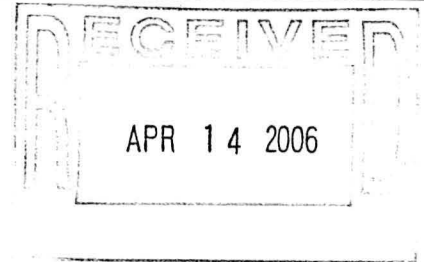


74I

CITY  
OF

# FAIRVIEW

1300 NE VILLAGE ST., P.O. BOX 337  
FAIRVIEW, OREGON 97024  
(503) 665-7929 FAX 666-0888



April 13, 2006

Jason Tell, Region 1 Manager  
c/o Region 1 STIP Coordinator  
123 Flanders St.  
Portland, Oregon 97209

RE: Retaining Troutdale/Marine Dr. Backage Road at I-84 in 100% STIP List

Dear Mr. Tell:

As the Mayor of the City of Fairview, I am requesting the retention of the Troutdale/Marine Dr. Backage Road at I-84 in the 100% list of the STIP. This interchange is one of six priority transportation projects for the development of the Columbia-Cascade River District in east Multnomah County. The Backage Road has emerged through Troutdale's studies as a critical element in allowing this intersection to continue to work for the next 20-year growth period. It is in the City of Troutdale's recently adopted TSP and the Port of Portland Transportation Improvement Plan. The interchange serves about 30,000 vehicles daily, including a high percentage of local and interstate trucks. Troutdale is the first point of rest for westbound interstate traffic, including interstate trucks, traveling from the inland U.S. through the Columbia River Gorge. Traveling in the opposite direction, it is also the last interchange on I-84 before entering the Columbia River Gorge. North of the interchange is the Troutdale airport and large industrial areas. Finally, it is the primary access route for industrial traffic in East Multnomah County past NE 181<sup>st</sup> Street.

The inefficient configuration of this busy interchange causes serious congestion and safety problems and excessive truck idling near the Columbia River Gorge Scenic Area. The interchange consists of a one-way loop system with frontage roads on either side of the freeway. The south frontage road has multiple driveways for businesses, including two truck stops. Peak hour flows at the interchange routinely back up along the south frontage road because of the conflicts between through traffic and vehicles turning in and out of the driveways.



Year 2025 forecasts expect traffic volume at the interchange to increase by 35%, to over 40,000 vehicles daily.

The Congressional delegation has provided the region with \$1 million of high priority funds to begin to address the interchange problem. It is our hope that a solution can be developed and funded with the State Transportation Improvement Program ( STIP) funds. We are very concerned about the impact that this poorly designed interchange is having on our ability to realize economic development of the industrial lands in the vicinity of the Troutdale airport, as well as impacts to our community's overall livability. We are in desperate need of a solution that meets the multiple objectives of expanding economic development and improving livability for our citizens. We appreciate your attention to this request.

Sincerely,

A handwritten signature in black ink that reads "Mike Weatherby". The signature is written in a cursive style with a large, sweeping "M" and "W".

Mike Weatherby  
Mayor

Cc: Councilor Rod Park  
Representative Karen Minnis  
Commissioner Stuart Foster  
Andy Cotugno

# COUNCILOR ROD PARK

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



May 23, 2006

Jim Wheeler  
Gresham City Hall  
1333 NW Eastman Parkway  
Gresham, OR 97030-3813

**RE: Response to Traffic Impact Analysis of Wal-Mart at Powell and 182<sup>nd</sup>**

Dear Mr. Wheeler,

I am writing to provide comments on the proposed location of a Wal-Mart at West Powell Boulevard and SW Highland Drive. The West Powell Boulevard Wal-Mart Retail Center Transportation Impact Analysis report indicates that the Wal-Mart will have significant and far-reaching traffic impacts in the Gresham area, and negatively affect the region's ability to develop and implement existing land use plans. Regional plans include a new town center in Pleasant Valley, a regional center in Damascus, and an industrial area in the Springwater area in southeast Gresham. In order to plan for anticipated household and employment growth in Gresham, Pleasant Valley, and Damascus, Metro completed the Powell-Foster Corridor Study in 2004 which recommended widening several roadways in this area, and increasing the capacity of several of the same intersections that are impacted by the proposed shopping center. The traffic analysis indicates that the proposed Wal-Mart would use much of the capacity at several key intersections, and may prohibit future development without major street improvements.

Current zoning does not differentiate between using commercial sites for smaller retail uses and large retail stores like Wal-Mart. Although large retail stores are always difficult to place in an urban planning setting without impacting the available capacity at key freeway interchanges and arterial intersections, the need to address these larger traffic impacts through local or regional land use policies should be considered. The current Regional Transportation Plan (RTP) restricts large retail uses within industrial areas.

Although the size of the proposed Wal-Mart store has been reduced, the assumed traffic impacts along Powell Boulevard, Highland Drive, Pleasant View Drive, and 190<sup>th</sup> Drive are deemed to be similar to the larger store. Metro recommends that the following projects be completed, and the developer fund the entire cost of the improvements as a condition of approval:

- Signal modifications at West Powell Boulevard and SW Highland Drive, and at SW Highland Drive and SW 11<sup>th</sup> Street;

Jim Wheeler  
Page 2  
May 23, 2006

- Modifications of the existing advance warning system on SW Highland Drive;
- Design and construction of new traffic signals and roadway improvements at SW Highland Drive and SW Pleasant View Drive, and at SE 190<sup>th</sup> Drive and SE Butler Road;
- Design and construction of a new concrete pedestrian refuge island (if needed) on SW Highland Drive south of the bridge.

Traffic generated from a retail development as large as the proposed Wal-Mart would have a significant impact on traffic levels on Powell Boulevard, SW Highland Drive, and SW Pleasant View Drive/SE 190<sup>th</sup> Drive. In planning for future land uses in the Pleasant Valley area, Metro's Powell-Foster Corridor Study recommends widening all three of these streets to four lane arterials with turn lanes by 2020. As a way to address future funding of these street improvements that support the regional plans and policies for Pleasant Valley, Springwater and Damascus, Metro would like to join the cities of Gresham and Portland in exploring the possibility of Wal-Mart sharing in the costs of some or all of these improvements.

Sincerely,



Rod Park  
Vice Chair, Joint Policy Advisory Committee on Transportation  
Metro Councilor, District 1

cc: Jay McCoy P.E., City of Gresham



**Kathryn Sofich - Re: Blue Lake**

---

**From:** Jim Desmond  
**To:** Rod Park  
**Date:** 6/9/2006 11:05:41 AM  
**Subject:** Re: Blue Lake  
**CC:** Jim Lind; Kathryn Sofich; Teri Dresler

---

Rod

With this copy I'm asking Teri and Jim Lind to follow up (again; they have an ongoing dialogue with Mr. Patton on a variety of issues).

The curious thing here is that Teri just spent a couple hours with Lance at Interlachen's annual meeting. I'm a bit baffled why he would take this straight to you now.

A couple of these issues are overblown and not feasible to address in the manner suggested, but a couple are fair comments. For instance, there is too much litter being thrown off the boats. It's a pet peeve of mine as well.

I'm not sure where Teri and/or Jim are with our contractor but I'll ask them to report back to both you and Lance.

JD

Jim Desmond  
Director  
Metro Parks and Greenspaces  
600 NE Grand Avenue  
Portland, OR 97232  
(503) 797-1914  
desmondj@metro.dst.or.us

>>> Rod Park 06/09/06 10:32 AM >>>

Mr. Pattock,

Thank you for bringing this to my attention. I will ask the Park's director, Jim Desmond to look into this and respond. If you do not get a response from Mr. Desmond or his staff in the near future, please let me know.

Sincerely,

Rod Park  
District 1  
503-797-1547

>>> "Lance Pattock" <lpattoc@mail.tricor.com> 06/09/06 10:17 AM >>>  
June 9, 2006

To: Rod Park, Metro Councilor, District 1

Don Barron, River Trails Raft and Canoe (Metro rental vendor at Blue Lake Park)

From: Board of Directors of Interlachen Inc. Homeowners Association on Blue Lake

Subject: Blue Lake Park & Water Safety

Dear Councilor Park and Mr. Barron or current owner/manager of River Trails,

As board members of our homeowners association and long time homeowners on Blue Lake, we are writing a letter to you to address some concerns/trends that we (your constituents) have been observing from your Blue Lake park patrons that rent your vendor's paddle boats, canoes and rowboats.

1. The lack of a patrol boat enforcing the "no swimming rule" from the rental boats. The vendor has significantly reduced their amount of boat patrol time the last couple of years. We can't believe they have not had a drowning off one of the boat rentals with all the swimming that goes on these past few years. Did the boat rental supervisor inform Mr. Barron last August that a homeowner saved a 12 year-old boy from drowning who was swimming off of one of the paddleboats?

2. Trespassing patrons: Homeowners have to ask your patrons to leave private docks or rafts only to be subjected to verbal abuse from your park patrons. It appears that the employees at the rental booth may not know about or explain to boat rental patrons that there is a 50 foot rule from private property, which includes the homeowners docks. If they are aware of this, the lake patrol staff is not enforcing it.

3. Floating litter: Can you request your patrol boat operators carry a little net and scoop up floating litter that is generated from your rental boat patrons?

4. Disposing of the old unusable paddleboats and bikes that are overgrown with brush and weeds in the old swim area beach. It ruins the ambience of the state park and the lake.

5. We have communicated these concerns to Jim Lind (Blue Lake Park Manager) and Teri Dresler (Metro Operations Manager) during numerous meetings these past few years and it is time we communicate to you directly. We look forward to speaking with you soon for a meeting. Thank you for your attention to these safety and environmental matters. Sincerely,

Interlachen Inc. Homeowners Association Board of Directors

PO Box 96

Fairview, OR 97024

Al Goetz, President

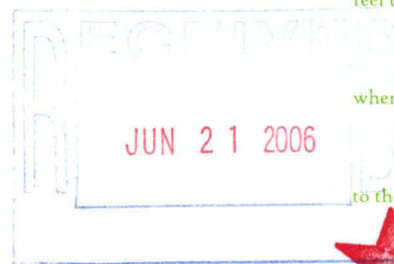
Lance Pattock, Vice President

Joe Horton, Lake Commissioner

Dianna Gould, Treasurer

Terry Schulz, Road/Parks Commissioner

Ruth Maionchi, Secretary



feel the breeze on your face  
 when flashers are your friends  
 to the MAX  
 where commuters get connected

June 16, 2006

Councilor Rod Park  
 Metro  
 600 NE Grand Avenue  
 Portland, OR 97232

**Re: Sullivan's Gulch/Banfield I-84 Corridor and Trail Project**

Dear Councilor Park,

I am writing on behalf of the Lloyd TMA Bike Committee in support of the Sullivan's Gulch/Banfield I-84 Corridor and Trail Project. As you probably know, the project would eventually be an off-road bicycle and pedestrian trail in the land area north of the rail line, paralleling the freeway. It would connect the neighborhoods adjacent to and near the I-84 freeway with access to the Eastbank Esplanade, the Willamette River Greenway, the I-205 Bike Trail, the Springwater Corridor and all MAX light rail stops from the Rose Quarter to the Gateway Transit Center. The Sullivan's Gulch Trail has the potential to become an essential component of the region's transportation system and to serve thousands of east-side city commuters and recreational users.

The Lloyd District is comprised of 650 businesses and 20,000 employees; the Lloyd Strategic Development Plan calls for 34,000 jobs in the district by 2020. The TMA Bike Committee is excited about the prospect of district employees enjoying close, convenient access to a greenway corridor that stretches from the Willamette River to I-205 at Gateway. The trail could attract more visitors and residents to the Lloyd District, will serve three centers as well as the Hollywood District, and will fill a gap in the existing metro-area bike network.

The Bicycle Transportation Alliance's Blueprint for Better Biking shows clearly that "cycling in traffic, around automobiles, is the top concern of cyclists of all levels of skill and experience. Increasing the number of low-traffic bicycling routes is especially important for parents and families,

discover a pocket park  
 drive less, save more  
 read a poem on the #6  
 sneakers as business expense  
 pedal power  
 find hidden art  
 scooters & skateboards—oh my!  
 carpool with a friend  
 just bike  
 skip between puddles  
 discover your neighborhood  
 find your fiance on the 74X  
 telework: work in your pj's  
 pogo is the way to go-go  
 work where you live  
 consider your options

people with limited cycling experience, seniors, and those who simply prefer an aesthetically pleasing ride.” The Sullivan’s Gulch Trail makes sense in the context of all the above.

The Lloyd TMA Bike Committee respectfully urges you to support funding for a preliminary feasibility study of the proposed project.

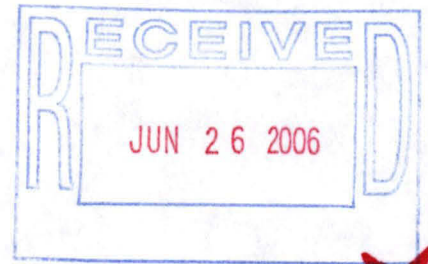
Sincerely,

A handwritten signature in blue ink that reads "Linda Aeder". The signature is written in a cursive style with a long, sweeping tail on the letter "A".

Linda Aeder  
Chair, Lloyd TMA Bike Committee



# Lloyd Executive Partnership



**Steve Hickok**  
Bonneville Power  
Administration

June 21, 2006

**Scott Langley**  
Ashforth Pacific

Mr. David Bragdon  
President

**Matt Nickerson**  
Liberty Northwest

Metro Council  
600 NE Grand Avenue  
Portland, Oregon 97232

**Steve Patterson**  
Portland Trail Blazers

Dear David:

**Stan Watters**  
Pacific Power

The Lloyd Executive Partnership (LEP) strongly supports the Eastside Streetcar and the recommendations contained within the Metro analysis, *Eastside Transit Alternatives Analysis: Locally Preferred Alternative Recommendation*. The Eastside Streetcar is one of three key priorities for the LEP, because it has the greatest potential to create jobs, add a range of housing options and maximize past public investment in the Lloyd District.

In 2005, five of the largest property owners in the Lloyd District came together as the Lloyd Executive Partnership (LEP) to look at the state of the area, the status of planning projects and the investments that have been made through the Oregon Convention Center Urban Renewal Area funds. Our mission is to provide a clear voice on the economic priorities of the Lloyd District and ensure strategic support from our public partners.

We fully concur with the findings in the *Eastside Transit Alternatives Analysis*. Streetcar will result in higher ridership and transit mode split for the Lloyd District and Central Eastside. Transit ridership will be enhanced and alternatives to commuting by single occupant vehicle will grow. The Lloyd District already maintains one of the most progressive programs for reducing commute trips, and the streetcar will both integrate with and be supported by an already established system.

As important, the streetcar will provide significant economic development benefits for the eastside of the river, catalyzing investments in the Burnside Bridgehead Project, the Oregon Convention Center and Hotel, Lloyd Crossing, the OCC Blocks Plan and the Rose Quarter Plan. Each of these projects represents key elements of City and regionally adopted plans for job growth and development for the eastside of the river. The area's assets are obvious: in-place infrastructure (utilities, density and access), developable land, low vacancies, an innovative vision and well-developed public/private partnerships.

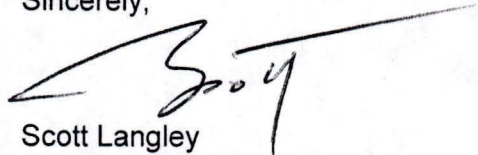
700 NE Multnomah, Suite 340  
Portland, Oregon 97232

# Lloyd Executive Partnership

One of the Eastside Streetcar's goals is to support and leverage key infrastructure projects to increase private investments and public benefit in the district. The LEP and Lloyd District Business Improvement District have been integrally involved in bringing together a coalition of private partners to support the formation of a Local Improvement District to provide funding for the streetcar. Although our organizations are directly and significantly impacted by the financial requirements of the LID, the speed with which the commitment to an LID came together demonstrates the high level of support in place for this project and the priority that it represents for the LEP.

Again, we recommend and urge Metro, TriMet and the City of Portland to continue to partner with us to make Eastside Streetcar a reality. The recommendations and findings in the *Eastside Transit Alternatives Analysis* have our full support and endorsement and we look forward to working with you as the project moves forward.

Sincerely,

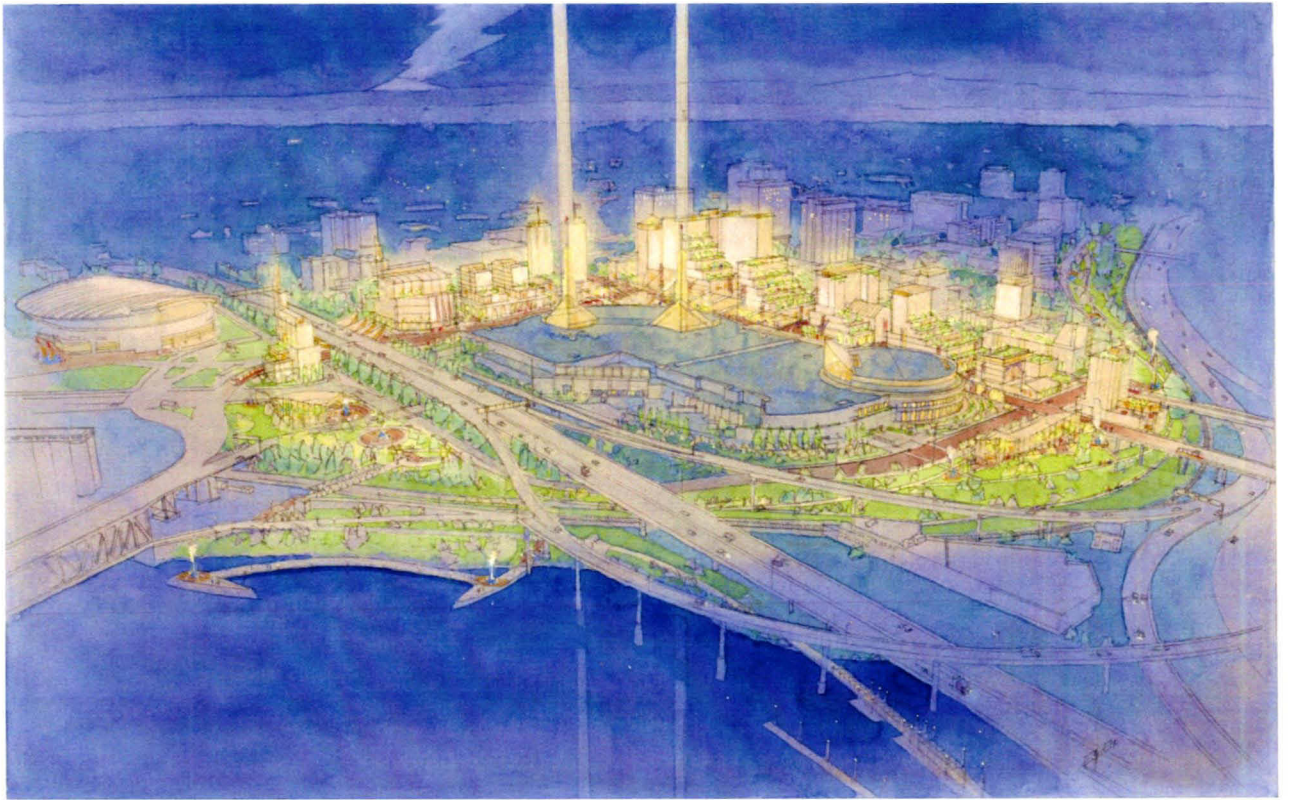


Scott Langley  
Lloyd Executive Partnership

Cc: Tom Potter, Mayor, City of Portland  
Fred Hansen, General Manager, TriMet  
JPACT Members  
Metro Councilors  
Multnomah County Commissioners  
Portland City Commissioners  
TriMet Board

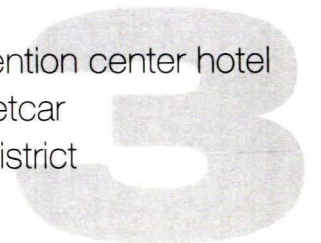
Enclosure: Lloyd District Opportunities





lloyd district opportunities<sup>3</sup>

oregon convention center hotel  
eastside streetcar  
bright lights district





## LEP MEMBERS

**Scott Langley**  
Ashforth Pacific Inc.

**Steve Hickok**  
Bonneville Power  
Administration

**Matt Nickerson**  
Liberty Northwest  
Insurance

**Steve Patterson**  
Portland Trailblazers

**Stan Watters**  
Pacific Power



Current view of Lloyd District

### Lloyd District Area Strategic Plans:

**Lloyd District Development Strategy (2001)**  
Conducted by Lloyd Lindley  
Paid for by City of Portland and  
the Lloyd District BID

**Rose Quarter Urban Design and  
Development Strategy (2001)**  
Conducted by Shiels Oblatz Johnsen, Inc.  
Paid for by PDC

**Eastside Streetcar Alignment Study (2003)**  
Conducted by Shiels Oblatz Johnsen, Inc.  
Paid for by PDOT

**Lloyd Crossing (2004)**  
Conducted by Mithun Architects +  
Designers + Planners  
Paid for by PDC

**Development Vision for Oregon  
Convention Center Blocks (2006)**  
Conducted by Mike McCulloch  
Paid for by PDC

# Lloyd Executive Partnership: who we are and why we care

**History:** In 2005, five of the largest property owners in the Lloyd District came together as the Lloyd Executive Partnership (LEP) to examine the state of the area, the status of planning projects and the investments that have been made through the Oregon Convention Center Urban Renewal Area funds.

The Oregon Convention Center is important not only to the district but also to the City, region and State. It stands out as the only significant planned public-private partnership that has been implemented to date from existing visioning plans (Lloyd District Strategy Plan, Lloyd Crossing, Rose Quarter and OCC Blocks Plan). Consequently it is the LEP's goal to place the Lloyd District and its priorities on the radar screen of public decision makers.

LEP formed to re-engage and focus potential public and private partners on the projects with the greatest catalyst potential to create jobs and add a range of housing options to the Lloyd District.

### Lloyd Executive Partnership Mission Statement:

to provide a clear voice on the economic priorities of the Lloyd District and ensure strategic support from our public partners.

**Goal:** to create an additional 20,000 jobs and 4,000 housing units in the Lloyd District by 2015.

## the assets

**Lloyd District Today:** The Lloyd District is a key gateway to the Portland metropolitan region.

It represents one of the best investment potentials in Portland, with a strong economic foundation, comprehensive infrastructure, underdeveloped land and links to all transportation systems.

The Lloyd District is comprised of 235 blocks framed by the Willamette River, I-84, NE Broadway, and NE 15th Ave. The area is a critical economic resource for the Central City. It employs about 22,000 and has an office occupancy rate of 96% (the best in Portland's Central City).

The Lloyd District is poised to provide a significant portion of the new jobs targeted for Central City, accounting for 20,000 new jobs over the next 10 years. The Lloyd District is strategically located next to other key districts (Central Eastside, Pearl and Downtown) and has the capacity to add significant housing—at all affordability levels.

With approximately \$90 million in Oregon Convention Center Urban Renewal Area funds remaining to be invested in the next seven to ten years, the potential is there for a significant economic development surge.

## the vision

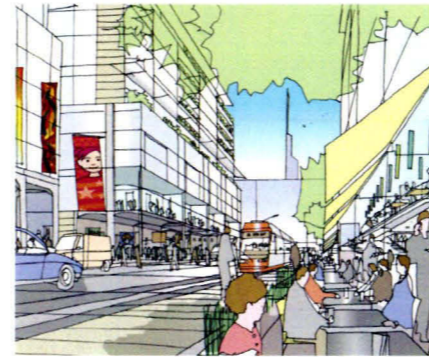
**Lloyd District's Future:** The Lloyd District will be a "24-hour community," including an entertainment district, a central office and retail core, housing at all income levels, and pedestrian amenities throughout the area that conveniently link the four corners of the district.

The "bright lights" entertainment district will be a significant feature, with a wide array of high-density housing, office buildings and cafés that will spill out into a covered area. Not only will this amenity leverage events at the Rose Quarter and Convention Center, Lloyd District residents and convention center headquarters hotel guests will enjoy the neighborhood feel of this dynamic, urban streetscape.

New development in the Lloyd District will be architecturally stepped to preserve the open feeling in the neighborhood. Landscaping will feature increased levels of sustainability, while electronic advertising as art will create the "bright lights" feel of the area. The overall design will highlight the natural assets of the Northwest.

Another sustainable feature, both environmentally and financially, Lloyd Crossing will be a 35-block urban ecosystem in the core of Lloyd District, with natural connections to the Lloyd Center Mall (on the east), the Broadway/Weidler Corridor (on the north) and the entertainment district (on the west). In 2005, Lloyd Crossing was recognized with the Green Project Award from the American Institute of Architects.

The expansion of streetcar and lightrail will enhance the Lloyd District's transit ridership and alternative commuting—already one of highest rates in Portland—while I-5, I-84 and major bridges will provide easy vehicle access.



Concept for "bright lights"  
entertainment district

## achieving the vision

Much like Portland's Pearl District and SW Waterfront, the Lloyd District is critically poised for redevelopment. The resulting growth and expansion will be a crucial economic focal point for Portland's Central City.

Three key development priorities will make the most of both private and public job creation and housing investments now, and into the future:

**1 Oregon Convention Center (OCC) Headquarters Hotel**—the proposed major hotel adjacent to the convention center, with covered street access between the two buildings. This will complete the central piece of the OCC Urban Renewal District Plan and help attract more than 250,000 room nights annually to Portland.

**2 Eastside Streetcar**—the extension of Portland's successful transit network across the Broadway Bridge. The new line will connect the Lloyd District to the Pearl District, Central Eastside, Downtown and South Waterfront areas. The streetcar is a central catalyst for commercial development along the NE 7th Avenue spine and throughout the close-in Eastside.



Ashforth Pacific/Garfield Traub/Westin  
concept for a headquarters hotel





*The Convention Center will be an entertainment hub*

### **3 Bright Lights District (Oregon Convention Center Blocks) —**

a convention area entertainment and residential district and will include the future redevelopment of the Memorial Coliseum site. This will be a major catalyst for a full range of housing options in addition to job creation.

## partnerships are key

Portland's rich tradition of strategic private and public partnerships has been critical to rejuvenating neighborhoods and creating new ones. These partnerships helped change the face of the Pearl District and create South Waterfront. Without these collaborations, individual projects would have been developed, but a sense of community would likely have been sacrificed. Significant private investment and broad leveraging of public resources would not have occurred.



*Lloyd District: a smart area for investment*

**The Lloyd District is positioned to be the next “in” place where people want to work and live. The area's obvious assets—in-place infrastructure, developable land, low vacancies, innovative vision—present an extraordinary and rare opportunity. When measured against past investments in areas with minimal infrastructure, an absence of a business base, low density and limited or fractured public support, the potential of this opportunity is incomparable.**

The three priority catalyst projects for the Lloyd District depend on collaborative leadership and investment by both the private and public sectors:

- WHEN the City invests in the OCC Hotel, THEN there will a multiplier effect in the millions in private sector investment in the project.
- WHEN local property owners support an \$8 million Local Improvement District (LID) to provide matching funds for the Eastside Streetcar alignment through the Lloyd District, THEN PDC/City will commit to its portion of federal matching dollars (approximately \$25 million) to fund the Eastside Streetcar.
- WHEN the private sector invests in a bright lights district around the Oregon Convention Center, THEN the City will invest in creating affordable and mid-market rate homeownership.

**City and PDC plans call for the realization of these critical projects.**

**Why?** Because they are imperative to creating jobs, spurring housing investment and building an additional property tax base.

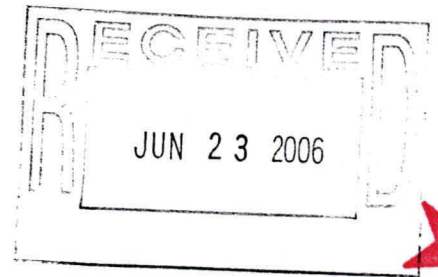
Investment in the Lloyd District is win-win. It is an opportunity too good to be missed.

The time to take the opportunity is **now**.

**Lloyd Executive Partnership**  
700 NE Multnomah, Suite 340  
Portland, Oregon 97232



Metro Council  
600 Northeast Grand Avenue  
Portland, Oregon 97232-2736



Re: Letter of Support for Metro Transportation Improvement Program (MTIP) Grant for Phase 2 of the McLoughlin Boulevard Project

The citizens-based Parks and Recreation Advisory Committee (PRAC) to the City of Oregon City supports the MTIP grant request by the City for the Phase 2 planning and development of McLoughlin Boulevard. Phase 2, which extends from the McLoughlin Boulevard's bridge over the Clackamas River through Dunes Drive, will significantly beautify the McLoughlin Boulevard gateway to the City and to the City parks and open spaces that straddle this gateway.

To the west of this gateway lies Clackamette Park, which is adjacent to the confluence of the Clackamas and Willamette Rivers. Contiguous to this park is John Storm Park. These two parks and adjacent public facilities extend public access from the Clackamas River south along the Willamette River through historic Abernethy Green, the end of the Oregon Trail, which was the destination point of the early pioneers who set off from Missouri to Oregon City, the capital of the Oregon Territory, where they filed their land claims to begin a new life. To the east of this gateway lies City-owned Clackamette cove, a body of water that is connected to the Clackamas River. This body of water and adjacent land are slated in Oregon City's Water Front Master Plan to be an area of active and passive recreation and to include a substantial riparian corridor. This corridor along with a contiguous publicly-owned riparian corridor along the south shore of the Clackamas River will be a significant City contribution to Metro's Nature in the Neighborhood program, meeting part of Oregon City's commitment to Goal 5's protection and restoration of fish and wildlife habitat.

The Phase 2 development assures both vehicular and pedestrian access to these important recreational areas, open spaces, and wildlife habitats from McLoughlin Boulevard onto Dunes Drive, Clackamette Drive, and the Main Street extension, which provide access to the river front segment of the Oregon City trail system. To this end, the PRAC requests that Metro Council provide the matching funds for this development.

Sincerest thanks for your consideration

Sincerely,

Lisa Wright-Wilson  
Chair, Oregon City PRAC  
PRAC

Martha Sumption  
Oregon City PRAC

Dan Kromer  
Oregon City

Havan Jones  
Oregon City PRAC

Doug Neeley  
Oregon City PRAC

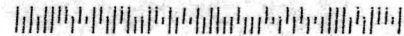
Shawn Dachtler  
Oregon City PRAC

Ted Schumaker  
Oregon City PRAC

Ogden Middle School  
14133 S Donovan Road  
Oregon City, OR 97045



Metro Council  
600 Northeast Grand Avenue  
Portland, OR 97232-2736



RTP update

PO Box 37

Cresham 97030

351 -7682

Bob Pung

From the desk of  
**Kathryn Schutte**  
Council Support Specialist

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232  
TEL 503 797 1941 | FAX 503 797 1793



**METRO**

Hello Mr. Pung,

Here is a handout that describes the RTP update that you called wanting information on. It is currently being updated and this handout describes the update process.

Call if you have any more questions.

Thanks for your interest.  
Kathryn

[www.metro-region.org](http://www.metro-region.org)  
Recycled Paper



# New Look

## The Regional Transportation Plan

### FAST FACTS ABOUT THE REGIONAL TRANSPORTATION PLAN

A NEW LOOK  
AT REGIONAL  
CHOICES  
FOR HOW  
WE GROW



**METRO**

PEOPLE PLACES  
OPEN SPACES



Transportation shapes our communities and daily lives in profound and lasting ways. What we plan for today affects the health of our communities, our economy, and our environment for many years to come.

#### What is the Regional Transportation Plan?

The Regional Transportation Plan, or RTP, includes policies, projects and programs for travel by motor vehicle, transit, walking and bicycling—and for the movement of freight and goods. The RTP is a tool that Metro uses, in collaboration with local and state governments, to make sure that the dollars we invest in transportation over the next 30 years are used wisely. The RTP covers everything from street design to transit service to road construction to the efficient management of the overall transportation system. Transportation projects and programs must be in the RTP to receive federal—and some state—funding.

#### What is the 2035 RTP update?

The 2035 RTP update is the first major update since 2000 in response to several major developments: rapid growth in the region (about a million more people expected in the next 25 years), escalating construction and maintenance costs that outstrip transportation revenues (no federal or state gas tax increases since 1993), increasing cost of fuel and petroleum-based road construction material. Given these developments, we want to ensure that the updated RTP reflects what residents and businesses say they need to keep this region a great place to live and work—yet is financially realistic. Previous RTPs have contained many more projects than could be paid for with anticipated resources; the updated RTP will much more closely match expected funding.

#### Who decides what projects and programs are included in the RTP?

The Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) make the final decision, with input from other advisory committees and the public. The Metro Council is made up of one representative elected from each of six districts in the region and a president elected at large. JPACT is made up of agency representatives and elected officials from cities and counties in the Metro region and from Vancouver and Clark County, Washington.

## Metro

People places • open spaces

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

### Metro Council

President  
David Bragdon  
(503) 797-1889

Deputy President  
Carl Hosticka  
District 3  
(503) 797-1549

Rod Park  
District 1  
(503) 797-1547

Brian Newman  
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(503) 797-1887

Susan McLain  
District 4  
(503) 797-1553

Rex Burkholder  
District 5  
(503) 797-1546

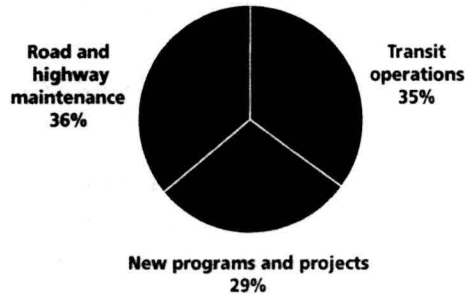
Robert Liberty  
District 6  
(503) 797-1552

Metro Council  
[www.metro-region.org](http://www.metro-region.org)  
(503) 797-1700

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06242a mdw

### Current distribution of regional transportation funds

(\$630 million in 2003)



### Where does money for the RTP come from?

The region's transportation system is funded through a combination of federal, state, regional, and local sources that include gas taxes, licensing and vehicle registration fees, taxes on heavy trucks, local property-tax levies and other development-related fees. Much of the money may be used only for certain kinds of investments. For example, state gas taxes and licensing fees may be used only for road-related

projects. Some federal funds may be used only for projects and programs that improve air quality. Some capital funds may be used for either maintenance or new projects or programs, so agencies must decide how much to devote to existing facilities and how much to spend fixing existing facilities.

### What is the public's role in developing the RTP?

Public values and choices help shape transportation policy and help rank and prioritize investments at all levels of government. We gather this input through

- Scientific public opinion research conducted by telephone in February and November 2006
- Topical workshops with community organizations and interest groups held in October 2006
- Focus groups conducted in early spring 2007

### Timeline

#### June–December 2006

Research the state of the current transportation system, identify public goals for transportation, and update policies to guide the selection of projects and programs to include in the updated RTP

#### January–September 2007

Solicit projects and programs from local jurisdictions, transit providers, and transportation agencies, and evaluate how well these projects and programs achieve desired outcomes

#### September–November 2007

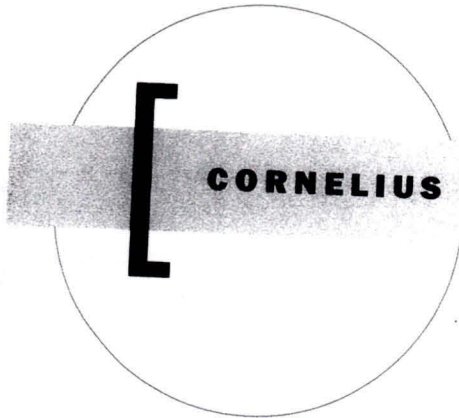
Invite public review of a draft RTP before adoption

- Public opinions expressed to councilors and staff by email and returned comments cards
- Public review and written comments submitted during a 45-day comment period in Fall 2007
- Public testimony submitted at hearings held in Fall 2007

### For more information

- Visit [www.metro-region.org/RTP](http://www.metro-region.org/RTP) and click on "2035 RTP Update"
- Call the Metro transportation hotline at **503-797-1900**
- Email [rtp@metro-region.org](mailto:rtp@metro-region.org)
- Attend ongoing Metro Advisory Committee meetings





**CORNELIUS CHAMBER OF COMMERCE**

MTIP

September 12th, 2006

David Bragdon  
Metro Council President  
600 NE Grand Ave  
Portland, OR 97232

Rex Burkholder  
Metro Councilor & JPACT Chairman  
600 NE Grand Ave  
Portland, OR 97232

Susan McLain  
Dist. 4 Metro Councilor  
600 NE Grand Ave  
Portland, OR 97232

Roy Rogers  
Washington County Commissioner & Metro JPACT Rep.  
115 N. First Ave.  
Hillsboro, OR 97124

Dear Metro Representatives,

The City of Cornelius Baseline Main Street improvement grant is the top ranked "Boulevard" Improvement project in Metro's current competition for transportation funds. This \$3.2 million grant will extend the 19<sup>th</sup>/20<sup>th</sup> Intersection improvements west down Baseline to 10<sup>th</sup> Avenue. Our Technical Rank is 99 points out of a possible 110. That's eight points ahead of the nearest competition and one of the highest ranked of any project proposal in any category received by Metro.

Baseline and Adair Streets in Cornelius are also know as TV Highway or state Highway 8. This stretch of road has approximately 40,000 cars that travel through Cornelius on a daily basis. This constant stream of traffic makes it very difficult to cross Baseline when leaving the chamber office. I often have to go several blocks out of my way in order to have time to get across traffic to reach the Post Office.

It is also very important to have sidewalks, crosswalks and bike lanes so our kids don't have to risk their lives walking home from school or riding their bikes to the store!

Sincerely,

Jenny Garner  
Executive Director  
Cornelius Chamber of Commerce

PO Box 681  
120 N 13th Ave  
Cornelius, OR 97113

Phone: 503-359-4037  
Fax: 503-992-1997  
E-mail: [admin@corneliuschamber.com](mailto:admin@corneliuschamber.com)



Cornelius Chamber of Commerce

October 9, 2006

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

Re: Metropolitan Transportation Improvement Program (MTIP) Request for the Eastside  
Burnside-Couch Couplet Project

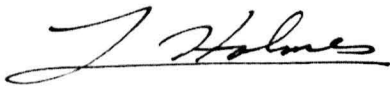
Dear Mr. Bragdon:

The purpose of this letter is to express support from members of the Burnside Bridgehead Citizen Advisory Committee (CAC) for the eastside Burnside/Couch Couplet MTIP grant funding request. The CAC is comprised of a diverse group of community stakeholders including Hosford-Abernethy and Kerns Neighborhood Association representatives, Central Eastside property owners, City Club and transportation advocates; the committee is advisory to the Portland Development Commission (PDC) Board of Commissioners and staff.

The requested \$4.7 million in MTIP funds is necessary for development of the eastside Burnside-Couch Couplet. The Couplet project is critical for the redevelopment of the Burnside Bridgehead project (located at the corner of Northeast Martin Luther King Jr. Boulevard and the east end of the Burnside Bridge) as well as for the vitality of the entire Central Eastside. The eastside Burnside-Couch Couplet will increase traffic capacity and transit access, reduce transportation conflicts, improve bicycle and pedestrian connectivity, and assemble two new multi-block redevelopment areas – Burnside Bridgehead and the historic 7-Up Site. More specifically, in order to support small business growth and redevelopment efforts that are currently underway, it is imperative for the Couplet to be completed by fall 2009.

We encourage you to continue your support for the eastside Burnside-Couch Couplet MTIP funding request.

Sincerely,



Tim Holmes, Chair  
Burnside Bridgehead Citizen Advisory Committee

CC: Rex Burholder, Metro  
Rod Park, Metro  
Sam Adams, City Council Commissioner  
PDC Board of Commissioners  
Bruce Warner, Executive Director, PDC  
Burnside Bridgehead CAC Members

## **TVI POWER & SPORTS**

---

34515 SW TUALATIN VALLEY HWY  
P.O. BOX 965, Cornelius, OR 97113  
Phone: 503-648-1254 FAX: 503-640-5858  
www.tvipowerandsports.com

October 9, 2006

Mr. Rex Burkholder  
Metro Councilor & JPACT Chair  
600 NE Grant Avenue  
Portland, OR 97232

**Subject: Cornelius' Baseline/10<sup>th</sup> Street Improvement Proposal**

Dear Mr. Burkholder:

I know that you are extremely busy, but I want to remind you that Cornelius proposal received the highest ranking of any project proposal and should be one of the first funded. Please remember Cornelius, we are small but the improvements on Baseline are extremely important to this growing community. When the State highway comes through Cornelius we must have sidewalks, crosswalks, and bike lanes. We have a community that really does get out and walk and we need to know our children have the protection of these improvements.

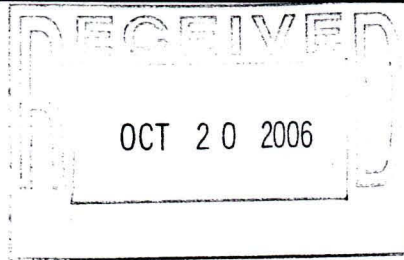
Thank you,



Georgia Todd-Tiffany  
Small Business Owner in Cornelius



**WASHINGTON COUNTY**  
**OREGON**



Original forwarded to:  
MTIP folder  
Copies provided to:  
David Bragdon  
All Councilors



October 16, 2006

The Honorable David Bragdon, President  
Metro Council  
Metro  
600 NE Grand Avenue  
Portland OR 97232-2736

Dear Councilor Bragdon *David*

Washington County supports the City of Beaverton's request for \$4,284,000 in federal funds through Metro's Metropolitan Transportation Improvement Program (MTIP). These funds will be used to purchase right of way and construct multimodal improvements at the intersection of Farmington Road and Murray Boulevard.

There are four compelling reasons why this project needs to be funded now:

1. The project is ready to proceed, as the preliminary engineering phase is complete and 90% plans are in hand.
2. The addition of turn lanes will help address congestion and safety problems at an intersection that is at level of service is F. This intersection is also the 13<sup>th</sup> most dangerous intersection on the County's list of more than 200 identified intersection safety concern locations.
3. The bicycle and pedestrian environment will be improved with the addition of bike lanes, sidewalks with planters, a pedestrian median refuge, and count-down signals.
4. The project will build on the County's recent Farmington Road improvements to the west and improve east/west access to Beaverton's Regional Center and Highway 217.

This project is needed to implement Metro's 2040 Growth Concept in Washington County. Therefore, the County requests that the Metro Council approve MTIP funding for this project.

Sincerely,

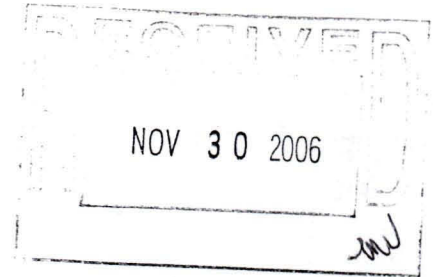
Tom Brian, Chair  
Washington County Board of Commissioners

Cc: Carl Hosticka, Metro Council





November 21, 2006



Metro President and Councilors  
Metro Regional Government  
600 NE Grand Ave.  
Portland, OR. 97232

**Urban Renewal Advisory  
Committee**

**Cindy Peek**  
Chair, Resident

**Jeff Rose**  
Vice Chair, Lents Nbhd. Assoc.

**Jess Laventall**  
Lents Nbhd. Assoc.

**Rebecca Stavenjord**  
Alternate, Lents Nbhd. Assoc.

**Mary Walker**  
Powellhurst-Gilbert Nbhd Assoc.

**Pati Hall**  
Powellhurst-Gilbert Nbhd Assoc.

**Debbie Black**  
Foster Area Business Assoc.

**Gary Sargent**  
82<sup>nd</sup> Ave. Business Association

**John Miller**  
Housing Organization

**Roger Rees**  
Community Organization

**Steve Messinetti**  
Community Organization

**Wisteria Loeffler**  
Community Organization

**Clint Leonard**  
Resident

**Jeana Marie Fiumefreddo**  
Resident

**Michael Cummings**  
Resident

**Alan Brzycki**  
Business

**John Tzantarmas**  
Business

**MTIP APPLICATION:  
LENTS TOWN CENTER BUSINESS DISTRICT STREETScape PROJECT**

Dear Metro President and Councilors:

I am writing in my capacity as Chair on behalf of the Lents Town Center Urban Renewal Advisory Committee (URAC) to ask for your support of the Portland Office of Transportation's application for \$1.9M Metropolitan Transportation Improvement Program (MTIP) grant to construct sidewalk improvements within the business district core of the Lents, a 2040 designated Town Center. The \$1.9M grant will be matched with \$220K PDC funds from Lents Town Center Urban Renewal Area for a total project cost of \$2.1M.

This grant will allow us to at last implement recommendations from our plan, the *Lents Town Center Business District Transportation Plan*, November 1999, prepared by the City of Portland Office of Transportation and the Portland Development Commission (PDC) through an MTIP grant. It was achieved with considerable community outreach and participation.

Our plan centers on safe and convenient pedestrian access from all points in the Town Center to the future light rail stop at SE Ramona and 92<sup>nd</sup>. It includes wider rehabilitated sidewalks, curb extensions at major intersections, additional on-street parking and safety improvements at SE 92nd and SE Ramona St.

We believe redevelopment of pedestrian infrastructure surrounding the future light rail stop will lead to a safer, more attractive town center for pedestrian and transit oriented development. The MTIP grant is essential to achieve this vision. Thank you for your assistance.

Sincerely,

Cynthia Peek, Chair  
Lents Town Center Urban URAC

CC  
Lents Town Center Urban URAC Members  
Sue Kiel, PDOT  
Bruce Warner, PDC

Portland Development Commission  
222 NW Fifth Avenue  
Portland, OR 97209-3859  
(503) 823-3200

Lents Contacts  
Amy Miller Dowell, Dev. Manager: 503/823-3356  
Lene Hopson, Staff Assistant: 503/823-3376  
[www.pdc.us/ura/lents.asp](http://www.pdc.us/ura/lents.asp)





NOV 30 2006

Regional Real Estate / Property Management

4706 N.E. Glisan  
Suite 101  
Portland, Oregon  
97213

Tel 503.215.7325  
Fax 503.215.6678

Original forwarded to:  
MTIP folder  
Copies provided to:  
All Councilors



November 27, 2006

Metro  
c/o Council President David Bragdon  
600 NE Grand Avenue  
Portland, OR 97232-2736

Dear President Bragdon and Council Members,

It has come to my attention that the City of Portland and Tri-Met have submitted a joint request for Metro's MTIP transportation funding (FY 2008-2011) in the amount of \$202,000 for the redesign and redevelopment of the Hollywood Transit Center. The project will include the planning and preliminary engineering for an improved transit center. Providence Health System encourages you to fund this project.

Having participated in the planning for the Hollywood and Sandy areas, we believe that the City's aggressive community planning for this area is responsible for the recent growth and development in the area, such as the Hollywood station project. As you know, PHS operates a program designed to promote the use of alternative modes of transportation for its employees, which results in significant use of the public transportation system. Currently PHS provides Tri-Met passes to approximately 12,000 employees in the Portland service area at no cost to our employees. In 2006, PHS paid \$1.6 million for these passes, which are attached to employee badges. All employees are encouraged to use the passes for trips that are both work related and also for their personal use, as part of Providence's commitment to regional livability.

We know that during the Hollywood and Sandy planning process there were several requests for functional improvements to the transit center. Improvements to the transit center, which serves as the gateway into Hollywood, will be helpful to the employees of PHS. Constructed in the mid-1980s, the current transit center lacks multi-modal user amenities and is not safe or designed well for users. The \$202,000 requested by the City of Portland and Tri-Met to carry out planning and preliminary engineering for the

redesigned transit center is a relatively marginal cost that would greatly benefit Providence Health System, other Hollywood business owners and members of the public. This is an opportunity whose timing is right, given the level of development that is occurring and the plans that Providence is making for the area.

We support the project and hope that you will include it in your MTIP transportation-funding program.

Best wishes,

A handwritten signature in black ink, appearing to read "Dana White". The signature is fluid and cursive, with the first letter "D" being particularly large and stylized.

Dana White  
Regional Director, Real Estate and Property Management  
Providence Health System – Oregon

Cc: Ms. Debbie Bischoff

Original forwarded to:  
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Councilor Rod Park

*MW*



NOV 29 2006

November 28, 2006

The Honorable Rod Park  
METRO  
600 NE Grand Avenue  
Portland, OR 97232-2736

Dear Councilor Park, JPACT Chair:

This letter is to support Metro's Urban Regional Centers application for MTIP funding.

The City of Milwaukie is excited about its mixed-use development of housing above ground floor retail on the old Safeway site in downtown Milwaukie. Mixed-use projects such as this will be the mainstay of transforming our centers into vibrant areas of development. These more urban-scale projects require partnerships between private and public entities. Metro's Urban Centers Program has been an important ally in making the North Main Street Project a reality.

To continue to move our North Main Street Project forward and for other projects in downtown Milwaukie, it is vital that a number of development tools be available. Financial tools used in the Metro Urban Centers Program are of vital assistance. We urge that you support Metro's Urban and Regional Centers Program for MTIP funding.

Sincerely,

A handwritten signature in black ink that reads "James Bernard". The signature is written in a cursive style with a long, sweeping tail on the letter "d".

Mayor James Bernard  
City of Milwaukie

MILWAUKIE CITY HALL  
10722 SE MAIN STREET  
MILWAUKIE, OREGON 97222  
PHONE: (503) 786-7555 • FAX: (503) 652-4433



Original forwarded to:  
 MTIP folder  
 Copies provided to:  
 Councilor Rod Park

*JW*

November 28, 2006

The Honorable Rod Park  
 METRO  
 600 NE Grand Avenue  
 Portland, OR 97232-2736

Dear Councilor Park, JPACT Chair:

This letter is to support Metro's Urban Regional Centers application for MTIP funding.

The City of Milwaukie is excited about its mixed-use development of housing above ground floor retail on the old Safeway site in downtown Milwaukie. Mixed-use projects such as this will be the mainstay of transforming our centers into vibrant areas of development. These more urban-scale projects require partnerships between private and public entities. Metro's Urban Centers Program has been an important ally in making the North Main Street Project a reality.

To continue to move our North Main Street Project forward and for other projects in downtown Milwaukie, it is vital that a number of development tools be available. Financial tools used in the Metro Urban Centers Program are of vital assistance. We urge that you support Metro's Urban and Regional Centers Program for MTIP funding.

Sincerely,

A handwritten signature in black ink that reads "James Bernard". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Mayor James Bernard  
 City of Milwaukie

MILWAUKIE CITY HALL  
 10722 SE MAIN STREET  
 MILWAUKIE, OREGON 97222  
 PHONE: (503) 786-7555 • FAX: (503) 652-4433



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Council President and Councilors

December 1, 2006

Council President David Bragdon  
Councilors Park, Newman, Hosticka,  
McLain, Burkholder and Liberty  
Metro  
600 NE Grand Ave.  
Portland, OR 97232-2736

DEC - 5 2006



PORTLAND FREIGHT COMMITTEE

Dear Council President Bragdon and Councilors,

The purpose of this letter is to supplement public testimony provided by me on behalf of the Portland Freight Committee (PFC) during the November 16, 2006 Listening Post on the Transportation Priorities 2008-11 First-Cut List Recommendations.

The PFC is advisory to Portland's City Council. Its membership includes 30 private sector representatives of freight service providers, shippers, trade associations and businesses directly related to multi-modal freight activities. Our roster is attached.

The PFC offers the following comments on the Transportation Priorities 2008-11 Program:

1. **Freight Projects:** The PFC supports both Fr4044 (82<sup>nd</sup> Ave./Columbia Blvd. Intersection Improvements) and Fr0002 (N. Portland Rd./Columbia Blvd. Intersection Improvements), which are included in the TPAC recommendation. We also recommend including Fr0001 (N. Burgard/Lombard Street Improvements) on the first-cut list. This narrow road segment is heavily used by haulers and commuters alike and is inadequate to serve the freight mobility needs within this regionally significant industrial area. The conflicts between private auto and large trucks present unique design requirements, particularly at critical points of ingress and egress along this segment. This project is also recommended in the St. John's Truck Strategy and should be completed so as to move truck traffic off neighborhood streets and onto designated freight streets.
2. **East Burnside – Bd1089:** East Burnside is an important portal to downtown Portland, providing access for automobiles, buses, service and delivery vehicles. At present, East Burnside has three inbound travel lanes. The couplet will provide just two inbound lanes on Couch Street. PFC members know from experience that accidents will more likely occur unless the right-of-way is wide enough for buses and trucks to make the turns from the couplet onto the Burnside Bridge without encroaching into the second lane. We encourage the City of Portland to work with the PFC to ensure that this important arterial be designed to safely and adequately accommodate buses and trucks as described above.

In addition, the PFC supports the comments provided by the Portland Business Alliance. In particular:

- Funds should be targeted to projects that provide region-wide transportation benefits.
- Support bike/trail projects that address safety issues, such as conflicts with trucks, and provide additional capacity for commuters.
- Support boulevard projects that address safety issues and do not reduce capacity.

In closing, and in light of the Cost of Congestion study released earlier this year, we believe the most important investments Metro can make are in those projects that increase road capacity. As our community grows, we increase the capacity of essential infrastructure, such as schools, libraries, and parks. Roads, arterials and highways are just as essential to community livability and to our long-term prosperity.

Sincerely,

Ann L. Gardner

A handwritten signature in black ink that reads "Ann L. Gardner". The signature is written in a cursive style with a large, sweeping flourish at the end.

PFC Chairperson

And PFC membership:

## Portland Freight Committee Roster

### Members in Full-standing

---

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## Portland Freight Committee Roster

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## Portland Freight Committee Roster

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[tracy.whelen@escocorp.com](mailto:tracy.whelen@escocorp.com)

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Senior Vice President Finance  
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