

Kathryn Sofich - Fwd: Look at the results of our bad investments

From: Kathryn Sofich
To: Sofich, Kathryn
Date: 1/18/2007 5:17 PM
Subject: Fwd: Look at the results of our bad investments

>>> Rod Park 1/17/2007 11:06 AM >>>

K.,

please pull up the info we having on the amount of trip reductions, length, etc. As I recall over this period of time we have actually reduced VMT length while others have increased. Also the part where transit ridership is growing faster than car use which is not the norm for the nation. This is only part of the story.

Thanks,
Rod

Rod Park
Metro Councilor District 1
503-797-1547

From: "Mel Zucker" <myz7@comcast.net>
To: "Dick Walker" <walkerd@metro.dst.or.us>, "K Harrington" <harringtonk@metro.dst.or.us>, "Tom Potter" <mayorpotter@ci.portland.or.us>, "David Bragdon" <bragdond@metro.dst.or.us>, <commissionersam@ci.portland.or.us>, "Lars Larson" <lars@kxl.com>
Date: 1/17/2007 10:42:23 AM
Subject: Look at the results of our bad investments

After years of funneling money into all forms of transit panaceas, look what it has accomplished, for Portland and everyone else.

<http://www.publicpurpose.com/ut-usa2005r.htm>

Wouldn't it be more appropriate to spend the money on modes people and business use?

Mel

CC: "R Park" <parkr@metro.dst.or.us>, "Neal Pierce" <npeirce@citistates.com>, "Donlon, Joe" <JDonlon@kgw.com>, "David Reinhard" <davidreinhard@news.oregonian.com>, "C Hosticka" <hostickac@metro.dst.or.us>, "Bill Gallagher" <bgallagher@kpam.com>, "Bill Stewart" <billstew2@juno.com>



Oregon

Theodore R. Kulongoski, Governor

Oregon Transportation Commission

355 Capitol St. NE
Salem, OR 97301-3871



FILE CODE:

COPY

Original: TRIM Entry
Copies: UGB Entry
Robin McArthur – Growth Mgmt
Bragdon, Burkholder, Park received separately

MW

February 28, 2007

David Bragdon
President
Metro Council
600 N.E. Grand Avenue
Portland, OR 97232 2736

Dear President Bragdon:

Janice Wilson, Jason Tell and I appreciate you, Councilor Park, Councilor Burkholder and Robin McArthur meeting with us on Monday, February 26, 2007 in regard to the update of the Regional Transportation Policy (“RTP”).

The proposed RTP appears to be a substantial departure from the current RTP and as such we want to clearly state the position of the Oregon Transportation Commission (“OTC”) in regard to the update in order to avoid future misunderstandings.

We made the following points at our meeting on February 26th:

1. The RTP needs to comply with State plans, including:
 - a. The Oregon Transportation Plan
 - b. The Oregon Highway Plan
2. Design and mobility standards on state highways and Interstates (collectively the “State System”) will remain within the jurisdiction of the OTC as expressed through plans and policies established by the OTC and the Oregon Department of Transportation (“ODOT”). The RTP should not purport to establish design standards on the State System.
3. At this time, the OTC is not comfortable in moving away from the mobility standards set forth in the Oregon Highway Plan.
4. The OTC will conduct a formal review of the final draft RTP similar to the formal review to be conducted by the Federal Highway Administration. It is anticipated that the review will occur in the fall of 2007.
5. In the interim, ODOT staff will consult with you and your staff on a collaborative basis to assure consistency with state plans and to analyze potential methodologies for

transitioning over time from the mobility standards set forth in the Oregon Highway Plan to new methods of determining transportation needs and managing the capacity of the system.

6. ODOT's representative on JPACT has been instructed to abstain from voting on any resolutions concerning the RTP pending the OTC review of a final draft document.

The Cost of Congestion Study for the Portland-Metro region identified that congestion on the State System has reached an unacceptable level. Businesses outside and inside the Portland-Metro region cannot move their freight through, around or out of the region in an efficient manner with a resulting significant adverse impact on the Oregon economy. Automobile trips through the region have been severely impacted. Further deterioration of the State System is not acceptable. In addition to seeking expanded revenue sources, we want to work with you to develop innovative tools to address the congestion on the State System and elsewhere in the region. Any new tools, however, must provide demonstrable results in reducing congestion on the impacted segments of the State System if we are going to be able to support them.

We are looking forward to working with you on a partnership basis to address these critical issues.

Very truly yours,



Stuart E. Foster,
Chair
Oregon Transportation Commission

SEF:lgc

cc: Councilor Rod Park
Councilor Rex Burkholder
Matthew Garrett, ODOT Director
Jason Tell, Region 1 Manager
Janice Wilson
Gail Achterman
Randy Pape'
Mike Nelson
David Cox



David Bragdon, METRO President
Carl Hostika, METRO Deputy President
Rex Burkholder, Councilor
Robert Liberty, Councilor
Susan McLain, Councilor
Brian Newman, Councilor
Rod Parks, Councilor

Dear President Bragdon and Councilors,

The Hosford-Abernethy Neighborhood Development Committee [HAND] Board recognizes the work done by the East Side Street Car Project Advisory Committee, and supports the plans that include the Locally Preferred Alignment, extending from the existing West-side streetcar, crossing the Broadway Bridge, continuing to NE 7th Ave., providing service to the Lloyd District; south on 7th to Oregon Street, then west to Martin Luther King Blvd to include the Convention Center; then traveling south on Martin Luther King to OMSI; and returning north on Grand Ave.

HAND supports the streetcar proposal with the following recommendations: we wish you to consider the East Side Streetcar project, including the proposed alignment only in the context of a comprehensive look at transportation needs/opportunities for the inner east side. There are two components of such a plan that are of particular interest to HAND:

- We have long supported and anticipated a light-rail project alignment traveling through the Central East Side, including HAND, enroute between downtown Portland and Milwaukie, and support the East Side Street Car as complementary to, rather than competitive with that light-rail project.
- We look forward to east/west extensions of the streetcar along key Southeast street(s); and hope to see plans for those extensions developing sooner, rather than later.

Hand recognizes the plan for a southern connection with the West-side street car on a bridge that will be shared with a light-rail line connecting Portland with downtown Milwaukie, or perhaps the Hawthorne Bridge.



The resulting loop will serve to connect the diverse neighborhoods of the East and West sides of the city, enhancing recognition of the importance of both sides of the river as parts of what make this city the wonderful livable city it is.

The streetcar will provide an additional means of alternative transportation for city residents, as well as visitors who will be able to use the streetcar to travel from downtown hotels, shops and businesses to Lloyd Center, the Coliseum, the Convention Center, shops and businesses on the East side, OMSI, Riverplace, and Portland State University, with options to travel to the new South Waterfront Development, and perhaps someday Lake Oswego.

HAND supports the potential for maintaining and increasing family-wage jobs in the Central Eastside, and the vision that the Central Eastside Industrial Council has for that district, which include a new form of urban industry that we already see growing in the district: businesses providing home-improvement supplies and parts, creative projects and the arts, technology and electronic communication-related projects, and small incubator businesses that may grow someday to something much larger, to name a few.

Advantages of the streetcar and the Martin Luther King/Grand alignment to the CES, and to the adjacent neighborhoods include providing public, alternative transportation through an area already zoned for General Employment, and now including shops and restaurants that support the people who work in the district, as well as some housing. There would not be need for rezoning to allow optimal use of the streets that will carry the streetcar. The streetcar is one piece of the puzzle, along with the planned Burnside Bridge Project, proposed Burnside-Couch traffic couplet, seismic upgrades that will allow use of upper floors of historic buildings for those urban industries, and changes movement of freight and traffic.

As MLK and Grand are engineered with added intersection control and streetcar stops, much needed traffic control will result. The adjacent neighborhoods have long looked forward to safe routes through the CEID to the river; this project will help to make those dreams a reality.

We recognize that funding is a challenge, especially at this time when there are many needs for the available dollars. The shared public and private resources that make up the funding plan will divide the funding responsibilities among those who will benefit from the project, including local businesses and the City of Portland, with some assist from Federal funding provided by the new Small Starts Program.

It may be necessary to build the Eastside Street Car in segments. We recognize that one option is for the first segment to extend only to the Oregon Street/MLK intersection, in which case no dollars from the CES Urban Renewal Area funds or from CES businesses would be used. HAND would support an extension of that first segment into CES, to Morrison Street or even to OMSI.

HAND offers the following considerations and recommendations: HAND appreciates the support of the Portland Development Commission for this project that

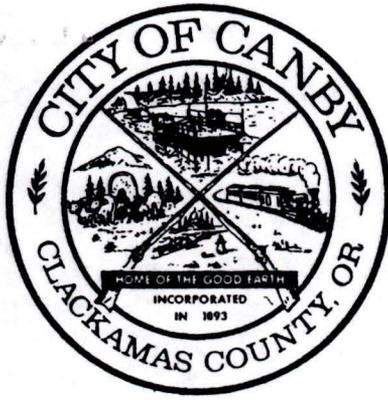


PO BOX 42617, PORTLAND, OR 97242

will serve development in the Central East Side as well as providing alternative transportation and connecting the entire City of Portland.

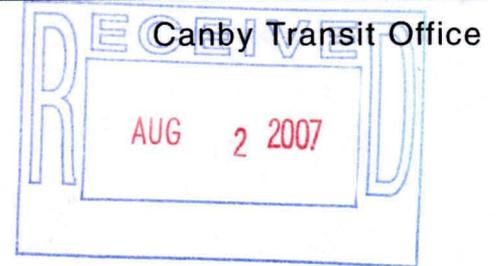
Sincerely yours,

Joe Hagedorn, Chair
Hosford Abernethy Neighborhood Development Association



City of Canby

July 25, 2007



City of Wilsonville
City Council
30,000 SW Town Center Loop East
Wilsonville, Oregon 97070

Dear Madam Mayor and City Councilors:

We recently learned there has been a discussion at City Council regarding the elimination of transit service between Wilsonville and Canby - SMART's Route 205 and we understand a rider survey is being conducted. We were disappointed when SMART eliminated the midday service. We felt the midday service was so important that Canby Area Transit replaced two of the five round trips. CAT is now carrying over 320 riders per month on those two trips alone. Therefore, we are writing to request that you reconsider the elimination of this route. We believe it is extremely important to continue this connection for a number of reasons and ask that you please take them into consideration prior to making a final decision.

Transportation connections between Wilsonville and Canby began nearly 100 years ago in 1914 when the Canby Ferry began crossing the river between our two communities. Times have changed, yet the need for transportation between our communities is still extremely important. We want to thank you for the transit service provided by SMART to Canby. We believe it benefits both Wilsonville and Canby residents, commuters, and visitors and has been well received considering the steady increase in ridership.

The success of community transit systems is going to be how well we take care of the demands of our customers and their need to get from point A to point B as quickly and as efficiently as possible. People don't tend to consider who owns the section of the road they are traveling on as they move from a city road, to a county road, to a state road, the transition is seamless. The same should be true when a person chooses or needs to travel using public transportation. They need to get to their destination and if the service stops at the edge of their community many times that means they can't get to work, to school, or to medical appointments.

Canby is a bedroom community with nearly 60% of our residents traveling to other parts of the region to go to work. And Wilsonville has the opposite issue with your community nearly doubling in size during the work day due to the influx of workers traveling into your community. The recent survey you conducted in the fall of 2005, as part of the SMART Transit Master Planning process used the sampling of zip codes and represented approximately one third of the total number of employees in Wilsonville. The results indicated that of those who participated in the survey, there were over 200 people who live in Canby and work in Wilsonville.

The addition of the new Wilsonville commuter rail station and park and ride will generate additional demand for feeder services and transportation connections. Wilsonville, although the end of the commuter rail line, is not going to be the final destination for many commuters. They

July 25, 2007

will need bus service to their homes, whether that is in Wilsonville, Canby, Oregon City, Aurora, Woodburn, or Salem. Eliminating SMART's route 205 would prevent commuters from reaching all but one of these destinations.

Withdrawing from the Tri-Met district has allowed both of our cities to have local control of our transit systems. This is a great thing for our cities and our citizens and both of our communities have been able to improve service beyond what was provided by Tri-Met and at a lower rate. We believe CAT has been able to do a better job than a large agency like Tri-Met to meet the needs of our residents. Yet, our cities face the challenges of growth in the Portland Metropolitan region and by withdrawing we also took on a responsibility to make connections to other parts of the region and not just serve our own community.

Not too long ago, Wilsonville and Canby were relatively small communities and the growth rate over the last few years has been significant. Today, Wilsonville's population is almost 17,000 and Canby's is over 14,000. More and more people are looking for homes and jobs and people are driving further from home to their places of employment. Corporations are also struggling with finding ways to attract and retain employees, and adequate transportation to and from work is a major issue for many businesses. It is our vision that Wilsonville and Canby continue to work together to improve transit connections between our communities and to the various transit systems throughout the region to provide mobility and access for riders who can't or don't choose to drive.

You are blessed with a large business community and their payroll tax contribution, and Canby is blessed with many of Wilsonville employee's choosing to make their homes in our fine City. So of course we believe our current arrangement is ideal with SMART providing peak hour service and CAT providing lunch time service. We believe ridership will continue to grow on this route.

We ask that you please retain the service between Wilsonville and Canby and we want to continue to work with SMART to find more ways to coordinate and collaborate on transportation related issues. We appreciate your consideration of this matter and look forward to continuing our relationship as your neighbor and your partner in transportation.

Sincerely,



Mayor Thompson
City Councilors
City of Canby

cc: Metro Council *Rod Park*
JPACT
C-4
Mark Adcock, City Manager, Canby
Arlene Loble, City Manager, Wilsonville
Steve Dickey, Transit Director, SMART
Cynthia Thompson, Transit Director, CAT



Oregon

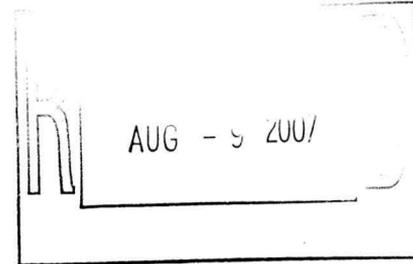
Theodore R. Kulongoski, Governor

Department of Transportation

Region 1
123 NW Flanders
Portland, OR 97209-4037
(503) 731-8200
FAX (503) 731-8259

August 3, 2007

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



Re: Sandy River Connections

Dear David:

Thank you for your recent letter and support for a new pedestrian and bicycle connection over the Sandy River. I assure you that the Oregon Department of Transportation (ODOT) fully supports an improved and safe connection over the Sandy River. This connection is not only an investment in the transportation system but will ultimately supplement the region's recreational, natural and economic development goals.

ODOT is seeking to take advantage of this opportunity by developing partnerships with agencies and private entities to work collaboratively on a shared vision for the Sandy River Area. With this vision in hand, we can all work together to develop a comprehensive system of trails and open spaces.

ODOT has submitted a \$6 million grant request through the Public Lands Highway Discretionary Fund. If funds are secured, we'll work with the Sandy River Connections Project to analyze and evaluate all practicable alternatives for the design and location of the connection. If ODOT is not successful in obtaining the needed grant funding, we'll continue working with our project partners to explore funding options for moving forward with the study of alternatives, and work to identify construction funding.

I would like to personally thank Metro staff for their involvement on the Sandy River Connections Project. Mel Huie provided the Sandy Connections Project a slot on the most recent Regional Trails Quarterly Meeting and Jane Hart has been working with the group on the preliminary report and Declaration of Cooperation. Your agency's involvement and our partnership will be instrumental in the success of this project.

Sincerely,



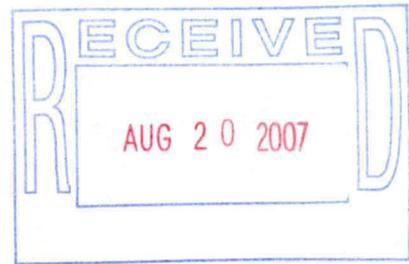
Jason Tell
Region 1 Manager





**National Association of
Industrial and Office Properties**

12725 SW 66th Avenue, Suite 107
Portland, Oregon 97223 – 2553
503.650.1181 (V); 503.597.3668 (F)



Metro Councilors Rex Burkholder, Rod Park, and Brian Newman
Metro Regional Center
600 Northeast Grand Avenue
Portland, OR 97232-2736

August 17, 2007

Re: JPACT-NAIOP Liaison Meeting – August 15, 2006

Dear Councilors Burkholder, Park and Newman:

I wish to extend the thanks of NAIOP-Oregon and allied business organizations for making time in your busy schedules for your update on the Regional Transportation Plan. As well, thank you to Metro's senior staff for their participation and to Kate Marx for her assistance in coordinating the event.

I believe we made important headway toward the business community's strengthening support of the RTP process and our acknowledgement of funding realities. The crisis posed by our transportation capital improvement needs, versus our fiscal constraints, was evident in your prospective investment rosters.

Many of us in the real estate arena are frustrated by the limited State legislative attention that transportation infrastructure needs have received. As you explore regional funding solutions this fall, NAIOP remains very interested in continuing our dialogue and working toward funding solutions to improve both capacity and capacity management. I believe that businesses and the public can be better engaged in the RTP process and should better understand our region's innovative approach to transportation solutions that can benefit us all.

I will reiterate that our groups offer a knowledge base ranging from real estate to shipping, and that NAIOP members own or manage many industrial facilities that rely upon efficient truck transportation throughout the region. We have a vested interest in your success with the RTP.

Thank you again for inviting our groups into this important process. We look forward to further discussions in the months ahead.

Best regards,


Greg Manning,
Public Affairs Committee Chair
NAIOP-Oregon

cc: Robin McArthur, Regional Planning Director, Metro
Kate Marx, Director, Public Affairs and Government Relations, Metro
Kelly Ross and Mike Wells, NAIOP-Oregon
Rebecca Woods, CREEC
Ed Trompke and Frank Angelo, Westside Economic Alliance
Marion Haynes, Portland Business Alliance
Burton Weast, Clackamas Business Alliance
Blair Crumpacker, Washington County

From: Rod Park
To: greg_tompkins@yahoo.com
Date: 2/22/2007 6:14 AM
Subject: Re: sustainability and transportation concern

Mr. Tompkins,

Thank you for writing with your perspective. I am actually leaving home soon for a 7:30am JPACT meeting at Metro so this will be an abbreviated response but I will give a longer one soon.

I've provided a link to Metro which might provide some background information on what the region faces in transportation and land use. I don't know if it will help but I would certainly appreciate any additional thoughts.

<http://www.metro-region.org/article.cfm?articleid=18823>

Sincerely,

Rod Park
Metro Councilor District 1
503-797-1547

>>> "Greg Tompkins" <greg_tompkins@yahoo.com> 02/21/07 11:17 PM >>>
Dear Councilor Park,

I have read through your site's recommendations and "vision" for reducing environmentally detrimental commuting choices. I am very disgruntled, and understandably so. I feel like I made the right decision and moved from Beaverton to Portland less than a year ago. The only problem is that instead of being rewarded for my choice, I feel like I am being punished instead.

A little about me: I am a 7th generation native Oregonian and I am very proud of that. My Tompkins settled the Oregon City area in 1847 and were neighbors to the McLouglin family. I was raised in rural Yamhill County, north of West Salem and south of Dayton. My parents are in the nursery business – they sell cut flowers at the Portland Flower Market on Swan Island. My entire family is in the farming business, I am like the "black sheep" whole moved to the big bad city :-). I have slowly "migrated" north from there and to progressively larger locales. First it was Newberg when I went to college and then to Beaverton and more recently the great City of Portland and Multnomah County. Obviously I didn't follow in my family's footsteps and the farming tradition. I think I have a unique perspective on the rural versus urban debate having lived in both environs. I have been an I.T. worker for my entire adult life. Currently, I work at PacifiCorp and have been there for 2 years.

Like I said, I moved from Beaverton to Portland. I now live directly across the street from where I work, in the Cornerstone Apartments. When I first moved here the rent was \$775. 6 months later when my renewal came up it went up to \$840. At the same time, I learned that the City eliminated it's

Residential Street Parking program, forcing me to spend an additional \$85 to park my auto in a structure to be off the right-of-way. So that's an increase of 8.4% for my rent and if you factor in the parking, it's like a 20% increase to my rent! All that in less than a year. What upsets me is that the City and Metro discourages people from owning cars, forcing people to ride the Bus or MAX. Well, that is fine but I rarely use these forms – I actually WALK to work and WALK to do my errands. So you might say, "why do you need your car at all?" Well I happen to like my car and I use it to go visit my parents in Dayton on the weekends. Yes, I know I could rent a car or use Flex Car but I already paid for my car and I enjoy using *MY* car. Not to mention it's a hassle lining up a rental. I don't think I should be punished for keeping it and remaining in the city at the same time. I have reduced my "carbon footprint" significantly by not driving in from Beaverton every day. The Bus and the MAX don't go out to where my parents live and I even tried to ride the Amtrak down to Salem a few times recently. Last time I attempted that it was 1 ½ hours late even leaving the station! I was so frustrated I actually told them to let me off and so I walked, with all my luggage, back to the MAX and back home. So there's my story. I feel like I have tried to buy into your "work close to your work" concept and instead of benefiting from it, I have gotten punished.

I wrote to Commissioner Adams' office and I got a "tough luck" and the "housing market is under demand" response. I even learned that it was decided in 2005 that they were going to eliminate the Residential Parking Permit effective this year. Had I known that I probably would have never moved here in the first place. My salary hasn't raised 20% to go with my 20% monthly increase to live here, so in effect, my salary has decreased because I moved to Portland. I do enjoy living in the area – many amenities are within walking distance and I can even walk to downtown if I want to.

I am also interested in becoming involved in the JPACT. I think I would bring an interesting perspective to the forum since I have lived in both the rural and urban environs of our great State.

Please let me know what can be done to address this.

Sincerely,

Greg Tompkins

1425 NE 7th Avenue #313

Portland, OR 97232

(503) 867-6654

From: Rod Park
To: greg_tompkins@yahoo.com
Date: 2/24/2007 3:23 PM
Subject: RE: sustainability and transportation concern

CC: kathryn sofich

Mr. Tompkins,

As you read thru my bio you know some of my background. I currently operate Park's Nursery, a 40 acre production wholesale nursery in Gresham which is an operation my father started who is now retired. As you are probably wondering, how can I do both it and my Metro position, well my wife asks that same thing. It is difficult but I have a good help on the farm and an understanding wife.

In addition to being a past president of the OAN, I am also a past chair of the State of Oregon Board of Ag. So you can see I have a broader understanding of ag. in Oregon than just the nursery industry. I do know Bruce and Susie and that was even before they were married. I don't get to see them very often now though given my other time commitments.

I am not sure how to respond to your issues but I'll try the best I can. The issues you described are fortunately or unfortunately going to continue. The reason for that is the projections are for another 1 million people will be in the greater Portland/Metro region over the next 20 years. Our area is very popular for all the reasons as natives we know and cherish. I say fortunately on one hand because it means our economy will stay strong. Unfortunately on the other hand as it will continue to drive competition for housing with the associated consequences.

I can't speak for the city of Portland but Metro is not in the business of discouraging citizens from owning cars or planes or boats or whatever. What we do is try foster the ability of people and freight to move around in various modes. Some of that is thru better design of our neighborhoods which it sounds like you are enjoying, thru better design of our highway systems (the thought that bigger isn't necessarily better) and having various transit options available. As we look towards the future and see the graying of the baby boomers, having as many options thru both land use and transportation will be important for our mobility which is very much part of our quality of life. For example my wife is about 8 years older than myself and now dislikes very much driving at night due to her night vision not being as good as it once was. Having light rail as an option allows her to still visit her friends in Portland and not be "stuck on the farm."

There are trade offs though as you mentioned. By moving from Beaverton with I assume free parking to Portland, parking is now an additional cost. The offset is you don't have to commute to work where I assume in Beaverton you had to either drive or take transit which was another cost. I don't know which option is now more expensive? The offsets to your living arrangement now is less time commuting which means more free time for other things. Less creation of air pollution, perhaps less wear and tear on your car if you drove to commute before. Living in a high activity neighborhood with close access to what downtown Portland has to offer.

As I often commute to Metro by car because I sometimes have to dash back to farm to cover the normal unforeseen issues of farming or do errands in town, the cost of part time parking at Metro is only slightly less than what you are paying for full time. I can tell you on an hourly basis you are getting a much better deal than I am!

There are no easy answers but I feel the effort to work towards having the best region possible is worth it. And by region I just don't mean just the area inside Metro but the areas beyond like Sandy, Canby, Newberg, Banks, etc. and the farming areas in between and beyond. My main reason for serving at Metro is I understand the better we can make the urban areas, the less pressure it puts on the farm areas for housing developments to sprawl over. I hope your desire to become involved reflects that same feeling. You mentioned JPACT as a place you would like to become involved however that is part of a federally required body primarily made up of elected officials and state agencies. There are other places in Metro where citizens can participate such as TPAC, Transportation Policy Alternatives Committee, which does

have 6 citizens representatives on it and provides input to JPACT. Another is MCCI, Metro Committee for Citizen Involvement whose duties are to make sure there is due diligence for involvement on behalf of the citizens on decision that the Metro Council makes. There are other volunteer committees at Metro and we are always looking for citizens who want to help. If any of these interest you, please feel free to contact me and I will get you to the right people.

I hope these responses help with your understanding of the issues the region faces. If you would like to meet or talk in the future, please feel free to contact me or my assistant Kathryn Sofich at 503-797-1941.

Sincerely,

Rod Park
Metro Councilor District 1
503-797-1547

>>> "Greg Tompkins" <greg_tompkins@yahoo.com> 02/22/07 4:04 PM >>>
Mr. Park,

I read through that site and I also read your Bio. You used to serve on the board of the OAN? What a strange coincidence! My parents who live out in Dayton grow cut flowers and their next door neighbors are Bruce and Susie Usrey of Monrovia Nursery! In fact, I worked for Monvorvia for a few seasons in the office Shipping/Receiving Department while I was in High School and College. Do you Bruce and Susie? I also worked for Glenn Walters Nursery in Cornelius for 2 years more recently as a Systems Analyst.

I look forward to hearing from you and hopefully meeting you very soon. I think some very positive action and change of perspective will come out this.

Sincerely,

Greg Tompkins

-----Original Message-----

From: Rod Park [mailto:parkr@metro.dst.or.us]
Sent: Thursday, February 22, 2007 6:14 AM
To: greg_tompkins@yahoo.com
Subject: Re: sustainability and transportation concern

Mr. Tompkins,

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Rod Park

Metro Councilor District 1

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>>> "Greg Tompkins" <greg_tompkins@yahoo.com> 02/21/07 11:17 PM >>>

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I have read through your site's recommendations and "vision" for reducing environmentally detrimental commuting choices. I am very disgruntled, and understandably so. I feel like I made the right decision and moved from Beaverton to Portland less than a year ago. The only problem is that instead of being rewarded for my choice, I feel like I am being punished instead.

A little about me: I am a 7th generation native Oregonian and I am very proud of that. My Tompkins settled the Oregon City area in 1847 and were neighbors to the McLouglin family. I was raised in rural Yamhill County, north of West Salem and south of Dayton. My parents are in the nursery business * they sell cut flowers at the Portland Flower Market on Swan Island. My entire family is in the farming business, I am like the "black sheep" whole moved to the big bad city :-). I have slowly "migrated" north from there and to progressively larger locales. First it was Newberg when I went to college and then to Beaverton and more recently the great City of Portland and Multnomah County. Obviously I didn't follow in my family's footsteps and the farming tradition. I think I have a unique perspective on the rural versus urban debate having lived in both environs. I have been an I.T. worker for my entire adult life. Currently, I work at PacifiCorp and have been there for 2 years.

Like I said, I moved from Beaverton to Portland. I now live directly across the street from where I work, in the Cornerstone Apartments. When I first moved here the rent was \$775. 6 months later when my renewal came up it went up to \$840. At the same time, I learned that the City eliminated its Residential Street Parking program, forcing me to spend an additional \$85 to park my auto in a structure to be off the right-of-way. So that's an increase of 8.4% for my rent and if you factor in the parking, it's like a 20% increase to my rent! All that in less than a year. What upsets me is that the City and Metro discourages people from owning cars, forcing people to ride the Bus or MAX. Well, that is fine but I rarely use these forms * I actually WALK to work and WALK to do my errands. So you might say, "why do you need your car at all?" Well I happen to like my car and I use it to go visit my parents in Dayton on the weekends. Yes, I know I could rent a car or use Flex Car but I already paid for my car and I enjoy using *MY* car. Not to mention it's a hassle lining up a rental. I don't think I should be punished for keeping it and remaining in the city at the same time. I have reduced my "carbon footprint" significantly by not driving in from Beaverton every day. The Bus and the MAX don't go out to where my parents live and I even tried to ride the Amtrak down to Salem a few times recently. Last time I attempted that it was 1 ½ hours late even leaving the station! I was so frustrated I actually told them to let me off and so I walked, with all my

luggage, back to the MAX and back home. So there's my story. I feel like I have tried to buy into your "work close to your work" concept and instead of benefiting from it, I have gotten punished.

I wrote to Commissioner Adams' office and I got a "tough luck" and the "housing market is under demand" response. I even learned that it was decided in 2005 that they were going to eliminate the Residential Parking Permit effective this year. Had I known that I probably would have never moved here in the first place. My salary hasn't raised 20% to go with my 20% monthly increase to live here, so in effect, my salary has decreased because I moved to Portland. I do enjoy living in the area * many amenities are within walking distance and I can even walk to downtown if I want to.

I am also interested in becoming involved in the JPACT. I think I would bring an interesting perspective to the forum since I have lived in both the rural and urban environs of our great State.

Please let me know what can be done to address this.

Sincerely,

Greg Tompkins

1425 NE 7th Avenue #313

Portland, OR 97232

(503) 867-6654

COUNCILOR ROD PARK

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



September 27, 2007

Robert Russell
Executive Director, Oregon Trucking Association
4005 SE Naef Road
Portland, OR, 97267

Dear Mr. Russell,

A handwritten signature in black ink, appearing to read 'Bob'.

Please accept this invitation to attend a special joint MPAC/JPACT meeting on Wednesday, October 10th, 2007 from 4-6 p.m. in the Metro Council Chambers. This meeting is crucial for preparing a draft of the federal component of the 2035 RTP, which will be released for public comment from October 15 to November 15, 2007. As we could not accommodate the entire Regional Freight and Goods Movement Task Force, you are being asked to represent the task force as a whole and provide information on your subject areas of expertise.

The meeting will provide a forum for you to jointly discuss key findings and recommendations from the technical analysis conducted this summer and review the local and regional investment priorities submitted by ODOT, TriMet and local agencies for the 2035 Regional Transportation Plan (RTP). The group's discussion will focus on outstanding issues to be addressed as part of the federal component of the 2035 RTP, and discuss next steps for completing the state component of the RTP in 2008. Work on the state component will begin following approval of the federal component by JPACT and the Metro Council in December 2007.

Please mark your calendar. We expect high attendance at this meeting so it would be very helpful if you would RSVP to Kim Bardes by e-mail at bardes@metro.dst.or.us by October 8th at 2 p.m. The 2035 RTP update is a major undertaking for the metro region. With about a million more people expected to live here in the next 25 years, the region must work together to better link land use and transportation decisions to develop and fund a transportation system that supports our economy, protects our natural resources and connects our communities to one another and the larger world.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rod'.

Rod Park
Metro Council, District 1
Chair, Regional Freight and Goods Movement Task Force

COUNCILOR ROD PARK

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



METRO

September 27, 2007

James Nave
Regional Director - Industrial Sales, Union Pacific Railroad
222 NE Park Plaza
Vancouver, WA 98684

Dear Mr. Nave:

Please accept this invitation to attend a special joint MPAC/JPACT meeting on Wednesday, October 10th, 2007 from 4-6 p.m. in the Metro Council Chambers. This meeting is crucial for preparing a draft of the federal component of the 2035 RTP, which will be released for public comment from October 15 to November 15, 2007. As we could not accommodate the entire Regional Freight and Goods Movement Task Force, you are being asked to represent the task force as a whole and provide information on your subject areas of expertise.

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Rod Park
Metro Council, District 1
Chair, Regional Freight and Goods Movement Task Force

COUNCILOR ROD PARK

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



METRO

September 27, 2007

Monica Isbell
Owner/Manager, Starboard Alliance
17307 NW Camelback Lane
Beaverton, OR 97006

Dear Ms. Isbell:

Please accept this invitation to attend a special joint MPAC/JPACT meeting on Wednesday, October 10th, 2007 from 4-6 p.m. in the Metro Council Chambers. This meeting is crucial for preparing a draft of the federal component of the 2035 RTP, which will be released for public comment from October 15 to November 15, 2007. As we could not accommodate the entire Regional Freight and Goods Movement Task Force, you are being asked to represent the task force as a whole and provide information on your subject areas of expertise.

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Rod Park
Metro Council, District 1
Chair, Regional Freight and Goods Movement Task Force

COUNCILOR ROD PARK

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TEL 503 797 1547 | FAX 503 797 1793



METRO

September 27, 2007

Ann Gardner
Government Relations Manager, Schnitzer Steel Industries
PO Box 10047
Portland, OR 97296

Dear Ms. Gardner:

Please accept this invitation to attend a special joint MPAC/JPACT meeting on Wednesday, October 10th, 2007 from 4-6 p.m. in the Metro Council Chambers. This meeting is crucial for preparing a draft of the federal component of the 2035 RTP, which will be released for public comment from October 15 to November 15, 2007. As we could not accommodate the entire Regional Freight and Goods Movement Task Force, you are being asked to represent the task force as a whole and provide information on your subject areas of expertise.

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Sincerely,

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Rod Park
Metro Council, District 1
Chair, Regional Freight and Goods Movement Task Force

COUNCILOR ROD PARK

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



METRO

September 27, 2007

Grant Armbruster
Director of Corporate Logistics, Columbia Sportswear
14375 NW Science Park Drive
Portland, OR 97229

Dear Mr. Armbruster,

Please accept this invitation to attend a special joint MPAC/JPACT meeting on Wednesday, October 10th, 2007 from 4-6 p.m. in the Metro Council Chambers. This meeting is crucial for preparing a draft of the federal component of the 2035 RTP, which will be released for public comment from October 15 to November 15, 2007. As we could not accommodate the entire Regional Freight and Goods Movement Task Force, you are being asked to represent the task force as a whole and provide information on your subject areas of expertise.

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Rod Park
Metro Council, District 1
Chair, Regional Freight and Goods Movement Task Force

COUNCILOR ROD PARK

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



METRO

September 27, 2007

Tom Dechenne
Senior Marketing Consultant, Norris Beggs & Simpson
121 SW Morrison Ave.
Portland, OR 97204

Dear Mr. Dechenne. 

Please accept this invitation to attend a special joint MPAC/JPACT meeting on Wednesday, October 10th, 2007 from 4-6 p.m. in the Metro Council Chambers. This meeting is crucial for preparing a draft of the federal component of the 2035 RTP, which will be released for public comment from October 15 to November 15, 2007. As we could not accommodate the entire Regional Freight and Goods Movement Task Force, you are being asked to represent the task force as a whole and provide information on your subject areas of expertise.

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Metro Council, District 1
Chair, Regional Freight and Goods Movement Task Force

COUNCILOR ROD PARK

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



October 31, 2007

Ron Rivers, Chairman
Hood River County Commissioners
601 State Street
Hood River, OR 97031-1871

Dear Commissioner Rivers,

Thank you so much for opening the Metro waste transport contract public meeting in Hood River Monday night with your warm and welcoming remarks. I think it's important for elected officials like yourself to be involved in important issues like the waste transport contract that affect constituencies between Portland and Gilliam County. I know you had to change your evening schedule to be with us and I appreciate your doing so.

While we didn't have the citizen attendance we'd hoped for (I'm afraid the Gorge Commission's Future Forum all-day event may have siphoned off much of our citizen audience), those in attendance remarked how pleased they were that you were there representing not just Hood River County, but all Columbia River Gorge communities. Thanks again for your efforts. I hope we can work together again in the future.

Sincerely,

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

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

The Honorable Melody Thompson
Mayor, City of Canby
PO Box 930
Canby, Oregon 97013

Dear Mayor Thompson,

It is an exciting time in the Northern Willamette Valley. On the top of Metro's list is continuing our work on the New Look Regional Choices, Metro Council's collaborative effort to find new, creative ways to absorb the arrival of one million new residents in this region in the next 25 years, while preserving the values of our long-term vision.

A major part of that work is the interaction with our neighboring cities. Several months ago Michael Jordan and I met with you to discuss this effort with you in order to gauge your interest in this neighboring cities effort. At that time you expressed a willingness to help lead an effort to involve the neighboring cities. We hope you are still willing, as the region has received a Transportation and Growth Management (TGM) grant to further seek solutions. A member of Metro staff will be contacting you shortly.

Thank you for your consideration in this matter. Please feel free to contact me at (503) 797-1547 if you have any questions.

Sincerely,



Rod Park
Deputy Council President
District 1

COUNCILOR ROD PARK

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



The Honorable Linda Malone
Mayor, City of Sandy
39250 Pioneer Blvd.
PO Box 333
Sandy, Oregon 97055

Dear Mayor Malone,

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