

**From:** [Deb Scott](#)  
**To:** [Council Clerk – Testimony](#)  
**Cc:** [Commissioner Hardesty](#); [Commissioner Rubio](#); [Commissioner Mapps](#); [Commissioner Ryan Office](#); [Wheeler, Mayor](#); [Lou Reynoldson](#); [Jim Sjulín](#); [Francie Royce](#)  
**Subject:** Public comment for City's project submittals for the 2025-27 Metropolitan Transportation Improvement Program Regional Flexible Funds Process  
**Date:** Monday, February 14, 2022 11:30:16 AM  
**Attachments:** [40ML-npG Metro Grant letter of support 2022Feb.pdf](#)

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On behalf of The 40 Mile Loop Land Trust and the North Portland Greenway, please accept this letter of support for the City's project submittals for the 2025-27 Metropolitan Transportation Improvement Program Regional Flexible Funds Process.

Many thanks,

Deb Scott

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February 2022

On behalf of the 40 Mile Loop Land Trust and the North Portland Greenway, we wish to express our support for the following grant applications to Metro for funds to develop critical recreational and active transportation trails.

- Completion of the Marine Drive Trail between the I-205 Bike Path and NE 122<sup>nd</sup>. This 0.8-mile segment is the last unfunded piece of the Marine Drive Trail between NE 33<sup>rd</sup> Drive and the Sandy River in Troutdale.
- The NE Cornfoot Road segment of the Columbia Slough Trail between NE 47<sup>th</sup> Avenue and NE Alderwood.
- The North Portland Greenway segment between the St. Johns Prairie and Kelley Point Park, which will complete a link from Pier Park to Kelley Point Park as well as close a gap in the west end of the Marine Drive Trail and the Columbia Slough Trail.
- The North Portland Greenway segment between Pier Park and Cathedral Park. This is a very important segment of the North Portland Greenway as it aims southward to Swan Island and the Albina Vision District.

The funding sources are Metro's 2019 bond measure and the Regional Flexible Fund Allocation (RFFA). Portland Parks & Recreation, working in collaboration with the Portland Bureau of Transportation have determined that the above projects meet criteria for funding from both sources and will be very competitive from a regional perspective. **We agree completely.** If these projects are funded, the City of Portland and the entire region will receive enormous benefits from a regionally significant recreational trail system that becomes more valued and more usable with each gap closure.

There has been no time in our recorded history when the development of zero emission transportation alternatives have been more important. Please sign on and help us with your enthusiastic and active support of this set of grant applications to Metro.