

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING )	RESOLUTION NO. 95-2177
AMENDMENTS TO THE FEDERAL )	
RTP PROPOSED BY THE CITIES )	Introduced by
OF EAST MULTNOMAH COUNTY )	Councilor Rod Monroe, Chair
	JPACT

WHEREAS, Pursuant to Title 23, Code of Federal Regulations (CFR) Part 450 and Title 49 CFR part 613, Metropolitan Planning Rules, the federal Intermodal Surface Transportation Efficiency Act (ISTEA) regulations require metropolitan planning organizations to update transportation plans every three years; and

WHEREAS, The federal ISTEA requires financially constrained plans; the Clean Air Act Amendments of 1990 (CAAA) requires that metropolitan transportation plans do not result in worsened air quality; and the American with Disabilities Act (ADA) requires that metropolitan transportation plans address the needs of the disabled; and

WHEREAS, The interim federal Regional Transportation Plan (RTP) establishes the policy framework for the region's transportation system and satisfies federal ISTEA regulations and was adopted through Metro Resolution No. 95-2138A in May 1995; and

WHEREAS, This interim federal RTP provides the scope for transportation improvements eligible for funding through the Metro Transportation Improvement Program (MTIP); and

WHEREAS, JPACT and Metro Council directed staff and TPAC to consider East Multnomah County comments for incorporation into the interim federal RTP; and

WHEREAS, East Multnomah County comments have been considered

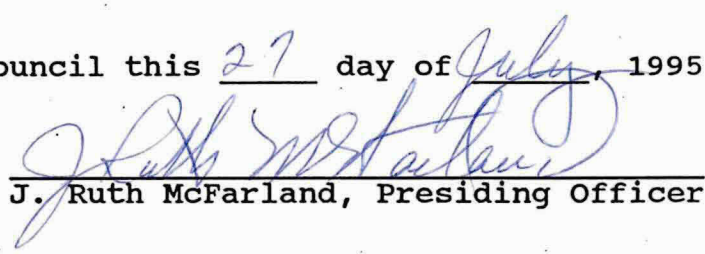
by staff, TPAC and JPACT; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby declares:

1. That the East Multnomah County comments and JPACT recommendations as attached in Exhibit A are approved.
2. That staff is directed to make approved changes to the maps and text of the federal RTP as identified in Exhibit A.
3. That staff is instructed to proceed with Phase II RTP update activities to fully address East Multnomah County comments deferred to the Phase II effort.

ADOPTED by the Metro Council this 27 day of July, 1995.

  
J. Ruth McFarland, Presiding Officer



**METRO**

**EXHIBIT 'A'**

## **East Multnomah Comments on the Federal RTP & JPACT Recommendations**

The following is a summary of East Multnomah County comments on the Federal RTP and corresponding JPACT recommendations. The original East Multnomah County comments are shown on the attached memorandum.

1. **Comment:** Amend NHS map (Figure 4-2) to show Hogan Road corridor instead of 181st/Burnside as the single route between I-84 and US 26 (Gresham).

**JPACT recommendation on Comment 1:** agree; this amendment was included the package of amendments approved by Metro Council on May 25, 1995.

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**JPACT recommendation on Comment 2:** Agree; revise as proposed.

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**JPACT recommendation on Comment 5:** Agree, in part; recommend including 190th as a proposed route, since it connects to an existing north/south route and to points outside the urban area. However, most bicycle routes on Collector and Local streets were not fully considered in the Phase I process, and therefore SE Roberts/Regner would best be considered as elements of a secondary level of regionally-significant bicycle routes during Phase II.

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Date: May 15, 1995

To: Andy Cotugno, METRO Planning Director

From: *Richard* Richard N. Ross, Gresham Transportation Planning Manager

RE: Final Comments

DRAFT INTERIM FEDERAL REGIONAL TRANSPORTATION PLAN  
(Document Received from METRO 4-17-95)

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Figure 4-2 NATIONAL HIGHWAY SYSTEM MAP, East Multnomah County

The only designated National Highway System route between Interstate 84 Wood Village and U.S. 26 (Southeast of Gresham) should be the Mt. Hood Parkway (or "I84/US 26 Connection") Corridor. This designation was approved in JPACT Resolution 93-1791, and reaffirmed by the East Multnomah County Transportation Committee in November 1994. This designation supports the 2040 Growth Concept.

Figure 4-3 FREIGHT ELEMENT MAP

The Freight Element Map should indicate in a note that the proposed Mt. Hood Parkway would replace 181st/Burnside as a "Main Roadway Route" between I-84 and US 26. The City of Gresham would object to an RTP designation of 181st/Burnside as a "Main Roadway Route" for trucks without this caveat. Growth of intrastate truck traffic on 181st/Burnside is not compatible with the 1994 designation of these streets as: Transit corridors in the 2040 Growth Concept and as pedestrian friendly "Transit Streets" by the City of Gresham.

Figure 4-4 PRIMARY TRANSIT NETWORK

(Comments on 2015 Preferred Primary Transit Network map,

dated 4-20-95)

1) Intercity Primary Transit Network

Should include all Intercity Passenger Corridors and Systems

Include: All Current and Future Passenger Terminals and Routes (for bus, air, rail, and airport limousine).

The Intercity Primary Transit Network should include:

- a) Portland/Gresham/Sandy to Bend bus route.
- b) All existing and proposed AMTRAK routes, stations.
- c) All existing and proposed Intercity bus routes, high speed rail routes, passenger and commuter rail, service shown in the Oregon Transportation Plan.
- d) New passenger rail station/intermodal transfer facility at Edgefield Station, Troutdale.

The City of Troutdale supports this facility and intends to include it in its local Transportation System Plan, now in progress. The attached letter on Edgefield Station was submitted to METRO on May 10th, but was not included in the comment record.

2) Regional Primary Transit Network

East County wants a Regional Transportation Plan that strongly supports the 2040 Growth Concept and local plans. Following the 2040 Concept, East County local plans strongly support compact mixed use development on designated 2040 transit corridors.

Outside of Portland, East Multnomah County has the highest population density and transit mode share in the region. The proposed Primary Transit Network in East County is far too thin on Primary Bus Routes, perpetuating the past decade of LRT feeder service inadequacies.

We do not know if other local jurisdictions have already made land use changes on the 2040 corridors, but East County has. East County Cities do not object to the RTP proposed designation of numerous Primary Bus Lines that are not found on the 2040 Growth Concept corridors (in other parts of the region).

Gresham has just prevailed in a major challenge to its Transit Street and District standards ordinance at LUBA. Gresham designated these Transit Streets with assurances from Tri-Met Strategic Plan and METRO that 2040 "corridor" designation meant better future transit service, if we supported those designations in local plans. Fairview has just broken ground on a major neo-traditional town center, Fairview Village. Troutdale supports the Edgefield Station project, which will extend interurban transit from the Portland region through the Columbia Gorge.

It's difficult, however, for East County governments to require better transit design based on the 2040 Concept, if there aren't enough RTP primary bus route "carrots". The Interim RTP Primary Transit Network should, support the East County jurisdictions that have already acted with land use/transportation plans to implement the 2040 Concept.

In East Multnomah County the Regional Primary Transit Network should include:

- a) All Transit Corridors designated in 2040 Growth Concept
- b) Specifically, add these "Primary Bus Routes":
  - Sandy Blvd. (Gresham, Fairview, Wood Village, Troutdale)
  - 181st/182nd (Sandy to Powell)
  - Powell (I-205 to Burnside)
  - 223rd (Powell to Blue Lake Park)
  - Burnside (197th to Powell)

Figure 4-5 PROPOSED REGIONAL BICYCLE NETWORK

Add following to network:

- 1) Add "Proposed Bikeways"

Springwater to Powell/Gresham Regional Center Access Routes

- a) S.W. 190th (Butler to Powell)
- b) SE Roberts/Regner (Butler to Powell)

- 2) Add to "Existing Regional System"

- a) S.W. Highland Drive (existing lanes, 190th to Power)
- b) Historic Columbia River Highway (257th to The Dalles).

This bike route and future Scenic Byway are planned by ODOT for interconnection between Troutdale and The Dalles, as required in both the National Scenic Area Plan (1992) and State Law. (1987)

- 3) Add "Proposed Multi-Use Trail" (West Gresham-Fairview)

As designated in the METRO Greenspaces Plan and Gresham Parks Plan, the West Gresham/Fairview Trail should be included as a multi-use trail. In the next two years Multnomah County, Gresham and Fairview will conduct further analysis of road and trail needs in the Birdsdales Corridor.

The West Gresham-Fairview Trail corridor should extend between:

Springwater Trail at 190th and Marine Drive, West of Blue Lake

Parallel to Birdsedale/201st/202nd Corridor, generally utilizing the former Linnemann Jct. (Ruby Jct.) Fairview interurban corridor.

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Add to CHAPTER 5 PROJECT MATRIX Preferred Network

Multnomah County List

- |   |     |           |
|---|-----|-----------|
| 1. East County Signal Optimization Program  | TSM | \$2.000 M |
| 2. Powell Signal Upgrades/Gresham (50/50 share)   | TSM | .336 M    |
| 3. Regner Regional Collector (Roberts to Butler)<br>2 lanes with sidewalks, bike lanes<br>( Includes Springwater Access project Butler to Powell) |     | 2.485 M   |
| 4. SE 190th Regional Collector ( Powell to Highland)<br>2 lanes with sidewalks, bike lanes<br>( Includes Springwater Access project)              |     | .600 M    |
| 5. Gresham Regional Center Multi-Modal Street Projects  |     |           |
| a. Powell "Main Street" Boulevard (Eastman/Hogan)   |     | 2.0 M     |
| b. Division "Main Street" Boulevard (Wallula/Hogan)   |     | 3.0 M     |
| c. NE Hood ( Powell to Division)  |     | .893 M    |
| d. NE 5th (Main to Cleveland)   |     | .606 M    |
| 6. Gresham Regional Center Public Parking Garages   |     | 6.0 M     |
| 7. Rockwood Town Center "Main Street" Boulevards<br>( Burnside and/or Stark ( 181st to 192nd)   |     | 3.0 M     |
| 8. Gresham Missing Links Sidewalk Program<br>( Gresham Regional Center, Rockwood Town Center,<br>regional collectors and LRT station areas)       |     | 1.0 M     |
| 9. Edgefield Station/Gorge Interurban Passenger Station   |     | 2.0 M     |
| 10. Sandy Blvd I-84 Overcrossing<br>(Replaces exit 16B, reconnects Sandy for regional<br>access to Edgefield Station and Downtown Troutdale)      |     | 3.0 M     |
| 11. Sandy Blvd. ( 162nd to Troutdale)<br>(3 lanes with bike lanes, sidewalks)   |     | 20.0 M    |
| 12. Other East County "Main Street" Projects<br>Fairview Village Town Center area<br>Edgefield Station/ Downtown Troutdale areas                  |     | 3.0 M     |

13. West Gresham/ Fairview Trail 4.0 M  
( Multi-Use Trail: Springwater Trail to Marine Dr.)

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Add to CHAPTER 7 PROJECT MATRIX Constrained Network

Tri-Met

DON'T DELETE:

7. Division Fast Link (Portland to Gresham) 6.95 M

Multnomah County

REVISE:

- #44. Edgefield Station TOD 5.0 M  
Includes projects 9,10 above:  
Gorge Interurban Passenger Station, Sandy/I-84 Overcrossing

ADD

1. East County Signal Optimization Program TSM \$2.000 M  
2. Powell Signal Upgrades/Gresham (50/50 share) TSM .336 M  
3. Regner Regional Collector (Roberts to Cleveland) .215 M  
2 lanes with sidewalks, bike lanes  
( Includes Springwater Access project Cleveland to Powell)  
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c. NE Hood ( Powell to Division) .893 M  
d. NE 5th (Main to Cleveland) .606 M  
8. Gresham Missing Links Sidewalk Program .500 M  
( Gresham Regional Center, Rockwood Town Center,

Chapter 8-11 STATE AND LOCAL FUNDING

Regional Arterials, Regional Through Routes (Freeways).

This section should describe regional efforts to create a Regional Arterial Fund. At the JPACT Finance Committee on May 8th, Councilors Monroe and Morissette indicated that the region needs to develop new funding strategies for the Regional Through Routes (freeways) endorsed by the 2040 Growth Concept and described on Map 4-1.

The Interim RTP should reflect the region's intent to pursue local and state funding strategies for both the Regional Arterial Fund and major Regional Through Routes (freeways) from the 2040 Growth Concept in the next two years. (prior to the next RTP Update).

Chapter 8-25 OUTSTANDING ISSUE #14 LIGHT RAIL ANALYSIS

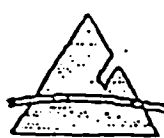
Should not delete this current wording:

"Studies should be undertaken in the future to determine if an appropriate corridor or level of demand exists to provide a loop extension of the MAX LRT line in East Multnomah County. If such a corridor is found, subsequent studies should be undertaken to determine the feasibility of such an extension or alternative transit strategies"

Light Rail extension is still an outstanding RTP issue for East County. This issue is also mandated for study in Gresham's Comprehensive Plan policies and 2020 Action Plan. An East County Long Range Transit Study is underlay now to examine preliminary feasibility of LRT extensions. It is premature to drop this issue from the RTP. Both local and regional planning processes need to evaluate the results of the 1995 study and conclude we should do.

PTC: Councilor Claudiette Lavert, JPACT Member  
Councilor David Ripma, JPACT Alternate  
Jim Galloway, TPAC Alternate  
John Pettis, City of Fairview  
Jerry Anderson, City of Wood Village  
Ed Pickering, Multnomah County Transportation Division

Attachment: Edgefield Station letter of 5-9-95



# Edgefield Station, Inc.

A Multi-Modal Tourism Center

May 9, 1995

Don Lloyd,  
President

Mr. Tom Kloster  
Metro Planning Department  
600 N. E. Grand  
Portland OR 07232

Sue O'Halloran,  
Secretary &  
Vice President

Dear Tom:

Carl Atkins,  
Treasurer &  
Vice President

Edgefield Station, Inc. requests inclusion in the Interim Federal Regional Transportation Plan as a transit-oriented, multi modal site in Multnomah County and within the boundaries of the City of Troutdale.

Paul Warr-King,  
Vice President

Terry Cook,  
Vice President

ESI has received support from the Bi-State Policy Advisory Committee as well as a large contingent of public and private stakeholders as evidenced by the membership on our Advisory Board. These individuals and groups believe Edgefield Station has a major role to play in both the Oregon Transportation Plan and the Regional Plan, offering a unique capability. No other site offers the combination of a passenger rail station with all the other modes of transit, including bicycles and pedestrian-ways. In fact, the transportation planning maps in the Interim RTP support the development proposal.

Steve Ellis,  
Vice President

Anita Caivano,  
Executive  
Director


On the projects recommended for the preferred network are items 1, 24, 25 and 35 under Multnomah County as well as the Mt. Hood Parkway, item 77 under ODOT. The Parkway, however, is not a requirement for the success of this site and is only mentioned as it relates to access into the Four Cities area. A key component is the reconnection of Sandy Blvd across the I-84 Freeway.

The estimated cost for the passenger rail station is \$2 million and the Sandy Blvd. reconnect is estimated at \$3 million. Troutdale is currently in the process of developing its Local Transportation Plan and will include these two projects.

We are happy to provide further information required.

Sincerely,

EDGEFIELD STATION, INC.

  
Sue O'Halloran  
Secretary & Vice President

PO. Box 716  
Troutdale, OR 97060  
(503) 771-6121

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 95-2177 FOR THE PURPOSE OF ADOPTING AMENDMENTS TO THE FEDERAL RTP PROPOSED BY THE CITIES OF EAST MULTNOMAH COUNTY

Date: June 22, 1995

Presented by: Andrew C. Cotugno

## PROPOSED ACTION

This ordinance would adopt amendments to the federal RTP proposed by the Cities of East Multnomah County. Upon adoption of the federal RTP in May 1995, JPACT and the Metro Council approved a special resolution allowing the East Multnomah County cities to submit comments for JPACT and Council consideration no later than July 1995.

The staff analysis and recommendations were reviewed and approved with some modification by TPAC on June 30. JPACT reviewed and approved the proposed amendments on July 13, 1995.

## FACTUAL BACKGROUND AND ANALYSIS

Of the comments submitted by the East Multnomah County cities, several warrant amendments to the federal RTP at this time. Others would be more appropriately considered as part of the Phase II portion of the RTP update and considered for adoption as part of the Phase II amendments in 1996. A detailed staff analysis of the proposed amendments is shown in Exhibit A.

## EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2177.

ACC:TK:lmk  
95-2177.RES  
7-13-95

## TRANSPORTATION PLANNING COMMITTEE REPORT

---

RESOLUTION NO. 95-2177, ADOPTING AMENDMENTS TO THE FEDERAL RTP  
PROPOSED BY THE CITIES OF EAST MULTNOMAH COUNTY

Date: July 19, 1995

Presented by: Councilor Washington

COMMITTEE RECOMMENDATION: At its July 18, 1995 meeting the Transportation Planning Committee voted 3-0 to recommend Council adoption of Resolution No. 95-2177. All committee members were present and voted in favor.

COMMITTEE DISCUSSION/ISSUES: Transportation Planning Manager Mike Hoglund presented the staff report, summarizing the issues included in the written staff report. There was no committee discussion.

## TRANSPORTATION PLANNING COMMITTEE REPORT

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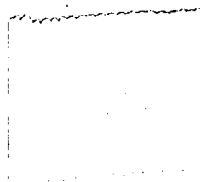
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*(R.N. Ross)*

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The City of Troutdale supports this facility and intends to include it in its local Transportation System Plan, now in progress. The attached letter on Edgefield Station was submitted to METRO on May 10th, but was not included in the comment record.

2) Regional Primary Transit Network

East County wants a Regional Transportation Plan that strongly supports the 2040 Growth Concept and local plans. Following the 2040 Concept, East County local plans strongly support compact mixed use development on designated 2040 transit corridors.

Outside of Portland, East Multnomah County has the highest population density and transit mode share in the region. The proposed Primary Transit Network in East County is far too thin on Primary Bus Routes, perpetuating the past decade of LRT feeder service inadequacies.

We do not know if other local jurisdictions have already made land use changes on the 2040 corridors, but East County has. East County Cities do not object to the RTP proposed designation of numerous Primary Bus Lines that are not found on the 2040 Growth Concept corridors( in other parts of the region).

Gresham has just prevailed in a major challenge to its Transit Street and District standards ordinance at LUBA. Gresham designated these Transit Streets with assurances from Tri-Met Strategic Plan and METRO that 2040 "corridor" designation meant better future transit service, if we supported those designations in local plans. Fairview has just broken ground on a major neo-traditional town center, Fairview Village. Troutdale supports the Edgefield Station project, which will extend interurban transit from the Portland region through the Columbia Gorge.

It's difficult, however, for East County governments to require better transit design based on the 2040 Concept, if there aren't enough RTP primary bus route "carrots". The Interim RTP Primary Transit Network should, support the East County jurisdictions that have already acted with land use/transportation plans to implement the 2040 Concept.

In East Multnomah County the Regional Primary Transit Network should include:

- a) All Transit Corridors designated in 2040 Growth Concept
- b) Specifically, add these "Primary Bus Routes":
  - Sandy Blvd. (Gresham, Fairview, Wood Village, Troutdale)
  - 181st/182nd (Sandy to Powell)
  - Powell (I-205 to Burnside)
  - 223rd (Powell to Blue Lake Park)
  - Burnside (197th to Powell)

Figure 4-5 PROPOSED REGIONAL BICYCLE NETWORK

Add following to network:

- 1) Add "Proposed Bikeways"

Springwater to Powell/Gresham Regional Center Access Routes

- a) S.W. 190th (Butler to Powell)
- b) SE Roberts/Regner (Butler to Powell)

- 2) Add to "Existing Regional System"

- a) S.W. Highland Drive (existing lanes, 190th to Power)
- b) Historic Columbia River Highway (257th to The Dalles).

This bike route and future Scenic Byway are planned by ODOT for interconnection between Troutdale and The Dalles, as required in both the National Scenic Area Plan (1992) and State Law. (1987)

- 3) Add "Proposed Multi-Use Trail" (West Gresham-Fairview)

As designated in the METRO Greenspaces Plan and Gresham Parks Plan, the West Gresham/Fairview Trail should be included as a multi-use trail. In the next two years Multnomah County, Gresham and Fairview will conduct further analysis of road and trail needs in the Birdsdales Corridor.

The West Gresham-Fairview Trail corridor should extend between:

Springwater Trail at 190th and Marine Drive, West of Blue Lake

Parallel to Birdsedale/201st/202nd Corridor, generally  
utilizing the former Linnemann Jct. (Ruby Jct.) Fairview  
interurban corridor.

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Add to CHAPTER 5 PROJECT MATRIX Preferred Network

Multnomah County List

1. East County Signal Optimization Program TSM \$2.000 M
2. Powell Signal Upgrades/Gresham (50/50 share) TSM .336 M
3. Regner Regional Collector (Roberts to Butler) 2.485 M  
2 lanes with sidewalks, bike lanes  
( Includes Springwater Access project Butler to Powell)
4. SE 190th Regional Collector ( Powell to Highland) .600 M  
2 lanes with sidewalks, bike lanes  
( Includes Springwater Access project)
5. Gresham Regional Center Multi-Modal Street Projects
  - a. Powell "Main Street" Boulevard (Eastman/Hogan) 2.0 M
  - b. Division "Main Street" Boulevard (Wallula/Hogan) 3.0 M
  - c. NE Hood ( Powell to Division) .893 M
  - d. NE 5th (Main to Cleveland) .606 M
6. Gresham Regional Center Public Parking Garages 6.0 M
7. Rockwood Town Center "Main Street" Boulevards 3.0 M  
( Burnside and/or Stark ( 181st to 192nd)
8. Gresham Missing Links Sidewalk Program 1.0 M  
( Gresham Regional Center, Rockwood Town Center,  
regional collectors and LRT station areas)
9. Edgefield Station/Gorge Interurban Passenger Station 2.0 M
10. Sandy Blvd I-84 Overcrossing 3.0 M  
(Replaces exit 16B, reconnects Sandy for regional  
access to Edgefield Station and Downtown Troutdale)
11. Sandy Blvd. ( 162nd to Troutdale) 20.0 M  
(3 lanes with bike lanes, sidewalks)
12. Other East County "Main Street" Projects 3.0 M  
Fairview Village Town Center area  
Edgefield Station/ Downtown Troutdale areas

13. West Gresham/ Fairview Trail 4.0 M  
( Multi-Use Trail: Springwater Trail to Marine Dr.)

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Add to CHAPTER 7 PROJECT MATRIX Constrained Network

Tri-Met

DON'T DELETE:

7. Division Fast Link (Portland to Gresham) 6.95 M

Multnomah County

REVISE:

- #44. Edgefield Station TOD 5.0 M  
Includes projects 9,10 above:  
Gorge Interurban Passenger Station, Sandy/I-84 Overcrossing

ADD

1. East County Signal Optimization Program TSM \$2.000 M
2. Powell Signal Upgrades/Gresham (50/50 share) TSM .336 M
3. Regner Regional Collector (Roberts to Cleveland) .215 M  
2 lanes with sidewalks, bike lanes  
( Includes Springwater Access project Cleveland to Powell)
4. SE 190th Regional Collector ( Powell to Highland) .600 M  
2 lanes with sidewalks, bike lanes  
( Includes Springwater Access project)
5. Gresham Regional Center Multi-Modal Street Projects
  - c. NE Hood ( Powell to Division) .893 M
  - d. NE 5th (Main to Cleveland) .606 M
8. Gresham Missing Links Sidewalk Program .500 M  
( Gresham Regional Center, Rockwood Town Center,

Chapter 8-11 STATE AND LOCAL FUNDING

Regional Arterials, Regional Through Routes (Freeways).

This section should describe regional efforts to create a Regional Arterial Fund. At the JPACT Finance Committee on May 8th, Councilors Monroe and Morissette indicated that the region needs to develop new funding strategies for the Regional Through Routes (freeways) endorsed by the 2040 Growth Concept and described on Map 4-1.

The Interim RTP should reflect the region's intent to pursue local and state funding strategies for both the Regional Arterial Fund and major Regional Through Routes (freeways) from the 2040 Growth Concept in the next two years. (prior to the next RTP Update)

Chapter 8-25 OUTSTANDING ISSUE #14 LIGHT RAIL ANALYSIS

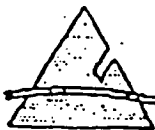
Should not delete this current wording:

"Studies should be undertaken in the future to determine if an appropriate corridor or level of demand exists to provide a loop extension of the MAX LRT line in East Multnomah County. If such a corridor is found, subsequent studies should be undertaken to determine the feasibility of such an extension or alternative transit strategies"

Light Rail extension is still an outstanding RTP issue for East County. This issue is also mandated for study in Gresham's Comprehensive Plan policies and 2020 Action Plan. An East County Long Range Transit Study is underlay now to examine preliminary feasibility of LRT extensions. It is premature to drop this issue from the RTP. Both local and regional planning processes need to evaluate the results of the 1995 study and conclude we should do.

PTC: Councilor Claudiette Lavert, JPACT Member  
Councilor David Ripma, JPACT Alternate  
Jim Galloway, TPAC Alternate  
John Pettis, City of Fairview  
Jerry Anderson, City of Wood Village  
Ed Pickering, Multnomah County Transportation Division

Attachment: Edgefield Station letter of 5-9-95



# Edgefield Station, Inc.

A Multi-Modal Tourism Center

May 9, 1995

Don Lloyd,  
President

Mr. Tom Kloster  
Metro Planning Department  
600 N. E. Grand  
Portland OR 07232

See O'Halloran,  
Secretary &  
Vice President

Dear Tom:

Carl Atkins,  
Treasurer &  
Vice President

Paul Warr-King,  
Vice President

Edgefield Station, Inc. requests inclusion in the Interim Federal REgional Transportation Plan as a transit-oriented, multi modal site in Multnomah County and within the boundaries of the City of Troutdale.

Terry Cook,  
Vice President

ESI has received support from the Bi-State Policy Advisory Committee as well as a large contingent of public and private stakeholders as evidenced by the membership on our Advisory Board. These individuals and groups believe Edgefield Station has a major role to play in both the Oregon Transportation Plan and the Regional Plan, offering a unique capability. No other site offers the combination of a passenger rail station with all the other modes of transit, including bicycles and pedestrian-ways. In fact, the transportation planning maps in the Interim RTP support the development proposal.

Steve Ellis,  
Vice President

Anita Caivano,  
Executive  
Director


On the projects recommended for the preferred network are items 1, 24, 25 and 35 under Multnomah County as well as the Mt. Hood Parkway, item 77 under ODOT. The Parkway, however, is not a requirement for the success of this site and is only mentioned as it relates to access into the Four Cities area. A key component is the reconnection of Sandy Blvd across the I-84 Freeway.

The estimated cost for the passenger rail station is \$2 million and the Sandy Blvd. reconnect is estimated at \$3 million. Troutdale is currently in the process of developing its Local Transportation Plan and will include these two projects.

We are happy to provide further information required.

Sincerely,

EDGEFIELD STATION, INC.

  
Sue O'Halloran  
Secretary & Vice President

■ ■ ■  
P.O. Box 716  
Troutdale, OR 97060  
(503) 771-6124

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2177 FOR THE PURPOSE OF  
ADOPTING AMENDMENTS TO THE FEDERAL RTP PROPOSED BY THE  
CITIES OF EAST MULTNOMAH COUNTY

Date: June 22, 1995

Presented by: Andrew C. Cotugno

PROPOSED ACTION

This ordinance would adopt amendments to the federal RTP proposed by the Cities of East Multnomah County. Upon adoption of the federal RTP in May 1995, JPACT and the Metro Council approved a special resolution allowing the East Multnomah County cities to submit comments for JPACT and Council consideration no later than July 1995.

The staff analysis and recommendations were reviewed and approved with some modification by TPAC on June 30. JPACT reviewed and approved the proposed amendments on July 13, 1995.

FACTUAL BACKGROUND AND ANALYSIS

Of the comments submitted by the East Multnomah County cities, several warrant amendments to the federal RTP at this time. Others would be more appropriately considered as part of the Phase II portion of the RTP update and considered for adoption as part of the Phase II amendments in 1996. A detailed staff analysis of the proposed amendments is shown in Exhibit A.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2177.

ACC:TK:mk  
95-2177.RES  
7-13-95