. Portland Public Schools recognizes the value of Safe Routes to School in meeting its goals and realizing its mission.
- J. New funding is needed to continue running Safe Routes to School programs in meeting its goals and realizing its mission.
- K. New funding is needed to continue to expand Safe Routes to School programs in Portland Public Schools, to serve every student, and to continue to provide infrastructure improvements within student walk/bike areas of schools to improve safety.
- L. The cost of fully funding Safe Routes to School for all students in the tri-county metropolitan region would be \$56.5 million, and the gap between existing funding and the total need to serve every kid is \$40 million.

RESOLUTION

- 1. Portland Public Schools requests that the Metro Regional Government establish a policy direction for the 2019-2020 Metropolitan Transportation Improvement Program that creates a regional Safe Routes to School program with funded safety projects and programs that encourage walking, biking and transit use to get to K-12 schools throughout the greater tri-county metropolitan region.



May 27, 2015

Dear Joint Policy Advisory Committee on Transportation and Metro Council:

As the Superintendent of the Reynolds School District, I see first-hand the problems facing our youth and the role that school communities, community partners, city and county governments can play in creating safe opportunities for physical activity when getting to school. In the coming months, you have the opportunity to dedicate critical funding that could shape a healthy future for every student in the tri-county area. I urge the Metro Council and the Joint Policy Advisory Committee on Transportation to support dedicated funding for safe routes to school for every child.

When it is safe, convenient, and fun to walk, bike, and take public transit to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive. Every student in my school district deserves a chance at a healthy future. Additionally, according to the OPUS Archive and Research Center, the exercise children get when walking and biking to school reflects on their ability to concentrate into the school day. Join me to support students creating healthy habits that further their ability to learn during school hours.

The Problem: A Dangerous Trend for Oregon's Kids

Our kids are getting less exercise than any previous generation. One in three kids in the U.S. is overweight or obese, conditions that lead to heart disease, diabetes, hypertension—and eventually early death. Something as simple as walking to school every day isn't an option for many families in the Metro-area. Too many communities lack safe sidewalks, bikeways, and crosswalks. Chronic absenteeism has also been identified as a leading indicator for success in school and graduation. Lacking options for getting to school is cited as one cause of chronic absenteeism.

The Opportunity: Every School District in the Metro Region

Safe routes to school could bring the following to every community in the metro-area:

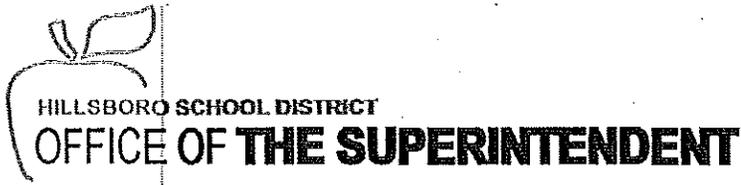
- Healthier kids ready to learn
- Safer neighborhood streets for all residents
- Kids equipped with crucial bike and pedestrian safety education
- Thriving neighborhoods that foster community
- Opportunities for physical activity for kids who need it most

In the coming months, you will decide on critical funding that could give every kid a chance at a healthier future. I urge you to prioritize funding so that every student can have safe routes to school in the Metro-area.

Sincerely,

A handwritten signature in cursive script that reads "Linda Florence".

Linda Florence, Ed.D
Superintendent,
Reynolds School District



May 20, 2015

Metro Council
Joint Policy Advisory Committee on Transportation

Re: *Safe Routes to School for Every Kid*
Sent Via: E-mail

Dear Joint Policy Advisory Committee on Transportation and Metro Council:

As the Superintendent for Hillsboro School District, I see firsthand the problems facing our students, and the role that school communities, community partners, and city and county governments can play in creating safe opportunities for physical activity when getting to school. In the coming months, you have the opportunity to dedicate critical funding that could shape a healthy future for every child in the Tri-County area. I urge Metro Council and the Joint Policy Advisory Committee on Transportation to support dedicated funding for safe routes to school for every kid.

When it is safe, convenient, and fun to walk, bike, and take public transit to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive. Every student in my school district deserves a chance at a healthy future. Also, according to the OPUS Archive and Research Center, the exercise children get when walking and biking to school reflects on their ability to concentrate for about four hours into the school day. We support students in creating healthy habits that further their ability to learn during school hours.

The Problem: A Dangerous Trend for Oregon's Kids

Our students are getting less exercise than any previous generation. One in three children in the U.S. is overweight or obese, conditions that lead to heart disease, diabetes, hypertension—and eventually early death. Something as simple as walking to school every day isn't an option for many families in the Metro-area. Too many communities lack safe sidewalks, bikeways, and crosswalks. Chronic absenteeism has also been identified as a leading indicator for success in school and graduation. Lacking options for getting to school is cited as one cause of chronic absenteeism.

The Solution: Healthier Kids, Safer Communities

Students who can safely walk and bike to their neighborhood school get regular physical activity and perform better in school. To ensure that's an option for all families, Safe Routes to School:

- Makes streets and crossings within the mile-radius of schools safer.
- Empowers communities to take charge of their own health and safety with bike and pedestrian safety education.
- Creates communities of families walking and biking together through fun, school-based events.

Safe Routes to Schools Works

Some Metro-area schools have received funding since 2006 to make safe routes to school. Well-supported school communities that are educating and encouraging students, and making the streets safe have seen walking and biking to school quadruple in one year.

Engage and challenge all learners to ensure academic excellence

3083 NE 49th Place, AC 200, Hillsboro, OR 97124-6008
TEL: 503-844-1500 ■ FAX: 503-844-1781 ■ WEB: www.hsd.k12.or.us

The Opportunity: Every School District in the Metro Region

Safe routes to school could bring the following to every community in the Metro-area:

- Healthier kids ready to learn
- Safer neighborhood streets for all residents
- Students equipped with crucial bike and pedestrian safety education
- Thriving neighborhoods that foster community
- Opportunities for physical activity for kids who need it most

In the coming months, you will decide on critical funding that could give every child a chance at a healthier future. I urge you to prioritize funding, so that every student can have safe routes to school in the Metro-area.

Sincerely,



Superintendent



Jim Schlachter, Superintendent

Gresham-Barlow School District No. 10Jt

1331 NW Eastman Parkway, Gresham, OR 97030-3825

www.gresham.k12.or.us

Phone: (503) 261-4550

Fax: (503) 661-1589

May 12, 2015

Metro Council
Joint Policy Advisory Committee on Transportation

Re: *Safe Routes to School*

Dear Joint Policy Advisory Committee on Transportation and Metro Council:

As a Superintendent in the Metro-area, I am aware of the problems facing our youth and the role that school communities and partner city and county governments can play in creating safe opportunities for physical activity. In the coming months, you have the opportunity to dedicate critical funding that could shape a healthy future for students in the tri-county area. We urge Metro Council and the Joint Policy Advisory Committee on Transportation to support dedicated funding for safe routes to school.

When it is safe and fun to walk or bike to neighborhood schools, our children are healthier. Research that shown that the exercise children get when walking and biking to school reflects on their ability to better concentrate. Something as simple as walking to school every day isn't an option for many families in the Metro-area. Too many communities lack safe sidewalks, bikeways, and crosswalks. Kids who can safely walk and bike to their neighborhood school get regular physical activity and perform better in school.

Safe routes to school could bring the following to every community in the metro-area:

- Healthier students ready to learn
- Safer neighborhood streets for all residents
- Students equipped with crucial bike and pedestrian safety education

In the coming months, you will decide on critical funding that could give many students a chance at a healthier future. I urge you to prioritize funding so that students can have safe routes to school in the Metro-area.

Sincerely,

Jim Schlachter
Superintendent



18135 SE Brooklyn Street
Portland, OR 97236-1049
Telephone 503-760-7990
FAX 503-762-3689

November 23, 2015

To Whom It May Concern

As the Superintendent of Centennial SD, I see first hand the problems facing our youth and the role that school communities, community partners, and city and county governments can play in creating safe opportunities for physical activity when getting to school. In the coming months, you have the opportunity to dedicate critical funding that could shape a healthy future for every kid in the tri-county area. I urge Metro Council and the Joint Policy Advisory Committee on Transportation to support dedicated funding for safe routes to school for every kid.

When it is safe, convenient, and fun to walk, bike, and take public transit to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive. Every kid in my school district deserves a chance at a healthy future. Also, according to the OPUS Archive and Research Center the exercise children get when walking and biking to school reflects on their ability to concentrate for about four hours into the school day. We support students in creating healthy habits that further their ability to learn during school hours.

The Problem: A Dangerous Trend for Oregon's Kids

Our kids are getting less exercise than any previous generation. One in three kids in the U.S. is overweight or obese, conditions that lead to heart disease, diabetes, hypertension—and eventually early death. Something as simple as walking to school every day isn't an option for many families in the Metro-area. Too many communities lack safe sidewalks, bikeways, and crosswalks. Chronic absenteeism has also been identified as a leading indicator for success in school and graduation. Lacking options for getting to school is sited as one cause of chronic absenteeism.

The Solution: Healthier Kids, Safer Communities

Kids who can safely walk and bike to their neighborhood school get regular physical activity and perform better in school. To ensure that's an option for all families, Safe Routes to School:

- Makes streets and crossings within the mile-radius of schools safer.
- Empowers communities to take charge of their own health and safety with bike and pedestrian safety education.
- Creates communities of families walking and biking together through fun, school-based events.

Safe Routes to Schools Works

Some metro-area schools have received funding since 2006 to make safe routes to school. Well-supported school communities who are educating and encouraging students as well as making the streets safe have seen walking and biking to school quadruple in one year.

The Opportunity: Every School District in the Metro Region

Safe routes to school could bring the following to every community in the metro-area:

- Healthier kids ready to learn
- Safer neighborhood streets for all residents

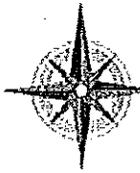
- Kids equipped with crucial bike and pedestrian safety education
- Thriving neighborhoods that foster community
- Opportunities for physical activity for kids who need it most

In the coming months, Metro Council will decide on critical funding that could give every kid a chance at a healthier future. I urge Metro and the Joint Policy Advisory Committee on Transportation to dedicate funding so that every student can have safe routes to school in the Metro-area.

Sincerely,

A handwritten signature in cursive script, appearing to read "S. G. Breyer".

Samuel G. Breyer
Superintendent of Schools



North Clackamas Schools
engaged · inspired · ready

Matt Utterback
Superintendent

utterback@nclack.k12.or.us
4444 SE Lake Road, Milwaukie, Oregon 97222
503-353-6001
www.nclack.k12.or.us

March 31, 2015

Metro Council
Joint Policy Advisory Committee on Transportation

Re: Safe Routes to School for Every Child

Dear Joint Advisory Committee on Transportation and Metro Council:

I serve as the Superintendent for the North Clackamas School District and I am writing to ask for your support in prioritizing and investing funds to provide safe walking and biking routes to schools (i.e., safe streets, shoulders, sidewalks, paths and crossings within one mile of schools).

Investing in safe routes to schools serves children, families and the community by connecting the community to schools, community centers, fields and playgrounds. The investment builds thriving neighborhoods that foster community.

An investment in safe routes to schools fulfills Metro's goals and strategies (to build more transportation choices, create healthy communities and grow our economy – all while reducing greenhouse gas emissions) and contributes to changing behavior and habits early in life. The result is the improved health, well-being and performance of our children, which will enable them to develop into the healthy and responsible community leaders of our future.

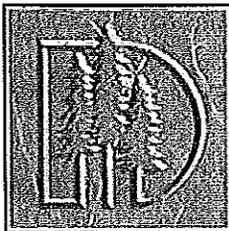
I support Metro's Climate Smart Strategies to make biking and walking safe and convenient, securing adequate funding for transportation investments, and providing information and incentives to expand the use of travel options. I am in agreement that these strategies can help people live healthier lives and save businesses and households money by producing less traffic, pollution and transportation expenses.

We know that one in three children are overweight or obese and the consequences to their overall health and well-being. We know that physical activity (like walking and biking to school) improves health, well-being and performance in school and life. We also know that thousands of students are unable to walk or bike to school because there is not a safe route available to them.

Please invest in safe routes to schools for our children, families and community. The investment today will pay dividends now and for future generations.

Sincerely,

Matt Utterback
Superintendent
North Clackamas School District



David Douglas School District

Don Grotting, Superintendent
1500 SE 130th • Portland, Oregon • 97233-1719
(503) 252-2900 • Fax (503) 256-5218

January 21, 2015

Metro Council
Joint Policy Advisory Committee on Transportation

Re: *Safe Routes to School for Every Kid*
Sent Via: E-mail

Dear Joint Policy Advisory Committee on Transportation and Metro Council:

As a Superintendent in the Metro-area, I see first hand the problems facing our youth and the role that school communities, community partners, and city and county governments can play in creating safe opportunities for physical activity when getting to school. In the coming months, you have the opportunity to dedicate critical funding that could shape a healthy future for every kid in the tri-county area. I urge Metro Council and the Joint Policy Advisory Committee on Transportation to support dedicated funding for safe routes to school for every kid.

When it is safe, convenient, and fun to walk, bike, and take public transit to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive. Every kid in my school district deserves a chance at a healthy future. Also, according to the OPUS Archive and Research Center the exercise children get when walking and biking to school reflects on their ability to concentrate for about four hours into the school day. We support students in creating healthy habits that further their ability to learn during school hours.

The Problem: A Dangerous Trend for Oregon's Kids

Our kids are getting less exercise than any previous generation. One in three kids in the U.S. is overweight or obese, conditions that lead to heart disease, diabetes, hypertension—and eventually early death. Something as simple as walking to school every day isn't an option for many families in the Metro-area. Too many communities lack safe sidewalks, bikeways, and crosswalks. Chronic absenteeism has also been identified as a leading indicator for success in school and graduation. Lacking options for getting to school is sited as one cause of chronic absenteeism.

The Solution: Healthier Kids, Safer Communities

Kids who can safely walk and bike to their neighborhood school get regular physical activity and perform better in school. To ensure that's an option for all families, Safe Routes to School:

- Makes streets and crossings within the mile-radius of schools safer.
- Empowers communities to take charge of their own health and safety with bike and pedestrian safety education.
- Creates communities of families walking and biking together through fun, school-based events.

Safe Routes to Schools Works

Some metro-area schools have received funding since 2006 to make safe routes to school. Well-supported school communities who are educating and encouraging students as well as making the streets safe have seen walking and biking to school quadruple in one year.

Visit our web page: www.ddouglas.k12.or.us E-mail: David_Douglas@ddouglas.k12.or.us

School Board

Bryce Anderson • Frieda Christopher • Donn Gardner • Christine Larsen • Shannon Raybold • Kyle Riggs • Cheryl Scarcelli Ancheta

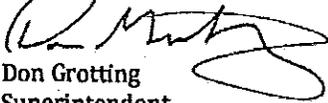
The Opportunity: Every School District in the Metro Region

Safe routes to school could bring the following to every community in the metro-area:

- Healthier kids ready to learn
- Safer neighborhood streets for all residents
- Kids equipped with crucial bike and pedestrian safety education
- Thriving neighborhoods that foster community
- Opportunities for physical activity for kids who need it most

In the coming months, you will decide on critical funding that could give every kid a chance at a healthier future. I urge you to prioritize funding so that every student can have safe routes to school in the Metro-area.

Sincerely,



Don Grotting
Superintendent
David Douglas School District

**BEAVERTON SCHOOL DISTRICT BOARD OF DIRECTORS****Resolution 15-503 in Support of Safe Routes to School Program**

WHEREAS, the mission of the Beaverton School District is to “Engage our students in rigorous and joyful learning experiences that meet their individual needs so they may thrive, contribute, compete, and excel;” and

WHEREAS, when it is safe, convenient, and fun to walk to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive; and

WHEREAS, kids that can safely walk and bike to their neighborhood school get regular physical activity and do better in school; and

WHEREAS, our kids who most need more opportunities for physical activity often don't have safe routes for walking or biking to school; and

WHEREAS, comprehensive Safe Routes to School programs have proven successful at getting more kids to bike and walk to school; and

WHEREAS, Safe Routes to School programs are a cost-effective way to improve children's health, make neighborhood streets safer for everyone, engage community members in promoting healthy and safe choices, and reduce school-related congestion; and

WHEREAS, the Beaverton School District has relied on federal and state funding to operate Safe Routes to School programs since 2008; and

WHEREAS, the Beaverton School District recognizes the value of Safe Routes to School in meeting its goals and realizing its mission; and

WHEREAS, new funding is needed to continue running Safe Routes to School programs in the meeting its goals and realizing its mission; and

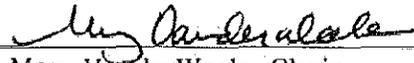
WHEREAS, new funding is needed to continue running Safe Routes to School programs in the Beaverton School District and to serve every student; and

WHEREAS, the cost of fully funding Safe Routes to School for all students in the tri-county metropolitan region would be \$56.5 million, and the gap between existing funding and the total need to serve every kid is approximately \$40 million;

District Goal: All students will show continuous progress toward their personal learning goals, developed in collaboration with teachers and parents, and will be prepared for post-secondary education and career success.

The Beaverton School District recognizes the diversity and worth of all individuals and groups. It is the policy of the Beaverton School District that there will be no discrimination or harassment of individuals or groups based on race, color, religion, gender, sexual orientation, gender identity, gender expression, national origin, marital status, age, veterans' status, genetic information or disability in any educational programs, activities or employment.

NOW, THEREFORE, LET IT BE RESOLVED that the Beaverton School District requests that the Metro Regional Government establish a policy direction for the 2019-2020 Metropolitan Transportation Improvement Program that creates a regional Safe Routes to School program with a competitive grant application process to fund safety projects and programs that encourage walking, biking and transit use to get to K-12 schools throughout the greater tri-county metropolitan region.

By: 
Mary VanderWeele, Chair
Beaverton School Board



2738 SE 82nd. Ave
Portland, OR 97266
971-340-4866
www.jadedistrict.org

April 20, 2015

Metro Council
Joint Policy Advisory Committee on Transportation

Re: *Safe Roads For Every Kid*
Sent Via: E-mail

Dear Joint Policy Advisory Committee on Transportation:

On behalf of the Jade District Neighborhood Prosperity Initiative (NPI), this letter is to endorse the *For Every Kid* effort to ensure Safe Routes to School for every kid in the Metro Region. The Jade District is a neighborhood in Southeast Portland that the Portland Development Commission identified as an area that is poised for economic growth but also at risk for gentrification and displacement of the local community that currently resides there. Our goal is to assist the neighborhood in developing economically while still retaining the character of the current residents of the area. The Jade District is located at the intersection of SE 82nd Ave. and SE Division St. and is comprised of an incredibly diverse population. According to the latest census, the Jade District is the only tract in Multnomah County that is comprised of a majority of residents of color. Our community faces significant challenges in developing, as the area is traditionally underserved and remains comprised of low-income residents, with approximately 88% of children attending the local Harrison Park SUN School on free or reduced lunch.

Through our work in the Jade District, we held a community visioning process in five different languages spoken in the Jade District. Our community identified a need for safe pedestrian access across cultures; in all languages, members of our neighborhood recognized that there is a lack of sidewalks and safe pedestrian routes to key anchors in the neighborhoods. Earlier this year, a driver struck two local residents at the intersection of SE 84th Avenue and SE Division Street, in the heart of the Jade District and less than a half mile from the Harrison Park SUN School which serves the children in our neighborhood.

In addition to safety, pedestrian access is important to serve the economic development goals of the Jade District NPI, as foot traffic is crucial to the local businesses here, serving a low income population, as well a community of elders who live in the neighborhood and rely on walking as their primary means of transportation to and from local businesses. Multi-modal access to businesses is important for the local businesses to succeed, especially as projects like the Powell-Division Transit and Development Project are planned in our neighborhood and will directly affect the businesses located here.

To this end, our community makes the following recommendation to the JPACT and ask that Metro fund and enact the following policies:

- Establish a policy direction for the 2019-2020 Metropolitan Transportation Improvement Program that creates a regional safe routes to school program that is a competitive grant



2738 SE 82nd. Ave
Portland, OR 97266
971-340-4866
www.jadedistrict.org

application process to fund safety projects and programs that encourage walking and biking and transit use to get to K-12 schools throughout the greater tri-county metropolitan region.

- Eligible infrastructure projects include planning or engineering projects that support bicycling and walking and transit in the 1 mile vicinity of schools, such as: sidewalk improvements; transit access improvements; traffic calming and speed reduction; pedestrian and bicycle crossing improvements; on-street bicycle facilities; off-street bicycle and pedestrian facilities; secure bicycle parking facilities; and trail connections.
- Eligible non-infrastructure projects include: public awareness campaigns and outreach to press and community leaders; traffic education and enforcement in the vicinity of schools; youth transit passes; transit education; student sessions on bicycle and pedestrian safety, health, and environment; training safe routes to school program volunteers and managers.
- Communities of concern where 50% or more of the children are eligible to receive free and reduced priced meals will receive prioritization and a certain % of awards will go to communities of concern first.
- Program must fund infrastructure and non-infrastructure projects concurrently with a commitment to at least 10-30% non-infrastructure support.
- Program must conduct outreach and educational workshops to communities of concern, and provide education and technical assistance, including application assistance, to communities.
- Program must establish plans and goals to ensure successful implementation in communities of concern, such as through pre-application assistance, providing matching funds for lower-income communities or funding minimums. Program funds must be allocated in a way that ensures priority assistance is given to projects in communities of concern.
- Define a role for community based organizations to play in needs assessment, technical assistance, application assistance, and developing community capacity.
- Ensure that qualified community based organizations can provide general contracting services in construction of infrastructure projects.

We respectfully request that the Joint Policy Advisory Committee on Transportation adopt these and recommend these policies to the Metro Regional Council in implementing future projects in our neighborhood. Our area is historically underserved and comprised of diverse communities of color that are at risk of significant displacement and loss of community if these policies are not implemented.

Sincerely,

Todd Struble
Jade District Manager

Girl Scout Troop 45077

Bicycle Transportation Alliance, BTA
618 NW Glisan St #401
Portland, OR 97209
November 1 2015
Dear BTA community representative,

Troop Leader
Kirstin Pauken
1191 SE Courtney Av
Milwaukie, OR 97222
kpauken@gmail.com

We, the 5/6th th grade Girl scout troop 45077 of OakGrove, are concerned about how hard it is to walk to the stores, local schools, parks and other places that are not too far away. The safety problems are upsetting to many families in the Rex Putnam Elementary feeder schools of the North Clackamas school district.

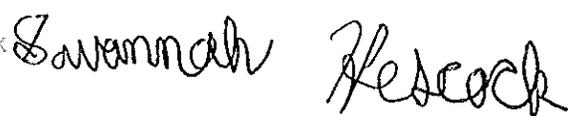
Our Girls Scout troop sent out and did a survey of street safety of the Putnam feeder school area based on the National Center for Safe Routes (saferoutesinfo.com). Overall, the average score was 14 out of 25 which is fair and shows it needs lots of improvement. Some particularly problematic areas are Vineyard Road, West of Mcloughlin, and the most West ends of Courtney ave, Oak Grove Blvd, and Naef Road. These roads are conduits to schools, libraries, and parks in the area and have high amounts of youth foot traffic on them.

There are not enough sidewalks or pathways and some are cracked or have thorns, weeds etc in the way. This is a problem because it not safe to walk, so you need to drive instead. Driving uses lots of fuel which is bad for the environment. Some ways we can fix this problem is putting in sidewalks or painting lines on the road that shows that only pedestrians can walk in this area. We can also make sure that there are crosswalks that make it safer and easier to cross the street. Plants are growing in sidewalks from land that the government owns. This is a problem because people can not walk there. One way you can fix this is by cutting weeds down.

Another way we can fix this problem is by lowering speed limits. The current speed limits range from 35 mph to 45 mph. These high speeds are dangerous for pedestrians and discourage people from walking to school or the store. We can add more automatic speed limit signs and increase police patrol in school zones, particularly around Oak Grove elementary school, in the mornings and afternoons.

We hope that you will think about this and why we and many others are concerned about our community.

Sincerely,

ELYSE PAUKEN 
BRIANA LYNCH 
ALLISON JACKSON 
SAVANNAH HESCOCK 

The For Every Kid Petition as of 2/17/16

Every kid deserves a chance at a healthy future, that's why I urge Metro to invest in safe routes to school in every school district in the Metro Area.

When it is safe to walk, bicycle, and take public transit to neighborhood schools, our children are healthier, our streets are safer for everyone, and our communities thrive. Safe routes to school create healthier kids who are ready to learn; kids equipped with crucial safety education; and safe neighborhood streets for all residents. In the coming months, Metro Council has an opportunity to make the lives of 150,000 of kids healthier and safer. **I urge Metro to fund safe routes to school in every school district in the Metro Area.**

For more information visit ourhealthystreets.org/foreverykid.

Petition signed by these organizations:

- Bicycle Transportation Alliance
- Safe Routes to School National Partnership
- American Heart Association
- Asian Pacific American Network of Oregon
- Oregon Walks
- Upstream Public Health
- OPAL Environmental Justice Oregon
- Beaverton Round Executive Suites
- Beaverton School District
- David Douglas School District
- Healthy Kids Learn Better Coalition
- Coalition for a Livable Future
- Jade District
- Linwood Elementary PTA
- City of Milwaukie
- Citizen Participation Organization 4K (Tigard/King City)
- City of Tigard
- Playworks Pacific Northwest
- Oregon Public Health Institute
- North Clackamas School District
- Kaiser Permanente
- Kids Riding Bikes
- Community Cycling Center
- Community Alliance of Tenants
- Woodstock Neighborhood Association
- Oregon Environmental Council
- Health Insurance Hope
- City of Beaverton
- Sugar Wheel Works
- Portland Public Schools
- Gresham Barlow School District

- Hillsboro School District
- Keen Footwear
- FMYI
- Washington County Citizen Participation Organization 7
- America Walks
- Parkrose School District
- Reynolds School District
- City of Forest Grove
- Adelante Mujeres
- Mt. Scott/Arleta Neighborhood Association
- Resources for Health
- The Rosewood Initiative
- Rosewood Bikes
- Disability Rights Oregon
- Andando en Bicicletas en Cully
- North East Coalition of Neighborhoods (NECN): Boise, Eliot, Sabin, Concordia, Sullivan's Gulch, Grant Park, Humboldt, King, Vernon, Irvington, and Alameda Neighborhood Associations
- Hillsboro Neighborhoods Coalition: 3rd Ave Neighborhood Watch, Main Street Neighbors, Heart of Hillsboro Neighborhood and Jackson School Homeowners Association
- 8 Oregon Representatives: Jessica Vega-Pederson, Kathleen Taylor, Rob Nosse, Alissa Keny-Guyer, Jeff Reardon, Carla Piluso, Chris Gorsek, and Shemia Fagan
- City of West Linn (link to resolution is coming soon!)
- Beaverton Chamber of Commerce
- Infrastructure Fan Club
- Oak Hills PTO
- Centennial School District
- Youth Environmental Justice Alliance
- Girl Scout Troop 45077 (in Oak Grove)
- East Portland Land Use Transportation Committee
- Rose Community Development
- Beaverton Committee for Community Involvement
- Families for Safe Streets
- Vision Action Network of Washington County
- ALTA Planning and Design
- Walk+Bike Team at Bonny Slope Elementary
- Walk+Bike Team at Earl Boyles Elementary

Petition signed by these individuals:

Paul	Jeffery	97214-4435	Maripat	Hensel	97035
Phil	Richman	97219-4120	Sarah	Iora	97219
Anne	McLaughlin	97210-2252	Rosalyn	Liu	97212

Kane	Thomas	98664-2483	Courtney	Gillaspy	97217
Gretchen	Lively	97202-2724	Alex	Susbauer	97215
Brett	Bolstad	97206	Marijane	white	97215
Alan	Kessler	97202	Shanda	Tice	97218
David	Hawley	97034-3731	eric	Lassahn	97302
Erinne	Goodell		Maritza	Pantoja	97123
Andrew	Frank	97210-2825	Shawonna	Ramirez	97236
Matthew	Lapworth	97007	Gerald	Fittipaldi	97211-5618
Eric	Wilhelm	97219	Jonathan	Anderson	97214
Sally	Rosenfeld	97210-2825	Cari	Threadgill	97202
Lauren	Magnee	97206	Amy	Adams	97201
Dylan	Johnstone	97211	Kate	Lavdermilk	97232
Shari	Dunlop		Adriana	Renton	
Rachel	Kimbrow	97215	Glen	Bolen	
Kristie	Moore	97219	David	Tholuley	
Vanessa	Cochran	97219	Jake	Mintz	
Bill	James	97219	Ted	Buehler	
Katherine	Weil	97219	David	Brentwood	
Kaely	Summers	97116-2374	Shanna	Blickle	
Bjorn	Freeman-Benson	97217-5011	Megan	Slaughter	
Phil	Barber	97215-2718	Jen	Anderson	
Peter	Koonce	97202	Jennifer	Wells	97267
Chris	Manning	97201	Paul	Niedergang	97239
Noah	Jenkins	97202	Alan	Crapser	97030
Nikos	Tzetos	97211-6731	Amanda	Steintan	97045
Ralph	goldstein	97045-3214	Dylan	Homer	97213
Ralyn	Miller	97202	Cyndi	Smith	97080
Pamela	Kane	97215	Caryn	Dennis	
Russell	Brownyer	97034-6069	Fiona	Hawkins	97034
Reva	Basch	97202-8365	Ayslin	Chrisman	
Steve	Kirkendall	97214-5932	Hana	Hesse	
Reuel	Kurzet	97223	Jay	Stone	97215
Robert	Hertert	97219-7050	Josh	Frankel	97405
Robert	Porter	97229-4752	Taylor	Anderson	97213
Scott	Hillson	97068-1339	Angel	York	97203
Richard	Carpenter	97206-4868	Tari	Sanders	97209
Patty	Holt	98685-3153	Cindy	Chan	97206
Scott	Savage	97078-2675	Jordyn	Chen	
Stephanie	Krasnow	97206-5008	Lyndia	Bageart	
Sandra	Joos	97239-7202	Tony	Vezina	97211
Sandy	Cramer	97321-2351	Terry	Allen	97212
Seth	Moran	97217-3321	Victor	Walking Eagle	
Roger	Airo	97211-6422	Chris	Miller	97211

Sue	Brickey	97206	Beth	Harding	
Rick	Comandich	97215-3153	Ken	Chang	
Rick	Bronson	97405-3526	Krista	Peterson	
Stephen	Wickman	97212-5162	Nicole	Titus	
Shannon	McCarl	97202-5819	John	Bowen	97220
Suzanne	Cohen	97211-4961	Bill	Holmstrom	97301
Tamra	Dickinson	97236-4015	Alexis	Garfel	97204
Alice	Williamson	97211-3953	Claudia	Denton	97478
Tobias	Boyd	97213-5638	Stephanie	Miller	
Todd	Foreman-Kinder	97035-3523	Bo	Grayzel	97232-3375
Ueli	Stadler	97202	Casey	Pierson	97229
Matthaus	Litteken	97211-6911	M. Susan	Dean	97215
Virginia	Dias	97211-4903	Michele	Walters	97215-3147
Katharina	Johnson	97229	Farrell	Richartz	
Scott	Lieuallen	97215-1006	Rakesh	karun	
Kenneth	West	97035-4521	James	Dursch	97217
Susan	Westby	97212-3846	Tiera	Liby	
Brian	Routh	97006-3838	Bob	Wallis	
Richard	Walker	97005-3562	Kasandra	Griffin	
Donna	Routh		Stefanus	Gunawan	
Rick	Briasco	97213-1641	Scott	Cohen	
Jerry	Zelada	97212-2509	Lacey	Friedly	
Kari	Schlosshauer	97202-2027	Joanne	Shintani	
Logan	Lauvray	97206	Zac	Walker	97202
Tom	Anderson	97201-6623	Elliot	Akwal-scott	97206
Tiffonie	Carroll		Eliza	Hughes	
Raymond	Hites	97266-2851	Eduardo	Montejo	97232-2364
Gerson	Robboy	97212-4154	Ann	Watterson	
Diane	Kenedy	97206-5345	Nick	Lavelle	
David	Hoch	98275-5930	Camille	Tourje	97212
Brad	Wignall		Britta	Walker	
Teresa	mcgrath	97212-2305	Lindsay	Coffey	
Warren	Holmes		Edith	Mirante	
Martha	Perez	97209-3435	Kevin	Hogue	97220
Lukas	Hermes	97213-1346	Tina	Keller	
Carrie	Huffman	97202-3931	Alicia	Plate	
Paul	Smith	97214-4753	Sonya	Bastendorff	
Susan	Bamberger	97005-4200	Rebecka	Amodei	
Ali	Hadiashar	97211-4681	Piseth	Pich	97035
Alissa	Keny-Guyer	97215-2017	Charis	Barasch	
Kevin	O'Donnell		Chris	Stapelmann	
Anne	Samuel	97007	monicka	koneski	
Steve	Lacey	97206-8357	Jered	bogli	97217

Amy	Blumenberg	97221-3453	Steve	Hochman	97005
Larry	Buchholz	97124	Nadia	Dobraya	
David	Lord	97217-4344	Jennifer	Ano	
Del	Scharffenberg		Patrick	Erp	
Matt	Menely		Noal	Clemons	
Todd	Borkowitz	97211-3721	missy	kloos	
Peter	Sullivan	97232	Miles	Schwartz	
Ryan	Hashagen	97232	Laura	Bowen	
Indigo	Telwes	97202-1517	Jennifer	Hang	
John	Shorb	97215-3905	Jane	Payne	
Jeremy	Towsey-French	97232-1922	Kelly	Lash	
Christen	Eide	97239-4016	Ghassan	Ammar	
Tracey	Walker	97213-5157	Sarah	Lee	
Cliff	Cottam	97106-0094	Thaddeus	Hanscom	97215
James	Clark		Jessica	Rinner	
Katie	Taylor	97205	Katie	Kaiei	97209
Chris	Smith	97210-2609	Jenny	Glass	97220
Karen	Henell	97239-1203	Susan	Duck	
Mike	Mercer	97211-5908	Anna	Van Tol	
Catherine	Derivera		Allison	Santos-Kroger	97212-3412
Sara	Morrissey	97211-3720	Ingvill	Montgomery	97223-7422
Brad	Halverson		Jake	Faris	97078-1998
Amy	Klakulak	97225-2851	Kathleen	Silloway	97006-3337
Kirstin	Byer	97230	Andrea	Reinkemeyer	97140-9450
Andrea	Hamberg	97202-3131	Barbara	Neill	97223-9424
Daniel	Rouslin	97302	Brandon	Banks	97005-3512
Maren	Souders	97206-1482	Katie	Banks	97005
Marina	Hajek	97405-2467	Carly	Klimke	97006-4190
Nick	Sauvle	97206	Marc	Mazzocco	97116-1974
Michael	Andersen	97213-4915	Rachel	Canales	97266-6151
Maria	White	97007	Josh	Chernoff	97202
Jennifer	Lembach	97211-5752	keith	shirley	97504
Bruce	Barbarasch	97214-3147	David	Jasa	97225
Mary	Dricken	97405	Gene	Markozen	97223
Jennifer	Smith	97405-3764	Craig	Arnold	97229
David	Bartges	97211-3940	Lindsay	Strothers	97224
gary	vallens	97224	Daniel	Keller	97219
Betsy	Platt	97214-5747	Robyn	Ellis	97217
David	Baumgarten	97229-8154	Melissa	Adams	97203
Shayna	Rehberg	97212	Alan	Galloway	97213
Tom	Fallon	97502-4804	Daniela	Molnar	97214
Tim	Scott	97211-8103	Andy	Jansky	97239
Wayne	Grimm	97219	Cooper	Morrow	97211

Tristan	Whitehead	97216-1043	Robert	Kutter	97140
Joel	Huffman	97230-8032	Steve	Hoyt-McBeth	97211
April	Bertelsen	97202-1908	Richard	Rapp	97211
Art	Pearce	97212-5256	Freda	Sherburne	97232
Susan	Peithman	97211-6965	Amanda Lee	Harrison	97227
Jen	Massa Smith	97070-9454	Gretchen	Ansorge	97217
Dan	Nelson	97219-1312	Zach	Violet	97701
Mike	Hilbrandt	97216	Chris	Smith	97202
Randy	Wooley	97224	Ben	McKinley	97068-1127
Steve	Adams	97267-4349	Scott	Kocher	97210
Karen	Frost	97223-1219	Cheryl	Juetten	97227
Todd	Silverstein	97302-5235	Jeremy	Grand	97219
Sarah	Feldman	97214-5705	Jessica	Sweeney	97219
Catherine	Rund	97008	R	Baker	97124
Ian	Stude	97213-3041	Elizabeth	Quiroz	97213
Scott	Bricker	97203-4853	Joseph	Ahearne	97211
Stephen	Kirby		Jennifer	Vasicek	97223
Colleen	fuller		Nicole	Marchant	97223
Brian	Maher	97215-2223	Julie	Sage-Lauck	97206
Mark	Esquierdo	97206	Margery	Mayock	97213-3341
Brent	Kohrt	97068	Christine	Connolly	97219
Juliette	Mackin	97217-5929	Mitchell	Turner	97060
David	Bussey	97013-6761	Peter	Field	97007
Zack	Radick		Cally	Kamiya	97229
Andy	Maggi	97217-6666	Daniel L	Brunner	97217
Christy	Bigelow	97212-1007	Ruth	Adkins	97219
Steven	Dotterrer	97214-1543	Karin	Power	97222
Bob	Clay	97210-2413	Timothy	Rinner	97222
Beth	Hiscott	97217	Colleen	West	97224-3398
Shari	Dunlop	97211-6121	Norma	Dulin	97202
Aaron	Nelson	97213	Howard	J. Seigel	97215
Geoff	Rice	97225-3315	Tamara	Mattice	97215
Nina	Rockwell	97211-5063	Jessica	Kossinger	97401
Jarrod	Dunham	97211-6944	Matthew	Crall	97302
Brad	Janeway	97124-1618	Timothy	Novak	97367
Chuck	Slusher	97206-1832	John	Landolfe	97239-2941
Darin	henry	97405-2435	Alex	phillips	97301
Mike	Cipriano	92025-4319	Rebecca	Hamilton	97203
Brian	Lockhart	97213-1335	Andrea	Hambers	97202
Mark	Ontiveros	97206-3119	Bob	Kellett	97214
Bob	Mixon	97006-5271	Hyung	Nam	97214
Scott	Rozell	97202-4060	Guy	Bourgault	97213
Nathan	Potter	97123-0643	Robbie	Bourland	97217

Annette	Bridges	97211-7021	Crystal	Wulff	97218
Crystal	barber		Erin	Rasmussen	97005
Aaron	Lance	97202-6320	Claire	Coleman-Evans	97221
Aaron	Elman	97213-6514	marcus	grinds	97227
Adam	Argo	97222-2730	Ivonne	Rivero	97206
Gina	Henderson	97007-5910	Barry	Rhodes	
Charles	Kuttner	97221-3334	Bob	Fielder	97267
Charlie	Van Deusen	97401-1898	Susanna	Gatza	
Barbara	Hansen	97218-2039	Nicole	Bailey	
Chris	Cota	97007-3563	Ilana	Schwartz	
Brian	Setzler	97201-5040	Stephanie	Bliss	97203
Andrew	Kerr	97202-6669	Johanna	Norton	97211
Cheryl	Scrivens	97205-1834	Jenn	Kane	97203
Andy	Harris	97227-1085	Melissa	Conlon	97204
Andy	Kerr	97213-2536	Lynette	Boutelle	97230
Chris	McCraw	97211-2404	Mica	Werner	97229
Bruce	Ryan	97011-0514	Danielle	Beaudry	97219
Bud	Rice	97080-9373	Chaundra	Carter	
Bill	Cole	97405-2470	Anna	Doty	
Pat	Visser	97058-9656	Abby	Nilsen-Kirby	
David	Austin	97212-4638	Rinny	Lakin	
Denise	Bertetto	97221-2845	John	Mulray	
Carey	Booth	97214-3739	John	Wilson	97201
David	Walters	97034-0135	Brett	Horner	97211
Dave	Westerlund	98632-9522	Ezechel	Trifan	98665
Emilio	Ramirez	97218-1516	Malia	Smith	97006
David	Emrich	97540-9778	Lindsay	Streich	97212
Daniel	Chambers	97266-1618	Anne	Hogan	979213
Clinton	Ellinger	97202-8576	Joanna	Raher	97206
Eric	Ryerson	97405-5301	Amy	Cortese	97213
Colin	Rath	97214-4334	Marty	Knowles	97217
David	Knaub	97239-4305	Jocelyn	Tunnard	97211
Richard	Jaffe	97229-2599	Ashly	Brown	97217
Curtis	Partridge	97212-2427	Mick	Glenn	97214
David	Wray	97202-6343	Kelly	Campbell	97214
Hal	Day	97005-3534	David	Knaub	97239
Gwenn	Laubach	97222-6036	Aliyih	Bristol	97231
George	Frye	97225-4526	david	Muller	97211
Erika	Magill	97215-3409	Linda	Corisdeo	97214
Dean	Phillipp	97215-2145	Dan	Morrow	97220
Ellot	Rose		Ramona	Sorensen	97756
Dean	Evans	97219-4418	Elizabeth	Welsh	97035
Dan	Curtin		Mikhail	Krughkov	97003

Dallas	Dick	97212-1347	Jessica	Engelman	97214
Ed	Kushner	97239-1458	Wilda	Parks	97222
Fred	Woodcock	97007-6446	Clare	Fuchs	97222
Jim	Schlauch	97239-2755	Annette	Mower	97202
Joan	Frederiksen	97206-2046	Eric	Hollstein	97214
Ian	Shelley	97225-6902	Samuel	Adelman	97206
Elaine	Bothe	97214-2010	Becky	Morton	97218
Jeanne	Harrison	97210-2827	Janice	Pearlman	97222
Judith	Lienhard	97225	Regna	Merritt	97210
J Holden	Hughart	97219-2118	Jared	Ames	97219
Jack	Pinkerton	97330-4405	Nancy	Thompson	9722
Judith	Glad	97236-3967	Chris	Hagerbaumer	97202
Judy Ice	Marshall	97229-7222	Ben	Rousseau	97222
Jeanne	McGinnis	97209-2072	Jay	Higgins	97206
Judith	Horstmann	97403-2529	Myranda	Rusie	97222
Julie	DiLeone	97206-4841	Howie	Oakes	97222
James	Jerde	97225	Regis	Niggemann	97222
James	Scott	97212-4846	Alon	Raab	97210
James	Male	97212-1701	Vivianna	von Borg	97124
Jim	Piper	97231	Mikal	von Borg	97124
Jim	Gambrell	97201-5367	Dorn	Roberts	97221
Julianne	Douglas	98665-0023	Steven	Mosher	97214
John	Stephens	97217-1625	Jennifer	Hardacker	97116
Jon	McWilliams	97006-6587	Dave	Pauli	97116
Jordan	Bailey	97211-2519	Russell	Crispin	97401-5231
Joseph	Westersund	94117-1703	Carolyn	Teifel	97003-3742
Jason	Tobin	97217-2750	Sara	Stevenson	97224-7242
Kirke	Wolfe	97212-2212	Jeanene	Smith	97225-2555
Joshua	Resch	97291-0001	Victoria	Phemister	97007
Larry	Nelson	97123-8817	Steven	Phemister	97078-1957
Katherine	Christensen	97219-3815	Garry	Jantzen	97124-7287
Mark	Sawka	97035-5472	Ronald	Kimball	97223
Gerald	Rooney	97330-3710	Nancy	Roper	97007-4927
Mary	King	97214-5634	Kat	Lisac	97225-2851
Kathleen	Staub	97214-3943	Rosy	Kristensen	97007-8541
Kathryn	Bourn	97232	NC	Nuhring	97280-1252
Lisa	Batey	97222-7802	Steve	Vandervoort	97008-9718
Kathryn	D'Alessandro	97213-2653	Julie	Spiert	97007-5116
Mark	Menger	97215-3843	Pete	Pattler	97007-6815
Michael	Shaver	97215-3936	Kim	Andrew	97078
Lisa	Lashbrook	97222-5008	A	Wagner	97008-5267
Mark	Wheeler	97009-9759	Debra	Pearce	97140
Loreli	Fister	97330-2211	aaron	schalon	97232

Lonnie	Morse	97211-7725	Matt	Slater	60304
Kay	Bristow	97201-5430	Stacey	Hendricks	60614
Lou	Stagnitto	97202	Leroy	Bunyan	96001
Marvin	Rambo	97206	Sara	Sundquist	97003
Mike	Mace	97055-9540	Ken	Wheeler	97003-3757
Lehman	Holder	98664-2411	Franklin	Kapustka	97003-2670
Lovin	Nock	97213-5429	mark	Iudeman	97005
Mike	Porter	97007-7019	Natalie	Van Leekwijck	97005
Lynne	Mutrie	97034-2315	Stacy	Stamm	97005
Lee	Younglove	97232-3453	Hugh	Peach	97006-5242
Michael	Miller		Dianna	Vazquez	97006
Matthew	Scotten	97211-5428	Barbara	Grossnickle	97006-7290
Linda	Rankin	97205-1025	Claudia	Hall	97007-7961
Mark	Hildebrandt	97224-5588	Stephanie	Stephan	97007
Monica	Serrano	97232-1459	Christiane	Fitzgerald	97007-7817
Matthew	Smedley	97203-1938	Fran	KLabunde	97008
Nancy	Pautsch	97210-3002	Nawal	fakih	97009
Peter	Ovington	97222-7047	Marina	Slaton	97009-8481
Nastassja	Pace	97215-3616	Jonas	Otmar	97027-1351
Peter	Michaelson	97210-2813	Anthony	Gilman	97030
Bryce	Bederka	97215-2751	Jenni	Simonis	97030
Bryan	Concannon	97239-4048	Adele	Atwood	97030
Carolyn	Eckel	97292	Maria	Delgado	97030
Kamron	Taber		Gary	Gilardi	97402-4625
Roger	Kirchner		Aaron	Dukes	97402
Jen	Sacklin		michelle	rabin	97034
Elizabeth	Gray		Claire	Cohen	97035
Jon	Watson	97206-5535	Jennifer	Philpott	97035-7251
Judy	Echols	97124-7385	Cecilia	Bailard	97035-1030
Wolfgang	Alexander		Patricia	Heilman	97045
Gabe	Blair	97212-2025	Helen	Hays	97045-9309
Krista	Nordback	97212	Patricia	Long	97056
Marlanne	Phillips	97124	Charles	Looney	97058
Susanna	Pai		Paula	Kuttner	97060
Nicholas	Kollios	97703-6594	Caprice	Javallee	97060-4505
Alivia	Cetas	97267-2508	Karin	Haag	97068-4053
Jonathan	Blasher	97210-2763	Czora	Pagsolligan	97080-9159
Brian	Bawol	97202	Tayay	Oberson	97080-9696
Elijah	Probst	97219-4802	Huhn	Marshall	97080
Michael	Billings	97223-5733	Steve	Bauer	97086-6179
Jonathan	Hedstrom	97227-1245	Sherry	Monle	97089-6521
Zach	Kent	80211	Ryan	Janeway	97111
Elizabeth	Zavodsky	97221	Janelle	Barton	97080

Kendra	Archie	97267-3215	Margaret	Thompson	97030-4878
Jeffrey	Trull	97214-2028	Gary	Mac Kendrick	97116
Mike	Carroll	97303-4711	Jeffrey	Hoffman	97119
Justin	Yuen	97227-1687	Gerald	Fisher	97123-6717
William	See	97220-4939	Amy	McClenny	97123-3928
Stefanie	Arnold	97219-2253	Earl	Meininger	97123-4797
David	Spencer	97214	Connie	Irvine	97123-6445
Luis	Rincon	97239	Danny	Dyche	97123-5192
James	Lutzke	97217-1259	Peggy	Loveless	97124-1361
Christy	Hudson	97211	Steve	Boughton	97124-3149
Lauren	Johnson	97210-2634	Ethan	Pearson	97124-5316
Adron	Hall	97204-2405	Karen	Smith	97128
Brittani	Garner	97203	Hayli	Walker	97123-0064
Shelea	Mollerstuen	97266-4467	Pete	Gilbertson	97140
Laura	Becker	97232-2491	Jim	Archuleta	97201
Cheryl	Hagseth	97006-5366	Terry	Jess	97202-7106
Drew	Mahalic	97205-1717	Sheri	White	97202-3067
Karla	Kingsley	97212	Pancho	Savery	97202-7825
Carol	Armstrong-Iovanovici	97211-6518	Brian	Copeland	97202
Wayne	Potter		Christopher	Zinn	97202-8103
Johanna	Colgrove		Rich	Mackin	97202-1502
Mary	Drinkhouse	97213-5866	Jeana	Pena	97202-6948
Dennis	Wiswell	97206-7763	Lily	Johnson	97203-1010
Maureen	Markey	97217-6417	Nora	Polk	97206
Steve	Couche	97202-3662	Julia	Tarver	97206-4928
Emily	Loberg	97301-1563	Judith	Walker	97206-5570
Kim	La Reau	97211	Lauren	Kelley	97206
Jeff	Horne	97202-2047	Craig	Getzlaff	97206-4459
Peter	Parker	97213-2462	Cheryl	Trosper	97206-4117
Joseph	Lanigan	97214-4341	Guadalupe	Huerta	97206
Brent	Lawson	97202	D. Wiese	Jones	97209-3844
Cathrine	Collins	97206	Douglas	Hamill, MD	97210
Eric	Schniewind	97217-2012	Brian	Lockard	97210-2932
Dan	Revel	97217-3527	Charlotte	Rubin	97210-3220
Kate	Petak	97215-2132	John	McAnulty	97211
Mark	Sherman		Nathan	Johnson	97211
Blaine	Bartholomew	97215-2535	Laura	Veirs	97211-5037
Meghan	Bean	97211	Tucker	Martine	97211-5037
Isabelle	Descombes	97219-8128	Donlon	McGovern	97211-6411
Robert	Threadgill	97202	Mary	Cowan	97211
Jason	Plumb	97212-2817	Jaclyn	Hoy	97211
Rich	Vanderwal	97219	Jamie	Siers	97211-6958
Courtney Grace	Henrich	97212	Gabriel	Hoy	97211-6747

Jonathan	Caulley	97203	Derek	Andersen	97212
Lisa	Farley	97229-9307	Carole	Delogu-Clark	97212
Josh	Volk	97203-3014	Heather	Grossmann	97212-2421
Lance	Poehler	97214-1935	Todd	Henion	97213
Heather	Gramp	97211-6759	Tom	Gevurtz	97213-2832
Rich	Hatfield	97221-3671	Laura	Nash	97213
Ryan	Palmer	97239-2849	Sharon	Weir	97213-2765
Jamie	Krueger	97062-8128	Carrie	Cole	97213
Erik	Pattison	97214	Sara	Mann	97214-4364
Bik	M'path	97239	Kasandra	Griffin	97214-5031
David	Naily	97214-5238	Nina	Silberstein	97214
Kurt	Peterson	97212-2815	Patricia	Brooke	97214
Kristen	Schmiedeskamp	97217	Faye	Bennett	97214-2027
Michael	Kiser	97206	Ada	Kardos	97214-1444
Devon	Snyder	97232	Mark	Swinth	97214
Carl	Trabant	97035	Laurle	Todd	97215
Casey	Pardo		Dave	Dunkak	97215-3360
Jeff	Wertz	97225	Robert	Spies	97216-2201
Jeff	Sage-Lauck	97206-5461	Lyubor	Tsinockina	97217
Mac	Martine	97211-4408	Annastacia	Weiss	97217-2528
Crystal	Combs	97202-6574	Sudhir	Oberoi	97217
Hau	Hagedorn	97217-4531	Amber	Thalmann	97217
Jon	Deveaux	97229	Michael	Gettel-Gilmartin	97219-3925
Howard	Draper	97202-2810	Melissa	thompson	97219
Rachel	Lileet-Foley	97225-1426	Katy	Weil	97219
Oscar	Solorio	97229-6251	maya	annaby	97219
Jim	McCarty	97222-6700	Pamela	Evans	97219
Cathy	Eckberg	97202-7137	Almee	Whatley	97219-1646
Brooke	Krawetz	97206-1918	Rachel	Ford	97219
Jason	Henshaw	97203-4629	Bob	Roush	97220-2635
Heather	McCarey	97215-3172	Erik	Petersen	97220
Jim	Brookhyser	97213	Mary	Zotter	97221
Steve	Shearer	97219	Dulce	Mendez	97221
Mike	Dahlstrom	97005-2363	Margaret	Smith	97222-1108
Neil	Olsen	97502-1901	Judith	Branch	97222-1543
Chris	Hansen	97213-5204	arline	King	97222-8153
Matthew	Morrissey	97212-3022	Bryan	Trotter	97222-4201
Susan	Millhauser		Maureen	O'Neal	97223-8981
Kate	Blank	97217	Patty	Bonney	97223-6828
Brian	Ridder	97239-4345	robert	garrod	97223-2068
Marty	Fitchen	97202	Susan	Greenberg	97223-1244
Thomas	Orth	97007	Gail	Kent	97224
Katie	Boehnlein	97214	dora	haslett	97225-7634

Kirsten	Burt	97206-2116	Dawn	Prochovnic	97225-2058
Mitchell	Huff	97217-5623	Marlene	Olveda	97227
Angelica	Quiroz	97217-3713	James	Gilmore	97227-1167
Josh	Hetrick		Sarah	Wiebenson	97227-1837
Jason	Scott	97227	Catherine	Nicewood	97230-6453
Stephen	Judkins	97227-1304	Mariasol	Johannes	97232-1446
Nathan	Enns	97030	Robert	Mayfield	97232-1446
Amy	Fennell		Denise	Ingwood	97233-2902
Brian	Walker	97008-7305	patricia	carcasses	97236-2979
Randolph	Miller	97221-3202	Jennifer	Jimenez	97236
Jean	Gustin	97225-3509	LINDA	ADAMS	97267-3963
Dan	Morgan	97006-5441	Harry	Wohlsein	97267-1249
Dave	Brown	97008	mike	ingram	97304-4605
Tanja	Olson	97214-2712	Ann	Watters RPE,BCPP	97301
Jacob	Decero	97266-5551	Diana	Saxon	97301-1918
Martha	Mosqueda		Danna	Templeton	97301-5216
Artemio	Paz	97478	vaughn	walton	97302
Chris	Nelson	97219-1444	Erika	De Crozuc	97302-2103
Sue	Kunda	97370	Sally	Purbrick-Illek	97302-4571
Harold	Bergsma	97006-5267	Michael	Halloran	97305
Judith	Ranton	97202	Gerald	Lorenz	97306-9729
Brian	Landoe	97217-6125	John	Bazilchuk	97060
Nancy	Lauka	97202	Mary	Peterson	97365
Ryan	Baker	97212-3518	Pat	Shade	97365
Blane	Meler	97045-1819	sherl	ambrose	97367
Kati	Arzeta	97230-7701	Eric	Schwartz	97370
Colin	Starr	97306-9645	betsey	milller	97370
Jaclyn	Barber	97217-5656	Diane	D	97386
Steven	Mayock	97218-2670	Gary	Dorris	97391-1560
John	Herberg	97405-2578	Pete	Barron	97401
Sean	Pliiska	97266-4915	Randy	Harrison	97402
David	Goodyke	97227-1010	Charles	Lange	97402
Tom	Nilan	97213-1167	Steve	Campbell	97402
Luke	Wisher	97206-3404	BJ	Novitski	97402
Katharine	Reinhold	97211-6623	Lori	Dennis	97402
Mary	Stewart	95112-5401	Lynda	McMillan	97402
Mark	filsinger	97212-2619	Betsy	Datri	97403
Jordi	Lehmann	97211	Vickie	McAlister	97404
Cliff	Heaberlin	97217-3132	Nicole	Lawless	97405
Rachel	Gold	97218	David	Saul	97405
Jenny	Pompilio	97229-3805	Michael	Thorne	97405
Mark	Johnson	97218-1747	Wendy	Fields-Lardie	97419
Steven	Ray	97089-2754	Betty	Kennedy	97420

Whitney	Dorer	97203-3351	Susan	Yeaman	97420
Laura	Thode	97124-7237	Brian	Copeland	97429
Estee	Segal	97212-3864	Drusilla	Winters	97461
Sally	Bredeweg	97213-4415	Sarah	Cohen	97463
Adam	Braun	97229	Robert	Fladger	97465
Kessa	Shlpley	97202-4062	Larry	hobbs	97471
Julie	Porter	97219-4520	Cheryl	Hanks-Hicks	97477
Nathan	Burton	97222-7832	Catherine	Leach	97477
Cindy	McCasker	97239	dolly	Marshall	97477
Alison	Dennis	97206	Dana	Bleckinger	97498
Ken	Rencher	97008	Beth	Marshall	97502
Nathan	Roll	97217-3038	John	Czekala	97502
Diane	Irvine	97213-4537	roger	may	97504
Ian	Flood	97212-5403	Melinda	Cespedes	97504
Maarten	Schreuder	97213	Carrie	Phylly Rimes	97520
Matt	Yelin	97214	Thomas	Durst	97520
Kenny	Heggem	97206-5663	Suzanne	Adams	97520
Mayra Alicia	Overstreet Galeano	97205-1562	r	C	97520
Bryan	Foster	97239-1093	Mardy	Carson	97520
Alison	Pedersen	97229	Shira	Mendes de Le?n	97520
Lynne	Chicoine	97068-2840	Daniele	Minock	97520
Nick	Socotch	97210-2018	Anne	Ryland-Anderson	97520
Carl	Caum	97214-2556	Ben	Kuechenhoff	97524
Jen	Spor	98116	john	borland	97544
Eric	Hesse	97211-5022	Jolayne	Justice	97624
Bob	Trombley	97206	Terry	Ridge	97630
Beau	Burggraff	97202-6818	Heidi	Hartman	97701
Deanna	Rizzo	97219-4639	Tena	Lopez	97702
Brian	Carroll	97202	Dennis	Joy	97760
Craig	Skinner	97213-2763	Adrian	Bergeron	97834
Steve	Putna	97229-2489	carolyn	giles	97850
Naveed	Bandukwala	97006	donna	handegard	97859
Emily	Leuning	97212-1133	toni	salgado	97914
Cathy	Wasilewski	97211-7736	Nannette	Taylor	97089-6599
Amy	Horstman	98660	Fred	Fawcett	97127-9152
Luke	Bonham	97266-5469	Thomas	Cherry	97210-6686
Kimberly	Filer	97229-2721	melanie	jordan	97215-3133
Betsy	Lance	97217	J	roberts	97220-1755
Jesse	Powell	97206	Kay	Ross	97223-9321
Mark	Helzer	97266-5928	Timothy	Ford	97232-1262
Jolene	McGee	97213-2020	Honora-Bright	Aere	97326-9702
David	Green	97233-4937	Christopher	Michaels	97402-4733
Chris	Robison	97005-2335	Rolando	Rodriguez	97465-1277

Rob	Gifford	97035-4587	Beverly	Williams	97504-5259
Jeff	Cary	97220	bob	hammond	97759-3119
Tara	West	97215-1353	Alicia	Keys	
Douglas	McCubbin	97206-6963	Karla	Kingsley	
Karina	Hershberg-Mershon	97225	Lori	Stegman	
Ryan	Buchanan	97214-2426	Bruce	Dahlberg	97023-9279
Jessi	Conner	97214	Pam	Dahlberg	97024
Mauria	McClay	97218	Mary	Fulton	97030
Ken	Finney	97215-2549	Long	Sorensen	97030
Susan	Prudhomme	97267-3023	Laurie	Johnson	97030
Pierre	Regazzoni	97229	Shelly	Patrick	97030-5647
Calvin	Brawner	97403-1536	Jennifer	Mazon	97030-6066
Steve	Sheie	97213-1011	Gretchen	Miller	97030-4301
Michelle	Valintis	97213-4753	Marlanne	Neil	97030-5678
Pat	Bognar	97205-1401	Curtis	Henning	97030-4858
Jeffrey	Sher	97239	Jazmine	Henning	97030
Naomi	Loo	97202-4060	Lynden	Rose	97030-4917
Liz	Stanhope	97202	Michael	VanHorn	97030-2328
Jessica	Numanoglu	97202-5408	Hannah	St John	97030
Allen	DeWitt	97232-2518	Maurice	Wright	97030
Alex	Page	97402-5470	Cristina	Rodriguez	97030
Jill	Lampson	97401	Jacqueline	Carrera	97031
Brian	Petrucci	97232-3031	Donna L	Sellman-Pilorget	97045
Mike	McKern	97404	Linda	Eisele	97045
Brendon	Haggerty	97214-5126	Mana	Lopez	97051
Esther	Freeman	97211-5455	Karen	Lane	97062
Joe	Tilman	97303-3930	Robert	Faliano	97068
Jan	Weston		K	Guisto	97080
Christina	Meyerhoff	97205-5811	Ken	Guisto	97080
Joe	Wiederhold	98672	Jan	Engels-Smith	97080-5311
Stephanie	Akins	97236	Maureen	Padersen	97080-5309
Mark	Gamba	97222-7520	Susan	Hostetlers	97080-5379
Ryan	Paddock	97222-5050	Suzan	Wells	97080-9507
Steve	Mayer	97217-5855	Mary	Marrs	97080-9371
Paula	Edwards	97236-6627	Amanda	Fischer	97080
Michael	Hevron	97006-2043	Aaron	Fischer	97080-6464
John	Knight	97218	V	Schaeny	97080
June	Bancroft	97213-2754	Sherry	Krum	97080-6561
Chris	Rall	97215	Jeanne	VanDeRiet	97080-2911
Susan	Koonce	97202	Malcolm	McCoud	97080
Laural	Engeman	97229-4752	Patricia	Hopkins	97086
Colln	Cunningham	97232-1642	Rosa	Vargas	97086
Hugh	Bynum	97007-5182	Victor	Vargas	97089

Nancy	Kraemer	97703	Fred	Ramsey	97106
Breen	Goodwin	97206-4861	Elisabeth	Oliphant Brown	97202
Jeff	Creswell	97212-1706	Lindsay	Merritt	97203
Gillian	Wallis	98663	Sarah	Stratton-Lee	97203-1235
Doug	Hamilton	97212-5410	Gus	Jehnings	97203
Megan	Schubel	97203-5351	Diego	Abraham	97204
Mark	Scantlebury	97239	Luke	Bonlan	97209
Tom	Huminski	97211-6121	Carrie	Cullrnga	97212-4034
Jessica	Dunham	97211-6944	Mayra	Overstreet Galeano	97214-3632
Jan	Verrinder	98661-6359	Matt	McDougan	97215-3638
Meeky	Blizzard	97007-9799	William C	See	97220
Danielle	Johnson	97217-2320	D	Roth	97221
Katie	Urey	97239-4305	Roger	Hodge the secound	97222-5553
Nick	Orfanakis	97034-7662	Christy St. Clair	St. Clair	97222-4352
Jacqueline	Villnave	97214	Jane	Mace	97230
Nick	Sweeney	97219-4659	LeRoy	Younglove	97232
John	Mardis	97213	Weeden	Cole	97233
Mary	Wills Fulton	97030	Primo	Acevedo	97233
Nori	La Rue	97215-3510	Lorena	Cruz	97233
Joshua	Mann	97062-9328	Rocio	Barban	97233
Judy	Heumann		Carolyn	Hult	97236-4973
Laurie	Paulsen	97211-3953	Laura	Bynum	97236
Katrina	Yuen	97227-1687	Maria	Talavera	97236
Chirona	Silverstein	97221-3260	Ramon	Manzo	97266
Andrea	Robison	97005-2335	Maria	Manzo	97266
James	McGoodwin	97201-6304	Ann	Watters	97301
Brian	Mohr		Ana	Reyes	
Kathy	Stallkamp	97224-2036	Peter	Duer	
Randy	Dixon	97420-1804	Karen	Martrick	
Wendy	Holzman	97759-9412	Douglas	Bui	
Jessica	Horning	97217-2738	Jennifer	Laverdure	97202
Mark	Person	97211	Colin	Meskeil	97007
Ellee	Thalhelmer	97215-3757	Ross	Pelzer	97205
Rich	Fein	97202	Angelene	Falconer	97222-6348
Elizabeth	Williams	97214-2168	Bret	Waldron	97206
Zane	Wheeler		John	Teagle	97203
Lisa	Frank	97210	Mandia	Gonzales	97232
Susan	Remmers	97211	Marsha	Hanchrow	97214
Elaine	Friesen-Strang	97213	Lisa	McMahan	97214
Rick	Kappler	97225-1203	Liz	Hormann	97212
Howard	Marecurkeen		Steph	Routh	97266
Joy	Patterson	97223	Doug	Reid	97124
Joel	Meulemans	97201-6637	Rick	Wilson	97212

Danny	Dunn		Mitch	Besser	97232
Greg	Mintz	97225-6726	Jason	Timm	97239
Donald	McHarness	97034-4913	KENDRA	ARCHIE	97222
Jessica	Lindley		Max	Orhai	97212
David	Cohen	97204	Nick	Mathern	97217
Rick	Pasley	97402-8728	Christopher	Pierce	97211
Carl	Snyder	97204	Jennifer	Zak	97217
Rick	Griest		Charmaine	Worthy	97215
Shanti	McCarter	97222-7956	Charlie	Burr	97211
Thyra	Besette	97217-4907	Ian	Osgood	97232
Cecilia	Hagle		Derek	Abe	97212
Tony	Blakey	97201-1666	Mike	Worringer	97203
Dru	van Hengel	97202-1935	Jen	Hurley	97214
Alexis	Nelson	97201-1666	David	Stewart	97220
Michael	Orr	97214-5450	Unknown	Unknown	
Casey	Jebens		Unknown	Unknown	
Perry	Fellman	97239	Unknown	Unknown	
Cody	Kerns	97205-2049	David	Dezellem	97124
Johnathan	Allen	97206-1723	Jolene	Singh	97214
Tessa	Buono	97202	cheryl	ERB	97301
Ned	Rosch	97215-3337	Paula	Funatake	97215
Stephen	Amy		Kristine	Bates	97266
Darcy	Reeves	97213-6108	Colin	Moore	97206
Mary	Diloreto	97212	Patrick	Mecheski	97225
Karin	Power	97222-7870	Laura	Skaggs	97222
Erin	Thomas	97211	Jennifer	Tanaka	97080
Trisha	Thoms	97212-1106	Isidro	Reyes	97236
Karen	Martinek	97202-1442	April	Burris	97213
Michael	Moresi	97232-1675	Scott	McCaulou	
Constance	Kosuda		Julin	Silverman	
Stephanie	Noll	97217-2260	Jeff	Azerrad	
Noah	Jack	97211	Jeanne	Acker	
Steven	Kilbert	97124-6444	Sarah	Morrigan	97232-1428
Deven	Young	97202	Kris	Cohen	97214
Anna	Huttel	97213	Michael	Moriarty	
Magdalena	Scott	97217	Katherine	Myers	
David	Aulwes	97202-2131	Rhonda	Coakley	97007
Suzy	Badaracco	97062-9139	Koby	Sou	97123
Brian	Amer	97140-9450	Tabitha	Boschetti	97213
Steve	Craft	97209-1437	Devon	Bojarski	97007
Ellen	Roney	97223-9300	Stephen	Walls	97216
Noel	Mickelberry	97220-5633	Roxana	Walls	97216
Andrew	Burke	97202	Emily	Chi	97005

Michael	Howard	97086-3763	Beth	Chamberlin	97272
Heather	Stevens	97206-4437	Carlos	Garcia	97266
Pat	Ell	97217-5815	Samantha	Reeder	97071
Benjamin	Corliss	97215-2822	Yik Chek	Phan	97007
Caroline	Macuiba	97215-1445	Begona	Rodriguez	
Mark	Mollenkopf	97086	Elizabeth	Unknown	97236
Haley	Miller	97217-3025	Amy	Wisehart	97213
Luke	Mattheis	97202-4088	Leah	Grey	
Connie	Reightler	97203-5554	Mario	Palmeto	97030
John	Chilson	97267-2559	Douglas	Young	97203
Katie	Mangle	97202	Sarah	Peters	97210
Justin	Birmingham		Kathleen	Schulte	
Christian	Rivera		Eddie	Stoyan	
Barbara	Peterson	97203-2701	Katie	Williams	97202
Hannah	Crum	97214-4474	Maggie	Keller	
Cicilia	Hagle		Don	Williams	
Rob	Fagliano	97062	George	Milroy	
Felix	Bailerstedt	97232-1780	Kathryn	Adens	
Mark	Hand	97224-4676	Douglas	Gray	
Margi	Felix-Lund	97217	Jeremy	Unknown	97232
Brogan	Adams	97211-1858	Craig	Costello	97206
Kathyn	Marchbanks	97206-6629	Jason	Wolf	97218
Kristin	Stankiewicz	97211-6233	Sameer	Moudgil	97124
Megan	Greenauer	97203	Richard	Unknown	
Lucy	Corbett	97215	Kristin	Haydon	97213
Chris	Gibbons	97229-5137		Istomin	97006
patrick	gage	40228	Mark	Dill	97206
LeeAnna	Rappleyea-Palazzo	97202-3752	Josh	Guttmacher	97218
Nao	Ohdera	97227-1227		Unknown	
Nina	Breton	97003-6070	Kenny	Asher	97232
Susanne	Wilhelms		Ioana	Cosma	
Sasha	Tenzin	97219-2868	Paul	Chung	97233
Joseph	Adducci	97210-3406	Veronica	Hotton	
Kellie	Furr		Amy	Kessler	97205
Edward	Cole	97220	Charlene	Zaharakis	97206
Justin	Meuse	97214-4176	Lauren	Dunne	97213
Randi	Wilson	97209	Greg	Unknown	97229
monique	rodenburgh	97232-3485	Paul	Hogan	97223
Amber	DILoreto	97212-3310	Zoe	Tokar	
Bart	Skondin	97230-6104	Mary	Fay	97068
Beth	Flanagon		Anne	Carter	97034
Adam	Herstein	97206-2113	Ali	Kavlanian	97008
Jocelyn	Orr	97206-9052	Cate	Arnold	97007

Rebecca	Burrell	97212	Sharon	Dunham	97007
Mo	Nishiyama	97209-2463	Steven	Bischof	97229
Elexis	Moyer		Shaun	Best	71762-2200
Peter	Acef	97218	Rachel	Hammer	97211-5460
Tom	Kruger		Phillippe	Kozub	97210-2437
Matthew	Baird	97213	Stephen	Upchurch	97211-6751
Ted	Scheinman	97219	Roy	Adsit	97228-6494
Hiroshi	Takeo		Terry	Nobbe	97221-3368
Ken	Dennis	97030-3325	Tom	Schneider	97402-3189
Luke	Wisher	97214	Vincent	Sikorski	97703-9411
WarrenX	Fish		Carol	McManus	97008-8539
Rose-Ann	Stark		Nanette	LaDu	
Lidwina	Rahman	97214-4352	Michelle	Week	97232-3180
Joel	Salter	97215	Paul	LaCava	97206
Phillip	Martello		Sarah	Moody	97218-3634
Emily	Guise	97217-2034	Scott	Fredricks	97239-3516
Nick	Falbo		Anne	Bentley	97202-4031
Thomas	Coleman	97212-4019	Luke	Kanies	97211-5743
Nicole	Zwink		Amy	Hofer	97211-4873
Oliver	Smith		William	olson	97204-1023
Tori	Bortman		Allan	Rudwick	97212-3040
Randy	Evans	97202	Ben	Kahn	97219-3738
Hannah	Day-Kapell		Heather	Brunelle	97202-5812
Bob and Susan	Clay and Marmaduke		Rob	Anderson	97007-6843
Cefeste	Okano		Linda	Ginenthal	97215-3242
Mike	Crenk	97222	Charlie	Welss	97219-6400
Edy	Martinez	97222	Craig	Lewis	
Roger	Hodge	97222	Todd	Roll	97211-3255
Joe	Krumm	97267	Richard	Potestio	97205-1153
Carrie	Cumrunga	97222	Jackie	Yerby	97211-4339
Christy	St.Clair	97222	Jeff	Lyford	97213
Jeni	Davis	97081	Patty	Freeman	97202-4065
Klaleigh	Davis	97222	Michael	DesJarlais	
Daniel	Wilkas	97227	David	Burdick	97222-4757
Trudy	Suski		John	Carleton	97217-5701
Mark	Sexton	97089	Colette	Snuffin	97214-4341
Kearsty	Schneider	97267-3802	LeeAnne	Ferguson	97206
Duncan	Hwang		Otis	Rubottom	97202-4914
Sarah	Higginbotham		Chris	Shaffer	97214-4213
Ryan	Stauffer	97132-1170	Shannon	Kimmel	97219-3346
Jon	Leon	97219-1617	Ann	Breyne	97068-1717
Timothy	Currell	97225-7032	Yuji	Sumimoto	97060-1783
Paul	Schwartz	97214-2909	Janis	McDonald	97217-1836

Kelly	Moosbrugger	97211-3657	Stuart	Johnson	97214-2543
Daniel	Baxter	97214-3933	Joe	Niski	97213-5014
Phyusin	Myint	97202-1495	Cynthia	Gaddis	98506-4227
Megan	Van de Mark	97217-7337	Claudia	Baskind	97219-1558
Brian	Beinlich	97133	Kelcy	Albright	97211-3928
John	Shifflett	97006	Robert	Ping	97203-4644
Christopher	White	97225	April	O'Connor	97202-3803
Joseph	Vasicek	97223-1986	Arthur	Clausing	97202-4352
Inger	easton	97225	Clyde Alan	Locklear	97221
Colleen	Collins	97267-6832	Alex	Derr	97376-0241
Marian	Grebanier	97219-4906	Alexis	Grant	97211-6421
David	Hinkle	97225	Brian	Schultz	97005-1214
Jen	Cunliffe	97202-6229	Allson	Hopcroft	97232-3175
Colette	Marthaller	97060	Brian	Whitten	97202
Robert	McDonald	97213	Gregg	Everhart	97214-4440
Lionel	Jenschke	97123-8178	Cynthia	Chilton	97212
Luann	Algozo		George	Cummings	97212-1335
Robin	Blackwell		Holly	Hein	97206-5449
Laura	Thomas	97206-6513	Joan	Pinkert	97214-3252
Joshua	Gregor	97051	Larry	Ullman	
Fumi	Kelleher	97213-6513	Matthew	Sims	97211-3334
Robert	Wallis	98663-1029	Marc	Parks	97212-4901
Mark	Prenovitz	97215	Ane	Roth	
Roberta	Robles		Eric	Geisler	97124-7291
Tera	Hatfield	97202	Amber	Collett	06511-3942
Michelle	Mercer		Jesse	Boudart	97214
Saul	Kwitman	97214	Tim	Bellis	97206-5570
Norene	Walters		Scott	Brisko	97232-3262
Jeff	Jackson		Miquel	Casas	97212-4846
Andrea	Albright		Hanna	Goldfeld	97124-7116
Megan	Coyle		Salle	Smith	97211-2403
Amanda	Wilson		Aaron	Brown	97227-1152
Laurence	Murphy	99901-5761	Christopher	Muhs	97211-3657
Tim	Martin	97211-6019	Josh	Capps	97213-2131
Carrie	Furrer		Michael	Allen	60659-2203
Hector	Vazquez	97229-6188	Miranda	Kerslake	97286-0644
Marie	Caball		Scott	Kocher	97210-1941
Dave	Peters	97214-4070	Will	Vanlue	
Randy	Black		Rebekah	Chou	97225-6400
William	Macklin	97217-3860	Marne	Duke	97206-4107
Jennifer	Heldmann	97214-4872	Sarah	Schmidt	97217-2041
Donna	Sellman-Pilorget	97045-3213	Nicole	Perry	97222-4452
Katherine	Kasik	97217-4020	Tom	Archer	97217-4264

Eddie	Barksdale	97219-4714	Zef	Wagner	97212-3002
Kristen	Eberlin	97202-1945	Josh	Gold	97202-1511
Ben	Enticknap	97206-1340	Jeff	Kleen	97202-3920
Shaun	Winter	97217-6749	Wendy	Posson	97266-1422
Ken	Rencher	97008	Tom	McTighe	97202-1921
Paul	Sheprow	97217	Doug	Rosser	97203-5327
Vianey	Martinez		Larry	McAllister	97236
Juanito	Ascencio		Rod	Linse	97233-2624
Christine	Morita-McVey	97202	Jennifer	Yang	97239-3104
Oakley	Taylor	97701	Patricia	Meyers	97207-0384
Eugene	Johnson	97405	Louis	Mateo	97212-4118
Dan	Van Calcar	97202	Sandy	McCormack	97212
greg	nakashima	97220	Justin	Gast	97203-6062
Mary Lee	Turner	97215	Sean	Elias	
Carl	Schmidt	97222	Katy	Wolf	97227-1132
Gene	Markozen	97077	Sara	Jensen	97211
Adam	Stonewall	97214	Brian	Frey	97211
Sydney	Wirslg		Craig	Harlow	97212
Rob	Burchfield	97007	Sarah	Johnson	97217-6906
Joe	Abraham	97302	Luis	Navarrete	97301-4301
Doug	Klotz	97214	Brantley	Blair Jr	97333-3195
Ben	Ngan	97202-8864	Toby	McElravey	97005-1016
Pat	Moran	97232-2894	Adina	flynn	97211-4865
Chad	Tucker	97202	Tommy	Kruger	97206-1610
Erin	Kelley		Ruth	Deal	97229-2306
Pamela	Johnson	97239	Ann	Maxwell	66202-3305
Lisa	Brown	97201-6635	Daniel E	Thompson	61402-0087
Jeff	Kernen	97401-3563	Andrew	Holtz	97202-6491
Ethan	Brown	97214	Jo	Creyf	97006
Christa	Obold Eshleman		Ben	Berry	97215
Laura	Young		Carolyn	Beall	97219
Anrey	Wang		Tom	Durkin	97232-1790
David	Solet		Heidi	Weber	97223-4227
Becky	Stubbs		Tom	Brenneman	97221-2114
Lucy	Schneid		Mara	castner	97232
Lori	Hodgkins		Rob	Anderson	97303
Michael	Mann	97216	Shelly	Carlton	97212
mckenna	Grimes		Christine	Yun	97214-2724
Wendy	Saxton		Stuart	Baxter	97201-2407
Sha	Fenton		Stephen	Salter	97217-1673
Maria	Acosta		Carolina	Iraheta	97217
Sarah	Aaserude		Bella	Savell	97218-2547
Kristen	Kulongoski		Sienna	Skinner	97211-8132

Katheen	Youell		Clint	Culpepper	97212-1252
Robin	Maloney		Erik	Reynolds	97008-6919
Taylor	Kim		Lucy	Cohen	97211-3926
Gail	Calcagno		Reed	McDowell	97212-1851
Amy	Zlot	97212-2843	Philip	brunner	97217-6663
Susan	Crabtree		Jennie	Mason	97232
Dave	Frankunas		John	Carter	
Benjamin	Ownby		Abraham	Sutfin	
Robin	Rolfe		Theodore	Labbe	97217-1862
Emily	Blum		Rich	Schwartz	97214-3207
Tanya	Schaefer		Greg	Raisman	97214-5220
Bayard	Lyons		Steve	Gutmann	97214-5069
Claire	Holland		Lyn	Bonyhadi	97217-3202
Modesty	McNally		Chris	Balduc	
Ursula	Schwantag		Lea	Vanlue	
Rebecca	Stepaniak		Clayton	Allen	97217
Rachel	Wecker		Kat	Trout	97218-2318
Sheila	Lardy	97109	Myla	Briggs Thomas	97212-3719
James	Barta	97202	Shannon L	Davis	97212
Kathleen	Omnes	97206	Ann	Marland	97759-9817
Lisl	Moore	97220	Lauren	Kael	
Donita	Fry	97220	John	Milliken	97212-3237
Rik	Masterson	97218	Hart	Migdal	97218-1414
Walter	Robinson II	97203	Mary Beth	Miller	97006-7731
Martha	Munoz	97206	Artem	Istomin	
Yesika	Arevalo	97266	Kevin	Hanks	97045-2935
Sandra	Clark	97203	Brenda	Allen	97214-1840
Casey	Schnaible	97504	April	Grisetti	97202-1834
Robin	Cash	97213	Carlos	Moreno	97233-1267
Ana	Moseley	97060	Dawn	Rinehart	97217-5127
bernadette	le	97005	James	Lung	97211-6812
sara	eck	97216-3840	Libby	Nousen	
Karl	Schlosshauer	97202	Jeff	Davis	97214
Haley	Wagoner	97210	rick	batka	97214-3840
Che	Lowenstein	97209	Scott	Nowicki	97203-2345
Adrienne	Fajen	97086	Molly	Odonnell	97229-9205
Rob	Bennett	97214	Neil	Cadsawan	97005-1563
Megan	Amberson	97214-2539	Jude	Gerace	97211-2735
Lee	Jorgensen	97212-1344	Karl	Dickman	97206-6513
Anuj	Khattar	97239	Conrad	Williamson	97215
Daniel	Richardson	97202	Phillip	Kline	97217
Bill	Ellis	97217	Robyn	Ward	
Aaron	Silverman	97217	George	Norman	97034-2300

Janelle	Bickford	97212	Paul	Vanderford	
Laurie	Smith	97229	Lance	Humcicle	97272
Cara	Glennon-Olsen	97202	Amber + Aiden	Bozman	97222-6716
Chris	Scott	97317	Susan	Vogt	97212
Gregory	Crites	97201	Alicia	Polacok	97232
Nathan	Kohrmann	97202	Art	Shapiro	97202-1406
James	Kelso	97215	Lee	Nlner	97204
Kirsten	Isakson	97214	John	Brennan	97212-4033
Douglas	Bayern	97225	Grace	Morton	02141
Paul	Yih	97217	Eddie	Glover	97211
Benjamin	Foote	97212	Harper	Morgan-Werner	97214-5939
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Anca	Solberg	97219	catalina	tonibio	97218
Carrie	Blanchard	97215	esmeralda	hendoza	97218
Sarah	Korach	97219	rafaela	hernandez	97211 503 839 4897
Daniel	Lewkin	97205	maria	interiun	97218
Darin	Fisher	97219	anna	gordon	97218
Jocelyn	Gaudi	97217	juan carlos	La puene	97214
Hunter	Bookshier	92239	cameron	herrington	97217
Lisa	Horowitz	97213	fani	fani	97218
Matt	Kapla	97221	teresa	raigoce	97218
Ali	Hurd	97219	veronica	alvez	97203
Claudia	Lucero	97220	edwin	vega	97203
Sarah	Lowles	97219	reed	laplant	97211
Julia	Hannegan	97215	lisset	gonzalez	97218
Tim	Roth	97214	stephan	stephan	97218
K	Bowen	97219	justin	sanchez	97213
Ana	Matrella	97206	eduardo	perez	97213
Sean	Uetz	97210	jenna	halase	97201
Tony	Kic	97206	esthor	palacros	97218
Emily	Kieneker	97217	francisco	antonio	97218
Hillary	Dames	97219	may	phillip	97211
Nick	Luallin	97225	lisbeth	fontes	97218
James	Wrathall III	97203	alex	najara gonzalez	97218
Colleen	Douglas	97206	randy	brown	97218
Dan	Stubbs	97206	maria	martinez	97218
Rachel	Cameron	97217	rosa	ramos	97218
Jere	Fitterman	97212	laura	peraza	97218
Iver	Schubert	97214	ricelly	chate	97218
Adam	Zeiger	97239	moldre	bojorqez	97218
Joel	Crouch	97211	bianca	denvova	97218
Dave	Alderse Baes	97203	ana	ana	97218

Coleman	Non given		rubi	l	97218
Justin	Austin		aeuana	mago	97218
Nat	Schubert	97214	lucia	pacheco pulido	97218
Erin	Goodall	97202	maximiliano	Ku-canche	97218
Dr. Leslie	Hickcox	97236	claudia	canel cauch	97218
Matt	Herr	97205	joseluis	interian escobedo	97218
Alan	Barton	97219	julio	lavadores	97218
Annette	Carter	97213	zo	houseman	97296
Jill	Neill	97232	elbert	lavadores	97218
Mindy	Li		rubi	villacis	97218
Christy	Marshall	97219	wilbur	Ku-ku	97218
Andy	Cross	97215	ornaz	fragoso	97218
Shawn	Fleek	97218	adrian	castillo	97220
Eden	Radfarr	97210	nick	getzen	97218
Michael	Davies	97219	devin	phillips	97220
Mayleena	Robinson	97266	rosa	isela portugal	97218
Paige	Davies	97219	gabriel	castillo hernandez	97218
Ana	Meza	97266	andres	salazar	97218
Tommy Jay	Carracos		annaldo	sorlamo	97218
GA Harris	Crowne	97202	rodolfo	ceuaa	97218
Marbrissa de luna	Lucuano	97266	ulises	ceja	
Inger	Easton	97225	elmer	tun	97218
Cathy	Turkes	97215	janie	villacis	97218
Magali	Bonilla	97233	david	dentler	97218
C. ThomasM.	DeAlmeida	97212	natia	compton	97218
Chris	Enquist	97207	mania	rios	97218
Adesina	Cameron	97225	nimo	nimo	97218
Judity	Leinhard	97225	julio	velazquez	97218
Rory	Marion	97215	anahi	zepeda	97218
Eric B.	Crandall	97217	susana	paehlo	97218
Joseph	Motto	97215	alex	perez	
Meigra	Simon	97206	tecabeth	teodoro	97220
Ben	Miller	97211	opal	kelly	
John	Lopez	97211	lius	rodriguez	97211
Suniti	Kumar	97225	jesse	bacon	
Gretchan	Jackson	97215	lorena	mejica	97218
Tom	Bunter	97203	marlene	mejica	97218
Marsha	Hanchrow	97214	guadalupe	bojogil	97218
Rabbi	Joseph	97212	sourlet	castille	97218
Mike	Wiener	97232	chelsea	lloyd	97218
Cheryl	Groue	97202	hrun	battan	97217
Galen	Clark	97211	lei	kaleen	97218
Jerry	Nelson	97217	richard	gunderson	97218

Fiona	Yau-Luu	97202	jake	miller	97218
Peter	Abram	97211	touets	touets	97212
Stacey	Neve	97213	goada	lope davier	97218
John	Eisemann	97213	kara	wolfe	97209
Drew	Thomas	97211	junko	yabusaki	97206
Jacob Lee	Green	97211	chris	sark	97219
Kara	Carmosino	97211	David	Abel	2906
David	Stoops	97214	Beth Anna	Nyssen	97305
Brendon	C	97214	Anne	Sweeney	
Jennifer	Xochihua	97212	Will	Honell	97304
Jennifer	Zumwalt	97217	Asia	Wisecarver Payton	97051
Josie	Mullet	97212	Steve	Boughton	97224
Yian Pou	Saechow	97220	joyce	casey	97223
Kathleen	Holloway	97206	ben	gooley	97223
Joseph	Santos-Lyons	97217	Judy	Rocheleau	97060
Erin	Estes	97214	Katie	Grimes	98682
Grace	Caton	97202	Erik	Bakker	90660
Duncan	Hwang	97220	sabrina	estes	98683
Boukar	Ousman	97236	Kevin	Kasavski	97068
Michael	Hernandez	97206	Kristen	Paschall	97068
Natasha	Perrault	97222	Katie	Yacobellis	97070
Luann	Algozo	97266	corina	overman	oregon
Fara	McCarly	97214	Jed	Roberts	97206
Byran	Walker	97212	Chris	Saulnier	97206
Paige	Battle	97215	August	Kroll	97206
Sarah	Epstein	97214	Lou	Battams	
Megan	Gorecki	97292	rachel	aitman	97202
Thomas	Hudson	97211	Kila	Franklin	
Ticari	Morrison	97211	Ailani	Palacios	
Margarett	Peoples	97218	Delshawn	Dakosen	
Ashly	Griffin	97266	Morgan	West	97224
Luke	Wisher	97206	Mirella	Carrera	97202
Mykhil	Deych	97217	Rachel	Frugard	97222
Josette	Herrera	97266	Eva	Sweeney	
Yoshikp	Kamata	97212	Andrea	Shanks	97015
Kristin	Cary	97239	Colleen	West	97224
Katrina	Scotto di Carlo	97203	Chris	Hosmon	97266
Lynn	Yarne	97214	Sunny	Hays	97222
Susan	Shea	97212	Bridget	Miller	
Adrienne	Kahan	97211	Josue'	Pen~a Jua'rez	
Anne-Marie	Reid	97212	Tracey	House	
Tracy	Wisher	97206	Maria	Nu	

Nathan	Myerson	97206	Shaira	M	
Jan	Wilson	97221	Sherlyn	M	97203
Ericka	Guynes	97236	Mxchil	M	
Lalasha	Criss	97236	Sandra	Reyes	
Kate	Bemesderfer	97209	Sienna	M	
Kesia	Micheletti	97206	Maria	M	97203
Jocelin S.	Higgin	97217	Ezperanza	M	
Youn	Han	97266	Sarah	Soper	
Amy	Polzin	97212	R	Basin	97202
Youn	Han	97214	Elizabeth	Moreno	97230
Krista	Dennis	97266	carveala	macedo	97230
Cindy	McGean	97212	rocia	anicua	97918
Peter	Fitzgerld	97212	vanesa	mendezza	97218
Michael	Cerbone	97202	eduardo	mensuza	97218
Jeanice	Chieng	97266	ruby	robles	97218
Maria	Manzo	97266	antonio	bracamontes	
M.	Perez	97233	ira	roeking	
Melissa	Magana	97230	Aaron	Hendrick	97078
Silviano	Rico	97233	Tami	Harton	97068
Manuel	Parra	97218	Karen	Dunham	97214
Alemayehu	Waldmaski	97202	Travis	Reitano	97215
Brooke	Jordan	97266	Grant	Remensperger	97217
Carmela	Interran	97218	Tanner	Williams	97124
Bezuayehu	Worku	97202	Tim	Howe	97206
Erika	Valenculea	97218	Jon	Blasher	97214
Todd	Struble	97266	Aaron	Wichler	97216
Hivoa	Habteyes	97220	Shannon	Dennehy	97217
Victor	Cauel	97218	Mark	Lee	97209
Shannon	Paine	97209	Brittany	Prince	97233
Laura	Cisneros	97218	Tara	Doherty	97214
Milo	Malinez	97218	Ed	Rosario	97202
Leslie	Corvajal	97233	Dave	Blizzard	97007
Carolina	Platero	97218	Robert	Altman	97008
Blas	Corona Puentes	97128	Karen	Altman	97008
Lisa	Mattson	97266	Meeky	Blizzard	97007
Carlos	Briceno	97220	Summer	Miller	97203
Diego	Serratta	97218	Carie	Arps	97218
Maria	Moss	97217	Zach	Heise	97211
Ludy	Poox	97218	Brooke	Stevinson	97216
Daral	Schlentz	97218	Peter	Parker	97213
Sean	Thompson	97266	Rick	Belliveau	97212

Yeimy	Cacho	97202	Chris	Fox	97213
Cynthia	Valdez	97218	Scott	Sutterer	97212
Aida	Canul	97218	Tom	Slovak	97213
Ana	Barran	97218	Brian	Baumann	97213
Patricio	Marquez	97218	Jen	Rich	97212
Holly	Curtiss	97266	Stephen	Hatfield	97217
Ana Roša	Rodriguez	97218	Cass	Evans	97217
Rufina	Vasquez Gowercio	97266	Melissa	Fuller	97219
Carlos	Ku	97218	Patty	Terzian	97217
Lety	None given	97218	Russ	Plaeger	97212
Ana	Batres		Neil	Rinner	97222
Manuel	Ku	97218	Leslie	McGraw	97035
Ricardo	Tuz Aviles	97218	Gena	Gastaldi	97215
Aiko	Carter	97218	Abby	Rinner	97222
Anabertha	Alvarado	97218	Jessica	Rinner	97222
Rodrigo	Baltazar	97218	Tim	Rinner	97222
Albina	Perez	97218	Violet	Rhoades	97224
Humberto	Marquez	97206	Brady	Bennett	97229
Noemi	Torres	97218	Kalay	McNamee	97229
Susana	Torez	97218	Rita	Loberger	97224-2018
Jennifer	Castillo	97218	David	Baumgarten	97229
Rocio	Perez	97218	Deanna	Janes	97213
Robert	Kelly	97213	Shonna	Sims	97203
Ulises	Ceja	97218	Ron	Lofy	97210
Zulma	Gallardo	97218	Deborah	Trask	97003
Thelvina	Godínez	97218	Dahlia	Grossman-Heinze	97232
Christine	Busacca	97203	Rose	King	97212
Rosalía	?	97218	Sarah	Wilkinson	97202
Angelica	Corela	97218	Michael	Trask	97003
Margarita	Aviles	97218	Daneen	Bergland	97218
Maricela	Contreras	97218	Mike	Westling	97211
Ruberto	Ek Yah	97218	Elizabeth	Lavenue	97232
Luis F.	Sosci	97202	Molly	Cunningham	97214
Lindell	Stone	97233	Lisa	Luna	97213
M	Isu	971-361-0754	Jon	Gove	97202
Jesus	Sanchez	97218	Philippa	Swiekert	97214
Malin	Jimenez	97217	Regina	Ford	97003
Alma	Moru	97218	Leslie	Carlson	97202
Joann	Tsohonis	97211	Jill	Winsor	97227
Juan	Etina	97218	Nick	Blizzard	97229
Juana	B	97218	Dana	Blizzard	97229

Marcia	M	97218	Jennifer	Peterson	97124
Olga	?	97218	Marie	Gouz	97008
Kim	Horenstein	97218	Kristen	Kibler	97220
Mineybo	Huchin	97218	Tracy	Giordano-Buckley	97206
Zoemy	?	97218	Abby	Rotwein	97214
Ciara	None given	97218	Sarah	Kohn	97202
Isabel	?	97218	Cyndi	Redmond	97206
Velia	Mendoza	97218	Mark	Hansen	97211
Guillermo	B	97208	Jackson	Witter	97206
Manuel	E	97218	Lynne	Leake	97219
Lale	Sentelices	97211	Jennifer	Meyer	97206
Julio A.	Burgos	97218	Liz	Delmatoff	97213
Fredi	Castillo	97218	Kay	Gooding	97224
Pena	Flores	97060	Kristen	Johnson	97229
Manulla	Intonian	97218	Ed	Bennett	97215
Maria	Perez	97218	Jill	Bennett	97215
Ady	E	97218	Jeff	Thomas	97215
Victor	Salazar	97218	Loren	Ross	97215
Adrian	?	97218	Lisa	LaFranchise	97215
Enriqueta	Betancourt	97218	Shawn	Vuksich	97215
Miranda	Antonio	97218	Bill	Delmatoff	97213
Avareli	Contreras	97220	Ellen	Law	97229
Marta	Acosta		Tiesha	Rask	97225
Mariana	Moo A	97218	Rhiannon	Millar-Griffin	97206
Jorge	Ek	97218	Cameron	Millar-Griffin	97206
Lindy	Walsh	97214	Jim	Flynn	97225
Stephen	Gunvalson	97209	Celia	Butcher	97225
Barrios	none	97218	Sandy	Tribble	97225
David	?	97218	Shelley	Morrison	97225
Margot	Hackman	97203	Tavy	Carson-Tribble	97225
Marvin	Lavadores	97220	Adriana	Cook	97225
Minelia	Fuentes	97218	James	Hogan	97225
Fior	Yeni Ortega	97218	Lorana	O'Guinn	97225
Nahomi	Delfin	97218	Earl	Cahoe	97225
Hilary	Huerta	97227	Marita	Dizon	97225
Timothy	Miller	97202	Tami	Kraske	97225
Feliciana	Mendoza	97218	Martin	Hallanzzini	97225
Marcos	Delfin	97218	Zachary	Williams	97225
Yesenia	Silva H	97218	Caitlin	Crane-Manis	97221
Melissa	Ortiz	97213	Greg	Doud	97225
Lilia	Bueno	97218	Raymond	Lake	97225

Kendra	Rohl	97218	Victor	Unkow	97225
Caitlin	Shelman	97213	Holli	Bridgens	97225
Maria	Ku, Hau	97218	Linda	Geyer	97225
Jackie	Mautner	97211	Deanna	Geyer	97225
Megan	Coppock	97211	Carol	Scheans	97225
Bobby	Peck	97214	Susan	Fluno	97225
Fernando	Ruiz	97218	Nupur	Pande	97225
Michelle	Blancas	97218	Brandon	Bridgens	97225
Emilie	Friedman	97217	Pam	Doud	97225
Mincrua	Barríos	97218	Cheryl	Sullivan	97225
Dale	Bolender	97214	Danna	Kittell	97225
Jessie	Averill	97217	Geoff	Kittell	97225
Saul	Delfin	97218	Guy	Fluno	97225
Aide	Garcia	97218	Georgla	Hogan	97225
Daniel	Thammarongsa	97217	Cindy	Grant	97225
Cassandra	Lyman	97214	David	O'Guinn	97225
Noelle	Studer Spa	97218	Sharie	Conrad	97225
Amancea	Martinez	97218	Jen	Spickelmier	97225
Ronald	Canto	97218	Faye	Rachford	97225
Alejandra	Rodriguez	97218	Robert	Ripler	97225
Kari	Siquina	97218	Ryan	Manis	97225
Juan Bautista	Pama	97218	Kitty	Unkow	97225
Kate	Michel-G	97236	Staci	Hallanzzinin	97225
Gwen	Kous	97206	Joseph	Conrad	97225
Jamie	Sandoval	97218	Samantha	Johnson	97225
Bianca	Gonzalez	97218	Jake	Choruby	97225
Karely	Michel	97236	Roberta	Miller	97225
Sheila R	Bob	97202	Sandra	Dudley	97225
Viddie	Cizmar	97218	Dorothy	Buffum	97225
Celso	Gonzalez	97218	Douglas	Dudley	97225
Kathy	Casson	97202	Linda	Bohnaker	97225
Carl	Wilson	97206	Doug	Stanton	97225
Karen	Michel	97236	Andrew	Marsch	97225
Mineya	Gonzalez	97218	Judy	Wulf	97225
Laurie	Claassen	97202	Tracy	Beadles	97225
Ross	Brody	97211	Jayna	Klesper	97225
Jeffrey	Yassrin	97214	Robert	Klesper	97225
Claire	Vlual	97214	Dolly	Wyttenberg	97225
Stanley	Carpenter	97208	Gene	Wyttenberg	97225
Jackie	Yerby	97211	Bruce	McCracken	97225
Andrea	Matthews	97217	Michele	McCracken	97225

Giulia	Leggett	97232	Ellen	McCracken	97225
Rachel	Goldstein	97217	Michael	Newsom	97225
Carolyn	Wood	97225	Ronna	Newsom	97225
Jason	Braaten	98662	Marty	Anderson	97225
Kate	LaGrand	97239	Ken	Brown	97225
Steven	Soto	97140	David	Hinkle	97225
Sherri	Rohlf	97206	Katie	Miranda	97225
Matthew	Sellens	97215	Dave	Fabik	97225
Manda	Buttitta	97211	Jane	Ewert	97225
Alexandra	Reis	97217	David	Chilstrom	97225
Alyssa	Kuchenreuther	97206	Ben	Uphoff	97225
Jeff	Benerofe	97211	Erica	Bolliger	97225
Mark	Person	97211	Karen	Walker	97225
Brenda	Hunt	97211	Carolyn	Cotton	97225
Ky	Burt	97214	Heather	Johnson	97225
Jennifer	Marsicek	97211	Ross	Peterson	97225
Julie	Stravitz	97214	Makenna	LaMontagne	97225
Judith	Lofth		Kristina	LaMontagne	97225
Katz	Zimmerman	97211	Ryan	Walker	97225
Colin	Whitehead	97211	Mark	LaMontagne	97225
Mathew	Weintraub	97214	Robin	Jacobson	97225
Kimberly	Filer	97229	Joe	Billig	97225
Lindsay	Benedict	97211	Cindy	LaRue	97225
Ali	Selim	97211	C	Carroll	97225
Matin	Olza	97211	Allison	Sacoolas	97225
Jacklyn	Hoy	97211	David	Brandt	97225
Robin	Selim	97211	Matthew	Wear	97225
Maggie	Michaus	97211	Jacob	LaMontagne	97225
Jordan	Freeauf	97212	Jeanene	Smith	97225
Jocelyn	Orr	97206	Kris	Rosenquist	97225
Anna	Chalier	97214	J	O'Neil	97225
Frank	Peters	97205	Natasha	O'Neil	97225
Brock	Lower	97213	Seth	O'Neil	97225
Kathleen	Lower	97213	Gary	O'Neil	97225
Kristen	Minor	97212	Kathy	O'Neil	97225
Pheobe	MacRae	97211	Garth	Miller	97225
Isabelle	Cefas	97217	Carmita	Thompson	97266
Mathew	Schwartz	97227	Sean	Thompson	97266
Teresa	Collins	97206	Holly	Curtiss	97266
Barbara	Peters	97205	Kristen Marlo	Warren	97080
AF	Mancini	97213	Paul	Valentine	97202

Marj	Hogan	97203	Jana	Griffin	97211
Karen	Kinzey	97212	Tara	Coen	97211
Bruce	McKinzey	97212	Michelle	Lin	97212
Jade	Koide	97232	Kristen	Valentine	97202
Kate	Sokoloff	97217	Jilleyne	Sorenson	97217
Joseph	Ahearne	97211	Michael	Barrett	97212
Lisa	Gildehaus	97217	Rebecca	Rapple	97212
Tasha	Byrd	97212	Christopher	Igleheart	97227
Kevin	Byrd	97212	Valerie	Putahl	97218
B	Takahashi	97210			
Mark	Willard	97211			

A collection of over 1,100 postcards from For Every Kid Coalition supporters was submitted to JPACT to support the allocation of funds to Safe Routes to School. These postcards are available in hard copy only.



Oregon

Kate Brown, Governor

Department of Transportation

Transportation Region 1
123 NW Flanders St
Portland, OR 97209-4012
(503) 731-8200
Fax: (503) 731-8259

February 11, 2016

File Code:

Oregon Transportation Commission
c/o Jacque Carlisle
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Dear Chair Baney and Commissioners:

The Region 1 Area Commission on Transportation met recently to discuss project selection for the STIP Enhance program. In this meeting, the discussion broadened to cover other system needs, locally available resources and potential funding adjustments as a result of Congress' passage of the FAST Act.

Region 1 is the economic engine and population center of the state of Oregon, serving a metro area population of more than 2.3 million people and several fast-growing industries. The region contains more than half of the state's population, with high levels of congestion, complex transportation needs and high levels of growth. Locally leveraged state funding can go a long way in addressing safety, equity, climate change and mobility.

Given this high rate of growth, the Region 1 ACT supports your acting quickly to distribute FAST Act freight funds for immediate congestion relief projects in our region and also developing larger, longer-range projects our communities and the rest of the state will need to serve us in the future. The Region 1 Area Commission on Transportation supports the Oregon Transportation Commission allocating any current and future state and federal funds through a process that recognizes our distinct needs and challenges, as well as how investments in Region 1 support the economic success of the rest of the state.

We understand you need to consider investments around the entire state and want to let you know that we are willing to leverage state and federal funds with local match to maximize the impact of state dollars and demonstrate our region's support for improvements to the state infrastructure that serves as the backbone of our state and regional network.

Thank you for your ongoing service to the state and for taking time to understand the unique opportunities that exist in Region 1.

Sincerely,

Roy Rogers
Chair, Region 1 Area Commission on Transportation



Proposed Projects for 2015-2018 STIP

Projects in bold funded through FAST Act freight formula funds

Region	Project	Notes	Allocation
1	I-5 SB: Hwy 217 - I-205 auxiliary lane	Leverage with existing auxiliary lane project	\$13M*
	I-205 Stafford - Oregon City (development)		\$2.5M*
	I-5 Rose Quarter (development)		\$2.5M
2	I-5 NB third lane Commercial-Kuebler	Leverage interstate paving project	\$14.5M*
	I-5 add third lane Salem-Albany (development)		\$3.0M
3	I-5 NB climbing lane Roberts Mountain	Leverage interstate paving project	\$7.0M
	Sutherlin jurisdictional transfer of Hwy 138		\$2.4M
4	Hwy 97 Seismic I-84 – Hwy 58 (Bundles 1 and 2)	Leverage JTA savings at Biggs Junction; design funded	\$8.6M
	I-84 cable barrier	Comply with SB 921	\$3.5M
	Hwy 97 Crescent passing lanes	Savings from Hwy 97 Wickiup Junction project (2015-2018 Enhance Discretionary)	\$2.25M
5	I-84 cable barrier	Comply with SB 921	\$10.7M
	I-84 Ladd Canyon EB climbing lane	Leverage various Fix-It projects	\$7.4M*

*Project or phase not fully funded at this level; will seek additional funding from other sources.

Freight Projects Considered but not Selected

- I-205 Stafford to Oregon City PE/Design \$13M
 - I-5 Rose Quarter PE/Design \$12M
 - I-205 NB auxiliary lane at Sunnybrook \$15M
 - I-5 Widening Salem – Albany PE/Design \$15M
 - I-5 NB auxiliary lane I-205 – Nyberg \$5M
 - I-5 SB third lane Kuebler – Commercial \$25M
 - I-5 Southern OR climbing lanes \$10M
- Design for 11 climbing lanes

**Enhance 150% Project List
Adopted by R1ACT on 2/1/16**

Rank	Project	Requested Funds	Matching Funds	State System
1	Highway 8 Safety and Access to Transit II	\$2,690,000	\$310,000	On
2	Seventies Neighborhood Greenway	\$2,500,000	\$2,510,706	Off
3	Stark Street Multimodal Connections	\$2,907,457	\$960,000	Off
4	Highway 43 Multimodal Transportation Project	\$3,000,000	\$1,300,000	On
5	Tillamook-Holiday-Oregon-Pacific Bikeway (T-HOP)	\$3,122,600	\$2,118,400	Some
6	May St. Elevated Sidewalk Replacement	\$1,390,815	\$159,185	Off

19-21 Region 1 Enhance Bike/Ped/Transit Allocation = **\$10,680,000**

From: Commissioner Novick

To: Oregon Transportation Commission

Date: February 18, 2016

Re: Process for Determining Allocation of New FAST Act Revenue

Thank you for the opportunity to provide additional guidance to the OTC on how to best allocate the additional resources from the new FAST Act. The decisions that we make together over the next few months are critical to stretching our limited resources, ensuring that Oregon's projects are competitive nationally, and continuing to balance the needs to both maintain and improve Oregon's transportation system.

For these reasons, I request that the OTC develop several funding scenarios that can be reviewed with the ACTs / MPOs prior to a final decision by the OTC. These scenarios should clearly highlight tradeoffs and opportunities and should be measured against key performance measures. Additionally, I ask that you consider the following recommendations:

Recommendation #1: The OTC should prioritize the allocation of 2015-2018 freight funds towards project development for nationally significant projects which will be competitive in the new Fast Act Freight grant program. Specifically, at least one scenario should reflect the allocation of \$12 - \$15 million to the I-5/I-84 Rose Quarter project, one of the most critical projects in the state.

Recommendation #2: The OTC should develop funding scenarios for the 2015-18 STIP allocation of non-freight funds, making it clear exactly how much FAST Act money is available for non-freight projects during this time frame. ODOT has proposed to allocate an unidentified amount of future FAST Act funds in the 2015-18 STIP to projects discussed at the October 2016 OTC meeting that did not focus on the FAST ACT. We feel additional discussion of the use of these resources is worthwhile.

Recommendation #3: The OTC should develop at least one funding scenario that includes the Jurisdictional Transfer / Arterial Safety program for discussion with the ACTs / MPOs. ODOT staff provided a summary of this potential program at the January OTC meeting, the OTC should wait to hear additional feedback from the ACTs/MPOs prior to making a decision on this program that has the potential to address our most dangerous streets.

Recommendation #4: The OTC should ask ODOT to create a potential funding scenario for the 2018-21 STIP that returns to the 75% Fix-It and 25% Enhance scenario. This allocation formula was changed when the OTC thought funds would be more limited. With the additional funding available through the FAST Act, careful consideration should be given to returning to the 75%/25% formula.

Thank you for the opportunity to provide feedback. Please let me know if you have any questions or suggestions.