

COUNCILOR ROD PARK

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



METRO

May 8, 2008

Mayor Mike Weatherby
1300 NE Village St, P.O. Box 337
Fairview, Oregon 97024

Dear Mayor Weatherby,

Thank you for your letter regarding the resolution the Fairview Council passed stating your position about the need for the development of a Regional Bridge Authority for the Willamette River Bridges. This resolution recognizes the important role Metro plays in transportation planning as well as the challenge the region is facing in maintaining our transportation system.

In an effort to address this challenge, JPACT has formed a subcommittee to explore regional solutions to fund critical regional transportation needs. Clackamas County Chair Peterson is chairing this subcommittee, with Multnomah County Chair Wheeler and Council President Bragdon also serving on this committee. As you will read from the materials enclosed, the subcommittee is focused on identifying new sources of funding at both the state and regional level and will work with area partners to develop appropriate packages. The Willamette River Bridges will be a part of these discussions with a goal of finding some funding solutions to address the needs of this critical infrastructure.

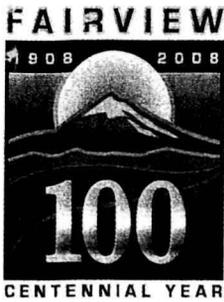
Thanks for your leadership on this issue and feel free to contact me if you have any additional questions.

Sincerely,

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

Rod Park
Metro Councilor, District 1

cc: Fairview City Council



City of Fairview
Administration Office
PO Box 337
1300 NE Village Street
Fairview, Oregon 97024
(503) 665-7929

Mayor

Mike Weatherby

City Council

Larry Cooper
Council President
Position 6

Rob Maricle
Position 1

Barbara Jones
Position 2

Ken Quinby
Position 3

Steve Owen
Position 4

Lisa Barton Mullins
Position 5

City Administrator

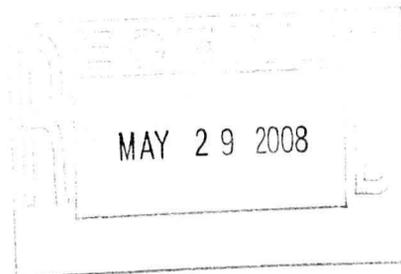
Joseph Gall

Executive Assistant

Julia Bulfin

May 21, 2008

Rod Park
Metro Councilor – District 1
Metro
600 NE Grand Avenue
Portland, Oregon 97232



RE: Response to Letter (May 8, 2008) – JPACT Subcommittee

Dear Councilor Park:

I have received your letter and copy of the *Principles for Agreement on a Regional Transportation Package*. While our recent Council resolution was concerned with the Sellwood Bridge and other bridges owned by Multnomah County, it appears that the new subcommittee went beyond the scope of our resolution. I, and many of our Councilors, who reviewed these documents are having grave concerns as to where this will end up. What appeared to be a focused concern of East County has turned into a State wide proposal. We believe that the State of Oregon does have a Highway funding issue that needs to be dealt with. Our issue is more localized to the Tri County Region and specifically East County.

Our bridges and roads are in desperate need of repair and enhancement to support the commercial growth in the region. Without adequate roads the ability of business to move their goods and hire the people necessary to work in their plants is difficult. The document satisfies some of these needs but it appears there is more opportunity for misguided public officials to shift large sums of funding from road maintenance and construction to “alternative” methods of transportation.

I will attempt to take the memo sent by Lynn Peterson, Chair of JPACT subcommittee, issue by issue and list our concerns. I’m sure there will be others as this draft is fleshed out.

- It’s hard to think that three meetings solve the problem. Are more meetings being planned and with added stakeholders involved?
- We understand that highway funding is a major problem and it will take multiple ways to fund the program. The \$1 billion figure, I assume, is just in the region as outlined in the documents. This appears to be on the low side just to complete the maintenance of the bridges across the Willamette River. When you look at the estimated cost of just the Sellwood Bridge, over half the funds are gone.
- The funding proposal item #4 is interesting.

- Item #4A seems reasonable, as each entity does have priority projects that need funding.
- Item #4B is a real problem as this is the first opening of diverting funds from maintenance and construction to funding non highway projects, thus leaving the roads in disrepair.
- Item #4C just takes it one step further. Another great opportunity for diversion of funds needed for maintenance.
- Item #4D this is the crux of the debate, without adequate roads, no jobs.
- Item #6- We are agreeable to meeting the requirements of ORS 801.041.
- Item #7- We agree that the voters of the State have a voice in how their money is being spent, not just the vocal small minority of “alternative transportation” folks.
- Item #8- We need to see the full impact of this issue. The word “flexed” is scary because we feel this is open ended to diverting much needed funding for road maintenance/bridge repair.
- Under the policy section we have no problems with the concept but as they say the “devil is in the details”
- New Revenues: If you are talking about \$1billion, your numbers add up to \$570 million. Where’s the other \$430 million?
- Two thoughts come to our mind:
 - The folks who want to promote bike and trolley (alternative) transportation should start paying for the infrastructure provided to them by the taxpayers.
 - We would like to see a provision that 100% of the funds be devoted to road/bridge maintenance and cannot be diverted at a later time for alternative programs.
- Invest in transit: While public transit has an important role, we are concerned that these funds be spent more wisely than they have in the past. Less spending on light rail/ trolleys and more transit that can be used by a larger portion of the working public. Better use and more fuel efficient buses would do more to solve the problem than the \$billions spent on light rail and trolleys.
- We feel support of transit services to the elderly and disabled are worthy of additional funding, but not at the expense of roads.

We appreciate that Metro has taken our recent resolution about the challenges associated with the Willamette River bridges seriously, but we are also very concerned about the agencies continuing focus on alternative modes of transportation. If you have questions about our concerns, we would gladly be willing to discuss in further detail with you and the rest of the Metro council.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Weatherby". The signature is fluid and cursive, with the first name "Mike" and last name "Weatherby" clearly distinguishable.

Mike Weatherby
Mayor

Cc: Fairview City Council
Metro Council



Metro | *People places. Open spaces.*

March 10, 2009

The Honorable Jim Knight,
Mayor of the City of Troutdale
and
Troutdale Council Members
104 SE Kibling
Troutdale, OR 97060

Dear Mayor Knight and Council Members,

We are in receipt of the February 26, 2009 letter from Multnomah County to Mayor Jim Knight and Council members which requests that the City of Troutdale initiate a process to amend its Comprehensive Plan and Transportation System Plan (TSP) to remove the future extension of 242nd Avenue. The letter asserts that such an amendment would bring Troutdale's TSP into consistency with the Regional Transportation Plan.

Please know that Metro disagrees with Multnomah County's assertion. It is our staff and legal opinion that removal of the future extension of the 242nd Avenue extension from Troutdale's TSP would not be consistent with the Regional Transportation Plan (RTP). As adopted by ordinance, the 2004 RTP (the current regional TSP per the Transportation Planning Rule) maps the 242nd Avenue Right of Way as the general location of a potential new connection between I-84 and US 26 (see Figure 1.13 the Regional Motor Vehicle System Map attached). Further, projects which would accomplish the 242nd Avenue extension are contained in the RTP (Appendix 1.1, projects #2000-2003).

Chapter 6 of the RTP describes requirements and guidelines for consistency of local TSPs with the RTP. In short, local plans must show projects as they are shown in RTP. Further, if a city proposes to amend its TSP, it must notify Metro of the proposed amendment prior to a public hearing on the proposed amendment. Also, the city must demonstrate that the proposed amendment is consistent with the RTP and meets identified transportation needs.

If you have any further questions please do not hesitate to contact me at (503) 797-1547. Thank you for your attention to this issue which is of importance to the regional transportation system.

Sincerely,

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

Rod Park
Metro Councilor, District 1

cc. Ted Wheeler, Multnomah County Chair
Diane McKeel, Commissioner

Cherry Amabisca
13260 NW Bishop Road
Hillsboro, OR 97124
(503) 647-5334

October 9, 2009

Council President Bragdon and Metro Councilors
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Hillsboro Argus Editorial and Response

Dear Council President Bragdon and Metro Councilors,

Attached is a series of three published pieces from the Hillsboro Argus. The first is an editorial (dated September 15, 2009) that complains about Metro's recent publications, such as the "Regional Transportation Plan" and others. The editorial refers to these reports as "... a myriad of pear-shaped thoughts honed from endless management-by-committee decisions ...". The second half of the editorial takes aim at the Metro hearings, erroneously claiming that they were only one hour and 15 minutes long and not scheduled at times convenient to "working stiffs".

The second piece is my response, which the Argus published on September 22, 2009. I pointed out their error about the hearings and went on to describe how Washington County's reserves process has excluded citizens from participating in the decision-making process regarding reserves.

You can read the third piece, published September 25, 2009, in which the publisher corrects his "miscommunication" but still complains about Metro's overall plan.

I am encouraged by your thoughtful approach to the reserves process and by Michael Jordan's recent recommendations. Thank you for your good work.

Regards,



Cherry Amabisca

www.savehelvetia.org

Attachments - Hillsboro Argus

Editorial "Public Hearings?", September 15, 2009 (and cartoon)

Letter to the Editor "Metro Not One that Excludes Citizens", September 22, 2009

Editorial "Miscommunication", September 25, 2009

Opinion

Publisher: W. Clark Gallagher
Managing Editor: Gary Stutzman
Publisher Emeritus: Walter McKinney

ARGUS EDITORIAL

Public Hearings?

We've already weighed in on Metro's idea of the "Greatest Place." In an effort to stop urban sprawl, they're looking for some sort of urban density. They believe we should grow up, not out. And are working to control the urban growth boundary and limit auto traffic to achieve that goal.

What Metro wants us to look like in the future is categorized in three areas. Laid out are our transportation priorities for the next 25 years. Called the "Regional Transportation Plan," it weighs in at 288 pages.

Other areas ready for comment are the "Criteria for selecting urban and rural reserves outside the urban growth boundary." The incendiary of these exercises is the "Regional employment and population forecast for the next 20 and 50 years."

All this is ready for public comment online beginning today — Sept. 15 through Oct. 15 — at oregonmetro.gov/greatestplace. If you aren't ready to wade through a myriad of pear-shaped thoughts honed from endless management-by-committee decisions, attend the public hearings.

You will most likely have to take some time off from work though. Five of the seven public hearings last for one hour and 15 minutes. Those end at 5:15 p.m. The only one in Hillsboro is from 2 to 4 p.m. next Monday, Sept. 21, at the Civic Center, rooms 113 B-C. Only the Multnomah County Library meeting at the north branch accommodates working stiffs. It's held from 5 to 7:45 p.m. Tuesday, Sept. 22.

Meeting information can be found in an ad by Metro in today's paper. We thought we would add our 2 cents worth because we don't believe in a "one size fits all" mentality. We are Washington County — hungry for growth and proud of our rural atmosphere. We also have some serious transportation problems that'll get complicated even more when you add a million more people to the mix.

So we urge you to read through this Metro plan. We'll be running some breakout stories during the comment period. But we have to wonder why these meetings are held during working hours. Every business we've been involved with holds their open houses when people can attend — even more so when they're named public hearings. (wcg)

INCONVENIENT, HUH?

I'M SURPRISED
THEY DIDN'T SCHEDULE
HEARINGS FROM 1 A.M.
TO 3 A.M. ALSO.

METRO CALENDAR OF EVENTS

PUBLIC COMMENT HEARINGS

MONDAY, SEPT. 21
2:00 TO 4:00 PM

TUESDAY, SEPT. 22
5:00 TO 7:45 PM

THURSDAY, SEPT. 24
OPEN HOUSE 4 PM; HEADING 5:15 PM

THURSDAY, OCTOBER 1
OPEN HOUSE 4 PM; HEADING 5:15 PM

THURSDAY, OCTOBER 8
OPEN HOUSE 4 PM; HEADING 5:15 PM

TUESDAY, OCTOBER 13
OPEN HOUSE 4 PM; HEADING 5:15 PM

THURSDAY, OCTOBER 15
OPEN HOUSE 4 PM; HEADING 5:15 PM



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note the spelling of
"hearing"!

Opinion

Publisher: W. Clark Gallagher
Managing Editor: Gary Stutzman
Publisher Emeritus: Walter McKinney

LETTERS TO THE EDITOR

Metro Not One That Excludes Citizens

The Sept. 15 editorial ("Public Hearings?") was very misleading. Metro's five public hearings for Making the Greatest Place start at 5:15 p.m. and will continue until all comments are heard. Each hearing follows an open house that starts at 4 p.m. These hearings are clearly scheduled to be convenient for working people.

I agree that important meetings should be held when workers can attend. Sadly, Washington County hasn't accommodated working citizens at their reserves meetings. The county's Reserves Coordinating Committee has met for over 18 months to develop urban and rural reserves recommendations. These meetings all started at 1:30 p.m. The time for public comments varied, from early in the meeting to as late as 3:30 p.m. So, citizens wishing to speak often had to wait through the entire meeting. In contrast, Clackamas and Multnomah counties started their advisory committee meetings at 6 p.m.

Real decision-making about urban or rural reserves in Washington County happened during planning directors' meetings that were closed to the public. The RCC approved those director's

recommendations without changes, so the most important reserves decisions were made behind closed doors.

Furthermore, the City of Hillsboro's growth aspirations were developed by their planners and then approved in a city council work session last year with no public input.

Washington County also chose not to include citizens on their advisory committee, in contrast to Multnomah and Clackamas counties. Multnomah County's committee was made up entirely of citizens; Clackamas County's included many neighborhood representatives. Both county's meetings were open to the public, scheduled at convenient times for workers and provided for public comment.

Recommendations from these counties' advisory committees, developed with direct citizen involvement, more accurately represent the interests of their citizens than Washington County's.

In the past 18 months of work on reserves, Washington County chose not to include citizens on their advisory committee, not to hold any hearings before the Board of Commissioners, not to open their planning directors meetings to the public and not to schedule meetings of their Reserves

Coordinating Committee at a time convenient for working citizens. And Hillsboro chose not to ask for citizen input when they developed their growth aspirations.

The Argus should apologize to Metro, and Washington County should apologize to its citizens.

Cherry Amabisca
Helvetia

Opinion

Publisher: W. Clark Gallagher
Managing Editor: Gary Stutzman
Publisher Emeritus: Walter McKinney

Miscommunication

We've been brought to task — the publisher especially. He would be the one reading articles in other papers — some with breakout boxes — and Metro advertisements. Metro, that regional government consortium, is thick in the process of holding open houses and planning sessions. Those breakout boxes and the advertisement list the times of those meetings.

The process is important. It's how we'll look and get around in the coming 20 to 50 years. The overall plan is excruciating. Some 1,740 pages of eye-crossing minutia clothe our counties like a giant burqa. Still it needs to be plumbed, and the public needs to be a part of it.

So when we looked at the hours for the meetings, we balked. We — and the publisher wasn't alone in this assumption — wondered why they were not held during working hours — especially if they were open houses and seeking public comment. On closer examination, except for Hillsboro, they are.

Basically it reads like this. Hillsboro "Open House 2 to 4 p.m." Gresham "Open House 4 p.m.; hearing 5:15 p.m." Of course, we misunderstood. For that we apologize. However — as an afterthought — it might have been nice to spell it out to the "public" they will have time available for a "hearing" after the "Open House." It was noted, "oral testimony should be limited to 2 minutes and should be submitted in writing."

Or you can rocket your comments into cyberspace at www.oregonmetro.gov/greatest-place until Oct. 16. But really you should make time and attend a public hearing. They start around 5:15 p.m. The locations are on the Web site. We've been assured they should give you ample time for your comments. (wcg)

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503-797-1547
503-797-1804 TDD
503-797-1793 fax

www.oregonmetro.gov



COUNCILOR ROD PARK, DISTRICT 1

December 21, 2009

Steve Heminger
Executive Director
Metropolitan Transportation Commission (MTC)
101 8th St
Oakland, CA 94607

Dear Steve,

I wanted to send a personal thank you for the dinner and conversation at the Rail~Volution conference in Boston. It was a pleasure to learn more about the San Francisco Bay Area MPO. I know the Metro staff that joined us at dinner were also very appreciative of your hospitality and enjoyed talking with others from another MPO.

I look forward to seeing you here at the Portland Rail~Volution next year. Hope you have a safe and cheerful holiday season.

Sincerely,

Rod Park
Metro Council