



Date: March 4, 2009
To: Joint Policy Advisory Committee on Transportation and Metro Council
From: Pat Emmerson, Metro Public Affairs
Re: Public comment on transportation projects eligible for federal economic stimulus funding

Metro anticipates about \$38 million to be available to fund city and county transportation projects in the Portland metropolitan region as part of the American Recovery and Reinvestment Act of 2009, an economic stimulus package geared toward immediate job creation. To be eligible for funding, projects had to be ready to obligate funds within the coming year. Transportation agencies and local jurisdictions selected eligible projects based on their own priorities and readiness of the projects to get underway.

Public comment opportunity

Metro solicited public comments on a list of 94 eligible projects submitted by county coordinating committees and the city of Portland, and 3 eligible projects submitted by South Metro Area Rapid Transit (SMART). The comment opportunity opened on February 17, 2009 (as soon as the project list was available and the stimulus bill had been signed) and closed on March 3, 2009. During that time, 48 comments were received by email, fax and US mail. Those comments are attached to this memorandum.

TriMet and the Oregon Department of Transportation (ODOT) conducted their own, separate comment processes.

Public notification

Notice of Metro's comment opportunity was distributed through Metro's e-planning newsletter, posted through a link on the project web site at www.oregonmetro.gov/mtip, mailed electronically to a Metro-maintained list of interested parties, and printed as a public notice in *The Oregonian*. The public notice was further distributed through reprints in *The Daily Journal of Commerce* and several neighborhood association newsletters. Copies of the text of those notices are also attached to this memorandum.

Next steps

During their regular meetings on March 5, 2009, JPACT and the Metro Council will be asked to consider approval of the local and SMART project lists as well as those submitted by ODOT and TriMet. In addition, the Metropolitan Transportation Improvement Program (MTIP) will need to be amended to include projects that are not already programmed, to ensure that money can be obligated to those projects within the required one-year time frame.

From: Seashell by the Seashore
To: Trans System Accounts
Subject: Federal Stimulus Package
Date: Wednesday, February 18, 2009 12:28:39 PM

I am writing to you regarding the recent E-Newsletter about the stimulus package.

Although I am a member of the Parkrose Heights Association of Neighbors (PHAN), I am writing to you as a concerned individual who lives in an "East County" neighborhood, where we are missing many sidewalks.

Although I would love to see sidewalks on our street, I feel there are two arterial streets within my neighborhood which should be developed first since they are also used as transit routes for buses, police/fire/emergency/school children.

The two routes I would like to be considered are as follows:

NE 111th street from Halsey and heading north to Morris St, and San Raphael from NE 111th to NE 122nd is in dire need of sidewalks. There are mass transit routes, and also a "safe schools" route. There are several churches in our area, a few schools, and many pedestrians who are forced to walk in the street due to no sidewalks (or even pathways off the street since they are usually blocked by cars/shrubs). I sincerely hope you are willing to consider this portion of "East County" area for sidewalks which will help improve livability and safety in our neighborhood.

Below are some points I pulled directly from your 2035 Final Regional Transportation Plan which I feel makes my point even clearer. Sidewalks are extremely important to the viability, livability and safety to neighborhoods.

2.34.34 Walking

Walking is the most widespread and universal form of transportation. Whether an entire trip is done on foot (or using a wheelchair or similar mobility device), people must walk for at least part of every trip, even when the rest of the trip takes place on transit, in a vehicle or on a bicycle. **Pedestrian activity is also influenced by increasing knowledge that walking produces significant health benefits. Therefore it is critical that our transportation system supports and encourages pedestrian behavior.** Pedestrian activity indicates vitality in residential, commercial and mixed-use areas. Pedestrian activity thrives where the physical facilities are well connected, safe and attractive—well lit, free of debris and in good repair—and where intersections have crosswalks or signal lights. Audible signals at crosswalks and curb ramps at intersections improve the utility of pedestrian facilities for people with physical challenges. Many parts of the region have well connected pedestrian facilities. Based on data collected by TriMet and Metro in 2001, the region had 1,230 miles of potential pedestrian facilities in transit/mixed use corridors and pedestrian districts. However, only 821 miles of those 1,230 potential miles had sidewalks, for a pedestrian system that was only 66% complete.²⁸

Although even though 90 percent of the region's population lives within a half-mile of a bus stop or light rail platform. However, sidewalks connect to only about 69 percent of the stops. TriMet is working with local jurisdictions to improve pedestrian access to transit, to not only support

increased ridership, but also to enable more people to use fixed-route transit who would otherwise need door-to-door service.²⁹

Pedestrians will be increasingly affected by the growth in motor vehicle and bicycle traffic on the major street systems. The expected growth in motor vehicles on the system will increase the need for more and better pedestrian facilities and crossings. The expected growth in bicycling will increase the need to educate both cyclists and pedestrians on the safe use of sidewalks, bikeways and shared multi-purposes routes that are designed to serve both cyclists and pedestrians.

Regional research shows that between 35 percent and 59 percent of LIFT riders could potentially walk and use existing fixed route transit. However, barriers exist like discontinuous sidewalk segments and a lack of transit stops/destinations within a quarter of a mile of where the elderly and disabled reside. The research suggests that a focus should be put on providing housing for the elderly and disabled along transit corridors. However, current zoning often precludes locating housing for the elderly or disabled in transit corridors. Additionally, an emphasis should be placed on addressing issues of sidewalk connectivity near existing bus stops and MAX light rail stations. Finally, with multiple providers and overlapping services within a region, there is a need for more coordination of services.

Goal to insure equity:

*Encourage new and existing development to create and enhance pedestrian facilities near **low-income**, elderly and disabled developments, including sidewalks, crosswalks, audible signals, etc. and provide incentives for the future pedestrian orientation in areas serving **low-income**, elderly and disabled individuals.*

Please contact me if you have any questions.

Shell Funk
1828 NE 113th
Portland, OR 97220

From: Mikal Anderson
To: Trans System Accounts
Subject: Federal Stimulus Package
Date: Wednesday, February 18, 2009 2:51:40 PM

Please include Portland - Lake Oswego (Hiway 43 corridor) commuter rail option in your appropriation request.

Thank-you

Edward Anderson
240 N Shore Rd
Lake Oswego, Oregon 97034
(503) 534-2858

From: Cleon Cox

To: [Trans System Accounts](#)

Subject: Re: February 2009 METRO REGIONAL PLANNING E-NEWSLETTER

Date: Wednesday, February 18, 2009 2:59:27 PM

Dear Peoples:

Now why would I attend a meeting where the counselors could care less about what I might say. When you sit there and do a crossword puzzle as I testify and not care what I have to say. You send these silly notices out because that is what the Federal regs call for yet the plan is already in the box.

Simple and easy..STOP building rail projects and put some more roads in. As is obvious the rail projects in Calif. alleviate very little traffic yet traffic continues to grow. Your lack of commuter understanding and demographics is a disgrace to us taxpayers. You plan, we pay and when your plans fail somehow you get rewards.

This is just plain wrong...

More roads for now

Sincerely,
Cleon Cox III

From: [Jack Newlevant](#)

To: [Trans System Accounts](#)

Subject: Federal Stimulus Package

Date: Wednesday, February 18, 2009 3:09:22 PM

Among all the worthy projects on the list, I especially favor Springwater Trail Repaving. I find the old rough sections remaining after the 82nd-92nd repaving to be especially annoying!

Thanks,

--

o Jack Newlevant

Bi(cycle) Ro(ute) Te(chnology)

()/ ()_____ home: 503.236.4920, cell: 503.806.3771

From: [Diane Howieson](#)

To: [Trans System Accounts](#)

Subject: funding infrastructure

Date: Wednesday, February 18, 2009 3:41:05 PM

I hope you put the Sellwood bridge at the top of the list because it is so dangerous.

Diane Howieson

From: Morris, Julie

To: Trans System Accounts

Cc: Morris, Julie

Subject: Federal Stimulus Package

Date: Wednesday, February 18, 2009 4:41:58 PM

Dear Metro,

I would like to request that the projects receiving stimulus funds are prioritized with the ones for which the stimulus dollars fills the gap between available local funding and the projects cost estimate.

The projects from the list that look to meet this criteria are:

North Going Rail Overcrossing
Sunnyside Road
Jackson Street sidewalks
Mollala Avenue/Warner Milne/Beavercreek intersection
Suncrest Drive
Barber Street Improvements

This would use \$3,964,000 out of a potential \$38,000,000.

The next tranche of projects I would recommend are:

SE Madison
SE 39th Avenue
SE Hawthorne
SW 3rd & 4th Base Repair
SW Yamhill & SW Morrison brick intersections
Bicycle Boulevard
Paving NW Front Avenue
82nd Avenue and Columbia
Springwater Trail Repaving

These would use \$12,150,000, leaving \$21,886,000 for the remaining projects. I'm not as familiar with the other areas and will not opine on those projects.

Thank you,
Julie Morris
1616 N Terry Street, Portland, Oregon 97217
Telephone 503.289.0989

From: Judy Ridenour
To: Trans System Accounts
Cc: comments@trimet.org
Subject: Federal Stimulus Package
Date: Wednesday, February 18, 2009 6:07:49 PM

My suggestion for spending any federal stimulus money on transit projects would be to first put money toward maintaining the current bus routes and max service. Please take care of existing transit users before attempting to bring transit to others.

From: [Katrina Scottodicarlo](#)
To: Trans System Accounts
Subject: Federal Stimulus Package
Date: Thursday, February 19, 2009 11:52:12 AM

Max Light Rail connecting St Johns to Interstate Max and/or downtown Max lines.

Thanks,
Katrina Scotto di Carlo

From: Elyrem8@aol.com
To: Trans System Accounts
Subject: Stimulus Money
Date: Thursday, February 19, 2009 12:13:59 PM

Spend the money to replace the Sellwood Bridge over the Willamette River.

John Beau
Lake Oswego, OR 97034.

From: Barbara Fritz
To: Trans System Accounts
Cc: Barb Fritz; Kathy Fuerstenau
Subject: Federal Stimulus package
Date: Thursday, February 19, 2009 3:11:30 PM

Cully Boulevard is already scheduled to go forward this year for street improvement, so perhaps some of the federal money could go for this, or it could be expanded to include N.E. 60th St., which also meets Cully Blvd. at Prescott. A traffic circle with a statue honoring Thomas Cully would be a great solution to the 5 way stop at that corner.

Barb Fritz,
4705 N.E. Ainsworth,
Portland, OR 97218.
503-288-1027.

From: alan.garcia2@comcast.net
To: Trans System Accounts
Subject: Pls allocate \$\$ to bicycling & walking infrastructure
Date: Thursday, February 19, 2009 9:48:46 PM

To whom it may concern:

I respectfully request that JPACT and the Metro Council allocate at least 50% of the Regional Flexible Funds to bicycling and walking infrastructure.

I believe allocated funds will further enhance our quality of life in the Portland area.

Thank you for considering my request.

Regards,
Alan Garcia
alan.garcia2@comcast.net
Portland, OR

From: harp music
To: Trans System Accounts
Subject: Federal Stimulus Package
Date: Saturday, February 21, 2009 11:49:50 AM

To Whom it May Concern

Extending the max line down to St Johns would be an excellent use of stimulus funds and a great way to maintain/promote the improvements that are taking place in this growing neighborhood.

Thanks for your consideration,

Mike Heisler

From: Deb
To: Trans System Accounts
Subject: Federal Stimulus Package
Date: Tuesday, February 24, 2009 2:08:14 PM

High priority should be given to repaving the Springwater. Bike commuters have been waiting a long time for this one.

Thanks for the opportunity to comment.

From: Orozco, Jose DPG
To: Trans System Accounts
Cc: tkeyes@ci.cornelius.or.us
Subject: Federal Stimulus Package
Date: Thursday, February 26, 2009 9:53:54 AM

\$2.4M project.

I'm a resident of Cornelius, and I think in the interest of Oregon Metro, the 10th Avenue project should be considered for Federal Stimulus Package funding. The taxbase in Cornelius is heavily leveraged on us residents, and any help we can get from Federal (Metro handled) funds would be greatly appreciated. In addition, this would be a project whose rewards would yield great praise, especially the sooner its accomplished. Reason being, Wal-Mart will be opening its door in Cornelius in 2010. And 10th Avenue is at the heart of Cornelius traffic, and it will just be magnified by a Wal-Mart. One of those "squeaky wheel" scenarios.

Reference:

Request for Qualifications (RFQ), Survey and Engineering Services for 10th Avenue-Adair-Baseline Intersection

Project

<http://www.ci.cornelius.or.us/vertical/Sites/{74DDA728-822C-4D15-9791-000615642E9D}/uploads/{4DCDCE12-4478-4730-AAC0-6C31041C0620}.PDF>

From: Marlowe Kulley
To: Trans System Accounts
Subject: Public Input - MTIP Economic Stimulus List 2-17-09
Date: Thursday, February 26, 2009 9:58:32 AM

Dear Metro staff,

I am pleased to respond to your call for public feedback on which projects in the local project pool (MTIP Economic Stimulus List 2-17-09) should receive priority from federal stimulus funding.

While there are many worthy projects on the list, I wish to express my strong support for the **Portland Bicycle Boulevard**, as well as the other **bicycle lanes and paths** in the region. Metro needs to support the growing trend of bike ridership in our region with exceptional and safe infrastructure. The long term sustainability, livability and health of our community depends on it.

Thank you for your consideration.

Sincerely,
Marlowe Kulley
Portland, OR

From: Matthew Hampton
To: Trans System Accounts
Subject: Stimulus projects
Date: Thursday, February 26, 2009 9:59:59 AM

Would you please, kindly finish the surfacing of the Springwater Corridor? Not only would it stimulate the economy - it would greatly stimulate bike/ped commuting in the outer region.

Currently the paving ends at the Clackamas/Multnomah county line which requires bicycle users to use a narrow 45 mph county road with no shoulder (SE Telford Rd). The project is shovel ready and currently in the RTP (#10159). Many people think the Springwater Corridor was finished quite awhile ago. It has not and has languished - unfinished - for many years.

Now is the time to finish it!

—
thank you,
MRH

From: maryanne@easystreet.net
To: [Trans System Accounts](#)
Cc: [Rep. Earl Blumenauer](#); "[Marianne Fitzgerald](#)"
Subject: federal stimulus projects
Date: Sunday, March 01, 2009 12:43:12 PM

I am part of a large group of neighbors along SW Vermont Street in southwest Portland. Our street is designated as a collector, with 11,000+ car trips per day. It is also a designated bicycle corridor, and route for Tri-Met and school buses. It serves two commercial areas, several private and public schools, two community centers, and ties into the Hillsdale town center. It is the only east-west through-way for over 3/4 mile in either direction. Yet our stretch of this street (SW 30th to 37th) has no sidewalks or bike lanes, and in some areas pedestrians need to walk in the travel way because there is so little shoulder and/or parked cars on the side. This project has been studied by OTAK engineers as part of the city's Halo LID process. Its estimated cost is \$1.2 million. We believe that this project is a very worthwhile project for federal stimulus dollars, and would be a better project than the Capitol Highway paving project.

You will also be hearing from many of my neighbors about this project. Please include it as a potential project.

Thank you!
Mary Anne Cassin, Ken and Ian Meyer
3541 SW Vermont St
Portland OR 97219
503.473.4885

From: [Peter Welte](#)
To: [Trans System Accounts](#)
Subject: Federal Stimulus Package
Date: Monday, March 02, 2009 2:47:52 AM

Hello,

I'm emailing to ask that you please make bicycle and pedestrian projects the top priority for Federal stimulus money. I would also ask that we spend \$0 on projects designed to increase automobile capacity. I drive a car, but I realize that we as a region need to focus 100% right now on sustainable transportation (bicycle, pedestrian, and transit) if we want any chance at combating global warming and maintaining our region's livability. Plus - we spent 50+ years in the last century building out the motor vehicle infrastructure at the expense of all others; let's call the road system good and spend the next 50 years building out the bike/ped/transit infrastructure.

thanks,
~ Peter Welte
Portland / Aloha, OR

From: [Jim Rondone](#)
To: [Trans System Accounts](#)
Subject: Federal Stimulus Package
Date: Monday, March 02, 2009 7:35:09 AM

To all concerned persons:

Re: SW Vermont Street Pedestrian / Bikeway Improvements from SW 30th to Oleson Rd.

Please consider the above-referenced project among those slated for inclusion in the City of Portland's projects funded through federal stimulus monies. The City of Portland and neighborhood groups in Southwest Portland have considered this project closely during the last 18 months, but have been unable to proceed for lack of funding. The project would provide sidewalks and bikeways allowing for a nearly uninterrupted passage by foot or bike from the Hillsdale neighborhood to Washington Square in Washington County. This connectivity would reduce neighborhood reliance on automobile use, and allow better access to bus services that pass through the area.

Sidewalk improvements are labor, rather than capital intensive, so they put people to work, and use construction materials (gravel, concrete, etc.) that are currently underutilized given the downturn in the housing market. These last improvements will provide a level of connectivity not presently available in the area (which is sorely lacking in sidewalk improvements), and contribute to a reduction in greenhouse gases.

There is very strong neighborhood support for this effort.

Thank you in advance for your consideration in this regard.

Jim Rondone
6501 SW 35th Avenue
Portland, OR 97221

From: [Marylynn King](#)
To: [Trans System Accounts](#)
Subject: Federal Stimulus Package
Date: Monday, March 02, 2009 8:42:46 AM

Please consider spending some of the funds from the Federal Stimulus Package on bike facilities! As a bike commuter and racer, I know the importance of bike facilities and how they lead to making Portland a vibrant, safe, and healthy environment in which to grow, play, and work.

I know times are tough now, and while I am glad that I am not the decision maker on allocating funds, keep in mind that there are thousands of us out there for whom cycling is a way of life.

Thank you for your time,

Marylynn King
624 SE 17th Ave
PDX OR 97214

From: [Schoning John](#)
To: [Trans System Accounts](#)
Subject: Federal Stimulus Package
Date: Monday, March 02, 2009 9:05:46 AM

I request that bike investments be prioritized in the distribution of federal stimulus money.

John Schoning

From: [Sottoway, Doug A](#)
To: [Trans System Accounts](#)
Subject: federal stimulus
Date: Monday, March 02, 2009 10:07:34 AM

Metro leaders:

I urge you to use federal stimulus money in support of improving bicycling transportation in Portland.

This helps us accomplish three key items:

1. Improving our energy usage,
2. Creating a greener Portland,
3. Making Portland safer.

Thank you for your consideration,

Doug Sottoway

From: [Kelli Denheyer](#)
To: [Trans System Accounts](#)
Subject: federal stimulus package
Date: Monday, March 02, 2009 11:01:28 AM

Please consider using part of the federal stimulus package dollars to fund the creation of sidewalks and bike lanes on SW Vermont Street between 30th & 37th Avenue. There is great

community support for this project. Vermont is a busy street that connects many community facilities and neighborhoods and is currently hazardous to travel unless you are in a car. Many people walk (with children and dogs) to reach the SW Community Center, Mittleman Jewish Community Center, neighborhoods, churches, synagogues and businesses. There are numerous bikers using the route as well and it is a life-risking adventure!

The project has been sized and scoped in a joint effort between the city and OTAK. We are "shovel ready" with a small project that provides huge community benefit.

Thank you for your consideration,

Kelli Denheyer

From: Pat Russell [mailto:flanagan112@hotmail.com]

Sent: Monday, March 02, 2009 9:34 AM

To: Phyllis Cole

Cc: Carlotta (METRO) Collette; Carolyn Tomei (St. Rep); Chris Hearthwood Wetlands Runyard; County (BCC) Commissioners; Dan (County Parks) Zinzer; David, State Rep Hunt; Deborah Barnes; Dick and Sally Shook; Dolly (Milwauk/Linnwood Group Macken-Hambright; Doug (DTD Planning Director) McLain; Eric (CPO) Shawn; Jim Labbe; JoAnn Milwaukie Parks (Herrigel); Katie Milwaukie, Mangle; kenny (Milwaukie, City Adm) Asher; Lisa Milwaukie Neighborhood BATEY; Lynn (BCC) Peterson; Mike (WES Director) Kuenzi; Rex Burkholder; Steve Berliner

Subject: RE: Metro Council Agendas for March 5, 2009, STIMULUS FUNDS LIST
KELLOGG CREEK DAM

Hi Phyllis,

Could you please forward these comments to the Metro Council:

Why Lack of Attention to Kellogg-Mt. Scott Watershed Recovery, Removal of Dam (McLoughlin Blvd.), Congressional Stimulus Package?

After reviewing the METRO Council's proposed expenditure list of \$38 Million resulting from the President's and Congressional Stimulus Package, scheduled for approval, this coming Thursday, March 5, 2009, I don't understand why the dam removal was not part of the "package", especially when some funds were scheduled to be released over the 08-10 biennium under the MTIP program. I also do not believe the dam removal project was on ODOT's list, either.

An additional \$4 Million is currently being sought (in addition to the MTIP-approved \$1.055 MILLION for 08-10) through Congressman's Blumenauer's office, but yet to be secured. That still leaves a gap of about \$4M to \$5M that needs to be secured.

I also do not believe this project has ever received attention or funding through the state's OTIA I, II, or III, even though it can be easily argued that the McLoughlin Crossing (US 99E, Old Super- Highway of the 1930's) certainly needs to be "modernized" and improved for both structural, traffic safety and the public's health, safety, welfare (salmon recovery).

Although, its pretty clear that the selected projects on the proposed list (outlined in the draft Metro Resolution) were politically motivated and very little public input was solicited (other than local agency administrations), it seems like the following projects would not have rated as high as resolving a salmon recovery problem that has existed for decades and all but one public agency (Milwaukie) has seemed to recognize its importance. Here are some projects listed in the proposed Metro resolution that I do not believe were submitted for MTIP competition in the past and represent more than just "repair" type projects:

(note: second dollar figure is amount requested from federal stimulus)

Clackamas County Sunnyside Road 82nd Ave I-205 Paving and Replacement of Traffic Signal Video Detection System \$1,802,000 **\$1,170,000** \$632,000

Oregon City Molalla Avenue/Warner

Milne/Beavercreek intersection Warner Milne Beavercreek realign traffic intersection, update signal timing, add sidewalks \$2,956,000 **\$1,170,000** \$1,786,000

Gresham Hogan Road Glisan Stark Widen Hogan Road to city standards providing 4 travel lanes, 1 center left turn lane, bicycle lanes and sidewalks. \$2,400,000 \$2,400,000

Cornelius 10th Ave. Alpine Holladay Construct sidewalks, illumination, bikeways, curb & gutter and on-street parking **\$2,354,000** \$2,354,000

Hillsboro Intermodal Transit Facility Baseline 7th & 8th Construct parking structure with shared park & ride and transit oriented development **\$14,500,000** \$2,110,706 12,389,294

Happy Valley Super Block Sidewalk and Bike Lane Improvements
Design and construct pedestrian improvements and a bike lane around
Super Block roads, which encircle an elementary school, middle school, and
city park [Upper Mt. Scott Watershed, which drains to Kellogg Creek]
\$5,131,000 \$5,131,000 N

Happy Valley **SE 122nd/129th Avenue**

Improvements Improve safety and pedestrian and bike access **\$14,230,000** \$14,230,000

Happy Valley **SE 162nd Avenue Improvements Design a new three lane collector roadway with traffic signals and a bridge over Rock Creek** **\$8,000,000** \$8,000,000
[this project is tied to the NCPRD and NCSD campus plan]

Happy Valley SE 172nd Avenue Improvements Design a new five lane collector roadway with traffic signals and a bridge \$15,000,000 \$15,000,000

Port South Frontage Rd Construct a third through lane the length of eastbound frontage road and provide dual left turn lanes at the east undercrossing \$4,474,008 \$4,474,008

SMART Wilsonville SMART Fleet Services Facility

Design and construct a state of the art fleet facility/ operations center. This 20,000 square foot facility will incorporate cost-effective, environmentally sensitive site work and construction, with "Green"/LEED-certification for the facility as the ultimate goal. This facility will be the operating center for SMART dispatch, training, field operations and fleet maintenance. This infrastructure is vital for SMART to meet current and future service demand. The facility will provide adequate access and accommodate parking for SMART's growing fleet of buses as well as a bus wash facility and an energy efficient fueling system.

\$11,800,000 \$9,550,000

The SMART Offices/Customer Service Center project is a 5000 square foot facility, designed to incorporate energy saving technologies and transit

\$ \$

Additional Project Requests cont.

SMART Facility (Customer Service Center) amenities. Smart's customer service center will be on the ground floor and Smart offices above. This center will allow SMART to provide on-site personnel to enhance security for the transit center and park and ride.

2,900,000 2,900,000

Based on the descriptions of these projects, it would be very easy for ODOT to issue a DESIGN/BUILD project for the McLoughlin bridge (project cost estimate \$10 Million) within an 18 month period, just as those noted above. Further, the permitting agencies have nearly completed the required environmental assessment process through U.S. Corps of Engineer and US F& W.

I sincerely wish that projects that have already competed for the MTIP prioritization be given the first opportunity to be pursued in their entirety and those listed above compete in the more rigorous MTIP selection process before being selected for consideration. Let's be fair and think twice about all these last minute projects that never competed in the last round of MTIP.

Thank you for listening.

Pat Russell

16358 SE Hearthwood Drive

Clackamas, OR 97015

(503) 656-9681

Email: flanagan112@hotmail.com

From: SCOTT ROZELL
To: Trans System Accounts
Subject: Use Fed Stimulus for Bikes
Date: Monday, March 02, 2009 5:11:45 PM

I would like as much money as possible to be poured into bike boulevards and into extra bike access/paths. The Sellwood Bridge project, while it is far off, I'd like to see money saved for it as well.

Scott Rozell
4121 SE Raymond St
Portland, OR
97202

From: William H Tomison
To: Trans System Accounts
Subject: Federal Stimulus Package
Date: Monday, March 02, 2009 5:44:55 PM

Greetings,

I am writing to urge that in the distribution of federal stimulus funds, priority be given to projects that improve bicycling infrastructure or otherwise support bicycling in the metro area.

I am a strong believer that bicycle transportation is best supported when bicyclists and drivers can safely share the road, rather than when bicycles and motor vehicles are arbitrarily separated. Therefore I would ask that first funds go to projects that devote space to help bikes and cars to coexist, like the Hogan Road widening in Gresham.

Thank you.
Bill Tomison
Beaverton
tomisonwh@gmail.com

From: Erik poyourow
To: Trans System Accounts
Subject: FEDERAL STIMULUS for Bicycle Transit
Date: Monday, March 02, 2009 6:44:15 PM

As a Portland citizen and physician I am writing to encourage the use of Federal Stimulus funding to develop the bicycle corridors of Portland. This is an excellent investment in the health of our population and our planet, with added benefits of saving our community money (in gas and automotive costs, in infrastructure maintenance, in health dollars spent). Cycling as much as possible is the right thing to do on every level and it benefits car commuters as well as it decreases congestion on the roads and gets bicycle commuters out of their way.

Sincerely

Erik Poyourow MD
2318 Se Tibbetts St.
Portland, OR

From: [Cynthia Nawalinski](#)

To: [Trans System Accounts](#)

Subject: Federal Stimulus Package

Date: Monday, March 02, 2009 7:01:55 PM

I am writing in support of sidewalks and bike lanes on SW Vermont St. from SW 30th to SW 37th. This arterial intersects Capitol Highway (a proposed MTIP paving project) and is a main connector for our neighborhood but it is very unsafe for bicyclists and pedestrians. SW Vermont St. connects the Hillsdale shopping area, Wilson High School, the Mittleman JCC, and Hillsdale Terrace Housing to the Southwest Community Center, Gabriel Park, and the OHSU health clinic. Many families use this part of SW Vermont St. to walk to the Kesser Israel Synagogue on Saturday. Many people walk on this arterial to catch busses to work or to school. The preliminary engineering studies are complete - we are shovel ready and have community support. This project is short, flat and do-able. Please help support bicycle and pedestrian safety by installing sidewalks and bike lanes on SW Vermont St.

Sincerely,

Cynthia Nawalinski
3912 SW Dakota St.
Portland, OR 97221

From: [Holly Zimmerman](#)

To: [Trans System Accounts](#)

Subject: Federal Stimulus Package

Date: Monday, March 02, 2009 9:40:07 PM

Hello,

I very much encourage you to add the Sidewalks and Bike Lanes on SW Vermont from SW 30th to SW 37th in Portland to the Federal Stimulus list.

What a wonderful project! This stretch of SW Vermont is well-traveled by Hillsdale, Multnomah and Hayhurst neighborhood residents to Gabriel Park, Southwest Community Center, Mittleman Jewish Community Center, several religious venues, Hilldale and Multnomah business districts, and various bus stops. The vehicle speed limit on this road is 35 miles per hour. Commuting pedestrians, students, parents with strollers and dogs have to step out into the drive lane at several points. Think of how many more people would walk or bicycle instead of drive if they had a safer route.

The design work for this project has already been done. Looks "shovel ready" to me. This project supports the intent and spirit of the Federal Stimulus Project by providing jobs, a finished project that is an asset to the neighborhood, and a way to reduce the carbon output of the Portland metro area.

Thank you so much for considering adding this project to the Federal Stimulus List.

Regards,

Holly Zimmerman
6516 SW 33rd Place
Portland, OR 97239

From: alan.garcia2@comcast.net
To: [Trans System Accounts](#)
Subject: Please use Fed Economic Stimulus Funds to Enable Bike Commuting
Date: Tuesday, March 03, 2009 12:40:13 AM

To whom it may concern:

I would like to respectfully request that you allocate monies from the Federal Economic Stimulus package which was recently passed by Congress to help further enhance the cycling infrastructure and amenities in the Portland Metro area.

Portland has long been a fantastic biking city. Given the long-range outlook for both rising global temperatures and oil prices, and the national need to reduce our dependence on oil, your actions can make a great difference by further enabling Portland Metro citizens to use bikes as an alternative mode of transport.

Thank you for considering this request - and for all you do to keep Portland a wonderful area.

Alan Garcia
alan.garcia2@comcast.net
Portland, OR

From: [Peter DeCrescenzo](#)
To: [Trans System Accounts](#)
Subject: Federal Stimulus Package project list: Add sidewalks & bikeways for SW Vermont St. between SW 30th and SW 37th.
Date: Tuesday, March 03, 2009 9:35:10 AM

To: Metro

Subject: Federal Stimulus Package project list: Add sidewalks & bikeways for SW Vermont St. between SW 30th and SW 37th

Hello,

The purpose of this email is to request that you add construction of sidewalks & bikeways on Portland's SW Vermont Street between SW 30th and SW 37th to the list of projects using Federal Stimulus Package funds.

SW Vermont St. is a vital transportation arterial in our SW Portland community. Sidewalks on SW Vermont St. are a long-overdue improvement to our neighborhood's transportation infrastructure and address the following issues:

Safety: The addition of sidewalks on SW Vermont St. are required to address a serious pedestrian safety issue in our neighborhoods. Currently it's difficult to avoid walking on SW Vermont St. en route between our home and destinations such as Hillsdale Center, Gabriel Park & its recreation center, B-H Highway or Multnomah Village. SW Vermont St. currently has narrow, muddy shoulders, and parked cars force pedestrians to walk in busy traffic lanes.

Business: Our neighborhoods feature wonderful community-based businesses and resources. Unfortunately, too few are accessible to pedestrians. The addition of sidewalks and bikeways to SW Vermont St. would be a direct boost to both our neighborhoods' businesses and to our long-term economic sustainability.

Health: Our neighborhoods' current car-oriented transportation infrastructure discourages pedestrians. Walking is no-cost/low-cost healthy exercise. Each pedestrian trip equals one less pollution belching, expensive trip in a vehicle. Walking as exercise helps address our communities' epidemic of obesity, diabetes and heart disease. Walking as exercise also helps decrease our communities' health care costs. But walking in an urban environment without sidewalks is dangerous and thus unhealthy.

Equity: Walking is free, or at least far less expensive compared to bicycling, mass transit, or using private vehicles. Not everyone in SW Portland can afford mechanized modes of transportation. For equity reasons alone, sidewalks are the least transportation infrastructure required from a city before it can consider itself truly civilized. Further, SW Portland's hilly terrain can result in higher sidewalk construction costs compared to flatter areas of the city. Therefore, comparatively affluent neighborhoods may require outside financial assistance to help pay for these important transportation infrastructure improvements.

For all these reasons and more, please consider adding construction of sidewalks & bikeways on SW Vermont Street between SW 30th and SW 37th to the list of projects using Federal Stimulus Package funds.

I appreciate your attention to this matter.

All the best,

- Peter J. DeCrescenzo
6516 SW 33rd Place
Portland, OR 97239
503-754-6083

From: Lifton, Fred
To: Trans System Accounts
Subject: Federal Stimulus Package
Date: Tuesday, March 03, 2009 2:07:44 PM

Hello,

I'm writing to urge you to consider the importance of bike/ped projects as you allocate stimulus funds. These projects can pay large dividends in the form of public health, greenhouse reduction, congestion reduction and general livability. As such, these dollars go further than re-paving or lane expansion projects. Bike/ped projects are forward looking, not a continuation of a status quo that is rapidly becoming unlivable.

Thank you for your consideration,
Fred Lifton

--

Frederick C. Lifton
4314 NE Grand Ave
Office: 360-212-4193 * Home: 503-287-2753
Email: fred@fredlifton.com
AIM: [flifton@mac.com](aim:flifton@mac.com)

From: savannah teller brown
To: Trans System Accounts
Subject: stimuliulus
Date: Tuesday, March 03, 2009 2:21:47 PM

hi,

i would like you to support bicycle projects. it is so important to encourage alternatives to car driving such as biking and walking. please fund the cycle path on NE Cully. please fund bike boulevards. people might be interested in bicycle commuting but don't feel safe. bike boulevards, non-motorized trails like the springwater and cycle paths help people make the switch. biking is an easy way to get exercise while commuting and helps people reduce stress.

also, please help trimet retrofit their diesel buses with diesel particulate traps. this would save money in the long run because it will greatly reduce harmful diesel particulate emissions which cause asthma and exacerbate asthma in those who already have it. fewer people would have asthma attacks and therefore need less emergency care.

thanks,

savannah teller brown
1837 SE 35th Place
Portland, OR 97214

From: Ian Stude
To: Trans System Accounts
Subject: Federal Stimulus Package
Date: Tuesday, March 03, 2009 3:12:39 PM

Please fund the following from the pdf of possible projects:

SE Madison
SE Hawthorne
SW 3rd & 4th Ave
Yamhill & Morrison brick intersections
NW 23rd
Bicycle Blvd
Springwater Trail repaving
Multnomah County Sidewalk Projects

Thanks for all you hard work.

Best regards,

Ian

From: "Scott Mizée npGREENWAY.org"

To: [Trans System Accounts](#)

Cc: [Kathryn Sofich](#)

Subject: Federal Stimulus Package

Date: Tuesday, March 03, 2009 3:31:40 PM

I am writing to voice my opinion that Federal Stimulus money for transportation distributed through Metro should significantly invest in our Bicycle & Pedestrian infrastructure. I am very concerned that the current list of projects proposed to receive funding is more of the same. We need to be investing money in Bicycle & Pedestrian infrastructure projects creating a transportation network that will relieve our motorized transportation infrastructure from being overburdened.

I am also concerned about how this information of the projects on the list was communicated to the public. The pdf provided does not do much in describing the projects. ie. "Preservation of arterial, transit, bicycle - grind and pave" Does this mean painting bike lane lines and new bus stops, sealing cracks? it is not clear.

I am also unclear about the "shovel ready" requirement of these projects. We are being told that the projects must be "shovel ready" yet, I see projects like the Wilsonville SMART Fleet Services Facility. Is it true that this facility has to be designed and under construction by this summer? That is not feasible.

Design and construct a state of the art fleet facility/ operations center. This 20,000 square foot facility will incorporate cost-effective, environmentally sensitive site work and construction, with "Green"/LEED-certification for the facility as the ultimate goal. This facility will be the operating center for SMART dispatch, training, field operations and fleet maintenance. This infrastructure is vital for SMART to meet current and future service demand. The facility will provide adequate access and accommodate parking for SMART's growing fleet of buses as well as a bus wash

Does the North Going Rail Overcrossing include Bicycle facilities? Is this the widening of the road onto Swan Island? --again, difficult to tell from the description.

I am pleased to see that Springwater Trail Repaving is getting funding, but I'm curious if this is the only source that that funding could come from.

Thank you for your time and I look forward to your response.

Scott Mizée

npGREENWAY

www.npgreenway.org

[e-mail] scott.mizee@npgreenway.org

[cell] 971.235.0249 [npGREENWAY voicemail] 503.823.4524 x6

npGREENWAY operates under the umbrella of North Portland Community Works, 2209 N. Schofield, Portland, OR 97217

www.npnscommunity.org

From: [erin lauer](#)

To: [Trans System Accounts](#)

Subject: comments on metro project pool

Date: Tuesday, March 03, 2009 3:43:58 PM

To whom it may concern,

I just read on the Daily Journal of Commerce that metro is looking to get some of its projects funded with the federal stimulus package. The article said also that I could email this address to comment on the projects.

My comments:

The Portland-Milwaukie light rail and the Portland Streetcar loop to Lloyd Center seem like priority projects to me. The streetcar is vital, because it helps connect a city divided by the river. The Milwaukie light rail is important, because the rail can reach people who can only afford property in the continuously growing southeast of Portland.

Also, does Metro have any association with the Willamette Greenway project? I think this is a number 1 priority, as it not only connects North Portland neighborhoods and jobs with the river and downtown, but it also provides a vital large green corridor park for the area. This can help attract people to the river, respect their connection with the river and the environment, and encourage more people to cycle, while also connecting to Washington decreasing traffic on the bridge.

Thank you,

Erin

From: [Charlie Wicker](#)

To: [Trans System Accounts](#)
Subject: Federal Stimulus Package
Date: Tuesday, March 03, 2009 4:41:31 PM

Hi,

I wanted to voice my strong recommendation to support the project titled "Bicycle Boulevard - Striping and Signage."

Cycling is the most sustainable way to commute and mode share for cyclists will improve with infrastructure such as the "Bicycle Boulevards"

Thank you,

Charlie
503.927.5871

From: [brian](#)
To: [Trans System Accounts](#)
Subject: Federal Stimulus Package
Date: Tuesday, March 03, 2009 6:59:40 PM

I wanted to comment on the project list, but the link to the list WAS BROKEN.

However I would like to specifically recommend that bike and pedestrian projects be given priority. There is, or should be, a project proposal to add sidewalks and bikelanes to SW Vermont St between SW 30th and SW 37th. This project would greatly enhance safety for both pedestrians and cyclists.

Thank You,

Brian Denheyer
6520 SW 36th Ave
Portland

From: [Bud Rice](#)
To: [Trans System Accounts](#)
Subject: Federal Stimulus Package
Date: Tuesday, March 03, 2009 8:29:10 PM

Part of the 38 million in stimulus money should be allocated for bicycle projects. Bicycle transportation is a fast growing option, year round, in our area and putting money into these types of projects can only help enhance our lifestyle and standard of living.



Willamette Pedestrian Coalition

P.O. Box 2252
Portland, Oregon 97208-2252
info@wpcwalks.org, www.wpcwalks.org
503- 223-1597

February 25, 2009

Metro Planning and Development
600 NE Grand Avenue
Portland, Oregon 97232

*Working together
to improve
conditions for
walking in the
Portland region*

Subject: Federal Stimulus Package

Dear Metro Councilors and Members of JPACT:

As this region looks to making the best use of Federal Stimulus Funds, the Willamette Pedestrian Coalition suggests that you give consideration to all modes of travel and particularly those that advance multiple regional objectives beyond job creation.

Board of Directors

*Philip Selinger,
President
Katie Urey,
Vice-President
Erin Kelley,
Recording
Secretary
Anne McLaughlin,
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*Members at Large
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Todd Borkowitz
Mike Dennis
Jeanne Harrison
Lidwien Rahman
Caleb Winter*

There are many reasons why pedestrian projects should be a key feature of this program:

- Pedestrian projects address the multiple objectives of reducing energy dependence, promoting community livability, reducing climate and air quality impacts and improving community health.
- Pedestrian projects will leverage this region's significant investment in public transit by improving transit access.
- While there may be few listed "shovel ready" pedestrian projects, crosswalk and traffic signal improvements, strategic sidewalk connections, bus stop shelters, curb extensions and ramps, median refuge and street lighting projects are more quickly designed than most projects and may be exempt from NEPA review.
- Pedestrian projects are generally labor intensive, while at the same time offering a "big bang for the buck".
- Pedestrian projects are readily implemented by small, local contractors who cannot compete for larger road projects.
- Pedestrian projects can be integrated into larger road projects with little impact to project budgets.

It is not apparent from the short Phase 1 MTIP Amendment project descriptions if listed road projects include multi-modal elements. We, therefore, suggest that:

1. Major stimulus projects be reviewed for inclusion of appropriate pedestrian or bike components and
2. A pool of funds should be set aside for the quick development of small-scale projects that will benefit small and local contractors.

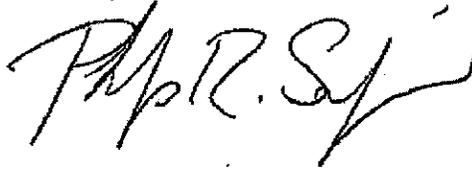
There are some Phase 1 listed projects that appear to address these needs. The Willamette Pedestrian Coalition encourages full funding for:

1. East Multnomah County sidewalk installations on Halsey, Stark and Troutdale Road (COP)
2. Sidewalk installations on Laurelwood, Birchwood and 87th Ave (Beaverton)
3. Sidewalk repair and construction (Cornelius)
4. New curbs, sidewalks and lighting (Forest Grove)
5. Sidewalk/streetscape improvements in Jackson Street (Milwaukie)

6. Pedestrian and bike improvements for "super blocks", 122nd and 129th Avenues (Happy Valley)
7. Walker Road pedestrian bridge (Washington County)
8. Bike Boulevard improvements (striping, signage) (COP)
9. SW Columbia and Jefferson bus stop improvements (TriMet, COP)

The Willamette Pedestrian Coalition welcomes the opportunity to provide further comment or assistance in developing this approach. Thank you for this consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Philip R. Selinger". The signature is fluid and cursive, with a large initial "P" and "S".

Philip R. Selinger
Board President

C: Paul Smith, City of Portland
Jane McFarland, Multnomah County
Ron Weinman, Clackamas County
Blair Crumpacker, Washington County
Alan Lehto, TriMet
Mara Gross, Coalition for a Livable Future
Scott Bricker, Bicycle Transportation Alliance



TUALATIN HILLS PARK & RECREATION DISTRICT

February 25, 2009

Metro Planning and Development
Attn: Federal Stimulus Package
600 NE Grand Avenue
Portland, OR 97232

Fax (503) 797-1930

RE: Federal Stimulus Package: MTIP – “Walker Road Pedestrian Bridge” Project

Dear Metro Planning and Development,

This letter is in support of the Washington County Walker Road Pedestrian Bridge project as proposed under the MTIP for federal economic stimulus funding. The Tualatin Hills Park and Recreation District is a supportive stakeholder of this project:

- The Willow Creek Trail is identified under THPRD's Trails Master Plan, which follows the Willow Creek corridor and intersects Walker Road at the location of the proposed pedestrian bridge crossing.
- THPRD has been active in the Willow Creek corridor with acquiring properties in support of the Willow Creek Trail.
- THPRD acknowledges that the proposed pedestrian bridge would improve pedestrian connectivity and safety throughout the local community, which in turn positively impacts the Willow Creek Trail corridor.

Please feel free to contact me directly with any questions.

Sincerely,

Steven Gulgren
Superintendent of Planning & Development
Tualatin Hills Park and Recreation District

PLANNING & DEVELOPMENT

5500 SW Arctic Drive, Suite #2 • Beaverton, OR 97005 • Phone (503) 629-6305 • Fax (503) 629-6307 • www.thprd.org

February 26, 2009

Catherine Ciarlo
Mayor Sam Adams' Office
1221 SW 4th Avenue, Suite 340
Portland, OR 97204

Paul Smith
Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, OR 97204

Re: City Use of Federal Stimulus Funding

Dear Catherine and Paul:

These are unprecedented economic times that call for both rapid response and long range vision. With marching orders to apply stimulus funds to short-term "shovel ready" projects, the Portland Bureau of Transportation and other local governments have compiled with lists of relatively easy to start projects – the great majority being asphalt pavement maintenance and roadway widening and intersection improvements.

These projects will certainly stimulate the paving industry and backfill deferred maintenance and safety improvements. But do these proposed applications of the stimulus have long-term lasting economic effect? Will these "shovel ready" projects have a lasting economic benefit to the city? It is not clear.

Purchasing materials and employing local crews for road rehabilitation work will save the city budget money for long deferred maintenance but seem unlikely to have an enduring effect on the regions economy. From a big picture perspective, this represents a short sighted use of monies that are intended to stimulate our economy, not prop up failing maintenance budgets or enrich paving contractors by overspending in this sector (both locally and nationally). Maintenance should be addressed through the state gas tax or other statewide measures.

In the big picture, our greatest deficiency is underinvestment in infrastructure in outer southeast and northeast Portland following annexation that began in the mid-1960s and extending through the mid-1990s. This area has received much of the recent growth in housing and school enrollment, but it has received very little of the infrastructure development, neighborhood planning, or attention to land use controls that the rest of the city largely enjoys. Large swaths of east Portland are missing sustainable transportation such as sidewalks, and other infrastructure such as an enforceable street masterplan that will support the 20 minute urban neighborhoods of the future. Continued neglect of development patterns accompanied by much higher density has resulted in declining livability that is likely to be particularly hard hit by the recession.

The East Portland Action Plan has many elements to address infrastructure issues but falls short in developing a comprehensive transportation infrastructure investment plan that yields long term

economic benefit to the area and to the city's tax base. That will require foresight and leadership from the highest echelons of the city and regional government.

We support projects that both improve transportation and contribute to the opportunity of economic growth in these strategic Portland neighborhoods such as:

- Intersection improvements at SE Powell and 122nd, Completion of the NE 102nd Ave. improvement project, and Safety improvements to SE Division east of 92nd.

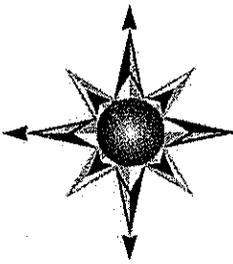
But this is not enough. We need to begin planning and development of other stimulus plan projects that will lead to long term health and sustainability and we suggest convening an advisory task force to evaluate strategies and priorities for the next phase of stimulus funding.

We ask that you take leadership vision and apply it carefully so that the stimulus can have a chance to make a real and long lasting legacy here in Portland.

Our shared vision, your leadership

Thank you

Strategic Transportation Stimulus Funding Advocates



COALITION FOR A LIVABLE FUTURE

107 SE WASHINGTON STREET, SUITE 239 • PORTLAND, OR 97214
PHONE: 503.294.2889 • FAX 503.225.0333 • WWW.CLFUTURE.ORG

February 26, 2009

Metro Council, sent via email

RE: Process for Funding Regional Economic Stimulus Transportation Projects

Dear Metro Councilors:

Coalition for a Livable Future is a partnership of over 90 diverse organizations and hundreds of individuals to promote healthy and sustainable communities. We plan to submit comments on specific projects being considered for transportation stimulus funding, but write today to express concern regarding the process for deciding on projects, and to recommend ways to address these problems.

CLF recognizes the need to move quickly on project decisions to get people back to work as soon as possible. At the same time, if “shovel-readiness” is not coupled with other criteria, the stimulus will fail to create good jobs for the long term while foregoing the opportunity to forward Metro’s vision for sustainable communities that foster a decent quality of life for everyone.

We believe the existing process severely and unnecessarily limits Metro’s ability to consider the policy goals that Metro seeks to advance through public investments. It is not apparent from the short descriptions on the project list if and how multi-modal elements are included in larger road projects – a significant problem in itself. From what we can tell, the project list places too much emphasis on repaving roads, while ignoring the need for equitable distribution of funding in low income communities and communities of color.

We support the maintenance of our current infrastructure and do not oppose road repaving. However, we believe a mix of projects that is designed in conjunction with other stimulus decisions and includes significant multimodal elements, will result in a stronger local economy in the long term, while also supporting Metro’s 2040 Goals.

In addition, we believe an important element of stimulus means actually creating new local jobs so that historically disadvantaged communities can access them. We have seen nothing so far indicating that Metro is creating any requirements or providing tools to support such activities.

We have a number of recommendations to improve this process.

Extend the Deadline for Deciding Projects and Expand the Projects under Consideration for Both Phase I and Phase II Funding

The current timeline for allocations was created when it was believed that the stimulus bill required that half the funding be obligated in 150 days from bill passage. The federal government eliminated this short timeframe for local allocation of transportation stimulus funds, allowing more time to make good decisions. Funds must now be obligated within one year from federal allocation, and ODOT is planning to create a local deadline of December 31, 2009.¹

Local jurisdictions were provided only two weeks to submit their project lists.² It was likely easier for jurisdictions to determine which road paving projects could be ready in the short timeframe than pedestrian, bicycle, and system management projects, and may have led to the paucity of projects in low income communities and communities of color. With such a short timeframe, the public also did not have the opportunity to provide input on the projects, and the deadline passed before many interested parties were aware of how to provide input into the process.

Community members have expressed the desire to add projects to the list, including for much-needed sidewalks in East Portland and Southwest Portland, and for multiuse trails in both North Portland and the Tualatin Hills Parks and Recreation District. Projects in a number of these areas would help move toward an equitable distribution of benefits and burdens of growth and change, one of the hallmarks of a successful region as described by Metro Council. Washington County Commissioner Dick Schouten has also said that he believes Washington County could benefit by having just a bit more time to fully develop more good projects.

Phase I (presently scheduled for a JPACT decision on March 5)

In light of the need to begin projects quickly, we support continuing the two phase allocation process. However, Metro should create criteria beyond shovel-readiness for the \$19 Million slated for Round I funding.

We recommend that the Round I list under consideration be expanded to include all projects in the 150% lists submitted by the jurisdictions. From this list, Metro should create an abbreviated process for reviewing projects and delay a decision on investments by one to two months. This would still allow for projects to begin construction this construction season, while also allowing consideration of more multi-modal projects.

One possibility for analyzing projects would be to use an abbreviated version of the most recent RTP process for rating projects, in which local jurisdictions rated projects based on established criteria. The RTP framework went through an extensive public process and provides principles and criteria that could be applied to project selection. While we have

¹ From a conversation with Ted Leybold, our understanding is that federal allocation will likely occur in the near future, and ODOT's deadline provides time for projects to be ready in time for the federal deadline.

² Project lists were due on February 13, following a January 30 memo from Metro laying out the process. They were recently allowed to reprioritize their lists, due to Metro on February 25, but not to alter their project lists.

concerns about self-ratings, local jurisdictions are in the best position to quickly analyze their projects and demonstrate how their selected projects honor the principles articulated in the RTP Framework.

Phase II (presently scheduled for discussion at the March 5th JPACT meeting, and for a decision at the April JPACT meeting)

We understand that Metro is planning to create an abbreviated project analysis process for Phase II projects, but no process has yet been created. A final decision is scheduled for six weeks from now. The region needs time to create an adequate process and consider a broader range of projects than those the jurisdictions were able to submit in the two week time allotted.

It may be possible to create an abbreviated process by employing the criteria used in assessing the most recent Regional Flexible Funds projects. However, we are aware that the RFF process was extensive and time consuming, and if it is not possible to create such a process, an abbreviated RTP process could be used. In either case, local jurisdictions should be provided an opportunity to submit a new project list in order to allow them to respond to public comments now coming in and to tailor their proposals to the program requirements. This process may take a few months, and Metro should determine a timeframe that meets federal requirements without unduly limiting project consideration.

Establish a Goal that a Minimum of One Third of the Funding Be Used To Support Bicycle and Pedestrian Projects

In the present Regional Flexible Fund process, Metro established a goal of using one third of the available MTIP dollars for bicycle and pedestrian projects.³ This goal reflects the region's commitment to invest in health and environment-promoting transportation modes, and likewise acknowledges the limited sources of funding for these types of projects.

While there may be some difficulty finding enough bicycle and pedestrian projects that can be obligated within the short timeframe, a number of trails projects may be eligible, and some others may be quickly designed and exempt from extensive review. The proposal above regarding extended timeframes will help local jurisdictions be able to identify bicycle and pedestrian projects and provide the opportunity to submit them for consideration.

Create Requirements or Tools to Support New Jobs that are Accessible to Historically Disadvantaged Communities

We believe an important element of stimulus means actually creating new local jobs that can employ people most in need. Metro could create requirements or tools to support and encourage projects that provide new jobs, rather than ones built using existing staff capacity.

³ The goal was \$7.2 Million of the \$21.65 Million available, and the recommendation from TPAC to be considered at JPACT includes over \$10 Million in bicycle and pedestrian projects.

We recommend using Trimet's innovative Disadvantaged Business Enterprises program, used on the Interstate Max project, as a model.

CLF has recently released a white paper providing recommendations on stimulus investments entitled "Economic Recovery as a Transformative Opportunity." We strongly encourage both Metro and local jurisdictions to incorporate the principles articulated in the paper as part of implementation of stimulus projects. This paper is available at <http://www.clfuture.org/>.

Conclusion

It takes time to make good decisions. Metro has spent nearly two years determining how to allocate \$21 Million in Regional Flexible Funds and is not quite finished with that process. We are looking at allocating \$38 Million in economic recovery funds in a few weeks. We believe that with a bit more time spent, we'll end up with a set of projects that will better serve our region's long-term interests.

The stimulus investments provide a key opportunity to advance strategic investments that create good jobs supporting socially responsible and environmentally sustainable communities. We fear that the process so far will result in projects that are business as usual. We should allow a reasonable amount of time to ensure that our investments advance 2040 goals for safe and stable neighborhoods for families, a healthy economy that generates jobs and business opportunities, and a balanced transportation system.

We are hopeful that these issues can be addressed both in this process and in future rounds of funding, and look forward to working with you to do just that.

Sincerely,

Handwritten signatures of Ron Carley and Jill Fuglister. The signature on the left is Ron Carley's, and the signature on the right is Jill Fuglister's.

Ron Carley and Jill Fuglister
Co-Directors, Coalition for a Livable Future

cc: JPACT
TPAC
Ted Leybold, Metro
Andy Shaw, Metro
Paul Smith, City of Portland
Ron Weiman, Clackamas County
Jane McFarland, Multnomah County
Blair Crumpacker, Washington County
Public Comment Submission, trans@metroregion.gov

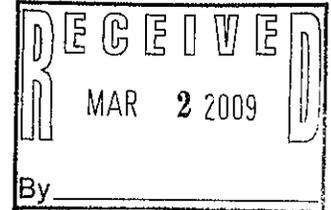


Southwest Neighborhoods, Inc.

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

February 27, 2009

Metro Planning and Development
600 NE Grand Avenue
Portland, OR 97232



RE: Federal Stimulus Package

Dear Metro:

Southwest Neighborhoods, Inc. believes that *federal stimulus funds should be used to improve safety for transit users, bicyclists and pedestrians*, particularly in places like Southwest Portland which lack the needed infrastructure for alternative transportation. This will have the combined benefit of providing jobs in a short timeframe and improving safety in our communities in the long term.

Capitol Highway improvements have been our highest priority since the Capitol Highway Plan was approved by the Portland City Council in 1996. However, the stimulus list contains a proposal to pave the segment of Capitol Highway from Barbur to Palatine which has already been completed. At a price estimate of \$2 million, we believe there are many projects of greater importance.

In lieu of this proposal, we urge you to consider other ways that this funding could be used to improve safety for bicyclists and pedestrians traveling in Southwest Portland, such as:

- SW Vermont Street from 30th-37th, which needs sidewalks and bicycle paths, and has already had public involvement on a proposed design during a Halo LID pilot project and as a recent application for a Transportation Enhancement Grant. This project will help residents walk and bike safely to multiple community centers, parks, shops and businesses in Hillsdale and Multnomah Village;
- The intersection at SW Garden Home Road and SW Multnomah Boulevard, which needs signalization and/or other traffic control measure to make it safer for pedestrians and bicyclists to travel through this dangerous intersection. This project is already in the financially constrained Regional Transportation Plan (#10191), but will help residents walk and bike safely to the Garden Home and Multnomah Village "Main Streets" along this regional corridor; and
- SW Garden Home Road from SW 45th to SW Capitol Highway, which needs pedestrian, bicycle, and stormwater improvements that both improve pedestrian and bicycle safety to businesses and transit stops in Multnomah Village and improve water quality in Fanno Creek.

Metro Planning and Development
February 27, 2009
Page 2

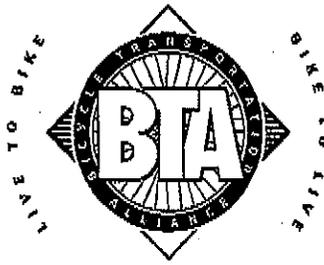
We strongly support the City of Portland's Bicycle Boulevard proposal in the MTIP Economic Stimulus List 2-17-09, and have already identified specific bicycle improvements from the "Strategy to Reach Platinum Status in SW Portland" that could easily be implemented to make it safer to ride within and through our neighborhoods.

Again, we urge you to spend these federal stimulus funds on projects that will make it safer for people to walk, to ride bikes and to take transit in their local communities. We also want to remind you that providing training will allow local residents to qualify for the new jobs that are created through this funding.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Russell".

Brian Russell, President
Southwest Neighborhoods, Inc.



March 2, 2009

Metro
600 NE Grand Ave.
Portland, OR 97232

Re.: Federal Stimulus Package

To Members of the Metro Council and JPACT:

We are writing you today to ask that the Federal Economic Stimulus Funding managed by Metro mirror this region's goals for active and sustainable transportation, public health, and environmental stewardship.

We recognize that the process for the first round of Stimulus projects has been quick, but despite this we ask that Metro take extra time to ensure that in the total list of projects – including the “second phase” of funding – there are far more bicycle and pedestrian projects than appear in the Economic Stimulus Local Project List today.

On January 9th, Metro Council President David Bragdon and Chief Operating Officer Michael Jordan sent a letter to Oregon's Congressional delegation describing “capital projects that would create jobs right away while also providing a range of longer-term benefits.” Disappointingly, very few of these projects are captured in the Economic Stimulus Local Project List published by Metro on February 18th.

The BTA is concerned that the rushed nature of this process has forced cities and counties to propose their easiest, fastest projects and not a far more wholesome mix that reflects the region's true priorities. Trail building, unlike road repaving, requires time and coordination among parks and transportation departments.

Please create a longer window of time for the development of project lists for the “second phase” of stimulus funding, and ask cities, counties and parks districts to coordinate and present proposals for Metro's consideration that reflect the desire of this region's residents for safe and healthy transportation and recreation opportunities.

Thank you,

Michelle Poyourow
Advocate, Educator

Metro Transportation Planning and Development
600 NE Grand Avenue
Portland, OR 9723
Fax: 503-797-1930
trans@oregonmetro.gov

To Whom It May Concern:

This letter is in reference to the request for public comment regarding proposed government transportation projects listed for the Federal Stimulus Package.

On behalf of the Five Oaks-Triple Creek Neighborhood Association Committee in Beaverton, I am writing to request that the Walker Road Pedestrian /Bike Bridge project be retained as a top priority on the list of projects submitted by Washington County Department of Land Use and Transportation.

Problem Statement:

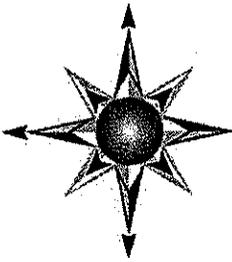
For eight years the Five Oaks-Triple Creek NAC has worked to request that safety and livability improvements be made to Walker Road. While the county acknowledges and agrees this section of the road is an important improvement project they have been unable to secure funding. This portion of roadway, at the crossing of Willow Creek, accommodates vehicles only, with very narrow 12" gaps between the 45-MPH travel lanes and guard rails on either side of the paved surface. Pedestrians and cyclists are continually crossing this section putting themselves dangerously at risk for injury in order to pass between NW Cambrey and NW 174th terrace due to a lack of alternative crossing structures along either side of the road. Side walks abut both sides of the Willow Creek south culvert where the project bridge is proposed for placement. This is only a limited, stop-gap solution to a portion of a much more serious problem of pedestrian safety and impediment along the Walker Rd corridor.

As a group of concerned citizens for the safety and well being of our neighbors we therefore respectfully request this project be approved for funding.

The following groups have been engaged to align with us on this much needed bridge:

- Five Oaks-Triple Creek NAC, Chair – David Kamin
- Washington County, Todd Watkins
- Zimmer Gunsul Frasca Architect Firm, Brian Duetgen
- SOLV/Take Care of Oregon 150, Steve Kennett
- Tualatin Hill Parks & Recreation District, Steve Gulgren
- Boy Scouts of America, Cascade Pacific Council, Sunset Trail District, Wayne Olmstead
- Rachael Carson Middle School, Tammy Schrader

Respectfully, on behalf of
Five Oaks-Triple Creek NAC & Members
Melissa D. Nourigat
(503) 617-6287
crsclrs@gte.net



COALITION FOR A LIVABLE FUTURE

107 SE WASHINGTON STREET, SUITE 239 • PORTLAND, OR 97214
PHONE: 503.294.2889 • FAX 503.225.0333 • WWW.CLFUTURE.ORG

March 3, 2009

Dear Metro Councilors and Members of JPACT:

Coalition for a Livable Future is a partnership of over 90 diverse organizations and hundreds of individuals to promote healthy and sustainable communities. We submitted comments last week on the process for deciding projects, and today are writing to express support for specific projects being considered for transportation stimulus funding.

Bicycle, Pedestrian and Trail Projects

As discussed by the Willamette Pedestrian Coalition in their comments, pedestrian, bicycle and trail projects address multiple objectives. They improve community livability, improve community health, reduce air quality and climate impacts, and reduce energy dependence. In addition, these types of projects have much more limited funding sources than roadway projects, so we support funding these types of infrastructure when the opportunity arises.

We support all of the bicycle, pedestrian and trail projects currently on the list. These projects are:

- Portland: Bicycle Boulevards
- Portland: Springwater Trail Repaving
- Portland: East Side Streetcar ADA curb ramps
- Multnomah County: sidewalk projects
- Milwaukie: Jackson Street sidewalks
- Beaverton: Laurelwood Ave. sidewalk
- Beaverton: 87th Ave. sidewalk
- Cornelius: Highway 8/ Adair Blvd.
- Forest Grove: Town Center Pedestrian Improvements
- Washington County: 143rd Ave Pedestrian Path
- Washington County: Walker Road Pedestrian Bridge
- Oregon City: Beaver Creek intersection sidewalk addition

As discussed in our letter last week, we believe that one third of the available funding should be used for bicycle, pedestrian and trail projects – the same percentage as in the current Regional Flexible Funding allocation cycle. Presently, only 16% of projects are bike, pedestrian and trails, and we believe more of these projects can be identified for stimulus funds. Areas that may be eligible include:

- Tualatin Hills Park and Recreation District: Fanno Creek Trail in Greenway Park, and other trail improvement projects in THPRD;
- Portland: SW Vermont St. sidewalk and bicycle paths, and East Portland sidewalk projects;
- Portland: If more than \$1 Million in bicycle improvements can be designed and obligated by the federal deadline, we recommend that additional funds be allocated to those projects.

Jobs for Minorities, Women and Emerging Small Businesses (MWESB)

As we understand it, the South Auditorium Lighting project will create 56 jobs on a green infrastructure improvement in which MWESB businesses will have an opportunity to participate. Projects that provide green jobs for MWESB businesses should be given priority, and we support this and other similar projects.

Thank you for your consideration.

Sincerely,

Handwritten signatures of Ron Carley and Jill Fuglister. The signature on the left is Ron Carley's, and the signature on the right is Jill Fuglister's.

Ron Carley and Jill Fuglister
Co-Directors, Coalition for a Livable Future



534 SW Third Avenue, Suite 300, Portland, OR 97204 • 503-497-1000 • fax 503-223-0073 • www.friends.org

Southern Oregon Office • PO Box 2442 • Grants Pass, OR 97528 • 541-474-1155 • fax 541-474-9389

Willamette Valley Office • 189 Liberty Street NE, Suite 307A • Salem, OR 97301 • 503-371-7261 • fax 503-371-7596

Central Oregon Office • PO Box 1084 • Bend, OR 97709 • 541-382-7557 • fax 541-317-9129

March 3, 2009

Mr. David Bragdon, President, Metro Council
600 NE Grand Avenue
Portland, Oregon 97232

Mr. Rex Burkholder, Chair, JPACT
600 NE Grand Avenue
Portland, Oregon 97232

RE: Metro Allocation of Federal Transportation Recovery Funds (RESOLUTION NO. 09-4022)

Dear President Bragdon, Councilors, and JPACT Members,

Thank you for the opportunity to comment on the proposed allocation by Metro of the Surface Transportation Program funds made available to the metropolitan area under the federal Recovery and Reinvestment Act. At JPACT's February 12 meeting, we provided members of the Committee copies of a letter submitted by Transportation for Oregon's Future to Governor Kulongoski that same day. The letter (on behalf of 1000 Friends, Oregon Environmental Council, the Bicycle Transportation Alliance, The Coalition for a Livable Future, Environment Oregon, and other organizations) encouraged the Governor to work with ODOT, Metro, and other "metropolitan planning organizations" in Oregon to ensure that the surface transportation funds made available to Oregon will be spent primarily on bicycle, transit, and pedestrian facilities. For the same reasons stated in the February 12 letter, we repeat that request to you.

We make this recommendation because flexible federal funding—which is what these stimulus dollars are—can play a vital role in providing at least limited balance to Oregon's and this region's transportation systems. Oregon and the Portland region are desperately short of resources for non-highway transportation investment and operation. This is the result of generations of restriction on the use of state transportation money to roads and bridges only—a consequence of the antiquated "highway trust fund" provision of the Oregon Constitution. The recovery dollars now flowing to Oregon under the Surface Transportation Program funding rules are free of those restrictions. These funds can be used for bicycle and pedestrian facilities that are not part of a road or bridge project, or for a transit investment outside the road right of way.

The need for these facilities—and the replacement, maintenance and improvement of existing facilities—is enormous and growing every day as transit ridership grows and more and more cyclists take to the streets. Our coalition partner Bicycle Transportation Alliance identified a list of more than \$54 million in bike projects in a half dozen Oregon communities last month. Closer to home, TriMet, the state's largest transit agency, in February compiled a list of capital projects (not including "New Starts" rail projects) that totals \$184.4 million. TriMet's allocation of federal transit stimulus money is only \$44.8 million. Without STP stimulus funds from ODOT and Metro, the transit agency can only put a dent in its urgent capital and maintenance needs.

It is also true that the state and this region face urgent road and bridge maintenance and repair needs—a consequence, in part, of state and local policymakers' insistence on spending a portion of State Highway Trust Fund and federal transportation dollars on new and wider roads in years when there was not enough money to adequately maintain existing infrastructure. The project list attached to RESOLUTION NO. 09-4022 as Exhibit A is commendable on this point. Nearly all of the roadway projects on the list are "fix it first" maintenance and repair rather than capacity expansion.

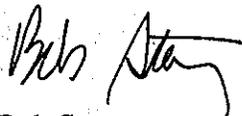
However, it must be noted that all of these projects will be eligible for the enormous expansion of highway and bridge dollars contemplated by the Governor's "Jobs and Transportation Act", HB 2120, which proposes \$499,000,000 per year, every year, in new Highway Trust Fund revenues for Oregon. This represents a 62% increase in state road funding. This region's share of those dollars will be significantly greater than the \$38 million in STP funds made available to the region under the stimulus law, and those resources could be available as early as this October following legislative approval. In contrast, pedestrian, bike and transit needs can not anticipate a funding opportunity like the stimulus again. For these needs, the federal money is a one-time chance.

Last Friday the Oregon Transportation Commission committed an initial \$122 million of federal transportation funds, thereby meeting the Recovery and Reinvestment Act's requirement that 50 percent of the state's share be obligated within 120 days of the act's passage. That means there is no imminent deadline driving your decision. Of course, jobs should be created, or retained, as soon as practicable. Equally clearly, you should make the best possible strategic decisions about the best projects to provide those jobs.

We urge you to review this list again and consider prioritizing bike, pedestrian, and transit projects that are not eligible for state funding. We are pleased to see so many maintenance and improvement projects that are designed to accommodate bikes and transit as well as trucks and cars. However, all but about \$2 million of the \$54 million on the combined local lists in Exhibit A would be eligible projects under the state Highway Trust Fund. More projects like the repaving of the Springwater Trail or the Lake Oswego streetcar line's trestle repairs would provide a modicum of balance to a sorely imbalanced regional transportation investment agenda. The TriMet, SMART, and Bicycle Transportation Alliance lists would be a good place to start, and your April or May meeting would be an appropriate time to complete that review and adjust your final decision on a list.

Again, thank you for this opportunity to submit comments.

Very truly yours,



Bob Stacey
Executive Director

Metro seeks public comment on local transportation projects eligible for federal economic stimulus funding

Metro anticipates about \$33.5 million to be available to fund city and county transportation projects in the Portland metropolitan region as part of the federal economic stimulus package. Because the stimulus package is geared toward immediate job creation, the project selection process is on a very short timeline. For projects to be eligible for these funds, they must be a part of the current Regional Transportation Plan, the 25-year blueprint for addressing transportation needs in the region. Some of the projects may already be programmed to receive existing funding revenues in the Metropolitan Transportation Improvement Program (MTIP), but proposed to receive economic stimulus funding to expand the scope of the project or to shorten time to implementation.

More information about the program, a list of proposed projects and a tentative timeline will be available after Friday, February 13, 2009, through a link from the MTIP web page, www.oregonmetro.gov/mtip.

Comments may be submitted by e-mail to trans@oregonmetro.gov, by fax at 503-797-1930, or by mail to Metro Planning and Development, 600 NE Grand Avenue, Portland, OR 97232. Please put "Federal Stimulus Package" in the subject line for e-mail and fax, or as the addressee on mailed envelopes. Comments will be accepted until March 3, 2009. Assuming federal approval of the stimulus legislation, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council are scheduled to consider adoption of the proposed projects and to amend the MTIP with the first group of eligible projects on March 5.

The Oregonian

EST 1850

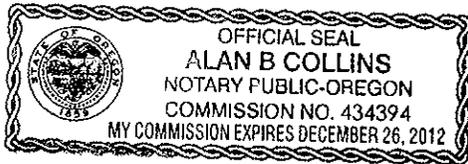
Practically Indispensable.

1320 SW Broadway, Portland, OR 97201-3499

Affidavit of Publication

I, M. HARRIS duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the city of Portland, in Multnomah County, Oregon; that the advertisement was published without interruption in the entire and regular issue of The Oregonian or the issue on the following date(s):

2/21/2009



M. Harris

Principal Clerk of the Publisher:

2/23/09

Subscribed and sworn to before me this date:

Alan B. Collins

Notary:

Ad Order Number: 0002737465

METRO COUNCIL

WORK SESSION

2:00 p.m., Tue. Feb. 24, 2009

2:15 p.m., FY 08-09 2nd qtr financial report 2:30 p.m., Qtrly management report 2:45 p.m., Increase in park entry fees & repeal non park entry fees 3:00 p.m., Oregon Zoo admission fee increases 3:20 p.m., Natural areas acquisition

METRO COUNCIL

2:00 p.m., Thur. Feb. 26, 2009

Ord. No. 09-1210, Amending Metro Code Sec. 4.01.050(a) admission fees, effective 06/01/09 (public hearing) Ord. No. 09-1211, Amending Metro Code, Ch. 12.02 Regional Park fees, Sec. 10.02.020, to adjust park entry fees & delegate to COO authority to set all other regional park use fees & rental fees (public hearing) Ord. No. 09-1212, Amending FY 08-09 budget & appropriations schedule recognizing donations to Oregon Zoo, amending capital improvement plan, and declaring an emergency (public hearing)

Meetings are in the council chamber at Metro Regional Center, 600 NE Grand Ave., Portland, unless otherwise noted.

You're invited at 6 p.m. the first Wed. of each month to the Metro Committee for Citizen Involvement. Information: 503-797-1539

www.oregonmetro.gov