

*file -
R. Park*



METRO

January 23, 2001

Oregon Department of Housing and Community Services
ATTN: Community Incentive Fund
P.O. Box 14508
Salem, Oregon 97309

Re. South Market Square at Fairview Village – Community Incentive Funding

To Whom It May Concern:

We understand that the developers of Fairview Village, Holt & Haugh, Inc., are applying for participation from the Department of Housing and Community Services' Community Incentive Fund for a portion of the village project – South Market Square. Metro has been extremely supportive of Fairview Village from its inception. Our interest in its success continues. This project is an excellent example of growth management, livability, and affordability and it is important that it qualify for State funding.

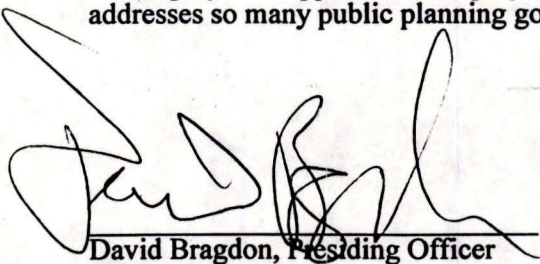
Metro has designated Fairview Village as a regional Town Center within the 2040 Framework Plan and the project, as it continues to build-out, will fulfill those goals. Fairview's town center has an excellent chance of success due to the regional retail anchor (Target), City Hall and the Post Office within one block of South Market Square. The Fairview Columbia Library will anchor South Market Square which is walkable to over 1000 residences (1/4 mile), adjacent to bus service, 1.8 miles from MAX light rail and 1/2 mile from Exit 14 at I-84.

Despite these factors, the implementation of neighborhood-scale, small shop retail is the most difficult part of a mixed-use project, as experienced on a national level. Establishing neighborhood retail services, in an area that has had none, is the primary focus of Fairview Village in its final stage of completion. The difficult two-year search for sufficient investor capital is a result of the trend-setting character of South Market Square. Support from the Community Incentive Fund will make the project a reality, thereby completing a major component of the Town Center's requirements and establishing a comparable development type that will break-down financial barriers for similar projects in the future.


South Market Square is an excellent demonstration project that is at a crossroads and deserves state support. Fairview Village overall has been extremely successful as a national prototype despite little public support. Fostering neighborhood retail is crucial in establishing the ultimate level of success of Fairview Village in the public's eye. Once complete, it will provide the compact, mixed-use community that will be a model used to plan future developments within the Urban Growth Boundary.

We urge your support for the project. Your support will be good use of public funds as the project addresses so many public planning goals and policies.

Sincerely,



David Bragdon, Presiding Officer
Metro Council



Rod Park, District One
Metro Council

COUNCILOR ROD PARK

600 NORTHEAST GRAND AVENUE
TEL 503 797-1547

PORTLAND, OREGON 97232 2736
FAX 503 797-1793



METRO

May 2, 2001

Thomas C. Higgins
President
HICO Excavation, Inc.
891 NE Sixth Street
Gresham, Oregon 97030

Dear Mr. Higgins:

On behalf of the Metro Council, I would like to invite you to attend the Metro Council meeting this week to be recognized for your participation in the open spaces acquisition of the latest East Buttes parcel. The meeting is scheduled for 1:30 p.m. on Thursday, May 3, 2001, at the Gresham City Council Chamber. The Gresham City Council Chamber is located at 1331 NW Eastman Parkway.

This critical piece closes the biggest "gap" in the existing corridor of publicly owned land that stretches from the city of Gresham-owned open space in the north to the Butler Butte in the south. It is also one of the largest sites purchased by Metro inside the urban growth boundary. We'd like to recognize your participation in this important transaction at our meeting, which will be televised on live cable television for the area and rebroadcast throughout the following week. We would be delighted if you would accept our invitation to comment on the project following a brief presentation by Metro staff.

I hope you can attend the Council meeting so that I can thank you in person and recognize your involvement in front of the rest of the Metro Council and the community. Please contact my staff person, John Donovan, by phone (503)797-1942 or by e-mail(donovanj@metro.dst.or.us) if you think you can join us for the Metro Council meeting.

Thanks for your quick consideration of this invitation.

Sincerely,

A handwritten signature in black ink that reads "Rod Park". The signature is written in a cursive, slightly slanted style.

Rod Park
Metro Councilor, District 1

COUNCILOR ROD PARK

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797-1547 | FAX 503 797-1793



METRO

May 11, 2001

Mr. Joseph Christman
2412 SE 32nd Ave.
Portland OR 97214

Dear Mr. Christman:

Thank you for your postcard in support of connecting the Springwater Corridor Trail and the OMSI to Sellwood trail.

We are currently ranking projects to receive Metropolitan Transportation Improvement Program (MTIP) funds. Springwater Trail is a top priority to receive a portion of the \$38 million in MTIP money in order to build bridges over McLoughlin and the railroad tracks. The influence of local jurisdictions (cities and counties) is very significant within the Metro process, so support for this project from those entities is crucial. I hope you will let them know your opinion, too.

Enclosed is a fact sheet on the MTIP process, including timeline and public outreach opportunities. Please call me at (503) 797-1547 if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Rod Park".

Rod Park
Metro Councilor, District 1

RP:rmb

Enclosed: MTIP Fact Sheet

Councilor Rod Park 5-10-01 response letters to Springwater Trail cards.

Date Reply	Mcel Title	First_Name	Last_Name	Organ.	Address1	City	Sta	Zip
5-10-01	Mr.	Tigue	Howe		7910 SE Reed College Pl.	Portland	OR	97202
	Ms.	Helen	Jones		5624 SE Knight	Portland	OR	97206-6024
	Ms.	Allison	Hall		7615 SE 19 th	Portland	OR	97202
	Mr.	Moshe	Lenske		4314 SE Crystal Springs Blvd.	Portland	OR	97206
	Mr.	Allan	Harwood		4140 SE Glenwood	Portland	OR	97202
	Mr.	Joseph	Christman		2412 SE 32nd Ave.	Portland	OR	97214

From: Rod Park
To: "Ross@ci.gresham.or.us".GWIA.MetCen,
"Talbot@ci.gresham.or.us".GWIA.MetCen,"Rouse@ci.gresham.or.us".GWIA.MetCen,"Dorst@ci.gresham.
or.us".GWIA.MetCen,"Papsdorf@ci.gresham.or.us".GWIA.MetCen,"Ocken@ci.gresham.or.us".GWIA.Met
Cen
Date: 5/13/01 9:44PM
Subject: Re: Division Blvd. Right of Way Work Order/construction timing

I have asked Tom Kloster to get all the facts/details and then get back with me. I did touch base with Bruce Warner at JPACT and he is aware of ODOT's right of way problems and has already been in contact with Hardy Myers to seek a solution.

After Tom gets back to me, we can see what we can do to try get this somehow into this fiscal year.

Rod Park

>>> "Ross, Richard" <Ross@ci.gresham.or.us> 05/09/01 10:20 AM >>>
Good News:

We just got the work order for ROW acquisition yesterday, per Rebecca Ocken. We began talking with ODOT about this work order in Oct. 2000. Under the two week turnaround promised in February we expected to begin this work in March, have ROW acquired and certified by August, to let the contract for construction in Sept. 01.

Bad News:

This delay will cause slippage in construction contract letting beyond Federal FY 01(October 1st). ROW certification is now slated for Jan 30 2002. Additionally, this will slip the obligation of construction funds into FY 02, and potentially put us back into a queue(more delay) to obligate construction funds.

Next Steps:

The ball is now in Metro's court. Rebecca Ocken has contacted Terry Whisler about the need to re-program these funds ASAP, and to assure a priority on contracting this project in early 02. The Boulevard, assuming prompt re-programming, will at least be under construction in Spring 2002, if not completed.

At this time, there is no need to discuss this specific work order with Bruce Warner. I will contact Kay Van Sickle to express frustration on continued delays on contracts or elements thereof, despite some improvements in coordination.

I would suggest, however, that Metro could help convene a broader discussion with Bruce, Kay, and affected local governments about simplifying ODOT's contract process. The ODOT contract process is now becoming the major part of the time frame for getting these regionally-important projects on the ground. We hear other jurisdictions are facing similar delays for projects we locals are ready to implement from the MTIP. Slippages like this (\$2.5 million) cause constant juggling of Metro's TIP, not to mention local capital improvement programs, to avoid losing funds coming to locals, the region or state, that must be obligated each fiscal year.

Thanks for your help.

Paper copies: Larry Haverkamp, Jim Kight

CC: kostert@metro.dst.or.us,barkerr@metro.dst.or.us

From: Rod Park
To: "klostert@metro.dst.or.us".GWIA.MetCen
Date: 5/15/01 11:25PM
Subject: Re: Division Street Project

Tom,
Thanks for the update on the Division Blvd situation. I'll do some follow up and then get back with you.

Rod

>>> Tom Kloster <klostert@metro.dst.or.us> 05/15/01 17:40 PM >>>

Hi Rod-

I spoke with Rebecca Ocken at the City of Gresham about the Division Street project, and though she is frustrated with the ODOT contracting process, she is confident that ODOT has committed to carrying over project funds necessary to keep the project on track. She has convened another TAC meeting next week to go over final details of the project, and I will be attending to represent Metro.

Their latest snag with ODOT involved a right-of-way work order, which would have allowed an ODOT consultant to begin right-of-way appraisal and acquisition for the project. Due to what Rebecca saw as communication problems, this "two-week" step of the project has taken since February to complete. An earlier delay involved financial liability language that would absolve ODOT of cost over-runs. Gresham has since accepted this provision, but it was an unconventional requirement that they were not comfortable with.

If you would like more candid feedback on the contracting saga on this (and other projects) involving ODOT, I would suggest calling Dave Rouse at Gresham (503-618-2430). Dave would probably be quite frank about any part that the City played in the delay, but from Rebecca's perspective, the slowdown is largely due to an onerous contracting process. My own insight into the ODOT contracting world is limited, but based on reliable "witnesses". Our Bay Area consultants for the Creating Livable Streets and Green Streets projects have been frustrated by ODOT's contracting procedures and requirement * a similar liability issue nearly killed the 1996 Creating Livable Streets project. Given that these consultants do a heavy CalTrans workload, as well as many other states (Florida, Arizona, Colorado, Utah, to name a few), I think it's safe to say that they've dealt with plenty of large transportation bureaucracies, and know an overly onerous process when they see one!

I'm including the text from an e-mail that Terry Whisler sent to Mike Hogle on this project * it gives a more detailed perspective on whether the ODOT review could be more timely, and how the funding for the project should play out. I'll be out of the building quite a bit over the next several days, but checking my e-mails regularly. If you need more info on the Division project, just let me know.

Tom Kloster

On 5/11/01 8:47 AM, "Terry Whisler" <whislert@metro.dst.or.us> wrote:

- > I met with Ron Papsdorf, Tamira Clark, John Witchman (FHWA) and Marty Anderson
- > yesterday to discuss the project. The following are highlights.
- >
- > Gresham has still not formally submitted a number for the swap request, though
- it
- > looks like \$340,000. I'm told Rebecca Ocken will submit a letter this week
- > making the request.
- >
- > The original obligation target of September would not have led to construction
- > before spring. Some preconstruction activity would have commenced but it was
- > always the case that the rains would have required delay of formal startup
- > until spring regardless of an FY 01 obligation in late fall.
- >
- > There will be no question of funds availability in FY 02, so Richard's concern
- > about funding risk is not warranted.
- >
- > The delay in Salem Contracts office is related to understaffing and the OTC's
- > ambitious program targets: there is a significant disconnect between funds
- > allocated to build projects and the support staff needed to process the
- > federally mandated procedures for which ODOT is custodian. The delay was a
- > matter of six weeks review of a work order request submitted under an already
- > approved consultant contract. The work order concerned authorizing approved
- > real estate consultants to prepare value estimates (not appraisals) of parcels
- > destined both for purchase and donation by the developer. There are four
- > staff in Salem doing review of every single state and local program project
- > work order request generated under approved contracts. That doesn't sound
- > like a lot to me, but I have no real basis for comparison.
- >
- > The novel aspect of this project, and one which bears potential for further
- > delay, is that Gresham has requested that donated, improved property be
- > contributed as match for the ROW phase AND the construction phase. FHWA has
- > never processed such a request and is awaiting a protocol from Steve Leep in
- > Don Aman's shop. The technical difficulty has to do with forcing the PCS
- > software to accept and/or annotate that the match is not cash, but in kind for
- > the construction phase, deriving from the ROW phase. FHWA is also rightly
- > concerned about making sure that all necessary procedures are addressed as it
- > moves through both phases. John Witchman seemed fairly laid back about the
- > whole thing though, so as long as all the t's are crossed and i's dotted, it
- > doesn't feel like some big policy tussle will swamp the schedule.
- >
- > It does not appear that either Metro or Region 1 staff dropped the ball here,
- nor
- > necessarily anybody in Salem, though it was in Salem that the delay occurred.
- >
- > Let me know if you want further follow up.
- >
- > tw

CC: barker.MRC-PO.MetCen,hoglundm.MRC-PO.MetCen,whislert.MRC-PO.MetCen

COUNCILOR ROD PARK

600 NORTHEAST GRAND AVENUE
TEL 503 797-1547

PORTLAND, OREGON 97232 2736
FAX 503 797-1793



METRO

May 17, 2001

Ms. Jeanne Kraje
3542 SE 28th Pl.
Portland OR 97202

Dear Ms. Kraje:

Thank you for your postcard in support of connecting the Springwater Corridor Trail and the OMSI to Sellwood trail.

We are currently ranking projects to receive Metropolitan Transportation Improvement Program (MTIP) funds. Springwater Trail is a top priority to receive a portion of the \$38 million in MTIP money in order to build bridges over McLoughlin and the railroad tracks. The influence of local jurisdictions (cities and counties) is very significant within the Metro process, so support for this project from those entities is crucial. I hope you will let them know your opinion, too.

Enclosed is a fact sheet on the MTIP process, including timeline and public outreach opportunities. Please call me at (503) 797-1547 if you have any questions.

Sincerely,

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

Rod Park
Metro Councilor, District 1

RP:rmb

Enclosed: MTIP Fact Sheet

Councilor Rod Park 5-17-01 response letters to Springwater Trail cards.

Date Reply	Mcel Title	First_Name	Last_Name	Organ.	Address1	City	Sta	Zip
5-17-01	Ms.	Jeanne	Kraje		3542 SE 28 th Pl.	Portland	OR	97202
	Ms.	Jill	Fuglister	Coalition for a Livable Future	1220 SW Morrison St., Suite 535	Portland	OR	97205
	Ms.	Laura	Feldman		817 SE 29 th	Portland	OR	97214
			L. Shorr		535 NE Laurelhurst	Portland	OR	97232
	Mr.	David	Harney		7817 SE 34 th	Portland	OR	97202
		Karen and Klaus	Brinkmann		1114 SE Lexington St.	Portland	OR	97202
	Ms.	Karen	Frost		5704 SE Liebe	Portland	OR	97206

COUNCILOR ROD PARK

600 NORTHEAST GRAND AVENUE
TEL 503 797-1547

PORTLAND, OREGON 97232 2736
FAX 503 797-1793



METRO

May 23, 2001

Mr. Tad Everhart
539 SE 59th Ct.
Portland OR 97215

Dear Mr. Everhart:

Thank you for your postcard in support of connecting the Springwater Corridor Trail and the OMSI to Sellwood trail.

We are currently ranking projects to receive Metropolitan Transportation Improvement Program (MTIP) funds. Springwater Trail is a top priority to receive a portion of the \$38 million in MTIP money in order to build bridges over McLoughlin and the railroad tracks. The influence of local jurisdictions (cities and counties) is very significant within the Metro process, so support for this project from those entities is crucial. I hope you will let them know your opinion, too.

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Sincerely,



Rod Park
Metro Councilor, District 1

RP:rmb

Enclosed: MTIP Fact Sheet

2000 Regional Transportation Plan Adopted August 10, 2000



Metro 2001

2000 Regional Transportation Plan Regulatory Framework



- Federal Planning Regulations
- Clean Air Act: Air Quality Conformity
- State Transportation Planning Rule

Metro 2001

2000 Regional Transportation Plan Regulatory Status



- Metropolitan transportation plan (federal)
- Transportation system plan (state)
- Regional framework plan policies (regional)
- Functional plan

Metro 2001

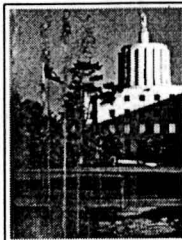
2000 Regional Transportation Plan Key Federal Requirements



- 20-year plan: policies, needs and projects
- Local coord. & public outreach
- Multi-modal / inter-modal
- Congestion management
- Financially constrained
- Air Quality Conformity

Metro 2001

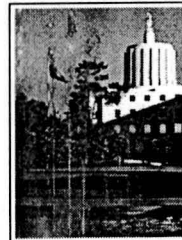
2000 Regional Transportation Plan Key State Requirements...



- 20-year plan: policies, needs and projects
- Public outreach
- Hierarchy: state, region, local
- Strategies to reduce reliance on the automobile

Metro 2001

2000 Regional Transportation Plan ...Key State Requirements



- Land use alternatives
- Define need, mode, corridor and function
- Exceptions, "unintended consequences"
- Financial plan

Metro 2001

Metro Context



- ✓ Chapter 1: RFP Policies
- ✓ Chapter 6: Functional Plan requirements for parking, connectivity, street design, mobility standards
- ✓ Other Chapters: performance analysis, projects & timing, financial analysis & strategy

What's in the 2000 RTP?



- ✓ Policy framework
- ✓ Multi-modal system & performance expectations
- ✓ \$7.6 billion priority system
- ✓ 693 separate projects
- ✓ Local implementation req'd

2040-Based Policy



- ✓ Policies focus on 2040 Implementation
- ✓ Guided by 21-member Citizen Advisory Committee
- ✓ Approved by Council Resolution in July 1996

Focus on 2040 Centers



- ✓ Connect central city and regional centers with light rail and highways
- ✓ Serve town centers, main streets and corridors with regional bus
- ✓ Develop streets that better serve non-auto modes

Focus on 2040 Industry



- ✓ Maintain freight mobility on regional highways
- ✓ Provide high quality freight access to intermodal facilities and industrial areas from regional highways

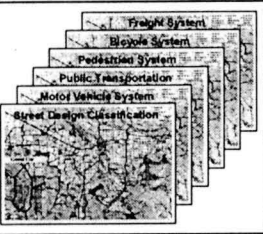
Focus on Rural Reserves



- ✓ Create Green Corridors along rural state highways
- ✓ Manage urban traffic overflow on other rural routes





2000 Regional Transportation Plan
Focus on Multi-Modal

- Motor vehicle
- Public transportation
- Freight
- Pedestrian & Bicycle
- Street Design



Metro 2001

2000 Regional Transportation Plan
Street Design Concepts

Throughways connect centers and major destinations and provide mobility across the region, and include freeway and highway design types.


Boulevards are transit, pedestrian, and bicycle-oriented designs that serve centers and main streets.


Streets balance all modes of travel in corridors and neighborhoods.

Roads are motor vehicle-oriented, and include urban roads that serve industrial areas and rural roads that serve urban and rural reserves.

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Metro's Street Design Policies and the Oregon Highway Plan



Metro's Throughways correspond to Interstate and Statewide Highways in the Oregon Highway Plan, and do not have a special land use designation


Metro's Boulevards correspond to the Special Transportation Areas in the Oregon Highway Plan

Metro's Streets correspond to the Commercial Centers designation in the Oregon Highway Plan

Metro's Urban Roads correspond to the Urban Business Areas in the Oregon Highway Plan.

Metro 2001


2000 Regional Transportation Plan
Connectivity Requirements



- Map key connections
- New streets at 10-16 per mile in residential and mixed-use areas
- Maintains function
- Helps state highways

Metro 2001


2000 Regional Transportation Plan
2040 Non-SOV Modal Targets



- 60% to 70% in Central City
- 45% to 55% in Regional and Town Centers, Main Streets, Station Communities and Corridors
- 40% to 45% in Industrial Areas, Intermodal Facilities, Employment Areas and Neighborhoods
- Alternative to TPR VMT goal

Metro 2001

2000 Regional Transportation Plan
Title 2 - Parking Amendments



- No change to minimum & maximum ratios
- No change to parking map zones A & B
- Large parking lots must have street-like features
- Meet TPR parking goal

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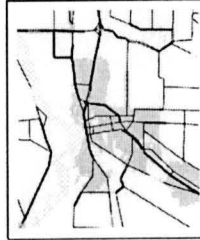
2000 Regional Transportation Plan
Sizing the System: Metro LOS



- Reviewed existing standards
- National literature review
- Consultation with planners and engineers
- Public review and adoption

Metro 2001

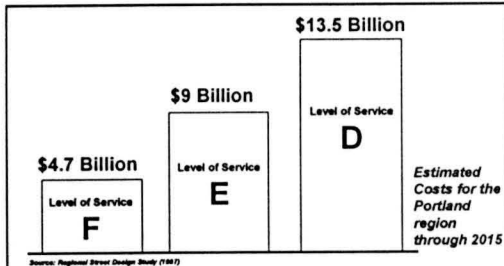
2000 Regional Transportation Plan
LOS and Land Use



- Requires integrated GIS and travel forecasting models
- Tailored to land use and alternative modes
- Oregon Highway Plan amended in December to incorporate Metro LOS policy

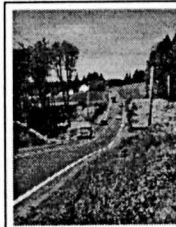
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2000 Regional Transportation Plan
LOS and System Cost



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2000 Regional Transportation Plan
Exceptions



- Proposed RTP amendments and supplemental findings on rural road projects
- Supplemental findings on Sunrise Corridor
- Supplemental findings on I-5 to 99W Connector

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2000 Regional Transportation Plan
Sunrise Exception...



- Acknowledged in 2040 Growth Concept
- RTP exception findings made for 1992 DEIS alternatives
- Urban options found infeasible

Metro 2001

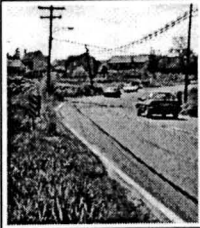
2000 Regional Transportation Plan
...Sunrise Exception



- Refinement plan needed to select alignment
- Highway is key to future urbanization in Clackamas County
- Green Corridor designation outside UGB

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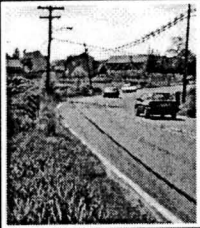
2000 Regional Transportation Plan
I-5 to 99W Exception...



- Northern alternative acknowledged in 2040 Growth Concept
- Southern alignment needed to ensure feasible route
- Other urban alignments found infeasible in RTP

Metro 2001


2000 Regional Transportation Plan
I-5 to 99W Exception



- Refinement plan needed to select alignment
- Highway could function as "hard edge" of urban area
- Improvement needed to implement 2040 centers in Tualatin and Sherwood

Metro 2001

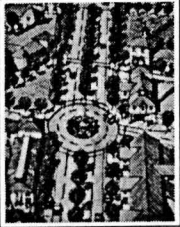
2000 Regional Transportation Plan
Exceptions Conclusion



- 1** Section 0070(a) calls for general location in TSP
- 2** Narrowing general location in TSP provides certainty in development process

Metro 2001


2000 Regional Transportation Plan
Implementation



- 1** Street Design Classifications
- 2** Local Street Connectivity Standards
- 3** 2040 Modal Targets
- 4** RTP Projects & Finance
- 6** 2040-Based Congestion Policy

Metro 2001


2000 Regional Transportation Plan
Public Involvement



- 25 public events and workshops from 1995-99
- 28 CAC meetings
- Transportation hotline
- Expanded web site
- Comment reports
- 300,000 printed documents distributed

Metro 2001

2000 Regional Transportation Plan
CAC Public Workshops



- Facilitated by CAC members
- Emphasis on meeting current needs and 2040
- RTP expanded to include key "local" projects
- LOS policy used to size the roadway system

Metro 2001

2000 Regional Transportation Plan
2040-Based CAC Idea Kit

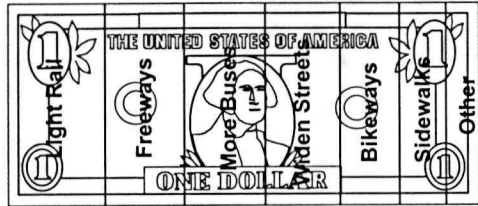


Gresham regional center

- ◆ Mt. Hood Parkway connection to regional center
- ◆ Civic Neighborhood MAX station
- ◆ Boulevard design on Division
- ◆ Expand transit service to regional center
- ◆ Bike and ped access to and within regional center

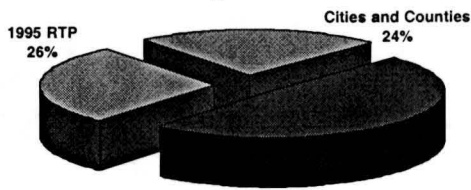
Metro 2001

2000 Regional Transportation Plan
RTP Reflects Public Priorities



Metro 2001

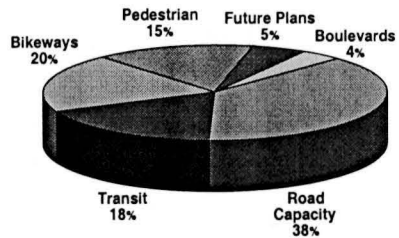
2000 Regional Transportation Plan
2020 Project Sources



Total of 693 Projects in the Priority System

Metro 2001

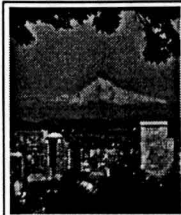
2000 Regional Transportation Plan
2020 Project Type



Metro 2001

2000 Regional Transportation Plan

Next Steps

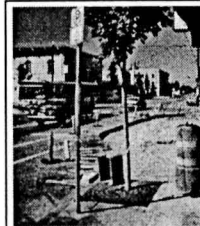


- Business Outreach
- Acknowledgement & Air Quality Conformity
- Green Streets Project
- Refinement Planning
- Transportation Funding

Metro 2001

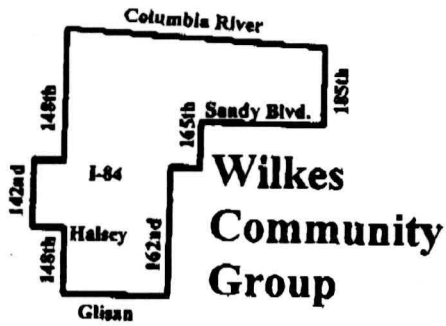
2000 Regional Transportation Plan

Conclusions



- New LOS policy integrates land use and transportation
- Other measures are needed to better address quality of life values
- Request OHP amendment as reflected in Table 7

Metro 2001



15231 NE Holladay
 Portland, OR 97230
 June 8, 2001

To: Metro Councilor Rod Park

Thanks so much for joining us this coming Tuesday evening, between 8:00 & 9:00 pm, to discuss Metro matters of importance to you, and to answer questions from some of our membership.

Date: Tuesday, June 12, 2001

Location: Teamsters Complex, Joe Edgar Hall
 1850 NE 162nd Ave.

Time: 7:00 Business meeting
 8:00 Speaker: Rod Park, Metro Councilor

The Teamsters Complex is on the east side of NE 162nd Ave, just north of NE Halsey St. A Wilkes Community Group sandwich board sign on the sidewalk will indicate the entrance gate through a chain link fence. Drive straight back along the north side of the building, about halfway, where another Wilkes sign will indicate the door into our meeting area.

Questions? Please call Alice Blatt, 503-253-6247
 Fax: 503-253-5485
 E-mail: aliceb@pacifier.com

Thanks again.

Alice Blatt

**METRO**

June 13, 2001

Ms. Elizabeth Ussher-Groff
4205 SE Ramona
Portland OR 97206

Dear Ms. Ussher-Groff:

Thank you for your postcard in support of connecting the Springwater Corridor Trail and the OMSI to Sellwood trail.

We are currently ranking projects to receive Metropolitan Transportation Improvement Program (MTIP) funds. Springwater Trail is a top priority to receive a portion of the \$38 million in MTIP money in order to build bridges over McLoughlin and the railroad tracks. The influence of local jurisdictions (cities and counties) is very significant within the Metro process, so support for this project from those entities is crucial. I hope you will let them know your opinion, too.

Please note that there is a public meeting on Monday, June 18, 2001, from 6 to 9 p.m. at Metro. Please call me at (503) 797-1547 if you have any questions.

Sincerely,

Rod Park
Metro Councilor, District 1

RP:rmb

Springwater response data for Councilor Park June 13, 2001

Date Reply	Mcel Title	First Name	Last Name	Organ.	Address1	City	Sta	Zip
6-13-01	Ms.	Elizabeth	Ussher-Groff		4205 SE Ramona	Portland	OR	97206
	Ms.	Edie	Kierbaugh		12341 SE 67 th Ct.	Milwaukie	OR	97222
	Mr.	Brad	Baughner		5052 SE Nevada Ct.	Portland	OR	97219
	Mr.	Stephen	Miller		2005 NE 56 th Ave.	Portland	OR	97213
	Mr.	Steve	Gutmann		2083 NW Johnson, #35	Portland	OR	97209
	Mr. and Mrs.	Andrew	Greenberg		7327 SE 37 th Ave.	Portland	OR	97202-8337
	Ms.	Linda	Ginenthal		622 SE 28 th	Portland	OR	97214
	Ms.	Janet	Leasher		920 NW Naito	Portland	OR	97209
		R.	Radcliffe		7090 SE 27 th	Portland	OR	97202
	Ms.	Karen	Southerland		1534 SE 23 rd	Portland	OR	97214
	Ms.	Shayna	Rehberg		1602 SE Flavel St.	Portland	OR	97202
	Ms.	Martha	Taylor		7516 SE 21 st	Portland	OR	97202
	Ms.	Amy	Carlson		1805 SE Sherrett	Portland	OR	97202
	Ms.	Sue	Fischer		9510 SE Fuller Rd.	Portland	OR	97266
	Ms.	Allison	Sample		1581 SE Linn	Portland	OR	97202
	Mr.	Michael	Wolfe		2387 NW Northrup, #5	Portland	OR	97210

COUNCILOR ROD PARK

600 NORTHEAST GRAND AVENUE
TEL 503 797-1547

PORTLAND, OREGON 97232 2736
FAX 503 797-1793



METRO

July 17, 2001

Suzanne and Jerry Kalapus
15928 SE Flavel Drive
Portland, OR 97236

Dear Mr. and Mrs. Kalapus:

Thank you for your letter of support regarding the City of Portland's MTIP request for \$1.5 million in improvements at SE Foster Road at 162nd Avenue. First let me say that your comments have been entered into the public record.

I will be attending the Pleasant Valley Neighborhood Association meeting on August 29th, and this is one of the topics I believe the membership has asked to discuss. The meeting is going to be at the Grange on SE 171st and Foster Road. Safety at that intersection as well as the riparian environment are as important to me as they are to you.

I hope you will be able to attend the neighborhood association meeting, and look forward to seeing you there.

Sincerely,

A handwritten signature in cursive script that reads "Rod Park".

Rod Park
Metro Council
District One

July 8, 2001

Rod Park
Metro Councilor
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Mr. Park,

This letter is to support the City of Portland's request for improvements at SE Foster Road at SE 162nd Ave. to solve safety issues at the intersection.

At the time we purchased our home (January 2000) necessary measures were to be taken in the near future at this dangerous intersection.

We happen to enjoy bicycling and are delighted to be near the Springwater Corridor. However, we find it frightening and intimidating to try to ride our bicycle from our home to the trail because we have no safe route and must cross this dangerous road without the aid of a light or bike lane.

Walking in this area is equally dangerous without a crosswalk or even adequate off-road space.

Not only are we vastly concerned with the safety question at this intersection, but also we care about the well being of the fish. A culvert replacement to remove a fish blockage on Kelley Creek will aid the fish to use riparian environments in Kelley Creek above the road crossing, thus assuring the perpetuation of the fish population.

We urge you consider strongly not reducing or removing your participation from making this a safe intersection for thousands of motorists, bicyclists and walkers who transit it daily.

Sincerely,



Suzanne and Jerry Kalapus
15928 SE Flavel Dr.
Portland, OR 97236

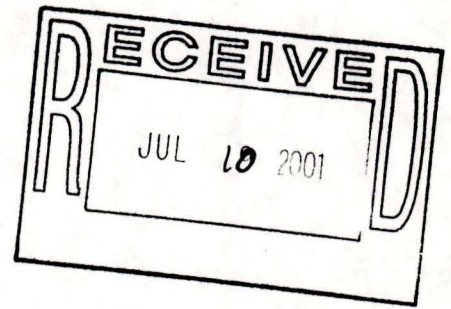
RECEIVED

Brian Hoop 7-11-01
ONA 12:35p
P. 823-3075
re which
Need to NA this
Respond: is in
probably just an
acknowledgement
of concerns, etc.
yes, in PVNA
Red

Original went in official record.

July 8, 2001

Rod Park
Metro Councilor
600 NE Grand Ave.
Portland, OR 97232-2736



Dear Mr. Park,

This letter is to support the City of Portland's request to Metro for \$1.5 million for improvements at SE Foster Road at SE 162nd Ave. This project is urgently needed to solve safety issues at the intersection.

At the time we purchased our home (January 2000) we were assured that the necessary measures were to be taken in the near future at this dangerous intersection.

We happen to enjoy bicycling and are delighted to be near the Springwater Corridor. However, we find it frightening and intimidating to try to ride our bicycle from our home to the trail because we have no safe route and must cross this dangerous road without the aid of a light or bike lane.

Walking in this area is equally dangerous without a crosswalk or even adequate off-road space.

Not only are we vastly concerned with the safety question at this intersection, but also we care about the well being of the fish. A culvert replacement to remove a fish blockage on Kelley Creek will aid the fish to use riparian environments in Kelley Creek above the road crossing, thus assuring the perpetuation of the fish population.

We urge you consider strongly not reducing or removing your participation from making this a safe intersection for thousands of motorists, bicyclists and walkers who transit it daily.

Sincerely,

A handwritten signature in cursive script that reads "Suzanne & Jerry Kalapus".

Suzanne and Jerry Kalapus
15928 SE Flavel Dr.
Portland, OR 97236

Original went in official record.

COUNCILOR ROD PARK

600 NORTHEAST GRAND AVENUE
TEL 503 797-1547

PORTLAND, OREGON 97232 2736
F A X 503 797-1793



METRO

July 19, 2001

Ms. Linda Bauer, President
Pleasant Valley Neighborhood Association
6232 SE 158th Street
Portland, OR 97236

Dear Ms. Bauer: *Linda*

Your comments on the SE 162nd and Foster Road intersection have been entered into the public record.

As you know, the City of Portland is the agency providing traffic enforcement for that intersection and the Hawthorne Ridge area. I see that you sent them a copy of your letter.

The projects on the current Metropolitan Transportation Improvement Program (MTIP) list have been submitted by the jurisdictions for funding consideration, and are currently being ranked and rated. The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council are looking at these in order of their importance based on predetermined criteria. The Metro Council's responsibility in this area is regional, and there are many projects to evaluate and select, and a small amount of money to spend.

This particular project, submitted by the City of Portland for funding consideration, is competing with many other projects so it's going to be a tough decision in September when the final choices are made.

I appreciate your concern and thank you for taking the time to express your thoughts.

Sincerely,

Rod Park

Rod Park
Metro Council
District One

Pleasant Valley Neighborhood Association

July 11, 2001

Councilor Rod Park
Metro Council
600 N.E. Grand
Portland, OR 97232-2736

Dear Mr. Park:

The Pleasant Valley Neighborhood Association has always felt that the 162nd and Foster intersection, because of its extremely limited capacity and very poor sight distance, is dangerous and that it needed to be improved even before the area was approved for increased development. This residential area intersection, while dangerous for automobiles, is suicidal for pedestrians or bicyclists, and cannot accommodate alternative modes of transportation, contrary to the intent of the Oregon Transportation Rule.

Even before the first development, Hawthorne Ridge, received its' final approval, we took the stance that the intersection needed to be improved before it could safely handle any increase in volume. The impact, that the Hawthorne Ridge development would have on the intersection, was warranted substantial enough for the City to require that the developer pay part of the cost of improving the intersection as a part of the conditions of final approval. Traffic is already congested from west of 162nd and Foster to Jennie and Foster and the developments, Hawthorne Ridge, MacGregor Heights, Emerald View, and Emerald Crest, are less than 25% completed. Why must the local residents play Russian Roulette in order to access the only arterial in the area? What kind of value are we placing on the life of the child who was permanently paralyzed by an accident at this intersection? How many more fatalities must occur before the essential improvements are done? If funding, for this intersection, was questionable, then these developments should not have been given final approval until the safe egress, or ingress, of the residents could be assured.

The City needs to honor the commitment it made, when it required funds from the developer for improvements to the intersection, and fulfill its' obligation to provide as safe an intersection as possible. Because through traffic contributes substantially to the traffic volume along this portion of Foster, making this a regional as well as a local safety issue, Metro's help is needed in funding these essential safety improvements and pushing for timely completion of the project.

Sincerely,



Linda Bauer, President,
Pleasant Valley Neighborhood Association

cc: Brett Kesterson
1120 S.W. 5th
Portland, OR 97204-1971

COUNCILOR ROD PARK

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797-1547 | FAX 503 797-1793



METRO

August 9, 2001

Mr. Jeff Kalina
4145 SW 45th Avenue
Portland, OR 97214

Dear Mr. Kalina:

Although the public comment period has ended on Metropolitan Transportation Improvement Program (MTIP) projects, I welcome your postcard in support of the Springwater Trail, and will ask that it be included in the public record. The Metro Council and the Joint Policy Advisory Committee on Transportation are currently evaluating the submitted projects and a final list of project nominees will be posted on our Web site at www.metro-region.org.

The influence of local jurisdictions (cities and counties) is very influential within the Metro process, so support for these projects from those entities as well as from the citizens of the region is crucial. I hope you will let them know your opinion, too.

Please call me at (503) 797-1547 if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Rod Park".

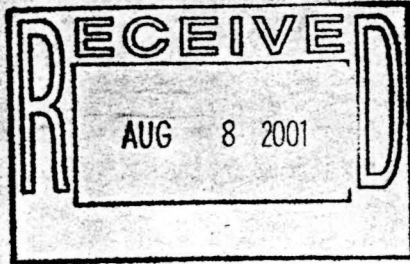
Rod Park
Metro Council
District One

MESSAGE: PLEASE SUPPORT
THIS + ALL BIKE TRAIL
FUNDING. IT'S CRUCIAL
TO TAKE ADVANTAGE
OF UNDEVELOPED
SPACES WHILE THEY
STILL EXIST TO FURTHER
THE USE OF BICYCLES.

NAME: JEFF KALINA
ADDRESS: 4145 SW 45TH AVE
POX, OR 97224

PORTLAND OR
PM
AUG 8 2001

SPRINGWATER NOW!
P.O. BOX 22542
MILWAUKIE, OR 97269-2542



COUNCILOR ROD PARK
METRO COUNCIL
600 NE GRAND AVENUE
PORTLAND, OR 97232

From: Rod Park
To: "PeterB@pixelworks.com".GWIA.MetCen
Date: 8/10/01 5:39PM
Subject: Re: No TVs on Tri-Met

Peter Brown,

I have not heard that Tri-Met is considering television on buses. I have heard that they are trying to add video monitors to certain stops so those waiting for the next bus or train would know in real time, when it would arrive. Currently it is "guess" work which does not allow one to grab a newspaper or whatever in fear one would miss it.

I would also suggest you address this question directly to Tri-Met as they are not a part of the Metro Regional Government.

Sincerely,

Rod Park
Metro Councilor, District 1

>>> Peter Brown <PeterB@pixelworks.com> 08/10/01 16:04 PM >>>
Rod,

I have heard from a neighbor that Tri-Met is considering putting putting TVs on our city's buses. Put simply, this is a DUMB idea that will do nothing but aggravate riders and invite a backlash. People ride transit because they want the solitude that allows them to work on their computer, read a book or quietly contemplate the day that commuting in a car doesn't provide. Having a TV blasting advertisements or even "entertainment" -- with or without audio -- is a deep intrusion of this personal space that people need early in the morning. Don't do it. This is a dumb idea that will at best aggravate riders and at worst lower Tri-Met's ridership.

Peter Brown
Portland Resident

From: Rod Park
To: "dru@drumartindesign.com".GWIA.MetCen
Date: 8/13/01 11:29AM
Subject: Re: televisions on the bus

Mr. Martin,

Interesting opinion about television at bus stops and/or on the buses. I would suggest however since that Metro does not operate the mass transit system that you redirect this to Tri-Met.

Thank you,
Rod Park
Metro Councilor District 1
503-797-1547

>>> Dru Martin <dru@drumartindesign.com> 08/13/01 10:49 AM >>>
Hi,

As a person who occasionally rides the bus, I know if I had to pay an additional fee, I'd strongly consider an alternative mode of getting there.

If I had to listen to advertising, I'd consider this as an extra 'fee.'
When you drive a car, you have full control of what you listen too, as well as all the other control that comes with personal transportation. Of course it's much more expensive, but control is one thing you do have, and tvs on the bus would make that difference much greater.

You need to work on the people that are on the 'fringes,' between 'I should ride the bus,' and 'It's so nice to be in my own car.'

How about tvs at the bus stops? Vagrants might flock there. But not necessarily if the programming wasn't entertainment, like weather info or news.

One way tv could work on the bus is if there was no advertising, or if the screens weren't visible from a seated position. Of course, audio is the biggest distraction, so if there was no sound, people like me could just tune it out.

Even better, how about 'environment' sounds, like rivers or the ocean, or a peaceful forest. Now that's something that not every car has.

Please don't 'charge' patrons the fee of 'peaceful travel.'

Thanks!
Dru Martin

--

Dru Martin Design
identity | interactive
503.226.6631
www.drumartindesign.com

From: Rod Park (Rooney Barker)
To: "dransfeldt1@home.com".GWIA.MetCen
Date: 8/15/01 9:39AM
Subject: Re: Purchase of park land

Thank you for your recent communication regarding possible purchases by Metro's Open Spaces bond measure program.

This has been a very successful program, purchasing over 7,000 acres to date. Unfortunately, our bond measure resources are running low now, and we clearly will not be able to buy all the worthy sites that may be available.

The Executive Officer and his staff have been given direction on criteria for purchasing property. The Council will also be reviewing the status of the program early this fall, and I will be sure your area of interest is included in our review.

Metro will soon be starting a process to develop and open some of its recently purchased bond measure sites. I hope you will be supporting that process as well.

Sincerely,

Rod Park
Metro Councilor
District One

>>> "Bruce Dransfeldt" <dransfeldt1@home.com> 08/09/01 04:50AM >>>

I understand the Michael's Property on Clatsop Butte and the Gentelmen's Property at the west end of 162nd may be available for purchase by Metro to hold and use as park space and for access to the Springwater Trail. I would urge you to support these two purchases as the highest and best use of these properties, not only for the immediate future but also for generations to come.

Thank you for your consideration.

Bruce Dransfeldt

From: Rod Park
To: rooney barker
Date: 8/10/01 2:34PM
Subject: Fwd: Widening/Signalling SE Foster and 162nd intersection

We need to do a reply based upon we are in the MTIP process, it is more than just 1000 fish, it is a general philosophy with working with not against nature, etc.

From: "Bruce Dransfeldt" <dransfeldt1@home.com>
To: <parkr@metro.dst.or.us>, <athertonb@metro.dst.or.us>
Date: 8/10/01 10:50AM
Subject: Widening/Signalling SE Foster and 162nd intersection

As I understand the information in the Oregonian and from Mr. Grosjean, the city is seeking funds from Metro to widen and put a signal at the intersection of SE Foster Road and 162nd. The price tag for this project would be over \$5 million, in part because of the necessity to replace a culvert at that corner to enable fish runs. The other issues are convenience for the residents who live south of Foster and in Clackamas and safety for auto and truck travelers at that intersection.

If 1,000 fish used the new culvert, the cost would be \$5,000 per fish! How much are fish worth? I think there needs to be some balance in what we do in the name of ecology.

Admittedly residential development in our area is far from finished, but so far I have experienced very little delay or inconvenience from having to wait for traffic to clear before turning from 162nd onto Foster, or left turning from Foster west-bound to 162nd. The new light and intersection at Foster and Jenne Road really has helped with controlling traffic and may be enough help for the next few years.

My thought is this: rather than try to fix just this intersection as a project, why not do the widening and signalling as a part of the overall widening and traffic control for Foster Road from Barbara Welch Road to 174th. The planning and groundwork has been laid for widening, drainage, pedestrian walks and left turns from 122nd to the old bridge on Foster Road. Why not finish that part as soon as possible, then move quickly into a project to replace the old bridge, straighten and provide traffic control at Barbara Welch Road, widen and finish Foster Road all the way to 174th, with appropriate signals, traffic controls, and pedestrian/bicycle access. This project would include the promised signal and straightening of 162nd and the fish culvert.

It seems to me that while fixing 162nd would be farther in the future, it would be much more cost-effective to do the whole project at once, rather than piece-meal.

To address the safety issue, I strongly urge you to prod our city traffic people to reduce the speed limit on Foster Road to 35 miles an hour (from 45 currently). The road is now largely mixed commercial and residential clear to 174th. I believe most of the accidents are caused by excessive speed or drunk driving. It's time to slow down and actively enforce the slower speed limit.

Thank you for taking the time to understand my ideas.

Bruce Dransfeldt

CC: <paul@ePerformanceGroup.net>

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736
TEL 503-797-1540 FAX 503-797-1793



METRO

Date: August 23, 2001
To: Presiding Officer David Bragdon
Councilor Rex Burkholder
From: Councilor Rod Park
Re: Absence from Upcoming Committee Meeting

I will be absent from the Council Regional Facilities and Operations Committee meeting on September 13th. I plan on attending the Rail~Volution conference in San Francisco and will be leaving Portland immediately after the JPACT meeting that morning.

I will be returning to Portland on Sunday, September 16th.

Thank you.

A handwritten signature in cursive script that reads "Rod Park".

cc: Metro Council
Jeff Stone, Chief of Staff
Council Analysts/Assistants



METRO

August 23, 2001

This letter was sent to all JPACT members
and alternates (per the attached list).

The Honorable Rod Monroe
Metro Council

Dear Councilor Monroe,

On September 4, 2001, Metro is taking public testimony on the recommended MTIP list based on the priorities of the Metro Council and JPACT. Since this list will be before JPACT on September 13th, we are inviting you to participate in this meeting.

Please join the Metro Council, meeting as the Community Planning Committee, on Tuesday, September 4, 2001, at 6:00 p.m. in the Metro council chamber.

Please call my assistant, Rooney Barker, at 503-797-1941, to confirm your attendance.

Sincerely,

A handwritten signature in cursive script that reads "Rod".

Rod Park, Chair
Community Planning Committee
Metro Council, District One

Distribution: JPACT (members and alternates)
Mike Burton, Executive Officer
Andy Cotugno, Planning Director

Courtesy_ Title	Title	First Name	Last Name	Organization	Department	Address	Suite_Type	Suite	City	STATE	ZIPCODE
The Honorable	Councilor	Carl	Hosticka		Metro Council						
The Honorable	Councilor	Rex	Burkholder		Metro Council						
The Honorable	Councilor	Rod	Monroe		Metro Council						
The Honorable	Commissioner	Charlie	Hales	City of Portland		1221 SW 4 th Avenue	Room	210	Portland	OR	97204-1906
The Honorable	Mayor	Vera	Katz	City of Portland		1221 SW 4 th Avenue	Room	340	Portland	OR	97204-1907
The Honorable	Commissioner	Sere na	Cruz	Multnomah County Commission		501 SE Hawthorne Blvd.	6 th Floor		Portland	OR	97214-3585
The Honorable	Commissioner	Lonnie	Roberts	Multnomah County	Board of Commissioners	501 SE Hawthorne Blvd.	6 th Floor		Portland	OR	97214-3585
Mr		Fred	Hansen General Manager	Tri-Met		4012 SE 17th Ave			Portland	OR	97202
Mr		Neil	McFarlane, Executive Director Capital Projects and Facilities Division	Tri-Met	Capital Projects & Facilities Div	710 NE Holladay St.			Portland	OR	97232
The Honorable	Commissioner	Tom	Brian	Washington County	Board of Commissioners	155 N 1st Ave	MS	22	Hillsboro	OR	97124-3001
Mr		Peter	Capell	Clark County	Public Works Department	PO Box 9810			Vancouver	WA	98666-9810
The Honorable	Mayor	Rob	Drake	City of Beaverton		PO Box 4755			Beaverton	OR	97076-4755
Mr		Ed	Galligan Executive Director	Port of Portland		PO Box 3529			Portland	OR	97208
Mr		Andy	Ginsburg	DEQ		811 SW 6th Ave	Flr	11	Portland	OR	97204
Ms		Stephanie	Hallock Director	Oregon DEQ		811 SW 6th Ave			Portland	OR	97204

The Honorable	Councilor	Larry	Haverkamp	Gresham City Council		1333 NW Eastman Pkwy			Gresham	OR	97030-3813
The Honorable	Commissioner	Michael	Jordan	Clackamas County	Board of Commissioners	906 Main St			Oregon City	OR	97045-1882
The Honorable	Commissioner	Bill	Kennemer	Clackamas County	Board of Commissioners	906 Main St			Oregon City	OR	97045-1882
The Honorable	Councilor	James	Kight	City of Troutdale		950 Jackson Park Rd			Troutdale	OR	97060-2114
Ms.		Mary	Legry Support Services Manager	WSDOT		PO Box 1709			Vancouver	WA	98668-1709
Ms		Annette	Liebe	DEQ	Air Quality's Airshed Planning	811 SW 6th Ave			Portland	OR	97204-1390
Mr		David	Lohman Director of Policy and Planning	Port of Portland	Policy & Planning	PO Box 3529			Portland	OR	97208
Mr		Dean	Lookingbill Transportation Director	SW Wash Reg'l Transp Council		1351 Officers Row			Vancouver	WA	98661
The Honorable	Councilor	Brian	Newman	City of Milwaukie	City Council	10577 SE Riverway Ln			Milwaukie	OR	97222-7420
The Honorable	Mayor	Lou	Ogden	City of Tualatin		21040 SW 90th Ave			Tualatin	OR	97062-9346
The Honorable	Mayor	Royce	Pollard	City of Vancouver		PO Box 1995			Vancouver	WA	98668
The Honorable	Commissioner	Craig	Pridemore	Clark County	Board of Commissioners	PO Box 5000			Vancouver	WA	98666-5000
The Honorable	Commissioner	Roy	Rogers	Washington County	Board of Commissioners	12700 SW 72nd Ave			Portland	OR	97223-8335
The Honorable	Councilor	Karl	Rohde	Lake Oswego City Council		PO Box 227			Lake Oswego	OR	97034-0369

Ms		Kay	Van Sichel Region 1 Manager	ODOT		123 NW Flanders St			Portl and	OR	97209-4037
Mr		Don	Wagner District Administrator	WSDOT		PO Box 1709			Vanc ouve r	WA	98668
Mr		Bruc e	Warner Director	State of Oregon	Department of Transportat ion	355 Capitol St NE	Rm	135	Sale m	OR	97301-3871

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736
TEL 503-797-1540 FAX 503-797-1793



METRO

Date: August 27, 2001
To: Andy Cotugno, Planning Director
From: Councilor Rod Park *Rod Park*
Re: LATE FILING OF RESOLUTION NO. 01-3098

At the Planning Department's request, the September 4th Community Planning Committee meeting was agreed to as the public hearing date for Planning's MTIP Resolution No. 01-3098. Last week, at the pre-Community Planning Committee meeting on Tuesday, I asked that all material for the agenda packet be filed no later than Friday, August 24th, which was the normal filing date. You agreed to that deadline.

This morning, I find the resolution material is still not filed, that it's awaiting blue sheet signatures.

I agreed to the Planning Department's request, anticipating that documents would be turned in on the date promised. In order for this office to maintain its credibility, I will not pull this item from the agenda (thus causing a great deal of extra work and cost for staff). Instead, I will ask Council staff and ASD staff to make the extra effort to complete the Community Planning Committee agenda process in a timely manner.

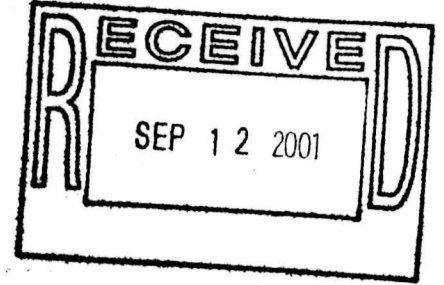
I ask that you take the appropriate steps to minimize the probability that this does not happen again.

RP:rmb

cc: Jeff Stone, Chief of Staff
Pete Sandrock, Chief Operating Officer, Executive Office



METRO



September 11, 2001

The Honorable Rod Park
Metro Council District 1
600 N.E. Grand Avenue
Portland, OR 97232

Dear Councilor Park:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducts a certification review and evaluation of transportation planning processes every three years. As part of this review the two agencies hold a two-hour evening meeting with elected officials, staff from related agencies and members of the public in each Metropolitan Planning Organization (MPO) area. This meeting provides an opportunity for members of the public and local officials to comment on the transportation planning process in this area.

As someone who has been actively involved in a number of Metro programs and has demonstrated a keen interest in transportation issues in general, we would like to invite you to participate in a meeting with our FHWA and FTA representatives. This meeting is scheduled for Wednesday, October 17, 2001, from 6:00 to 8:00 p.m. and will be held at the Metro Regional Center, 600 N.E. Grand Avenue. Please call Sherrie Blackledge at 503-797-1724 to let us know if you will be able to attend.

370 A + B

Thank you in advance for taking the time to participate in this important review session and for your continued involvement in Metro's planning efforts.

Sincerely,

Gina Whitehill-Baziuk
Public Involvement Planning Manager
Planning Department

GWB/srb
C:\Certification letter.doc