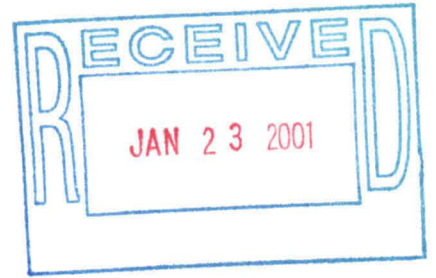


DISTRICT 6



CHARLIE RINGO
STATE REPRESENTATIVE
HOUSE OF REPRESENTATIVES

January 22, 2002

Councilor Rod Park
Metro Regional Center
600 N.E. Grand Avenue
Portland, OR 97232-2736

*Thank for letting
us see this -
we'll let you
respond
Hosticka
replied Nancy*

Dear Rod:

I am enclosing a letter addressed to all Metro Councilors concerning the taxi cab permitting issue that we discussed some time ago. Jim Francesconi is willing to allow Metro to assume responsibility from Portland for taxi cab permitting.

I would greatly appreciate it if you would work to establish a mechanism whereby Metro assumes such responsibility.

Thanks very much for your attention to this matter.

Very truly yours,

Charlie Ringo
State Representative
District 6

Enclosure



DISTRICT 6



CHARLIE RINGO
STATE REPRESENTATIVE
HOUSE OF REPRESENTATIVES

November 27, 2001

Dear Metro Councilors,

We, in Washington County, are writing to urge you to support placing the regulation of taxicabs under the region-wide jurisdiction of Metro, instead of the current licensing procedures by individual City governments within the Metro area.

Currently, taxi drivers from Washington County are permitted to make trips into Portland, but are not allowed to take a fare for the return trip back to Washington County. The reverse is not true, in that a Portland taxi is allowed to take a fare out to Washington County and then return the customer back to Portland. This system is inherently unfair to taxies operating in Washington County.

As Metro is responsible for the overall planning of the transportation system in the regional area, it only makes sense for the licensing of taxis to fall under the jurisdiction of Metro. All of the entities involved seem to agree that this is an efficient and equitable solution. We support this change in order to serve our citizens in the most efficient manner possible. We urge you to implement this change as soon as possible.

Very Truly Yours,

Tom Hartung
State Senator
District 3

Ryan Deckert
State Senator
District 4

Charlie Ringo
State Representative
District 6

Bill Witt
State Representative
District 7

Mark Hass
State Representative
District 8





METRO

April 26, 2002

Commissioner Ed Barnes, Co-Chair
I-5 Partnership Task Force
C/O Washington State
Transportation Commission
4009 NE 50th Avenue
Vancouver WA 98661

Dear Mr. Barnes:

Metro Council has had the opportunity to review the draft recommendations of the I-5 Partnership Task Force. We are writing to commend you for your work and to ask you to adopt final recommendations that are substantially the same as the draft, with the following considerations:

During the next two months, as you move forward to finalize your recommendations, we ask you to reaffirm your commitment to a balance of transit and highway improvements, management of the transportation and land use system to optimize its efficiency and protection of the communities which these facilities pass through and serve.

A key part of the recommendations is for I-5 to have three through lanes in the corridor. We support this and understand that this will require widening of the Delta Park Lombard section of I-5 from two lanes to three lanes, southbound. We support moving forward on this project as soon as possible.

The work of the Task Force is central to addressing problems with freight mobility and access to jobs on both sides of the Columbia River. I-5 is a major link in the high-speed interstate system serving both short and long distance travelers and commerce. We believe that the intended mobility and economic functions of the system must be maintained and enhanced. We support the recommendation for additional river crossing capacity and interchange improvements, including the recommendation for a full interchange at Columbia Boulevard, to help address freight mobility needs and support the planned employment and industrial growth in the Columbia Corridor.

In addition to the employment base, the I-5 Corridor is home to many Northeast and North Portland residents. Metro's plans support increasing the attractiveness of these communities by improving the ability of local arterials to function as "main streets" rather than commuter routes as well as to reduce other impacts. It is important that the Task Force recommendations take into account the need to enhance these communities in the Corridor.

We want to express our support for the commitment the draft recommendations show for transit and travel demand management strategies. We support the extension of the region's light rail transit system to Clark County. LRT will increase transit use and encourage development around station areas; both of which can help reduce auto use. Travel demand management and transportation system management techniques must also be an important part of short and long-term plans for the corridor.

The draft recommendations recognize the critical role that managing land development has in protecting transportation investments around existing interchanges, such as at Delta Park and Ridgefield, new interchanges, such as at SR 502 and Columbia Blvd, and at transit station areas. Metro strongly supports the linkage of land development plans with construction of new capacity across the river and supports the recommendation that we, as a region, move forward now to protect existing highway capacity. We can offer considerable experience and information on land use strategies and are eager to work with you on developing the best strategy for protecting the interstate capacity for regional and national trade. We have reviewed the proposal in the April 10 Working Draft of the Land Use Accord and support the direction it proposes.

The draft recommendations were silent on the freight rail and passenger rail needs in the heavy rail corridor. Maintaining an effective rail system for freight and passenger rail use is an important part of the I-5 Corridor needs. We are interested in the work that is currently being conducted to assess the needs of the freight and passenger rail system between Oregon and Washington in the vicinity of I-5 and seeing your recommendations in this area.

The Task Force is headed in the right direction for the I-5 corridor. We look forward to your final recommendations and working together with other regional partners, in implementation.

Sincerely,



Carl Hosticka
Presiding Officer
Metro Council

C: Mr. Henry Hewitt, Co-Chair, I-5 Partnership Task Force
Metro Council
JPACT
Bi-State Transportation Committee

YELLOW CAB

(AMERICAN TRANSPORTATION)

10480 SW EASTRIDGE ST. SUITE 89,
PORTLAND, OR 97225-5047
WASHINGTON COUNTY
PHONE (503) 253-2277



Honorable Rod Park
Metro Regional Center
600 NE Grand Ave,
Portland, OR 97232
VIA FAX AND US MAIL

Re: Problems of Washington County Taxicab Industry

Honorable Park,

You are probably well aware of the present taxicab situation occurring in the Washington County. Washington County based taxicab companies are allowed to make trips into Portland, but are not permitted to pick up their passengers for the return trip whether they are normal person, senior citizen or handicap person. These cause inconveniences for the citizens (of Washington County) and the taxi cab company.

Just being in Portland causes an uncomfortable situation for my passengers and my company's cab drivers. Portland cabdrivers get very angry because they think that I am taking their business away. They express their anger in numerous ways. But when the same cabdrivers comes into Washington County, there is no conflict. It seems like Beaverton citizens are being discriminated. They are being forced to take Portland based taxis home, which charge 20% more than our prices. Portland companies have monopolized the taxi industry and have made no room for competition.

Mr. Charlie Ringo, our State Representative, has urged many representatives and senators to take action against this unfair practice in which the taxi industry is being operated. But that was a few months ago, and I have not seen any change or any progress since then. I shall appreciate if you would do something to make better for the Washington County citizens and the cab companies. We look forward to get something from you to make our citizens and small businesses feel better.

Truly Yours,

July 5th, 2002

Sukhninder Mann (Bill)
President & Owner
YELLOW CAB



METRO

Council Office Facsimile

Date: July 18, 2002
To: Judson Randall
Fax number: 503-725-5199
Company/Agency: c/o Institute of Portland Metropolitan Studies
Phone number: 503-725-5170
From: Cheryl Grant, Council Assistant
Phone number: 503-797-1536
Total # of pages: 2 *(including cover page)*
Subject: letter of support

Please notify immediately if not received properly.

Following is a letter from Metro Councilor Rod Park in support of the East Metro Area Advanced Transportation and Telecommunications Corridor Assessment.

The original is being mailed to you today.

If you have questions, please feel free to contact me.

COUNCILOR ROD PARK

600 NORTHEAST GRAND AVENUE
TEL 503 797-1547

PORTLAND, OREGON 97232 2736
FAX 503 797-1793



METRO

July 18, 2002

Mr. Judson Randall
Chair, Multnomah-Washington Regional Investment Board
c/o Institute of Metropolitan Studies
Portland State University
PO Box 751
Portland, Oregon 97207-0751

RE: East Metro Area Advanced Transportation and Telecommunications Corridor Assessment

Multnomah-Washington Regional Investment Board Members:

I am writing to express my support of the East Metro Area Advanced Transportation and Telecommunications Corridor Assessment. This study will identify and analyze opportunities and alternatives to link existing and developing employment centers, education centers, and livability centers through an advanced transportation and telecommunications corridor.

Metro is now evaluating urban growth boundary expansion options, with a focus on accommodating future employment development. It is anticipated the Metro Council will make its final decision on where and how much to expand by the end of 2002. It is essential that the East Metro area prepare strategies to accommodate and encourage this future economic growth.

As leaders, we must work together to develop new state and local resources to maintain and improve the transportation infrastructure to enhance our economy and implement our economic land use goals. I believe the work identified in this proposal is fundamentally important to the future economic health and livability of the East Metro area as well as the entire region.

Therefore I urge your support of this proposal to help foster the goals set out by the State and adopted by the Multnomah-Washington Regional Investment Board.

Sincerely,

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

Rod Park
Metro Councilor District 1
Community Planning Committee Chair

SENDING REPORT

Jul. 18 2002 11:45AM

YOUR LOGO :METRO COUNCIL OFFICE
YOUR FAX NO. :503 797 1793

NO.	OTHER FACSIMILE	START TIME	USAGE TIME	MODE	PAGES	RESULT
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THEN SELECT OFF BY USING 'JOG-DIAL'.

FOR FAX ADVANTAGE ASSISTANCE, PLEASE CALL 1-800-HELP-FAX (435-7329).

M E M O R A N D U M

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



METRO

Date: September 4, 2002
To: Rod Monroe, Chair
JPACT
From: Councilor Rod Park *RP*
Re: Absence from September 12th JPACT Meeting

I will be at a Board of Agriculture meeting in Astoria the morning of September 12th so will not be able to attend the JPACT meeting on September 12th. Presiding Officer Hosticka is the alternate member, I understand, so perhaps he could attend in my stead.

Thank you.

cc: Carl Hosticka, Presiding Officer
Rex Burkholder, District 5
Andy Cotugno, Planning Director
Peggy Coats, Council Operations Officer
Jeff Stone, Legislative/Policy Development Officer
John Donovan, Council Communications Officer