

October 21, 1997

Greetings!

The future is here! As you probably know, the Metro Council expects to adopt the Regional Framework Plan in November of this year. The Framework Plan is a comprehensive set of policy guidelines designed to manage the region's future growth and to help create livable communities. It brings together the work in previous regional policies (the Future Vision, Regional Urban Growth Goals and Objectives, the 2040 Growth Concept, and the Urban Growth Management Functional Plan) to create an integrated planning framework for the region.

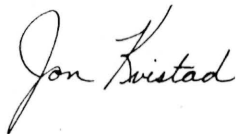
The Framework Plan has 9 sections. They are: 1) land use concerns inside and outside the UGB; 2) regional transportation issues; 3) parks, open spaces and recreational facilities; 4) urban water supply and watershed management; 5) natural hazards planning; 6) relationship with Clark County; 7) environmental education; 8) Framework Plan's management policies; and 9) implementation of the plan. We are also looking at the issues of affordable housing and planning for future schools.

As your voice on the Metro Council, I welcome your ideas and comments. I have included several different handouts that detail our public hearings and give more information on what we are doing. Please distribute the materials to your group and neighbors. I also encourage you to attend our public hearing on the Framework Plan on November 13th. It will be held in the Metro Council Chambers at 3 p.m. You may also submit written testimony to the Clerk of the Metro Council in any of the following ways:

- Mail: Clerk of the Council, 600 NE Grand Avenue, Portland, OR 97232
- E-mail: [billingtonc@metro.dst.or.us](mailto:billingtonc@metro.dst.or.us)
- Fax: (503) 797-1793.

If you would like a speaker to come to your neighborhood group or you just have questions, please call our Public Outreach Office at 797-1942.

Thank you,



Councilor Jon Kvistad  
Presiding Officer, Metro Council

October 21, 1997

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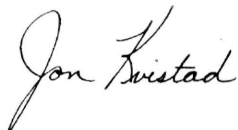
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Thank you,



Councilor Jon Kvistad  
Presiding Officer, Metro Council

41 211





METRO

43  
Chairs  
Dist 3

February 27, 1998

Hello!

Metro, your regional government, has a number of exciting programs and issues coming up in the next few months. Because Metro values your ideas and input, I want to keep you updated on what we're doing and how you can get involved.

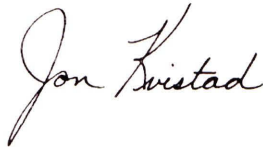
- On Thursday, February 26, the Metro Council voted to lower the fee we charge at solid waste transfer stations from \$70 a ton to about \$63.50 a ton. This is the second time in a year we have lowered the fee we charge to the garbage haulers. Why is this important? Because we are encouraging the local governments that set the price your garbage haulers charges you to pass some of those savings on in the form of lower rates or increased services.
- The Metro Council has also decided to send to the voters a proposal that would fund the completion of the Oregon Convention Center. The \$82 million bond measure will appear on November's ballot. The completion of the convention center would add 350,000 square feet of space to the existing building. It is expected to create 3,400 new jobs for the Metro region. It is also expected to generate an extra \$170 million dollars a year (for a total of \$604 million a year) in business for this region.
- The Metro Council is currently considering the Executive Officer's budget for the 1998-99 fiscal year. The budget totals \$389 million. That's a 5% drop from last year. You may give us a call the Council office at 797-1942 to get a copy or summary of the budget. We are also holding a number of public hearings about the proposed spending plan. Enclosed, you will find cards detailing that public hearing schedule.
- In December 1997, the Council approved what's called the "Regional Framework Plan". This is a plan which lays out the policies to help guide this region's growth over the next 20 - 50 years. The plan addresses issues such as how we can: keep neighborhoods safe and stable; protect resources for future generations; preserve access to nature, clean air and clean water; and maintain our ability to get around the region. (I have enclosed some pamphlets on this plan for your group.) The Metro Council added affordable housing to the plan as an area of regional concern. Now, we are putting together a task force to recommend strategies on how to deal with this issue. Let us know if you want to be involved and informed about affordable housing!



These are just a few of the major policy issues we have dealt with and are dealing with at Metro. There are also a number of activities, programs, and issues that are coming up with our parks, the Metro Washington Park Zoo, and our recycling information center. Enclosed in this packet you will find a handout on some of those things. I ask that you distribute these handouts and the others I've included to members of your group.

Metro has also set up a "speaker's bureau". If you would like to have a Metro Councilor, other elected official, or staff member come speak to your group, give us a call! The number is 797-1926.

Thank you for your time and support in helping Metro create livable communities in your neighborhood!

A handwritten signature in cursive script that reads "Jon Kvistad". The signature is written in dark ink and is positioned above the printed name and title.

Jon Kvistad  
Metro Council Presiding Officer  
District 3

Jon Kvistad,

Yes, yes, yes! I've often thought while stuck in traffic on 205 that the reason Oregon freeways are all jammed up is all the Washington cars and light trucks paying no gas or road taxes or fees for repairs. They voted down the light rail from Vancouver to downtown and now insist on blocking up our freeways for their commute. Just so they can live in Washington where housing is far cheaper and property taxes much less. And the sales tax doesn't matter to them because they buy most of the larger products in Oregon shopping malls, except for gasoline as they fill up in Washington. I even have a cousin who even lives on Ocean Shores but who comes each August to visit her sister and do the school shopping for her four kids at Clackamas Town Center—but that's off the point. Causing Portland area traffic problems and not paying for a solution is just not fair!

One Wednesday afternoon in June at 4:30 I was stuck in the right hand lane to the Freemont Bridge (I hardly ever travel that way) and counted 5 out of 7 cars that passed by me in the next lane with Washington plates; that caught my attention so I kept notes. As I sat there without moving more than a few car lengths, here's the count: 12 out of 17; 23 out of 32; 31 out of 42. I wrote them down because I was going to write someone a letter, but then I never knew who to write till I saw your idea in the paper this morning.

I drive 205 to 217 to 26 four days a week (had to cut my hours due to the commute) from West Linn to Beaverton, perhaps worse drive than over the Interstate from Vancouver to Beaverton. The bus along 43 to Pioneer Square to Max to Melno to Shuttle bus just takes too long (though some days I have spent 1 ½ hours getting home by car too!). But the early morning is only 35-40 minutes so I just can't afford 3 hours everyday to light rail. Believe me I've thought about it as my company even gives us a free pass. Coming home at 3:30-4:00 often 4 out of ten cars have Washington plates. I think something could "read" the license plates, or bar code on windshields, or card like you say, crossing both bridges and then send the person a monthly road bill. If their account goes negative, the bar code prints out at the police station and if they don't pay they get a ticket (though some won't pay that either... not sure how that would be enforced). But something has to be done using Washington money to get light rail across the river. Building another bridge just to let Washington drivers get to Oregon jobs isn't just the solution because the freeways can't handle all the out of state cars. Next year we will be selling our house (mostly due to the long commutes) and semi-retiring at the coast so we take two cars out of this equation, but that won't help other Oregonians much.

While I'm at it the metered ramps on 205 will be a godsend; they really did help 217 even though it is still stop and go lots of the time. But it used to *stop but not go*. *However why in the world are they ending the soon to be installed 205 metered ramps at Oregon City when the Stafford on ramp going North is what bogs everything down to a stop along that stretch? Most all the people who work in Wilsonville and commute north use the back roads to 205 and jam up 205 between there and 10<sup>th</sup> Street. We need a metered ramp at Stafford Rd at least going north. The 10 Street ramps aren't too bad yet; but, as soon as 10<sup>th</sup> Street-Tanner Basin area is built out they will also be impossible. Why in the world West Linn City Council allowed all the building at and around 10<sup>th</sup> Street and Rosemont Rd to continue without requiring metered ramps is beyond me, but surely very, very, very poor planning. Where did they think all those 3 cars per house would go? That I know is West Linn's mistake not your department but thanks for listening. Go for the toll!*



METRO

September 28, 1998

Alan,

We wanted to personally thank you for the wonderful presentation that you and the other Port of Portland staff members prepared for the members of the Joint Policy Advisory Committee on Transportation (JPACT). In particular, the briefing packet that you helped put together provides us with a great deal of background information that will help us as we move forward.

As we learned, the next few months and years will be critical in terms of protecting the long-term health of the freight industry and our economy. Too many jobs and businesses depend upon a solid transportation infrastructure. If we let that infrastructure deteriorate or we neglect building the new roads and facilities that we need, we risk more than just money. We risk the livelihoods of the working families of this region.

Our next step is to look for innovative solutions that address the problems we face while keeping in mind the funding realities in this state. If you have any questions or ideas as we move forward, please feel free to contact us.

Again thank you for your help in educating the transportation leaders of this region!

A handwritten signature in cursive script that reads "Jon Kvistad".

Jon Kvistad  
Metro Council  
Presiding Officer

Ed Washington  
Metro Council  
Chair, JPACT

September 28, 1998

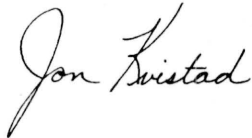
Bob,

We wanted to let you know how much we appreciate your contribution and your staff's coordination of our recent tour for the Joint Policy Advisory Committee on Transportation (JPACT). As you know, JPACT is beginning the process of educating itself on the issue of freight mobility and how growth will affect industries in the Metro region.

As we learned, the next few months and years will be critical in terms of protecting the long-term health of the freight industry and our economy. Too many jobs and businesses depend upon a solid transportation infrastructure. If we let that infrastructure deteriorate or we neglect building the new roads and facilities that we need, we risk more than just money. We risk the livelihoods of the working families of this region.

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Again thank you for providing us with the necessary transportation for our tour!



Jon Kvistad  
Metro Council  
Presiding Officer



Ed Washington  
Metro Council  
Chair, JPACT



METRO

September 28, 1998

Mr. Clang,

We wanted to personally thank you for the wonderful presentation that you and other members of the Albertons' staff put together for the members of the Joint Policy Advisory Committee on Transportation (JPACT).

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Jon Kvistad  
Metro Council  
Presiding Officer

Ed Washington  
Metro Council  
Chair, JPACT



**METRO**

September 28, 1998

Mr. Dworshak,

We wanted to personally thank you for the wonderful presentation that you and other members of the Reser's staff put together for the members of the Joint Policy Advisory Committee on Transportation (JPACT).

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Jon Kvistad  
Metro Council  
Presiding Officer

Ed Washington  
Metro Council  
Chair, JPACT



METRO

September 28, 1998

Dave,

We wanted to personally thank you for the wonderful presentation that you and the other Port of Portland staff members prepared for the members of the Joint Policy Advisory Committee on Transportation (JPACT). In particular, the briefing packet that Alan Willis and Susie Lashene helped put together provides us with a great deal of background information that will help us as we move forward.

As we learned, the next few months and years will be critical in terms of protecting the long-term health of the freight industry and our economy. Too many jobs and businesses depend upon a solid transportation infrastructure. If we let that infrastructure deteriorate or we neglect building the new roads and facilities that we need, we risk more than just money. We risk the livelihoods of the working families of this region.

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Again thank you for your help in educating us and the members of JPACT!

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Jon Kvistad  
Metro Council  
Presiding Officer

Ed Washington  
Metro Council  
Chair, JPACT



September 28, 1998

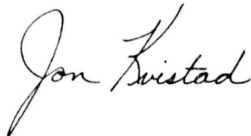
Mr. Fenderson,

We wanted to let you know what an excellent job your staff did preparing a tour and presentation for the members of the Joint Policy Advisory Committee on Transportation (JPACT). Our group includes Metro officials and leaders from many of our local cities and counties who are planning the region's transportation systems for the future. In particular, the general manager of the Portland Distribution Center, Ray Clang, as well as two of his top managers, Chris Preli and Dan Madding, provided us with a great deal of background information that will help us as we move forward. In addition, Jenny Enochson helped our staff coordinate the logistics of our tour.

As we learned, the next few months and years will be critical in terms of protecting the long-term health of the freight industry and our economy. Too many jobs and businesses depend upon a solid transportation infrastructure. If we let that infrastructure deteriorate or we neglect building the new roads and facilities that we need, we risk more than just money. We risk the livelihoods of the working families of this region.

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Again thank you for allowing your staff to help educate us and the members of JPACT!



Jon Kvistad  
Metro Council  
Presiding Officer

Ed Washington  
Metro Council  
Chair, JPACT

**METRO**

September 28, 1998

Mr. Heiman,

We wanted to personally thank you for the wonderful presentation that you and other members of the Reser's staff put together for the members of the Joint Policy Advisory Committee on Transportation (JPACT).

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Jon Kvistad  
Metro Council  
Presiding Officer

Ed Washington  
Metro Council  
Chair, JPACT



METRO

September 28, 1998

John,

We wanted to personally thank you for the wonderful presentation that you, Mike Thorne and the other Port of Portland staff members prepared for the members of the Joint Policy Advisory Committee on Transportation (JPACT). In particular, the briefing packet that Alan Willis and Susie Lashene helped put together provides us with a great deal of background information that will help us as we move forward.

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Again thank you for your help in educating us and the members of JPACT!

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Jon Kvistad  
Metro Council  
Presiding Officer

Ed Washington  
Metro Council  
Chair, JPACT



METRO

September 28, 1998

Mr. Madding,

We wanted to personally thank you for the wonderful presentation that you and other members of the Albertons' staff put together for the members of the Joint Policy Advisory Committee on Transportation (JPACT).

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Jon Kvistad  
Metro Council  
Presiding Officer

Ed Washington  
Metro Council  
Chair, JPACT

**METRO**

September 28, 1998

Mike,

We wanted to personally thank you for the wonderful presentation that you, John Furney and the other Port of Portland staff members prepared for the members of the Joint Policy Advisory Committee on Transportation (JPACT). Everyone did an excellent job! In particular, the briefing packet that Alan Willis and Susie Lashene helped put together provides us with a great deal of background information that will help us as we move forward.

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Jon Kvistad  
Metro Council  
Presiding Officer

Ed Washington  
Metro Council  
Chair, JPACT



**METRO**

September 28, 1998

Mr. More,

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Jon Kvistad  
Metro Council  
Presiding Officer

Ed Washington  
Metro Council  
Chair, JPACT

**METRO**

September 28, 1998

Mr. Preli,

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Jon Kvistad  
Metro Council  
Presiding Officer

Ed Washington  
Metro Council  
Chair, JPACT



**METRO**

September 28, 1998

Mr. Reser,

We wanted to let you know what an excellent job your staff did preparing a tour and presentation for the members of the Joint Policy Advisory Committee on Transportation (JPACT). Our group includes Metro officials and leaders from many of our local cities and counties who are planning the region's transportation systems for the future. Your staff, particularly Dale Heiman and Kevin Dworshak, provided us with a great deal of background information that will help us as we move forward.

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A handwritten signature in cursive script that reads "Jon Kvistad". The signature is written in dark ink and is positioned above the printed name and title.

Jon Kvistad  
Metro Council  
Presiding Officer

Ed Washington  
Metro Council  
Chair, JPACT



November 4, 1998

Dear Scott,

I wanted to say again that I really appreciate all of the hard work and effort that you put into your race for the Metro Council. I know how difficult it is to lose something for which you have worked very hard -- something that you wanted very much. I, myself, went through a similar situation just a few months ago with my Congressional campaign.

You did bring a spirit of competition to the Metro race. You also helped to raise awareness on a number of issues, particularly those tied to the impacts of growth. For these things, you are to be congratulated.

The people and the elected officials of this region certainly have a great deal of important work ahead of us. I know that with your strong commitment to our future, you will continue to be a leader in keeping this the Oregon that we love.

Thank you,

Jon Kvistad  
Presiding Officer  
Metro Council



METRO

September 28, 1998

Susie,

We wanted to personally thank you for the wonderful presentation that you and the other Port of Portland staff members prepared for the members of the Joint Policy Advisory Committee on Transportation (JPACT). In particular, the briefing packet that you helped put together provides us with a great deal of background information that will help us as we move forward.

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Jon Kvistad  
Metro Council  
Presiding Officer

Ed Washington  
Metro Council  
Chair, JPACT

November 4, 1998

Dear Bill,

I wanted to congratulate you again on your victory to represent District 2 on the Metro Council. It is certainly a tough job with many challenges! However, I am grateful to know that next year's Council will have so many talented people committed to making this region a better place.

I also wanted to let you know that I have started working to make your transition onto the Council as smooth as possible. Our staff has already prepared a briefing book for you that includes a great deal of background information about how the Council office works, our committees and our programs. It also includes some of the basic reports and documents from which much of our work comes. A staff member will deliver this package of information to you within the next few weeks.

In addition, I have scheduled a briefing session for you and the other Councilor-elects. That session will take place on Wednesday, December 9 from approximately 3 - 5 p.m. We have reserved the VIP Suite at the Oregon Convention Center for the event. It will be a good chance for you to meet the staff as well as to ask questions.

The first Metro Council meeting of the new year will be held on Thursday, January 7 at 2 p.m. You and the other Councilor-elects will be sworn into office at that time, and then we will get right down to work.

We certainly have a great deal of important work ahead of us. I look forward to working with you at Metro as we strive to keep this the Oregon that we love.

Thank you,

Jon Kvistad  
Presiding Officer  
Metro Council

11/9/98

Dear

I wanted to let you know about an important seminar, the Land Use Law Conference, that will be happening in Portland in December. As Presiding Officer of the Metro Council, I will be one of the speakers at the conference along with Councilor Susan McLain.

The program will address crucial topics, including: the latest developments at Metro, critical issues for planners, the impact of the salmon listings and a session on takings and exactions. I have included a brochure on the event that gives you more information about the sessions and the other speakers..

With the Metro Council's upcoming decision on the Urban Growth Boundary, this is certainly a timely conference that is sure to benefit everyone involved with the Oregon land use system. If you have any questions about the program or are interested in registering, please call Law Seminars International at (800) 574-4852.

Thank you,

Jon Kvistad  
Presiding Officer  
Metro Council

November 25, 1998

Councilor Lundergren,

I want to congratulate you on your election! There are many exciting things going on in Wood Village and in the Metro region as a whole. I look forward to working with you and the people of your city as we move into 1999.

As you know, Metro is responsible for region-wide land-use planning and transportation planning. In the next year, we will be focusing quite a bit of attention on the impact of the urban growth boundary expansion and how it relates to issues such as environmental protection of our natural resources and affordable housing. We will also spend a great deal of time working with our local partners to plan the transportation system that will take us into the 21st Century.

We want to make sure the lines of communication are open with our local partners. To that end, we are sponsoring an event called the Local Partners Forum that will allow you to become more familiar with Metro and allow us to hear your ideas and concerns. That forum is tentatively scheduled to take place at two times in early February. You will be receiving more information in the mail soon.

In the meantime, please let me know if there's any way I can be of assistance to you! My direct line is 797-1549.

Good luck!

Jon Kvistad  
Metro Council  
Presiding Officer

December 10, 1998

All Metro and MERC Employees:

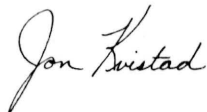
As we approach the holiday season, it is important to reflect not only upon the needs of the people in our lives, but also to reflect upon the needs of the many people in our community. We must not forget that there are people in this region who still go without food or who still do not have a home in which to live.

We at Metro speak proudly of the quality of life in our region. In order to maintain a quality of life for all, we must remember those who are less fortunate than ourselves. This year I urge all Metro and MERC employees to be as generous as possible and to give from the heart.

The six organizations involved in our charitable giving campaign act as an umbrella to more than 450 non-profit groups that work right here in our region. These organizations provide support and funding to families in need, to environmental causes, and to disease research. As in the past, this can be a pain-free effort on your part as your donations can be automatically deducted from your paychecks. These contributions will also be tax-deductible.

Please join me and fill out your purple pledge form and return it to the charitable giving campaign coordinator in your office by **Tuesday, December 15.**

Happy Holidays to you and your families,

A handwritten signature in cursive script that reads "Jon Kvistad".

Jon Kvistad  
Presiding Officer  
Metro Council

*P.S. Let's show what we can do. Please get involved with this great program today!*

December 11, 1998

Mayor  
Address 1  
Address 2  
Address 3

Dear Mayor (name):

Metro believes that citizen involvement is essential to good government. Providing meaningful opportunities in which people can participate results in the best policy decisions and regional planning process.

Citizens are actively involved in helping Metro protect those things they value most about living here: access to nature, clean air and water, a strong regional economy, resources for future generations, the ability to get around the region, safe and stable neighborhoods and access to arts and culture. In communities around the region, people are showing their commitment to work as our partners in building a future that works for all of us.

The *Livable Community Awards* program is intended to honor citizens who have worked with Metro and made outstanding contributions to these efforts.

We invite you to nominate someone from your community who is especially deserving for their contributions and assistance (serving on Metro committees, volunteer activities and/or in specific policy development). Applications are due to Metro no later than 5 p.m. on Wednesday, Jan. 13. Mail applications to the Metro Council Public Outreach Office at 600 NE Grand Ave., Portland, OR, 97232, or fax them to 797-1793. Winners will be announced at Metro's volunteer recognition event in early February.

We encourage you to consider taking the time to nominate someone for the Livable Community Award. Thank you for your continuing commitment to this region!

Sincerely,



Mike Burton  
Executive Officer  
Metro

Jon Kvistad  
Presiding Officer  
Metro Council

August 13, 1999

Mr. Jon Kvistad  
Metro Councilor

Dear Mr. Kvistad,

When will you power hungry politicians ever stop? Tax more!  
Spend more! No end is ever in sight. You guys just want to  
totally control peoples lives!

Our ludicrous president refuses to give us any money back on the  
excessive federal taxes we pay. Oregon state, Multnomah county,  
the city of Portland and that wonderful waste of taxpayers money,  
Metro, never ever want to give us money back. All of you only want  
more, more and still more!

Now, you are such a coward that you want to tax Washingtonians who  
can't even vote here! Taxation without representation. Remember  
that bright idea?


Every freeway in the Portland area is overcrowded. All of these  
absurdly expensive MAX lines are just a minor, minor solution to  
this transportation congestion. People will not give up cars.  
My wife and I can't because we are both in outside sales and use our  
cars 50 to 100 miles for ever day.

The Sunset highway is at least 50% undersized. The same is true  
for I-5 and the Banfield freeway. Plus, we need I-205 extended  
west to at least the Sunset Highway. *Until the population growth  
of Oregon, the USA and even the entire world starts stabilizing, we  
will continue to need more and better roads.*

We have wasted millions of federal dollars on these limited use MAX  
lines. As a federal taxpayer, I object.

I thought you were a Republican. You sound like another left wing  
Portland liberal or socialist. As a true Republican, you will  
never get my vote.

Sincerely,



George Thompson  
10197 SW Trapper Terrace  
Beaverton, OR 97008

(503) 579-1427



January 4, 1999

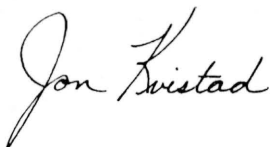
Dear «FirstName»,

The new year brings with it many exciting changes for how the people in the Portland-metropolitan region are dealing with one of the toughest issues we face -- the incredible pressure of growth. The ground-breaking work being done here by the Metro Council could well serve as a model for the people in your area.

Metro is the only directly-elected regional government in the United States, and that makes us directly responsible to the people we serve. As the Presiding Officer of the Metro Council for three years and a member of the Council for six years, I have helped us do what no other government in the nation has been able to do: **STOP SPRAWL!** I have helped to create what we call "smart growth" -- that's growth that revitalizes our downtown core while at the same time preserving our rich farm and forest land. In addition, I co-authored our 50-year visioning plan called the 2040 Growth Concept.

We understand that many urban areas face strong growth pressures that can eat up hundreds of thousands of acres of what used to be rural land every few years. The Metro Council has just approved an expansion of our Urban Growth Boundary of about 5,000 acres. That's land that we will use over the next 20 years! This is quite an accomplishment considering that we feared, at one time, we would need 120,000 acres or more if we followed traditional growth plans. Enclosed you will find a press release that explains this issue more as well as information about some of our other innovative programs.

As a spokesperson who has helped to lead the way on managed growth, I have spoken to groups from around the country and around the world. If you are interested in talking with me about the incredible successes we have had here in our area, please do not hesitate to give me a call! My direct line is (503) 797-1549. I look forward to hearing from you.

A handwritten signature in cursive script that reads "Jon Kvistad". The signature is written in dark ink and is positioned above the printed name and title.

Jon Kvistad  
Presiding Officer, Metro Council



# Home Builders Association of Metropolitan Portland

503/684-1880

Fax # 503/684-0588

15555 S.W. Bangy Rd., Suite 301 • Lake Oswego, OR 97035

February 1, 1999

The Hon. Jon Kvistad  
Metro  
600 N.E. Grand Ave.  
Portland, OR 97232

Dear Councilor Kvistad:

In honor of your public service, we would like to invite you and a guest to be our guests at "A Garden Party," a charity benefit\* that the Home Builders Association is sponsoring on the evening of Tuesday, February 23<sup>rd</sup>, from 6:00 til 9:00 p.m. in the Portland Expo Center.

Since this will be the night before the grand opening of HBA's 52<sup>nd</sup> annual Portland Home and Garden Show, those in attendance will have the special opportunity to get a special first look at twenty-four magnificent gardens, designed by many of the Northwest's finest landscape architects and landscaping companies. Food and refreshments will be provided, along with the music of jazz performance artist Tom Grant.

For ethics reporting purposes, tickets for the event are being sold at \$60 per person, but again we would very much like to have you come as our special guests. To RSVP, please call our Government Affairs Coordinator, Ruth Harnisch, at 684-1885 extension 121. ???

We look forward to seeing you on February 23<sup>rd</sup>.

Sincerely,

Kelly Ross  
Director of Government Affairs

Kevin Wing  
Director of Local Government Affairs

Mark Hylland  
Director of Legal Affairs

*\*A portion of the evenings proceeds will benefit the Doernbecher Children's Hospital Foundation, NW Medical Teams, Leukemia Society of Oregon, Oregon Nurses Foundation, Master Gardener Foundation of Clark County, and the Oregon Partnership*

February 22, 1999

The Honorable Randy Leonard  
Oregon State Representative  
District 21  
H-488 State Capitol  
Salem, OR 97310

Dear Rep. Leonard,

I received your letter last week regarding the operations of Ross Island Sand & Gravel and want you to know that I have been looking into the matter. I have had lengthy discussions with a representative of the company and feel that I can now address some of your concerns.

- Ross Island Sand & Gravel is no longer accepting contaminated sediments from the Port of Portland or any other source. In fact, the company is in the process of suing the Port of Portland over previous shipments of contaminated sediments.
- Ross Island Sand & Gravel is working closely with DEQ to develop a thorough and scientific assessment of disposal practices at the island.
- Ross Island Sand & Gravel and DEQ have now completed work to successfully cap the breach of buried sediments. That work was completed last week. In addition, there is no evidence at this time that the toxic materials migrated from the lagoon.
- Ross Island Sand & Gravel will work with the Oregon Department of Fish and Wildlife to conduct "species abundance and distribution studies". The goal is to reach scientific conclusions about salmon, trout and steelhead in the lagoon. This is part of the proposed permit conditions that you should find in the draft permit.
- Ross Island Sand & Gravel will maintain buffer zones identified in the reclamation plans implemented with the City of Portland. The company believes that the healthy community of herons and eagles that currently co-exist with the mining and reclamation at Ross Island attest to the success of these activities.
- Contrary to earlier mis-information, Ross Island Sand & Gravel has completed a thorough inventory and grid-map of all deposits at the island. A call to DEQ should ease your concerns about this.

- DEQ did issue a “notice of non-compliance” to Ross Island Sand & Gravel because a small amount (5% of the total material deposited at the island) contained some metal banding or wood debris that could decompose. The company assures me this is no threat to humans or wildlife. The company is working to address this issue, however, by instituting a “screening protocol” to assure that only clean soils are sent to uplands. A call to DEQ will confirm this.

In your letter, you suggested that Ross Island Sand & Gravel be shut down. I would like to bring to your attention, however, some additional facts. First, this company is an important economic resource for our community. The fact of the matter is that it generates 650 family wage jobs.

Secondly, the company does acknowledge that it has made some mistakes. However, it is willing to take responsibility for those mistakes and to fix them. The company has taken extra steps to meet or exceed environmental protection associated with the extraction and reclamation activities. The company is also working with all environmental protection and regulating agencies to meet evolving standards of environmental protection.

Thirdly, the toxins you mentioned in your letter do exist around the Ross Island site. However, they exist in significant numbers *throughout the entire Portland harbor*. One company or one agency cannot deal with this problem on its own. We must all work together to solve the problems our environment faces. I urge you to take another look at the evidence and to recognize the work that Ross Island Sand & Gravel has done, the work it continues to do, and the important role it plays in our economy.

Respectfully,

Jon Kvistad  
Metro Council  
District 3

February 23, 1999

Mr. Paul Cleary  
State of Oregon  
Division of State Lands  
775 Summer Street NE  
Salem, OR 972310-1337  
Fax: (503) 378-4844

Mr. Cleary,

I am writing this letter in support of the continued operation of the Ross Island Sand & Gravel Company in Portland. I would greatly appreciate it if you would read it into the record at tonight's public hearing.

Ross Island Sand & Gravel has been in business for the past 70 years, proving that it is an important economic resource for this region. Right now, the company provides 650 family wage jobs. It is also an important local source of high-quality aggregate to the construction industry in this area. If Ross Island Sand & Gravel were not able to provide its product to the people who build our schools and homes and businesses, the economic damage would certainly spread beyond this one company.

I understand there are environmental concerns related generally to the Willamette River and specifically to Ross Island Sand & Gravel. More importantly, the company itself understands the environmental issues it faces, and it has taken and is taking action to deal with those issues. Among the pro-active steps it is taking:

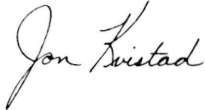
- The company will no longer accept hazardous sediments from the Port of Portland or any other source.
- It is working with DEQ to develop a thorough and scientific assessment of disposal practices at the island.
- It will work with the Oregon Department of Fish and Wildlife to conduct "species abundance and distribution studies".

The company knows that it is very important to act as an environmental steward in order to protect the wildlife who live in the area. As such, it will maintain buffer zones identified in the reclamation plans implemented with the City of Portland. The company believes that the healthy community of herons and eagles that currently co-exist with the mining and reclamation at Ross Island attest to the success of these activities.

In addition, the company is actively working to make sure that it is in full compliance with or exceeds the requirements of all environmental and regulatory agencies involved. However, we must realize that the toxins we find around the Ross Island Sand & Gravel site are found in abundance throughout the entire Portland harbor. Punishing one company for this will not move us toward a solution to the larger problem. We must work together -- government agencies, businesses and citizens -- to find the solutions that we so desperately need.

I urge you to approve the permit application for Ross Island Sand & Gravel so that we may all focus on that important work.

Respectfully,

A handwritten signature in cursive script that reads "Jon Kvistad".

Jon Kvistad  
Metro Council  
District 3

**METRO**

March 15, 1999

Lt. Gerald A. Gregg  
Portland Patrol Office  
Oregon State Police  
PO Box 66470  
Portland, OR 97290-6470

***Subject: JPACT Support for State Police Patrols on  
Portland Metropolitan Area Highways***

Dear Lt. Gregg:

On behalf of local governments and agencies represented through the Joint Policy Advisory Committee on Transportation (JPACT) for the Portland metropolitan area, we would like to offer our support for the proposed plan to have the Oregon State Police (OSP) patrol the region's freeway system. However, the metro area transportation system is also under-funded in a number of other areas beyond highway patrols. These include the areas of system modernization and preservation, public transportation, access to freight terminals, and support for adequate bicycle and pedestrian facilities. Over time, we hope to be able to fill most of our critical funding gaps. As such, we support a highway patrol strategy that provides an incremental and strategic ramp-up of patrols to address the most critical safety and operations problems first. As the region continues to grow over time, we would support additional patrols, as necessary.

JPACT is in support of the enhanced patrolling for metro area freeways for two primary reasons. First, the Regional Transportation Plan identifies a safe transportation system as one of five key policy directives. Second, from an operations standpoint, a strategic plan for patrolling high accident locations will greatly enhance system reliability and reduce delay due to incidents. This was proven with the 48 percent drop in incidents on I-5 through the Terwilliger Curves during last year's saturation patrols. A commensurate improvement in operations was also realized.

In return for our support, we would also hope that the OSP works with the metro area in our pursuit of additional transportation-related revenues. ODOT, Tri-Met, and local governments will need substantial increases in revenue over the next few years in order to both maintain our current transportation system and to accommodate anticipated population growth.

Lt. Gerald A. Gregg

March 15, 1999

Page 2

We therefore support additional revenue for the state police, but not through an earmark of the state's Highway Trust Fund. We would encourage the Legislature to find general fund or new revenue sources to fund the OSP budget request.

In the event additional revenue is available for patrolling metro area highways, we would look forward to working with the OSP to identify critical patrol locations that will maximize the system safety and system operations during our peak congested times. Thank you for the opportunity to review and comment on your budget proposal.

Sincerely,

A handwritten signature in cursive script that reads "Jon Kvistad". The signature is written in dark ink and is positioned above the printed name.

Jon Kvistad,  
JFACT Chair



## **August 12, 1999 Metro Council Meeting**

### **Councilor Communications:**

**Kvistad:** On a secondary issue, I've been considering this for quite some time now, but I wanted to give you a heads up. I'll be sending a letter to our partners with the newly formed interstate task force on transportation that we've just put together, requesting they begin a study on a congestion pilot program across the river. Having spent a lot more time driving to the north recently with our work at the EXPO center and other calls that I have received from people from North/Northeast Portland about the commute, I think it's time that we need to do something with those commuters coming from Washington to work. Those folks, while we appreciate them coming to work here, they are not paying Oregon road taxes, they are not buying their fuels here, they are congesting the roads to the north and I do believe it is an important topic, so I will be requesting that group, as the chair of JPACT, and I will be bringing to JPACT a request that we consider and we look at the effects of Washington commuters on Oregon transportation infrastructure and some options. So that will be coming forward probably within the week. It may or may not hit the radar screen in the general public if it does it may be a bit more exciting than I intend it to be. It is something that I think is critical at this point. It is absolutely impossible to travel that area, and I think for trucks it's come forward from a couple of the trucking companies, as well as a lot of small business that they can not do business in North and Northeast Portland because of the commuter traffic coming from Washington, those choosing to live and commute into town. So I think the time has come to take it seriously and start looking at that, although a bit controversial, but I think it is important, so just to give you a heads up.

**Monroe:** So, I would assume that the new bi-state committee that has been formed that will start meeting in September.....

**Kvistad:** ....the letter will be directed to the members of the bi-state committee from myself as Chair of JPACT in order to start setting an agenda for the committee. There will be organization, that you as our member, will need to deal with. But also we will need to set our priorities and one of the first ones will be what will we do with the Washington commuter traffic and replacement of the interstate bridge and both of them have to be tied together. But I think it will be a very hot topic and I don't mean to throw that to you in August, but I think it is critical that we start right away.

**Monroe:** My understanding was that is exactly why the bi-state committee was formed in the first place and that is the topic and I appreciate your input.

**Washington:** off the topic

**Atherton:** In the spirit of public conversation on hot topics that Councilor Kvistad was raising about the commuters from Washington state, in our discussion the other night at MPAC on the industrial land supply, it was pointed out that the overwhelming majority of industrial sites available in the region are in Clark County. And I wonder if the interstate commission is making the land-use/transportation connection and is considering that situation as they look at transportation problems.

**Monroe:** We haven't had our first meeting yet. But I wouldn't be a bit surprised if that discussion doesn't happen.

**Park:** To the subject matter that Councilor Kvistad brought up, when we get into our sub-regional analysis on the growth committee, that is going to be an important part of it in terms of where these commuters are going into the area. I think he brings up an excellent point in terms of the difference in taxation and registration system between the two states is creating an income in one area and an expense in the other, and I think it does need to be examined as to what can be done to help even that out and to even the burden out across the region. Because as we know, even the burden across the region, given the fact that we have limited dollars with what we can do, and also the environmental impacts on those people. I'll be looking forward to that study and what the potential solutions may be. I think it is something that is critically important to the region in terms of fairness, especially with the new weight mileage tax and the potential change in that how that will affect truck traffic as to where they will want to go, or change in the current pattern.

**Monroe:** They also got a little handy dandy ballot measure in Washington that may somewhat affect how the pay for roads and highways up there.

To: Bi-State Transportation Committee  
From: Jon Kvistad, JPACT Chair  
Re.: I-5 Corridor Improvements  
Date: August 12, 1999

Thank you for agreeing to serve on the newly formed Bi-State Transportation Committee. I believe this group will be an important forum to develop transportation proposals that meet the differing needs of both sides of the Columbia River. I expect JPACT and the Southwest Washington Regional Transportation Council will rely heavily on the work of this Committee.

JPACT is particularly interested in the work of this Committee because of the severity of the traffic problems in the I-5 corridor. On a good day, commuting traffic creates unbearable congestion problems that are only going to get worse. The importance of this corridor for freight access, the deteriorating condition of the I-5 bridge and the significant growth pressures in Clark County all point to this being a critical corridor for the region.

Specifically, it is critical that the Bi-State Committee evaluate and bring recommendation forward to JPACT as soon as possible on the following issues:

What immediate actions should be taken to upgrade, rehabilitate, expand and/or replace the I-5 Bridge over the Columbia River and what financing mechanisms should the region consider?

Should a toll on Washington commuters into Oregon be levied to reduce congestion in both the I-5 and 205 corridors or as a means of financing needed improvements across the Columbia River?

What are the other infrastructure needs throughout the North I-5 corridor and how should they relate to other priorities being pursued by JPACT?

What transit improvements can be made immediately by the region to reduce congestion in the North I-5 Corridor?

These are clearly difficult political questions to ask yet the answers to these questions are vital to the future of our region. JPACT and the Metro Transportation Committee will immediately move to coordinate this agenda with you.

Thank you for your efforts. I look forward to helping facilitate your important work.

Mr. Bob Stacey  
Executive Director Policy and Planning  
Tri-Met  
4012 SE 17th Avenue  
Portland, OR 97202

August 12, 1999

Thank you for agreeing to serve on the newly formed Bi-State Transportation Committee. I believe this group will be an important forum to develop transportation proposals that meet the differing needs of both sides of the Columbia River. I expect JPACT and the Southwest Washington Regional Transportation Council will rely heavily on the work of this Committee.

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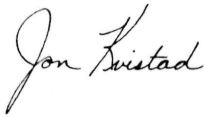
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- Should a toll on Washington commuters driving into Oregon be levied to reduce congestion in both the I-5 and 205 corridors or as a means of financing needed improvements across the Columbia River?
- What are the other infrastructure needs throughout the North I-5 corridor and how should they relate to other priorities being pursued by JPACT?

- What transit improvements can be made immediately by the region to reduce congestion in the North I-5 Corridor?

These are clearly difficult political questions to ask, yet the answers to these questions are vital to the future of our region. JPACT and the Metro Transportation Committee will move immediately to coordinate this agenda with you.

Thank you for your efforts. I look forward to helping facilitate your important work.

A handwritten signature in cursive script, reading "Jon Kristad". The signature is written in dark ink and is positioned in the lower-left area of the page.



METRO

April 12, 1999

The Honorable Darlene Hooley  
U.S. Congress, District 1  
510 Cannon House Office Building  
Washington, D.C. 20515

Dear Congresswoman Hooley:

Thank you for your letter of March 17 expressing concern about the region's future directions for South/North light rail. At the April 8 JPACT meeting, we shared your letter and discussed proposals for next steps. It was evident at that meeting that JPACT supports your concern that transportation problems in the South Metro area must be addressed.

In concept, JPACT supported pursuing a modified light rail project in North Portland and a bus improvement program in the McLoughlin Corridor. Toward this concept, they called for development of a work program and financing strategy to implement the McLoughlin Corridor Improvement Program. In addition, they recognized that the previously committed \$55 million in STP funds should not be reallocated until better definition of the North and South corridor strategies is agreed upon. We anticipate formal consideration of these matters at the June 10 JPACT meeting. We will keep you apprised of the discussions and look forward to your support on the conclusion.

Sincerely,



Jon Kyistad, Chair  
JPACT

JK:lmk

CC: JPACT  
Congressman Blumenauer



## SERENA CRUZ, Multnomah County Commissioner

District 2

# Memo

**To:** Jon Kvistad, Chair  
Joint Policy Advisory Committee on Transportation

**CC:** Commissioner Lisa Naito  
Chair Beverly Stein

**From:** Serena Cruz

**Date:** 04/12/99

**Re:** JPACT Alternate

OK  
Call Serena  
Dad ask if  
She wants to  
have call

May  
20  
after  
council  
mtg.

Jon,

I just wanted to let you know that Commissioner Naito and I spoke last week and decided that I will be assuming the responsibility of JPACT Alternate for Multnomah County. This is a very important time to discuss future transportation plans for North and Northeast Portland. As a representative of that part of the County, it seemed appropriate that I have a larger role in JPACT. I look forward to working with you to create a transportation system that is sustainable and viable for the next Century.

Here is the contact information for my office to send meeting notices and updates to:

Commissioner Serena Cruz  
1120 SW 5<sup>th</sup> Avenue, Suite 1500  
Portland, OR 97204  
Phone – (503) 248-5219  
Fax – (503) 248-5440

If you have any questions, please feel free to contact me, or my assistant, Beckie Lee.







METRO

**COPY***Sent to all  
testifiers  
at 4/6/99  
Public hearing.*

April 13, 1999

Mr. Jim Baumgardt  
5205 NE 158th Ave.  
Portland, OR 97230

Dear Mr. Baumgardt,

Thank you for taking the time to testify before the JPACT/Metro Council Transportation Planning Committee last week on the Priorities 2000 funding program recommendations. Your input is very important to us.

As you might already know, there will be another hearing on May 4 at 5:30 pm, also in the Council Chamber. All written and oral testimony already submitted has been made part of the legal record. For your information I have enclosed a copy of the 100% funding list Metro and JPACT are working with as well as a copy of the hearing notice and timeline.

If you want to submit further testimony to the committee, we recommend that you send written testimony. All written testimony will be made available to the Councilors and JPACT members, and it will be included in our legal record. You may send written testimony in any of the ways listed at the bottom of this page.

Thanks again for taking time out of your busy schedule to testify. We know what a significant impact our decision will have.

Sincerely,


Jon Kvistad  
JPACT Chair  
Metro Council

**Mail:**  
Metro Council  
Priorities 2000  
600 NE Grand Ave.  
Portland, OR 97232

**E-Mail:**  
billingtonc@metro.dst.or.us

**Fax:**  
(503) 797-1793





TO: Councilor Jon Kvistad  
FROM:  Michael Morrissey  
DATE: April 15, 1999  
RE: Urban Reserve 47 Factoids

In December of 1998 the Metro Council passed Ordinance 98-779D moving the Urban Growth Boundary to include four Urban Reserves, including site # 47. This Ordinance was not challenged in recent LUBA appeals, so site #47 is now securely inside the Urban Growth Boundary.

The land in site 47 may not however be made available for development until an urban reserve plan is completed, consistent with Metro Code. King City committed to complete such a plan, which was a condition for the moving of the Urban Growth Boundary. King City has subsequently received a \$50,000 grant from Metro to complete its urban reserve plan, and is progressing towards a winter 1999 completion date, with additional assistance from Metro's Growth Management staff.

Site 47 contains 90 acres of exception land that can accommodate 361 dwelling units and 120 jobs according to Metro's productivity analysis.

Site 47 was amended to correct the flood plain, and part of site 47 adjacent to a tributary of the Tualatin will receive Title 3 protection.

 Area Considered by Council  
 First Tier Urban Reserve

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.



Scale: 1" = 1000'



**METRO**

600 NE Grand Ave.  
Portland, OR 97232-2736  
Voice 503 797-1742  
FAX 503 797-1909  
Email [dro@metro.dtor.us](mailto:dro@metro.dtor.us)

Mr. Dave Mercier  
City Manager  
City of Battle Ground  
PO Box 37  
Battle Ground, WA 98604

August 12, 1999

Thank you for agreeing to serve on the newly formed Bi-State Transportation Committee. I believe this group will be an important forum to develop transportation proposals that meet the differing needs of both sides of the Columbia River. I expect JPACT and the Southwest Washington Regional Transportation Council will rely heavily on the work of this Committee.

JPACT is particularly interested in the work of this Committee because of the severity of the traffic problems in the I-5 corridor. On a good day, commuting traffic creates unbearable congestion problems that are only going to get worse. The importance of this corridor for freight access, the deteriorating condition of the I-5 bridge and the significant growth pressures in Clark County all point to this being a critical corridor for the region.


Specifically, it is critical that the Bi-State Committee evaluate and bring recommendations forward to JPACT as soon as possible on the following issues:


- What immediate actions should be taken to upgrade, rehabilitate, expand and/or replace the I-5 Bridge over the Columbia River, and what financing mechanisms should the region consider?
- Should a toll on Washington commuters driving into Oregon be levied to reduce congestion in both the I-5 and 205 corridors or as a means of financing needed improvements across the Columbia River?
- What are the other infrastructure needs throughout the North I-5 corridor and how should they relate to other priorities being pursued by JPACT?
- What transit improvements can be made immediately by the region to reduce congestion in the North I-5 Corridor?

These are clearly difficult political questions to ask, yet the answers to these questions are vital to the future of our region. JPACT and the Metro Transportation Committee will move immediately to coordinate this agenda with you.


Thank you for your efforts. I look forward to helping facilitate your important work.


**Bi-State Transportation Committee  
Members and Alternates**


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
**ALTERNATES:**


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**Bi-State Transportation Committee  
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**METRO**

August 24, 1999

The Honorable Charlie Hales  
Commissioner of Public Safety  
City of Portland  
1221 SW Fourth Avenue  
Portland, OR 97204

Dear Charlie:

As you know, ODOT has initiated a process to define the projects to be funded with the Bond Program recently approved by the Legislature. I believe this project list will play an important role in convincing the voter that the gas tax bill will produce significant benefits. As such, the content of the list is very important.

One project on ODOT's draft list appears problematic -- the I-5/Greeley project. At \$92 million, it would be a sizable share of the Region 1 \$180 million target. In addition, there is no agreement about the scope of the needed project and I question our ability to have the project complete within the legislatively mandated six-year timeframe. On the other hand, this bottleneck location is critical to any future conclusions out of the I-5 Trade Corridor Study, the I-MAX proposal to reduce the number of lanes on Interstate Avenue from four to two, and the need for better access into the River District and Lloyd District.

I suggest we recommend retaining sufficient funds to allow project development so that all interested parties can agree to the appropriate scope for an improvement. In this manner, the right project would be well positioned for funding in a future program.

The process has already started. The Oregon Transportation Commission is considering selection criteria at its September 2 meeting. A full discussion of the program is scheduled for the September 9 JPACT meeting. Let's talk!

Sincerely,

Jon Kvistad  
JPACT Chair





August 26, 1999

## Portland Metropolitan Association of Building Owners & Managers

1211 S. W. Fifth, Suite L17, Portland, OR 97204  
503 228 9214 Fax 503 223 1659 e-mail: bomapdx@teleport.com

Mr. Jon Kvistad  
METRO Councilor  
600 NE Grand Avenue  
Portland, Oregon 97232

Dear Jon:

I am writing this letter as a personal opinion, and not as an official BOMA position. However, your proposal to place a toll on Washington drivers who commute to Portland for work is, I feel, one of the most offensive things to come out of METRO in a long time.

As a Washingtonian who works in Portland, I would like to point out that Washington residents pay a significant amount in Oregon State Income Tax, which supports your schools and local governments. In addition, my employer pays Tri-met taxes on my behalf. Hence, I am also supporting the local transit system. Furthermore, I regularly purchase my gas at the Chevron station on Broadway and Columbia (I would be glad to provide you a copy of my Chevron bill). So, I am also paying Oregon state road taxes. Finally, as you know I serve on various State, City and, yes even METRO advisory committees, giving my time in support of developing a better community.

Your proposal suggests that Washingtonians are raping Oregon and leaving nothing in return. It also overlooks the fact that Clark County is part of J-PAC, and our regional transportation system. I would suggest that your thinking is grossly in error and request that you reconsider your position and not proceed with this effort.

Sincerely,

Robin O white, CAE  
Executive Vice President

**From:** <JACK94BE@aol.com>  
**To:** MetCen.MRC-PO(grantc)  
**Date:** Wed, Sep 15, 1999 1:55 PM  
**Subject:** Kalthorp Design

Hi Cheryl

I guess you and I are going to get to be real friends over the e-mail. I just had another conversation with Jon Kvistad and he said I should request a copy of the Kalthorp Design for downtown Beaverton. He said that He got a \$50,000 grant from Metro to facilitate this study. I think a may have been a few years ago.

If you are not the right person to run this down could you please direct my inquiry to the correct person and let me know who that is?

I would really appreciate getting a copy mailed out to me.

Thanking you in advance

Jack Franklin

The Honorable Susan McLain  
Metro Council  
600 NE Grand Avenue  
Portland, OR 97232

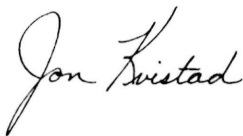
Councilor McLain,

September 27, 1999

I want to let you know about the upcoming public involvement opportunities for the Regional Transportation Plan and Supplemental STIP as well as how JPACT members fit into those opportunities. JPACT, along with Metro's Transportation Policy Committee and ODOT, will be hosting four "Public Comment Meetings" in late October. Thanks to the request made JPACT, we have formatted these meetings so that citizens will have a chance to look at informational displays, to talk to technical staff, and to provide comments to a small group of decision-makers (a combination of Metro Councilors, JPACT members and ODOT representatives).

Enclosed you will find a flyer that is going out to citizens. It lists the Public Comment Meetings along with some background information on the RTP process and the Supplemental STIP process. We will need a minimum of two JPACT members at each of these meetings. A Metro staff person will be contacting you in early October to check your availability, or you are welcome to call the Metro Council Outreach Office at 797-1942 to sign up for a particular meeting.

Thank you for your ideas and your participation.

A handwritten signature in cursive script, reading "Jon Kvistad".

Councilor Jon Kvistad  
JPACT Chair





## METRO

Dear Councilor Kvistad,

October 13, 1999

I am writing to express my thoughts and concerns regarding the three ordinances that address the solid waste contract cost reductions. The ordinances before you tomorrow will establish solid waste tipping rates at Metro facilities and other fees and taxes assessed at all solid waste facilities that process or dispose of the region's solid waste.

As I mentioned at your budget work session and our informal this week, there has been considerable public input and discussion on the potential uses of these contract cost reductions. However, you have had only about two weeks to view the actual ordinances to enact the new tipping rates, taxes and fees. I know the Council is attempting to move these ordinances toward final adoption as quickly as possible. I also understand that the Council will be considering a number of potential amendments to the currently drafted ordinances to provide for different distribution of the contract savings for the current and 2000/2001 fiscal years. I am pleased to hear that you are going to defer decisions by at least one week.

As you deliberate, please keep in mind that our excise tax on solid waste services is our general fund. Currently, about 75% of our general fund discretionary revenues come from this source. The funds provided by excise tax on solid waste are critical to our charter-mandated services and programs. It is also important to note that Metro, unlike other local governments, has a charter limitation on our imposition of taxes. You should feel comfortable using our excise tax for critical programs.

On the matter of the overall tipping rate for our transfer stations, I must let you know that I agree with the position of some city staffers and the haulers, that a reduction in the overall tipping rate from \$62.50 to \$62 is inappropriate and confusing. As you have been told, a 50-cent reduction in our tipping rates equates to only 2 to 3 pennies per month at the curb. I predict many problems for our local government and private sector partners as they try to explain how their residents and customers will realize this reduction, if at all.

Like you, I have been listening to a lot of public testimony. In my original position on this matter I felt it would be prudent public policy to reduce the tipping rate by 50% of the realized gross savings for our solid waste disposal and transportation contracts, giving cities and counties the choice to pass it on -- and I stand by that position today. At that level, the overall tipping rate would be about \$59 per ton and could be held at that level for at least three years with current service levels. Again, this would allow the private sector and our local government partners to consider lowering their franchise collection rates. Lowering the tipping rate by less than 50% like the 50-cent reduction proposed in Ordinance 99-825 as currently written, seems to be very disingenuous.

I am very aware of the concerns expressed about the effect a lower rate may have on recycling. Therefore, I urge the Council to consider committing another 10% of savings toward recycling programs. Enhanced recycling and/or materials recovery efforts should be considered to assure that we do not lose momentum in meeting our recycling goals.

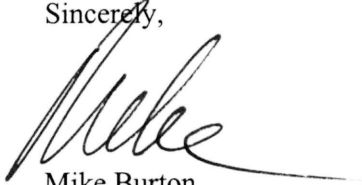
I also recommend the Council consider adopting an ordinance that would remove any of the incentive rates for material recovery facilities achieving less than a 35% recovery rate.

I also recommend the Council consider adopting an ordinance that would remove any of the incentive rates for material recovery facilities achieving less than a 35% recovery rate.

In summary, I want to make it clear to the Council that I oppose a "token" or "political" reduction in the tipping rates for Metro. If you are going to reduce the rate, please be encouraged to make it a meaningful amount or leave the tipping rate at the current levels with a commitment to hold it at that rate for the next 3 to 4 years.

Thank you for your help and consideration of my comments and recommendations. I will make this letter part of your record on these ordinances.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike", with a long, sweeping horizontal line extending to the right.

Mike Burton  
Executive Officer





METRO

TO: Metro Council  
FROM: Mike Burton, Executive Officer  
DATE: October 13, 1999  
RE: Local input to solid waste "savings"

As you close your deliberations regarding savings resulting from contract negotiations in solid waste, I thought you might want to review a summary of comments from local officials.

In recent newspaper articles about this very public review process, some of our cities and counties criticized Metro for our consideration of using a portion of the contract cost reductions for other programs or services that are not related to solid waste. This is very confusing since we have received correspondence from the elected officials of some of these same cities and counties requesting that we please consider uses other than solid waste programs. Please refer to the attached spreadsheet which shows the letters received to date and their requests.

I asked my staff to review the budgets of the cities and counties whose staff was quoted in the news as saying that we should only utilize these savings for solid waste and recycling programs. Our research shows that the cities and counties account for their solid waste revenues and expenditures in various ways that make it difficult to determine the exact amount of revenue actually funding solid waste programs.

However, in the City of Tigard, all of the city's 3% franchise revenues fund their risk management program. The Tigard solid waste revenue for this year is expected to be \$228,000 and yet we do not know of any full-time staff assigned to solid waste activities.

The City of Portland has a 3.45% franchise fee on residential solid waste haulers and a \$2.80 per ton fee on commercial activities which results in annual revenues of about \$2.5 million. Over the years, Portland has built substantial program reserves making it difficult to determine how they normally utilize specific revenues such as these. This year, Portland will make payments or transfers to their general fund or other city programs in the amount of about \$467,000.

In Washington County, solid waste programs are part of the Health and Human Services Department. The county anticipates revenues of about \$1.3 million this year. It appears that the county's costs for solid waste programs are about \$822,000 leaving \$488,000 to be deposited in the County General Fund.

In other words, in these three jurisdictions alone, there are apparently about \$1.2 million of solid waste fees and taxes utilized for other governmental programs. If you are interested in viewing all the data on individual cities or counties, it is available.

I should note that West Linn's comments were not received in time to review their budget.

Enc.

<b>Jurisdiction</b>	<b>Date</b>	<b>Signer/Testifier</b>	<b>Summary</b>
Beaverton	June 7, 1999	Rob Drake	additional funding for land use planning
Clackamas County	June 22, 1999	Bill Kennemer, Larry Sowa, Michael Jordan	support unfunded planning projects
Fairview	September 16, 1999	Len Edwards	Annual request of \$75,000 for Fairview police
Gresham	July 23, 1999	Charles Becker	savings passed on to users via reduced rates
Gresham	July 21, 1999	Charles Becker	return all or a portion to users via reduced rates or award as planning grants
King City	September 8, 1999	Al Deschenes	(via phone message) use funds to build garbage burner & create stable funding base for Metro
Port of Portland	September 15, 1999	Mike Thorne, Charlie Hales	6.3 million for transportation projects - Foster Road @ 162nd & Kelly Creek, North Marine Drive, Grant Warehouse & Southwest Trails; 1.5-2 million for 2040 infrastructure fund
Port of Portland	July 22, 1999	Mike Thorne	North Marine Drive widening project - 2.3 million
Port of Portland	June 23, 1999	Mike Thorne	enhance protections of greenspaces, endangered wildlife and other natural resources; i.e. Marine Drive widening project - funding gap of 2.3 million
Portland	September 8, 1999	Dan Saltzman	"sizeable" portion of savings for 2040 implementation planning
Portland	June 23, 1999	Vera Katz, Charlie Hales, Jim Francesconi, Erik Sten	6.2 Million for various road, jail or enviro clean up projects
Portland	June 23, 1999	Jim Francesconi	275,000 for planning funds to revise Willamette River Greenway Plan
Washington County	September 9, 1999	Tom Brian	stabilize garbage rates, fund local planning grants, modestly increase Metro's operating reserve
Washington County	June 22, 1999	Sarah Jo Cahaplen, City of Hillsboro; Lynn Storz, Solid Waste Manager, Washington County	increase current levels of funding for regional waste reduction and recycling programs
West Linn	October 11, 1999	Scott Burgess	all savings associated be exclusively used for solid waste handling or returned to ratepayers
Wood Village	August 18, 1999	Donald Robertson	50% to solid waste uses - maintain & improve solid waste infrastructure, reduce tip fee, enhance existing recycling & recover programs; 50% to local control, allocated proportionally based on population, "local" to determine use of dollars
Wood Village	July 19, 1999	Donald Robertson	use savings for non-solid waste options - local or regional planning, parks & greenspaces



# Port of Portland

Box 3529, Portland, Oregon 97208  
503/231-5000

0722995-22

June 23, 1999

Ed Washington, Chair  
Regional Environmental Management Committee  
Metro  
600 NE Grand Avenue  
Portland, OR 97232-2736

Dear Councilor Washington:

I commend Metro for its success in bringing down the region's costs for solid waste disposal and transport. The \$60 million in savings over the life of the Waste Management contract can provide new resources for addressing some of the region's critical needs.

Clearly, one such critical need is maintaining the region's livability. Protecting natural resources while responding to growing demand for transportation services and infrastructure is, I believe, an important aspect of maintaining livability. However, funds to pay for either transportation infrastructure or environmental enhancements are increasingly scarce.

Because of this, I urge Metro to consider using a portion of these savings to enhance protections for greenspaces, endangered wildlife, and other natural resources associated with key transportation improvements. An investment in this area would seem to meet multiple Metro objectives.

One specific project worthy of consideration for utilizing these savings is the North Marine Drive widening project, adjacent to Smith and Bybee Lakes Natural Resource Management Area. This project represents a partnership between the City of Portland, Metro and the Port of Portland. It will improve a City arterial which provides access to the region's marine terminal facilities, Kelly Point Park, and Smith and Bybee Lakes Natural Resource Management Area.

The project will improve safety and increase protection of the Smith and Bybee Lakes Resource Area. While road widening, a traffic signal, and bike lanes are the motivating transportation elements of the project, a noise berm and buffer, landscaping, treated stormwater drainage and spill protection, and extension of the 40-mile loop trail also have been recommended as project elements. Currently, there is a funding gap of \$2.3 million to build the project with all proposed resource protection elements.



Ed Washington, Chair  
June 23, 1999  
Page 2

Allocation of a portion of the solid waste savings to fill this gap would provide funding for the resource protection and enhancements advocated by the citizens committee for the project, the Smith and Bybee Lake Management Committee, and Metro staff. I urge your consideration of funding for this project.

Yours very truly,



Mike Thorne  
Executive Director

c: Councilor Rod Park, Vice Chair, Regional Environmental Management  
Committee  
Councilor Susan McLain, Regional Environmental Management Committee  
Councilor Rod Monroe, Presiding Officer  
Councilor David Bragdon  
Councilor Jon Kvistad  
Councilor Bill Atherton  
Mike Burton, Executive Officer



## CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4765, Beaverton, OR 97076 TEL: (503) 526-2481 V/TDD FAX: (503) 526-2571

572299c-20

**ROB DRAKE**  
**MAYOR**

June 7, 1999

Mr. Rod Monroe  
Metro Presiding Officer  
600 NE Grand Avenue  
Portland, OR 97232

Subj: Enhanced Funding for Land Use Planning

Dear Rod:

This letter is to encourage and support your efforts to allocate additional funding for Land Use Planning under Metro's jurisdiction. There is a huge need to assist local jurisdictions in their efforts to comply with Metro planning requirements. As Metro considers allocation of its Solid Waste Fee surplus, it should consider using a portion of this money to continue and assist with planning efforts.

Local jurisdictions are using significant local resources to change Codes and Comprehensive Plans to incorporate Metro's Functional Plan requirements and other updates to assist in implementation. There is also a huge need to fund local grants to support Urban Reserve planning efforts. The cost of this long term planning is very significant. Currently, there is over 18,000 acres in Urban Reserves that has the potential for needed planning.

Additional funding needs include Goal 5, stormwater and watershed planning, Measure 56 notice requirements for Functional Plan changes and natural hazards management.

It is imperative that Metro considers additional funding for critical planning needs.

Sincerely,

Rob Drake  
Mayor



*Mayor*

Donald L. Robertson

*Council President*

Peggy Jo Minter

*Councilors*

Pamelia L. Christian

Beverly A. Stone

Kenneth B. Fletcher

August 18, 1999

Metro Council  
Executive Officer Mike Burton  
600 NE Grand Ave.  
Portland, Oregon 97232-2736

RE: Possible uses of the stated \$69 million in solid waste disposal savings

Honorable Council Members and Executive Officer Burton:

At their regular meeting on August 11, 1999 the Wood Village City Council unanimously endorsed the recommendation of the East Multnomah Cities Solid Waste Citizens Advisory Committee concerning this subject. This recommendation is as follows:

- Fifty percent of the savings should be allocated to specific uses related to the region's solid waste management system, prioritized as follows: (1) to maintain and improve the solid waste system infrastructure; (2) to reduce regional tip fees; and (3) to enhance existing recycling and recovery programs that have a demonstrated record of success; and
- Fifty percent of the savings should be returned to local control, allocated proportionally based on population. Local governments that receive these funds must solicit public input on their use.

The Council did discuss a slight deviation from this recommendation and that is the fact that allocating funds strictly based on population may not be the most equitable unless there is a set minimum base. Metro's recycling grant funds are distributed to cities based solely on population. Grant funds provided to small cities, such as the \$1320 to Wood Village for FY 1999-2000, is a very small percentage of the actual cost of the recycling program which the City is required to do to comply with State law and Metro regulations. Perhaps a minimum base of \$5,000 would be more equitable.

We appreciate there are other deserving programs for use of these funds, however the City Council believes there are needs in the solid waste program. The anticipated cost savings from renegotiating the solid waste disposal contract should be used within the solid waste program to address existing needs.

Thank you for your thoughtful consideration of this matter.

Sincerely,

Donald L. Robertson  
Mayor

07229-ic-17



Mayor  
Donald L. Robertson

Council President  
Peggy Jo Minter

Councilors  
Pamelia L. Christian

Beverly A. Stone

July 19, 1999

Ms. Chris Billington  
Clerk of the Council  
The Metro Regional Center  
600 NE Grand  
Portland, Oregon 97232-2736

Re; Recommendation for use of Metro's \$69 Million in disposal savings over the next decade.

Dear Ms. Billington;

The Wood Village City Council is on record as supporting the use of the aforementioned saving over the next 10 years by;

- 1) Using the savings for non-solid waste options such as local or regional planning, parks, and greenspaces.

Respectfully;

Donald L. Robertson, Mayor



METRO

TO: Presiding Officer Rod Monroe

FROM: Suzanne Myers, Council Assistant

DATE: September 8, 1999

SUBJECT: Phone message regarding the Disposal Savings

Al Deschenes, City Councilor, King City, called me this afternoon with his suggestions for use of the Disposal Savings. He regretted that he would not be able to attend any of the public hearings.

Councilor Deschenes recommended using part of the money to build a plant to burn garbage that cannot be recycled. He felt the rest of the money should be used to create a stable funding base for Metro.

If you have any questions or would like to speak with Councilor Deschenes further, he may be reached at 620-1915.



CITY OF

# PORTLAND, OREGON

Dan Saltzman, Commissioner  
1221 S.W. 4th Avenue, Room 230  
Portland, Oregon 97204  
Telephone: (503) 823-4151  
Fax: (503) 823-3036  
Internet: dsaltzman@ci.portland.or.us

September 8, 1999

Mr. Rod Monroe  
Presiding Officer, Metro Council  
600 NE Grand Avenue  
Portland, OR 97232

Dear Mr. Monroe:

I am writing to urge the Metro Council to consider support of local and regional 2040 planning needs in deciding what to do with the projected savings due to reduced costs for the transport and disposal of solid waste. The savings are considerable, and this is good news for the region.

As an MPAC member for five years, I am keenly aware of the pressing need for additional funding for growth management and planning programs. We have spent the past several months discussing what level of planning needs to happen before urban reserves can come into the Urban Growth Boundary. MPAC members have also spent the past several years trying to make changes in our jurisdictions to implement the 2040 Plan. Urban reserve planning and 2040 implementation take funds that are in short supply in this region.

I suggest using a sizable portion of the savings to fund planning in the urban reserves and to support implementation of the 2040 Plan inside the UGB. *Every* jurisdiction can do more to enhance livability and prevent sprawl.

Our Achilles' heel is in funding for local jurisdictions, in that they must work with Metro to ensure that we rise to the 2040 aspiration. The timing is perfect, because the need is clear.

I encourage the Metro Council to support a transfer of funding to support important planning in our region.

Sincerely,

Dan Saltzman  
Commissioner

Cc: Metro Councilors  
Mayor Vera Katz  
Portland City Commissioners



0722990-22

City of Portland  
Vera Katz  
Mayor

June 23, 1999

Rod Monroe, Presiding Officer  
Metro Council  
600 NE Grand Avenue  
Portland, Oregon 97232

Dear Mr. Monroe and members of the Council;

The Metro Council recently began hearings on possible use of revenue savings from the garbage contract with Waste Management. We believe that these savings represent an opportunity to advance the region's environmental agenda. With the adoption of the Regional Framework Plan, Metro identified the need to preserve and improve open spaces and other regional environmental resources within the Urban Growth Boundary. This objective's importance was elevated by the recent federal action listing salmon as an endangered species.

We request that you fund several environmental improvements associated with transportation projects. The additional funding will remove existing constraints to wildlife use of natural corridors and/or restrict human access and enjoyment to these natural features. Taken together, the funding of these improvements will help the region achieve its goal of building a sustainable region.

The projects that we are proposing are listed below in order of priority:

**1. Foster Road at 162<sup>nd</sup> Avenue and Kelly Creek** **\$2.7 million**

With the recent approval of \$600,000 in MTIP funds, the city now has \$2.8 million in funding for the project. The relocation and realignment of Foster Road to minimize its impact on the creek will cost an additional \$1.0 million. The MTIP funds provide for an arch culvert crossing of the creek, which meets the minimal requirements for fish passage. However, to meet Metro's request to build a bridge would cost an additional \$1.7 million. The bridge will allow the Kelly Creek trail to pass under the roadway, which is a benefit to both hikers and to wildlife.



## 2. North Marine Drive

\$2.7 million

The \$2.7 million would fund the construction of parts of the region's 40-mile loop trail, noise walls to protect the trail and other natural areas from highway and railroad noise, landscaping, special storm drainage and spill protection to protect Smith and Bybee Lakes and the wildlife which use the area. It would also fund the relocation and enhancement of the parking lot used by visitors to Smith and Bybee Lakes.

## 3. Grant Warehouse

\$500,000

The Grant Warehouse at NE Martin Luther King, Jr. and Fremont was the site of a significant environmental hazard created as the result of improper storage and disposal of chemicals. Emergency cleanup of the site has now been completed. The next step is to purchase of the site and demolish the existing building. This will allow the site to be redeveloped and contribute to the main street which is now emerging on Martin Luther King, Jr. Blvd.

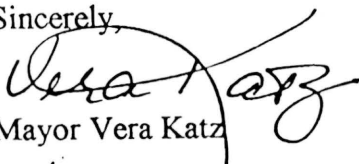
## 4. Southwest Trails

\$300,000

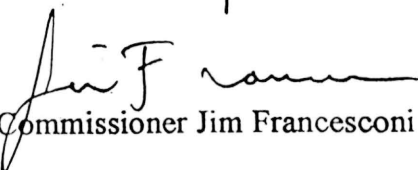
The city staff is currently working with the Southwest Trails committee to develop a primary network of trails within Southwest Portland. These trails would supplement the existing street system and create connected pedestrian routes throughout the district. Many of these trails provide access natural areas such as Fanno Creek and its tributaries and area parks and regional open spaces. We request Metro set aside an appropriate amount of funds to pay for the addition of these critical missing links to the region's trail system.

Thank for your consideration of these projects. Each of them are an important link in our efforts to create a more sustainable and livable region. If you have any questions, please do not hesitate to give one of us a call.

Sincerely,



Mayor Vera Katz



Commissioner Jim Francesconi



Commissioner Charlie Hales



Commissioner Erik Sten





# WASHINGTON COUNTY OREGON

September 9, 1999

Mr. Rod Monroe, Presiding Officer  
Metro Council  
600 NE Grand Avenue  
Portland, OR 97232-2736

Dear Rod:

Thank you for soliciting my opinion on the matter of what Metro should do with the \$60 million in savings from the solid waste disposal system.

First, our congratulations to the Council and staff for creating the savings. There is little doubt in public service that the "need is infinite and the resource is finite." The annual savings could be spent ten times for important purposes.

However, having reflected on the options, I would suggest the following three uses of the money:

1. Stabilize garbage rates. Generally, it is wise to collect fees and charges on a stable basis, avoiding rate "spikes" that may give the impression that Metro has not planned or managed the waste management system adequately. Further, those on fixed and low incomes can adjust their budgets gradually.
2. Fund a grant program for local governments' planning activities. At least for the next three to five years, Metro will be involved in little that is more important than completing and implementing the 2010 Plan, Title III issues and the ESA response. The demands upon local government to truly engage our citizens in these matters are costly and somewhat open-ended. We need financial assistance to do it right.
3. Modestly increase Metro's operating reserve. It is my understanding that after reasonable budget scrutiny, Metro may have a very small "ending balance." Although Metro funds are relatively stable, it seems prudent to have a larger reserve than has been reported in the media – if nothing else but to have an "opportunity fund" to take advantage of a new idea, or unanticipated need in the region.

Thank you again for this opportunity to comment.

Sincerely,

Tom Brian, Chairman  
Washington County Board of Commissioners

**Board of County Commissioners**

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072  
phone: (503) 846-8681 • fax: (503) 846-4545



September 15, 1999

Rod Monroe  
Presiding Officer  
Metro Council  
600 N.E. Grand Avenue  
Portland, OR 97232-2736

Dear Councilor Monroe:

In the summer of 1999, the Port of Portland and Commissioner Charlie Hales from the City of Portland submitted separate letters to you urging Metro Council to reinvest a portion of the solid waste revenue savings to enhance protections of greenspaces and other environmental resources associated with key transportation improvements in the region. As part of this proposal, we recommended that Metro Council consider funding \$6.3 million for four specific transportation projects to enhance greenspaces and environmental resources associated with them: Foster Road at 162<sup>nd</sup> Avenue and Kelly Creek, North Marine Drive, Grant Warehouse, and Southwest Trails.

We believe that an investment in these projects would further multiply Metro objectives and urge Council to consider such an investment as it makes a determination on the use of such savings.

If funding for the specific projects proposed is not viable, we recommend Metro Council strongly consider Mike Burton's recommendation that \$1.5 million to \$2 million annually of the solid waste savings be used for a 2040 infrastructure fund. These resources could help local governments access and leverage other dollars to address infrastructure needs in the region key to creating a more sustainable and livable region. We believe the projects outlined above will compete well for this funding and we would plan to submit them for Metro's consideration.

As you continue your deliberations on the use of solid waste savings, I urge you to consider our recommendation.

Yours very truly,

Mike Thorne  
Executive Director  
Port of Portland

Commissioner Charlie Hales  
City of Portland

c: ✓ Councilor Susan McLain  
Councilor Jon Kvistad  
Councilor Rod Park

Councilor David Bragdon  
Councilor Bill Atherton  
Executive Officer Mike Burton



CITY OF  
**PORTLAND, OREGON**  
OFFICE OF PUBLIC UTILITIES

Jim Francesconi, Commissioner  
1221 S.W. Fourth Avenue  
Portland, Oregon 97204-1994  
(503) 823-3008  
FAX: (503) 823-3017

June 23, 1999

Rod Monroe, Presiding Officer  
Metro Council  
600 NE Grand Avenue  
Portland, OR 97232


Dear Mr. Monroe and members of the Metro Council:

I would like to add the following item to the City's list for consideration by the Metro Council on distribution of revenue savings from the garbage contract with Waste Management. This item was not prepared in time for inclusion in the letter signed by the entire City Council. However, this is an important environmental element in the City's development planning, and I hope you will give it serious consideration for funding.

- **Natural Resource Addendum to the Willamette River Greenway Plan and Selected Code Revisions** **\$275,000**  
Development pressures on the Willamette River Greenway have made it clear that updating the Willamette River Greenway Plan, adopted by City Council on 1987, is necessary. City staff has developed a work plan to update the Plan, address issues of bank treatment revisions, conduct an analysis of existing natural resource protection, update the 1987 natural resource inventory, and develop clear and objective design guidelines for riverfront development. Implementation of this plan is scheduled to begin July 1, 1999, but additional resources are required to complete the work. The City has allocated \$250,000 for this important project, but it cannot be implemented without an additional \$275,000.

Thank you for your consideration.

Sincerely,

  
Jim Francesconi  
Commissioner  
JF:dmc



WASHINGTON COUNTY  
Oregon

June 22, 1999

Councilor Ed Washington, Chair REM  
Councilor Susan McClain  
Councilor Rod Park

Dear Committee Members,

Successful disposal contract renegotiations have raised the issue of potential savings and the allocation of any savings to various regional planning activities. On behalf of the Washington County Cooperative Recycling Program, we are writing to urge you to increase current levels of funding for regional waste reduction and recycling programs. As you are well aware, local governments receive revenue share for Annual Waste Reduction Plan activities and dedicated funding for commercial recycling programs. In addition, local governments also contribute internal funds from solid waste franchise fees to support the many waste reduction programs undertaken over the past ten years. This significant regional effort on the part of the resident's and businesses has allowed us to achieve a 42% recovery rate in the Portland metro region.

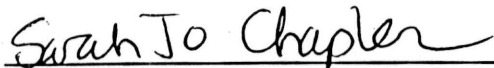
While we have made great strides, we know our joint efforts will fall short of reaching the 50% recovery rate mandated by the State, without additional resources and effort dedicated to solid waste programs. The recent State of the Annual Plan report compiled by Metro Regional Environmental Management staff clearly shows us where we must focus and increase our efforts, in order to reduce the amount of waste generated and to decrease, through recovery, the amounts of material sent for disposal. Market development a long ignored, but necessary component in the solid waste management equation, must be supported to allow diversion of recoverable materials to become a sustainable venture.

We recognize the efforts of Metro's own solid waste staff in assisting us to achieve the goals, by providing technical assistance and a regional forum from which to plan the necessary coordinated efforts. Metro code changes allowing vital economic incentives, such as the system recovery fee credits, factor significantly into the concerted efforts we must maintain, lest we fall backward to obtain our goals.

Our regional partnerships with both the public and private sectors are the critical link to our successful future. Please consider our request to increase the existing levels of funding and remain vigilant to the necessity of increasing our joint efforts to reach the state and regional mandates.

Thank you for your continued support.

**Washington County Cooperative Recycling Program Members**



Sarah Jo Chaplen, City of Hillsboro  
Washington County Cooperative Recycling Program, Chair

  
Lynne Storz, Solid Waste Manager  
Washington County



# CLACKAMAS COUNTY

## Board of Commissioners

June 22, 1999

Ed Washington, Chair  
Metro Environmental Management Committee  
Metro Regional Center  
600 NE Grand Avenue  
Portland, OR 97232-2736

BILL KENNEMER  
CHAIR

LARRY SOWA  
COMMISSIONER

MICHAEL JORDAN  
COMMISSIONER

Re: Solid Waste Contract Savings

Dear Chair Washington:

It is our understanding that Metro will realize cost savings resulting from solid waste contract negotiations and the Metro Council is seeking advise on how to allocate these savings. We have been advised the Metro Environmental Management Committee will hold two hearings and forward an allocation recommendation to the Metro Council. Clackamas County recommends to the committee that some of these funds be set aside to pay for unfunded planning work.

Federal, state, regional planning requirements have outpaced local government's ability to fund planning work in timely manner. Considerable planning work needs to be done immediately to respond to a number of growth and environmental issues. Solutions to issues like endangered species, open space preservation, transportation congestion, urban reserve preservation and planning, provision and funding of public facilities in urbanizing areas, and the implementation of the 2040 Growth Concepts in developed urban areas are needed now.

Clackamas County has committed significant planning resources to respond to these requirements. However, we do not have enough money to complete all required and necessary planning work in a timely manner. Over the last two years the County has invested approximately \$2.5 million on needed planning projects. Projects have included a regional center plan, several Transportation Systems Plans, two corridor plans, an Urban Reserve Plan and early adoption of land use regulations that respond to Urban Growth Management Functional Plan requirements. Additional money at a comparable level of funding has been budgeted for this forthcoming fiscal year to complete more required planning work.

Unfortunately, not all necessary planning needed to address regional and local growth issues has been funded. Other work that has been deferred due to insufficient funds include several Urban Reserve Concept Plans with attendant governance agreements and concurrency policies, Title 3 protection for fish and wildlife, public facility plans, sub-basin drainage and open space plans, green corridor protection and Rural Reserve plans.

This work is needed now to help implement the region's growth concepts and is estimated to cost well in excess of the \$2.5 million that Clackamas County has recently committed to planning projects.

Clackamas County's ability to complete these deferred planning projects is important to the entire Metro area. Approximately sixty five percent of all designated Urban Reserves lands are located in Clackamas County. The region's future growth is dependent upon Clackamas County's ability to provide future urban lands that extend the urban form in an appropriate and timely manner. As an example, the Damascus Urban Reserve area is expected to house approximately 35,000 to 50,000 people and provide jobs that will contribute to the reduction in the number of the County's labor force now commuting daily to jobs outside of the County. This out-migration is estimated to be about sixty percent of the County's labor force. A better jobs-to-housing balance in Clackamas County will extend the Region's urban form in a manner consistent with the 2040 Growth Concept and will reduce traffic congestion while improving the region's air quality. Also, better urban form will reduce the amount of public funding needed to increase the capacity of the regional freeway and arterial system.

Clackamas County is a responsible regional partner. We support the need to do advance planning to solve complex problems that will affect the quality of life of County residents and residents of the Metro area. We have made and will continue to make significant investments in our quality Planning program. We urge the Metro Environmental Management Committee recommend to the Metro Council the use of solid waste contract savings to support unfunded planning projects that need to be completed now.

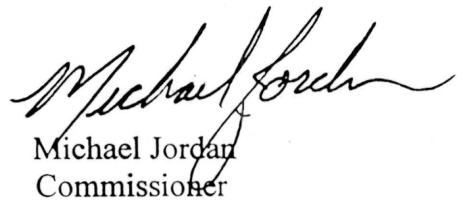
Sincerely,



Bill Kennemer  
Chair



Larry Sowa  
Commissioner



Michael Jordan  
Commissioner

cc: Metro Council  
Steve Rhodes  
Tom VanderZanden  
Doug McClain  
R. Scott Pemble



# Port of Portland

Box 3529, Portland, Oregon 97208, U.S.A.  
503/231-5000

July 22, 1999

Councilor Rod Monroe  
Presiding Officer  
Metropolitan Service District  
600 N.E. Grand Avenue  
Portland, OR 97232-2736

Dear Councilor Monroe:

As the Metro Council meets to hear proposals on the use of solid waste disposal and transport savings, I urge Metro to consider reinvestment of a portion of these savings to enhance protections for greenspaces, endangered wildlife, and other natural resources associated with key transportation improvements in the region. An investment in this area would seem to meet multiple Metro objectives.

One specific project worthy of consideration for utilizing these savings is the City of Portland's North Marine Drive widening project, adjacent to Smith and Bybee Lakes Natural Resource Management Area. This project represents a partnership among the City of Portland, Metro, and the Port of Portland. It will improve a City arterial which provides access to the region's marine terminal facilities, Kelley Point Park, and Smith and Bybee Lakes Natural Resource Management Area.

The project will improve safety and increase protection of the Smith and Bybee Lakes Resource Area. While road widening, a traffic signal, and bike lanes are the motivating transportation elements of the project, a noise berm and buffer, landscaping, treated stormwater drainage and spill protection, and extension of the 40-mile loop trail also have been recommended as project elements. Currently, there is a funding gap of \$2.3 million to build the project with all proposed resource protection elements.

Allocation of a portion of the solid waste savings to fill this gap would provide funding for the resource protection and enhancements advocated by the citizens committee for the project, the Smith and Bybee Lakes Management Committee, and Metro staff. I urge your consideration of funding for this project.

Yours very truly,

*Mike Thorne* DHL

Mike Thorne  
Executive Director





CITY OF GRESHAM  
Office of the Mayor & City Council

Mayor

Charles J. Becker

July 23, 1999

...

City Council

John Leuthauser  
Council President  
Position 3

The Honorable Ed Washington  
METRO Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

Jack Gallagher  
Position 1

RE: Disposition of Metro Solid Waste Savings

Charles Lassen  
Position 2

Dear Commissioner Washington:

On July 21<sup>st</sup> I sent you a letter expressing the Gresham City Council's position on the use of the \$69 million in savings resulting from the solid waste contract renegotiations.

Cathy Butts  
Position 4

I wish to reiterate Gresham's position. The City Council firmly believes that the savings should be passed on to the users via reduced rates.

Bob Moore  
Position 5

We recognize that the decision rests solely with Metro Council, and we thank you for the opportunity to provide our input.

Vicki Thompson  
Position 6

Yours truly,

Charles J. Becker  
Mayor

CJB:NR





072299c-09

CITY OF GRESHAM  
Office of the Mayor & City Council

July 21, 1999

Mayor

Charles J. Becker

...

City Council

John Leuthauser  
Council President  
Position 3

Jack Gallagher  
Position 1

C. Lassen  
Position 2

Cathy Butts  
Position 4

Bob Moore  
Position 5

Vicki Thompson  
Position 6

The Honorable Ed Washington  
METRO Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

RE: Disposition of Metro Solid Waste Savings

Dear Commissioner Washington:

First, let me congratulate Metro on achieving \$69 million in savings by renegotiating solid waste transportation and disposal contracts.

At the July 20 meeting, the Gresham City Council discussed how that savings could best be used. The City's Solid Waste Citizen Advisory Committee recommended returning all or a portion of that savings to the citizens via lower rates. The Gresham Council endorses that recommendation.

If Metro chooses to use all or some of the \$69 million for other purposes, the Gresham City Council recommends that it be awarded as planning grants to help local entities meet regional planning mandates.

Thank you for taking our recommendations into consideration.

Yours truly,

Charles J. Becker  
Mayor

CJB:NR

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PRESENTATION  
METRO  
SEPTEMBER 16, 1999

GOOD AFTERNOON

MY NAME IS LEN EDWARDS AND I AM A MEMBER OF THE FAIRVIEW CITY COUNCIL. I AM HERE THIS AFTERNOON TO ASSIST YOU IN MAKING A DECISION REGARDING THE DISTRIBUTION OF A LARGE AMOUNT OF MONEY. I HAVE TO TELL YOU THAT I USUALLY AM ASKED TO TALK BEFORE GROUPS REGARDING SOMETHING THAT WE ARE UPSET ABOUT. IT IS AN EXTREME PLEASURE TO COME BEFORE YOU AND GIVE YOU OUR IDEAS ON HOW TO SPEND MONEY!!!

AS I'M SURE THAT YOU ARE AWARE, THE CITY OF FAIRVIEW IS LOCATED IN MULTNOMAH COUNTY AND BOTH BLUE LAKE PARK AND CHINOOK LANDING ARE WITHIN OUR CITY LIMITS. WE HAVE COMMUNICATED WITH YOU IN THE PAST REGARDING THE BURDEN IMPOSED ON THE CITY OF FAIRVIEW FROM POLICE RESPONSE TO BOTH OF THESE PARKS. THIS SUBJECT, IN FACT, IS STILL UNDER DISCUSSION AND THE ISSUE CONTINUES TO REMAIN CRITICAL FOR OUR CITY.

AS A BRIEF REMINDER OF THE ISSUE, THE CITY OF FAIRVIEW HAS A POPULATION OF APPROXIMATELY 6000. THE ADOPTION OF MEASURE 50 SEVERAL YEARS AGO RESULTED IN THE LOSS OF A POLICE TAX BASE INCREASE THAT WAS PASSED BY OUR VOTERS AS WELL AS A BUDGET CUT OF OVER 20%. AS A RESULT OF THESE LOSSES WE ARE SCRAMBLING TO PROVIDE PUBLIC SAFETY SERVICES TO OUR CITIZENS. WHEN WE ADD THE SERVICES NEEDED BY CITIZENS VISITING BLUE LAKE PARK AND CHINOOK LANDING, THE BURDEN BECOMES OVERWHELMING.

I WOULD LIKE TO SHARE AN EXAMPLE WITH YOU REGARDING WHAT HAPPENS IN FAIRVIEW ON A BEAUTIFUL SUNNY SUMMER WEEKEND. THE CITY OF FAIRVIEW EMPLOYS A POLICE FORCE TO PROVIDE SERVICE TO A CITY OF 6000 PEOPLE. BLUE LAKE PARK, AS A REGIONAL PARK, ATTRACTS APPROXIMATELY 5000 TO 6000 VISITORS ON SUCH A WEEKEND AND CHINOOK LANDING DOUBLES THAT COUNT. THE RESULT IS THAT OUR POLICE DEPARTMENT IS RESPONSIBLE FOR 15,000 TO 18,000 PEOPLE.

THE CITY OF FAIRVIEW'S REQUEST TO YOU WAS TO ADD A \$.50 SURCHARGE ON ENTRANCE FEES TO BOTH PARKS. THE RESPONSES WERE MIXED BUT BASICALLY INDICATED THAT THE FEES TO THE PARKS COULD NOT BE INCREASED BECAUSE: 1) IT WOULD CAUSE A DROP IN USAGE, 2) THERE WOULD BE OBJECTION FROM THE GENERAL PUBLIC, AND 3) YOU WOULD LOSE A SUBSIDY NOW RECEIVED FROM THE STATE MARINE BOARD.

PRESENTATION  
METRO  
PAGE 2

THE CITY OF FAIRVIEW FEELS STRONGLY THAT COSTS OF SERVICE SHOULD BE BORNE BY THE USERS OF THE SERVICE. SINCE A REQUEST FOR A SURCHARGE HAS BEEN REJECTED, THE CITY OF FAIRVIEW REQUESTS THAT THE METRO COUNCIL CONSIDER AN ANNUAL AGREEMENT WITH THE CITY TO ASSIST WITH THE COSTS OF PUBLIC SAFETY, WHICH INCLUDE POLICE, FIRE AND EMERGENCY RESPONSE, IN THE AMOUNT OF \$75,000.

I THANK YOU FOR THE TIME THIS AFTERNOON AND I LOOK FORWARD TO AN EQUITABLE DISTRIBUTION OF THE DOLLARS IN QUESTION.



Administration

RECEIVED

OCT 11 1999

EXECUTIVE OFFICER

October 11, 1999

The Honorable Rod Monroe  
Presiding Officer  
Metro  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

Dear Councilor Monroe:

At their September 27, 1999, meeting, the City Council took action in response to your request for input on what Metro should do with the estimated \$60 million in savings from the renegotiated contract with Waste Management, Inc. The Council voted (3-1-1) "to request that all savings associated with recently renegotiated contract be exclusively used for solid waste handling or returned to the ratepayers, and that it not be diverted to the zoo and to all the other things that have been discussed."

The Council believes that the money collected from a source (ratepayers) for a service should be used on that service. If Metro needs additional funds to operate, it should go out for a tax base and be honest about it. There was one minority opinion that some of the savings could go back to communities for land use planning where it may have a greater impact than a small rate reduction.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott A. Burgess".

Scott A. Burgess  
City Manager

Cc: The Honorable Mike Burton, Executive Officer



October 20, 1999

Henry Hewitt, Chairman  
Oregon Transportation Commission  
900 SW Fifth Avenue, Suite 2300  
Portland, OR 97204

Jon Kvistad, Councilor, Metro  
Chair, JPACT  
11595 SW North Dakota, No. 100  
Portland, OR 97223

Dear Commissioner Hewitt and Councilor Kvistad:

Thank you for listening to the 50,000 plus Vancouver and Clark County residents who commute to Portland jobs each day. JPACT took a historic step forward when they agreed to leave the I-5 Delta Park widening project on the proposed list of projects for ODOT's \$600 million bond program. The Delta Park traffic congestion bottleneck is the most common transportation complaint I have heard since being in office. Until JPACT's action, funding had never been proposed, even though both Oregon and Washington have recognized the problem for over 20 years.

Our Vancouver and Portland region is the gateway and intermodal center for east-west trade with the Pacific Rim and is the second largest wholesale distribution center on the West Coast. I-5 is the primary economic lifeline for freight, business and commuters on the West Coast. This segment of I-5 from Vancouver to Portland provides access to deep-water shipping, up river barging, and two transcontinental rail lines. Interstate 5, in our region, is the key transportation corridor that provides access to trade-related jobs and housing. The problem is that I-5 is also the most congested segment of the regional freeway system in our Portland/Vancouver area. Without attention, the future level of traffic congestion on this transportation corridor will threaten the livability and economic vitality of our Portland/Vancouver region.

As mentioned earlier, one-third of our community's labor force, approximately 50,000 workers, commute to Oregon jobs every day. At the same time, trucks hauling "just in time" freight are trying to deliver their cargo to the ports and industries immediately north and south of the Columbia River. Both of these activities are critical to the bi-state region's economic vitality and both are negatively impacted by traffic congestion related to the Delta Park two-lane bottleneck.



Royce E. Pollard • Mayor  
Rose F. Besserman • Councilmember  
Dan Tonkovich • Councilmember  
Pat Jollota • Councilmember

Jim Moeller • Councilmember  
Jeanne Harris • Councilmember  
Jack Burkman • Councilmember  
Vernon E. Stoner • City Manager

Henry Hewitt and Jon Kvistad

Page 2

October 20, 1999

The proposed \$13 million dollar project would widen a small segment of I-5 south of Delta Park to Lombard Street to partially relieve a long-standing traffic congestion bottleneck on I-5 southbound and could be built in the six-year time frame.

Let me say one more time, the need to widen this segment on I-5 is the most common public comment I hear. I urge you to keep it on the funded list of projects for ODOT's \$600 million bond program and on Metro's constrained list of projects for the RTP.

Sincerely,

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

ROYCE E. POLLARD

Mayor





October 20, 1999

Jon Kvistad, Chair  
Joint Policy Advisory Committee on Transportation  
c/o Andy Cotugno  
METRO  
600 NE Grand Ave  
Portland, Or, 97232-2736

Henry Hewitt, Chair  
Oregon Transportation Commission  
c/o Kate Deane  
Oregon Department of Transportation  
123 NW Flanders  
Portland, Or, 97209

Dear Councilor Kvistad and Commissioner Henry Hewitt,

I(We) would like to express our strong support for constructing the NE Columbia/Killingsworth/87th Ave connection with ODOT bond program funds. The project is critical to maintaining good access to Columbia Blvd businesses and for industries exporting and importing goods throughout the region via air freight. The E Columbia/Killingsworth connection is indentified repeatedly as a transportaion bottleneck that must be solved to keep goods moving on the system.

The current problem is acute and unsafe. Traffic accessing I-205 from Columbia Blvd backs up over a mile during the PM peak. As a result, traffic from businesses on Columbia Blvd have to seek alternative routes to access the freeway. Columbia is a two lane facility that connects with I-205 through a signalized intersection at a railroad underpass. The intersection is very close to the I-205 interchange, limiting turning movements and constraining traffic flow. The proposed project that you would help fund would improve access from Columbia Blvd to US30 (Killingsworth) and I-205 through improved interchanges at 87th ave at Columbia and Killingsworth.

The Port of Portland, City of Portland and ODOT have completed studies of the problem to identify the best alternative for construction. A new connection at 87th Ave best meets freight traffic and multi-model objectives.

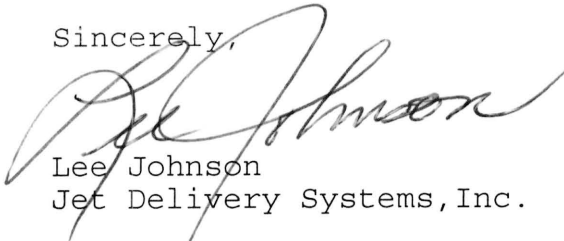
The Columbia Corridor has distinctive needs and transportation issues based on its business/industrial uses, and its fuction as a gateway for trade to national and international trade. These uses rely heavily on efficient freight accessibility and mobility.

My business is serving the air cargo market of this region. Air cargo activity is highly dependent upon the landside transportation system for good access to shippers, freight forwarders, reload facilities and the air cargo terminals. The majority of the regions air related facilities are located in the Columbia Corridor and rely heavily on Columbia Blvd and I-205.

Addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and state.

I (We) appreciate your consideration of this important project.

Sincerely,

A handwritten signature in dark ink, appearing to read "Lee Johnson", written over the printed name and company.

Lee Johnson  
Jet Delivery Systems, Inc.

CC;City of Portland Commissioner Charlie Hales  
Port of Portland-Mike Thorne





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The Halton Company

October 26, 1999

Mr. Henry Hewitt, Chair  
Oregon Transportation Commission  
C/o Kate Deane  
ODOT  
123 NW Flanders  
Portland, Or 97209

Mr. John Kvistad, Chair  
Joint Policy Advisory Committee on Transportation  
C/o Andy Cotugno  
METRO  
600 NE Grand Ave.  
Portland, Or 97232-2736

Dear Councilor Kvistad and Commissioner Hewitt:

The Halton Company would like to express our support for allocating State transportation bond program funds to construct the 87<sup>th</sup> Avenue connector at Columbia Blvd., Killingsworth and I-205. As a business that relies heavily on transportation and the need for efficient traffic flows, we believe that this project is critical to maintaining good access to the businesses in the Columbia Blvd. area. Numerous studies have shown that the construction of this project is the key piece in improving the East-West traffic flow and will yield the greatest result for the dollars spent.

Everyday experience provides the proof that this area is the worst traffic bottleneck for East-West vehicle flow. At peak hours, back ups of a mile are not uncommon on Columbia Blvd. and Killingsworth. Off peak back ups of ten minutes, or more, along Columbia Blvd. are also common. As a result of these back ups vehicles are using alternative routes to access the freeway or local neighborhoods. In some cases these alternative routes are Marine Drive or Airport Way. Other vehicles are utilizing residential streets south of Killingsworth rather than sitting through the back ups. It is our belief that the proposed improvements would eliminate many of these problems and act as a cornerstone project for improving the overall traffic flow in this key industrial area.

**Portland**  
P.O. Box 3377  
Portland, OR 97208  
(503) 288-6411  
Fax # (503) 281-9458  
1-800-452-7676  
[www.haltonco.com](http://www.haltonco.com)


**Salem**  
3850 Turner Rd., S.E.  
Salem, OR 97302  
(503) 364-0602  
Fax # (503) 364-9527

**The Dalles**  
1238 W. 2nd  
The Dalles, OR 97058  
(541) 296-4642  
Fax # (541) 296-1733

**Longview**  
1205 Baltimore  
Longview, WA 98632  
(360) 423-5760  
Fax # (360) 423-5292

The Columbia Corridor is a very unique place in Oregon. It is the hub of local, national and international trade for Portland and the state of Oregon. The combination of river, ocean, rail and interstate routes make a properly functioning highway system essential for continued effective freight movements and long term growth in the area. Failure to fund this project can only lead a steadily increasing traffic bottleneck that will be a deterrent to business development and cost effective goods movement. Again, we strongly urge you to support the funding for Columbia/Killingsworth and I-205 upgrades.

Sincerely,



Chuck Harrison  
Facilities Manager

Cc: The Halton Company- Ted Halton Jr.  
City of Portland Commissioner- Charlie Hales  
Port of Portland- Mike Thorne

# BALL JANIK LLP

A T T O R N E Y S

ONE MAIN PLACE  
101 SOUTHWEST MAIN STREET, SUITE 1100  
PORTLAND, OREGON 97204-3219

BRADLEY S. MILLER

TELEPHONE 503-228-2525  
FACSIMILE 503-295-1058

bmill@bjllp.com

October 27, 1999

Mr. Henry H. Hewitt, Chair  
Oregon Transportation Commission  
c/o PacifiCorp Financial Services  
825 NE Multnomah Street, Suite 2000  
Portland, OR 97232

Mr. John D. White, President  
The J. D. White Company  
1111 Main Street, Suite 300  
Vancouver, WA 98660

Mr. Jon Kvistad  
Metro Councilor  
METRO  
600 NE Grand Avenue  
Portland, OR 97232-2736

Mr. Michael Jordan, Commissioner  
Clackamas County Commission  
Clackamas County Courthouse  
906 Main Street  
Oregon City, OR 97045

Mr. Wayne Kittelson  
Kittelson & Associates  
610 SW Alder, Suite 700  
Portland, OR 97204

Re: International Council of Shopping Centers' Luncheon  
October 22, 1999

Gentlemen:

Bob LeFeber and I want to thank you very much for participating in the International Council of Shopping Centers' luncheon on transportation issues on October 22, 1999. Each of your individual presentations was very informative and helpful to our industry. The participants seemed to especially enjoy hearing the various governmental agencies' differing perspectives to the transportation issues facing Oregon and Washington.

Thank you again for sharing your time and expertise with us.

Sincerely,



Bradley S. Miller

BSM/lmp

cc: Mr. Robert LeFeber



October 28, 1999

Dear TPAC and JPACT Members:

On behalf of the Port of Portland, I am forwarding to you the 1999 Port of Portland Transportation Improvement Plan (PTIP). The PTIP identifies the transportation access projects we believe are necessary to ensure good access to Port facilities and properties over a 20-year time frame.

The PTIP provides documentation of the various on- and off-site transportation projects needed to meet demands of businesses and the public seeking to access markets via Port facilities. It serves as the basis for selecting projects for solicitation of federal, state and local funds. The PTIP also identifies sources of funding for project implementation. While the Port of Portland is the source for funding many of the improvements on Port property, other agencies and the private sector are also identified to provide funding for these projects. For projects off of Port property, other agencies are generally assumed to have the primary funding responsibility, but in some cases, supplemental funding by the Port will be necessary to undertake timely construction. The projects incorporated in the PTIP are recommendations from sub-area transportation studies, completed by Port staff in coordination with local, federal and state agencies and the public.

The Port of Portland Commission will be presented with the draft PTIP at the November 10, 1999 Commission meeting. Approval of the PTIP is scheduled for the December 9, 1999 Commission meeting.

If you have any comments regarding the PTIP document, please contact Preston Beck at 944-7514.

Sincerely,

Susie Lahsene  
Transportation Program Manager



WASHINGTON  
COUNTY,  
OREGON

November 2, 1999

Councilor Jon Kvistad  
JPACT Chair  
600 NE Grand Ave  
Portland, OR 97232-2736

Dear Councilor Kvistad:

Washington County wishes to reserve 15 to 20 minutes on JPACT's November 18<sup>th</sup> agenda to give a status report on the proposed commuter rail project running between Wilsonville and Beaverton. The presenters will tentatively be Kathy Lehtola from Washington County and Bob Post from BRW, Inc.

Thank you for this opportunity to brief JPACT.

If you have any questions, please call Kathy at 846-3406.

Sincerely,

John Rosenberger  
Director

C: Commissioner Rogers, JPACT representative  
Chair Tom Brian, JPACT alternate



Nov. 30, 1999

Jon Kvistad  
METRO  
Transportation Committee  
600 NE Grand Ave.  
Portland, OR 97232

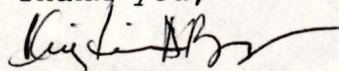
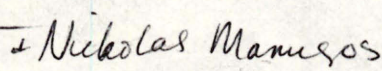
Dear Mr. Kvistad,

We are writing to you today to urge the Transportation Committee to support the bicyclists in this region when they take the drafted Regional Transportation Plan to the public on December 2, 1999.

At the current rate of growth in the Portland Metro area, it is essential that all transportation alternatives to autos be supported, prioritized, and funded. As a car-owning family, who chooses to commute and run errands by bicycle much of the time, we view the lack of vision in the current plan as a threat to the way we chose to live. We are investing in the sustainability of our community whereas METRO seems content to pave the way for further auto congestion, pollution, and waste. METRO also seems to be ignoring the percentage of the population who can not afford to travel by car and must rely upon bikes or public transit systems.

We urge you to join us in supporting transportation alternatives that will keep the Portland metro region healthy and livable, that will keep bicyclists mobile and safe. Please forward these thoughts to the committee on Thursday in our absence.

Thank you,

 +   
Kristin Berger  
Nicholas Manusos  
10225 SE Yukon St.  
Portland, OR 97266





December 1, 1999

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

Dear Councilor Kvistad:

As you know, my attendance at Metro's Joint Policy Advisory Committee on Transportation (JPACT) has suffered because our Port Commission meetings were scheduled for the same time, the second Thursday of each month. The Commission has now agreed to change its meeting day, so that, starting in January, this conflict will no longer exist, and I will be able to attend more regularly.

For the foreseeable future, when I am unable to attend, Dave Lohman will continue to be my alternate. However, for the December JPACT meeting Dave Lohman will be out of town, and I will be at the last of our second-Thursday Commission meetings. Therefore, for the December JPACT meeting only, I request that Susie Lahsene be allowed to stand in for me and cast the Port's vote on any matters before the group.

There is one further complication. On that day Susie will be making a presentation to the Port Commission at 8:15 a.m. so she will have to attend the first half-hour of the JPACT meeting and then return after her presentation to the Commission.

I appreciate your consideration of this request.

Yours very truly,

Mike Thorne  
Executive Director

cc: Andy Cotugno

The Honorable Bruce Barton  
City of Wilsonville  
30000 Town Center Loop E.  
Wilsonville, OR 97070

December 9, 1999

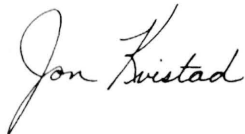
Councilor Barton,

As part of Metro's on-going effort to work with local partners in the most efficient and effective ways possible, I am enclosing a copy of our "Partnership Survey". Please take a moment to fill it out and fax it back to our Outreach Office. That fax number is 797-1793.

In this survey, you will have the opportunity to sign up to receive agendas for particular committees (or to ask to come off those agenda lists). You will also be able to tell us how we can best communicate with you (e-mail, fax, mail) and what kinds of information we can provide to you. In addition, we are asking each jurisdiction to let us know if they are interested in partnering with us to produce "town hall" style meetings or other events to increase citizen involvement around the region.

I know this is a busy time, and I appreciate your help in this.

Best Wishes and Happy Holidays,

A handwritten signature in cursive script that reads "Jon Kvistad". The signature is written in dark ink and is positioned above the printed name and title.

Jon Kvistad  
Metro Councilor  
District 3



The Honorable Chris Bergstrom  
City of Tualatin  
18880 SW Martinazzi Avenue  
Tualatin, OR 97062

December 9, 1999

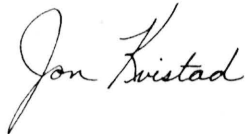
Councilor Bergstrom,

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Best Wishes and Happy Holidays,

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Jon Kvistad  
Metro Councilor  
District 3

The Honorable Helen Cain  
City of Tualatin  
18880 SW Martinazzi Avenue  
Tualatin, OR 97062

December 9, 1999

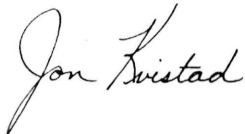
Councilor Cain,

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Best Wishes and Happy Holidays,

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Jon Kvistad  
Metro Councilor  
District 3

The Honorable Steve Chrisman  
City of Tualatin  
18880 SW Martinazzi Avenue  
Tualatin, OR 97062

December 9, 1999

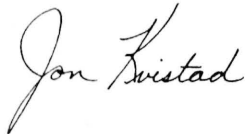
Councilor Chrisman,

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Best Wishes and Happy Holidays,

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Jon Kvistad  
Metro Councilor  
District 3

The Honorable Katharine Forrest  
City of Tualatin  
18880 SW Martinazzi Avenue  
Tualatin, OR 97062

December 9, 1999

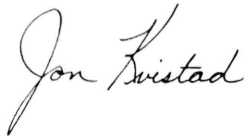
Councilor Forrest,

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Best Wishes and Happy Holidays,

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Jon Kvistad  
Metro Councilor  
District 3

The Honorable John Helser  
City of Wilsonville  
30000 Town Center Loop E.  
Wilsonville, OR 97070

December 9, 1999

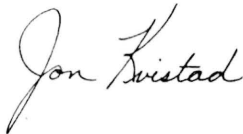
Councilor Helser,

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Best Wishes and Happy Holidays,

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Jon Kvistad  
Metro Councilor  
District 3

The Honorable Benny Holt  
City of Wilsonville  
30000 Town Center Loop E.  
Wilsonville, OR 97070

December 9, 1999

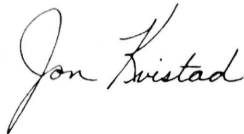
Councilor Holt,

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Best Wishes and Happy Holidays,

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Jon Kvistad  
Metro Councilor  
District 3

The Honorable Paul Hunt  
City of Tigard  
13125 SW Hall Blvd.  
Tigard, OR 97223

December 9, 1999

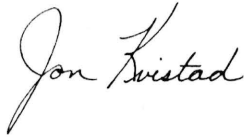
Councilor Hunt,

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Jon Kvistad  
Metro Councilor  
District 3



The Honorable Alen Kirk  
City of Wilsonville  
30000 Town Center Loop E.  
Wilsonville, OR 97070

December 9, 1999

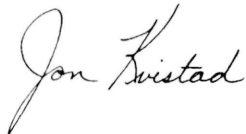
Councilor Kirk,

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Jon Kvistad  
Metro Councilor  
District 3

The Honorable Sue Lamb  
City of Tualatin  
18880 SW Martinazzi Avenue  
Tualatin, OR 97062

December 9, 1999

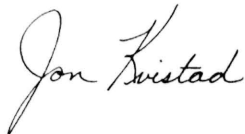
Councilor Lamb,

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Jon Kvistad  
Metro Councilor  
District 3

The Honorable Charlotte Lehan  
City of Wilsonville  
30000 Town Center Loop E.  
Wilsonville, OR 97070

December 9, 1999

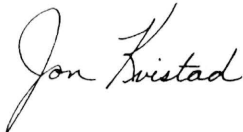
Mayor Lehan,

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Best Wishes and Happy Holidays,

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Jon Kvistad  
Metro Councilor  
District 3

The Honorable Brian Moore  
City of Tigard  
13125 SW Hall Blvd.  
Tigard, OR 97223

December 9, 1999

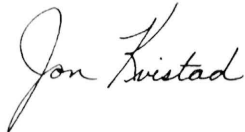
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Jon Kvistad  
Metro Councilor  
District 3

The Honorable Jim Nicoli  
City of Tigard  
13125 SW Hall Blvd.  
Tigard, OR 97223

December 9, 1999

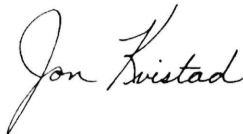
Mayor Nicoli,

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Best Wishes and Happy Holidays,

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Jon Kvistad  
Metro Councilor  
District 3

The Honorable Lou Ogden  
City of Tualatin  
18880 SW Martinazzi Avenue  
Tualatin, OR 97062

December 9, 1999

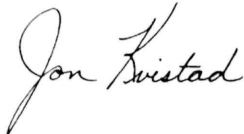
Mayor Ogden,

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Jon Kvistad  
Metro Councilor  
District 3

The Honorable Joyce Patton  
City of Tigard  
13125 SW Hall Blvd.  
Tigard, OR 97223

December 9, 1999

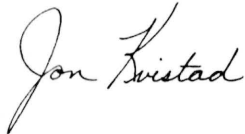
Councilor Patton,

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Best Wishes and Happy Holidays,

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Jon Kvistad  
Metro Councilor  
District 3



The Honorable Ken Scheckla  
City of Tigard  
13125 SW Hall Blvd.  
Tigard, OR 97223

December 9, 1999

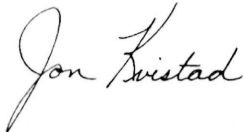
Councilor Scheckla,

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Jon Kvistad  
Metro Councilor  
District 3

The Honorable Tony Weller  
City of Tualatin  
18880 SW Martinazzi Avenue  
Tualatin, OR 97062

December 9, 1999

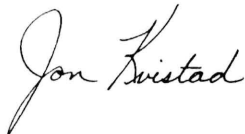
Councilor Weller,

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A handwritten signature in cursive script that reads "Jon Kvistad".

Jon Kvistad  
Metro Councilor  
District 3

cc: Kvistad



# CLACKAMAS COUNTY

## Board of Commissioners

January 11, 2000

To: Jon Kvistad  
JPACT Chair  
Via FAX: 590-3283

From: Bill Kennemer *[Signature]*  
Chair, Clackamas County Commission

Re: Federal Priorities Position Paper

BILL KENNEMER  
CHAIR

MICHAEL JORDAN  
COMMISSIONER

LARRY SOWA  
COMMISSIONER

Jon, I am requesting that you defer any JPACT discussion and or action on the Draft #4 Portland Regional Federal Transportation Priorities Position Paper until the February JPACT meeting. Clackamas County cannot support the Position paper as currently written.

In keeping with our regional priorities, as recently reconfirmed by JPACT and in your November 18, 1999 letter to our congressional delegation, "It is JPACT's position that the South/North Corridor, including federal funding approval for IMAX, is the region's highest priority."

As you know and at your direction, the draft position paper that was distributed to JPACT members does not contain language that was recommended by TPAC at their January 4<sup>th</sup>, meeting.

TPAC recommended that the third bullet under Commuter Rail on page 2 read "After completion of environmental studies, seek federal funds for the Commuter Rail. The region will consider seeking New Start Funds of \$25 million depending on the status of funding for IMAX and the South Corridor Transit Project."

I understand that TPAC had an extensive discussion of this issue and that the vote was 5 to 3 in favor of adding it. We established a staff advisory committee (TPAC) for a purpose. The proper process would bring the language as recommended by TPAC forward. If you or any other member of JPACT disagree with a TPAC recommendation the appropriate way to deal with it would be at the JPACT meeting.

This region has had a process that has served us well for many years. It has allowed us to debate, reach consensus and accomplish much. This process must be respected and followed if we are all to be able to work together regionally in the future. I am afraid that your action has served to undermine that process.

906 Main Street • Oregon City, OR 97045-1882 • (503) 655-8581 • FAX (503) 650-8944  
WEB ADDRESS: [www.co.clackamas.or.us](http://www.co.clackamas.or.us) • E-MAIL: [bcc@co.clackamas.or.us](mailto:bcc@co.clackamas.or.us)

Page 2

Jon, I want you to know that this is a regional issue and not simply a "difference of opinion between Washington County and Clackamas County" as your note states. Clearly the region has more work to do in developing better understanding and language that we can all support.

I trust a one-month delay will give all of us more time to reach such an agreement and restore the integrity of the regional process.

Cc: JPACT Members

## CITY OF HILLSBORO



January 12, 2000

Fax Transmitted:

Jon Kvistad, Chair  
and Metro JPACT Members  
600 NE Grand Avenue  
Portland, OR 97232

RE: RTP 2020 Population Projections.

Dear Chair Kvistad and JPACT Members:

This letter concerns Hillsboro's RTP comments regarding the Metro 2020 population, household and employment forecasts which underlie both the timing and extent of planned improvements to the regional transportation network prescribed in the RTP. These forecasts significantly understate Hillsboro's current and projected growth rate and amount of future growth. For example, the 1999 PSU estimates of current population reveal that the population (roughly 70,000 people) forecasted by Metro to be here around the year 2017 already exists in our City. We bring this issue to your attention again. We understand that it probably applies to other jurisdictions besides the City of Hillsboro.

We are working with Washington County to update our respective TSPs consistent with the RTP. Accordingly, a City consultant prepared year 2020 population, employment and housing need forecasts for Hillsboro. His forecasts and our own GIS land absorption data indicate that the Metro 2017/2020 population forecasts for Hillsboro will be achieved by at least 2003-5 or maybe sooner. This means that the implementation timing of improvements prescribed by the RTP for much later within its 20-year plan horizon must be pushed forward to occur within approximately the next 5 years. The RTP needs a provision that acknowledges this important matter.

On January 6, 2000, we discussed this matter at a meeting among Metro, Washington County, Tri-Met and Hillsboro staff. The group concluded that Hillsboro should inform TPAC and JPACT of this issue. It also concluded that, in order not to disrupt the RTP adoption process but still have the RTP address this issue, language should be added to Chapter 6: Implementation of the RTP. Such language would commit Metro to revisit the 2020 population and employment forecasts in response to new and reliable forecast data generated at the local level at any time prior to, or during a 3 to 5 year RTP review cycle. Such local forecasts would be reviewed by TPAC and JPACT for possible RTP incorporation.

At this time, we respectfully ask that a placeholder be put into the RTP for this language that will be prepared for TPAC and JPACT consideration in February. As suggested by the group, we will work with other interested jurisdictions to prepare the needed RTP language in the next few weeks.

Sincerely,

Winslow C. Brooks  
Planning Director

Copy: Washington County Coordinating Committee (WCCC)  
Washington County Planning Directors

**Rosemont Property Owners Association**  
21557 S. W. 91<sup>st</sup> Street, Tualatin, OR 97062,  
Charles Hoff, President - (503) 692-3354

---

January 13, 2000

Mr. Jon Kvistad, Chair  
Joint Policy Advisory Committee on Transportation  
METRO  
600 N. E. Grand  
Portland, OR 97232

Dear Chair Kvistad:

I am writing to you about the apparent continued impasse on moving forward with Rosemont Village, a planned residential community.

As background, this community plan was presented to the Metro Council and was one of the main reasons for the inclusion of Areas 31, 32, and a small part of 33 into the Urban Growth Boundary, December 1998. This was done by Ordinance of the Metro Council (I believe it was Ordinance No. 98-782A, but that may have changed in the final version). In any event, it is in the Urban Growth Boundary. Also by ordinance, the 2040 Growth Concept Map (Ordinance 95-625A) was to be amended and updated by Metro. Along with this, Clackamas County was to update their Comprehensive Plan to show this area in the Urban Growth Boundary. To-date, apparently all the regional governments just choose to sit on it, hoping it will go away?! Clackamas County really has no rationale not to update their Comprehensive Plan (which is also part of the 2040 requirements), except I imagine they are getting undue pressure from the City of Lake Oswego to basically do nothing, with a wait-and-see attitude.

The area placed inside the Urban Growth Boundary has approximately 828 gross acres. The Rosemont Village Plan calculates approximately 730 net buildable acres and, depending upon various Metro policy enactments, their number (Metro's) comes to approximately 552 net buildable acres. Within each of these figures, the City of Lake Oswego owns 93 of these buildable acres which has been dedicated by the City of Lake Oswego as the Luscher Farm Oswego City Park Complex.



Also for background information, of the approximately 828 gross acres, the Rosemont Property Owners Association owns and/or controls 615 acres. This equates to 74 percent of the area. If you subtract the 93 acres owned by the City of Lake Oswego, it then equates to 84 percent of the total area currently in the Urban Growth Boundary.

For your added reference, the Rosemont Property Owners Association was the one that privately funded/commissioned the Rosemont Village Plan for the area, which in our opinion is a very well thought-out residential community. Please also note in one of the attachments that we have again requested the Clackamas County planning community to appropriately zone and modify their Comprehensive Plan per 2040 to allow the Rosemont Village to proceed, as approved by the Metro Council over a year ago.

Chair Kvistad, this background information is provided because the Rosemont Property Owners Association formally requests assistance from your Transportation Committee to help move this Urban Growth Boundary and Metro process forward. The Rosemont Property Owners Association understands you are allocating your funds to give priority to areas recently taken into the Urban Growth Boundary (Wilsonville) in order to speed up development of these areas. Please note our area should have priority, as we were admitted into the Urban Growth Boundary over a year ago and have a plan. I am sure you are also aware that the new Urban Growth Boundary land is at a standstill with no one rushing in to take a leadership role in moving this process forward. These new Urban Growth Boundary areas need help in the compliance arena with Metro using their jurisdiction to compel changes per the 2040 plan.

We are requesting funding to help complete priority projects identified in the Metro and associated local governments' "Community Bridge and Road Program," November 1995 for our area. I personally do not know what happened to this program, as it was well studied and defined to include "prioritization" with regards to Safety and Congestion-type requirements. These priorities have been on every planned improvement map since 1995, yet nothing happens in our area. First, Lake Oswego commandeered the monies planned for Stafford and used them for Highway 43. Recently, the new County Commission diverted the priority funds for Stafford to Sunnyside for their new County offices. These same entities continue therefore to hold us in a Catch 22 position: We cannot develop because of transportation and road issues, and we cannot have safe roads because we are not developing?! In the meantime, "they" see to it that we do not get funding for roads and transportation.

It is the intention of the Rosemont Property Owners Association to bring these priority projects back into focus. The Rosemont Property Owners Association believes that, by pushing these safety and transportation priorities in the new Urban Growth Boundary areas, local governments may not be as reticent, therefore hopefully moving forward with their regional obligations. With Metro placing a small section of the North Stafford Area into the Urban Growth Boundary, we are requesting the funding for No. 11, identified within the "Safety Issues,"



of the Community Bridge and Road Program. No. 11 basically improves the Borland, Childs, and Rosemont Road intersections on Stafford Road. This is definitely a safety issue along with major ongoing congestion. Aligning the intersections, adding signals, left turn lanes, and bike lanes will go a long way in moving forward the residential community planned for this area.

In effect, Chair Kvistad, we need your initial dedicated funding to move this program forward. We can and will commit to payback through SDC's and other conveyances as this area moves through its development cycle. The reason I mentioned the Luscher Farm Lake Oswego Park Complex is mainly due to the large SDC's this will garner, specifically at the intersection of Rosemont and Stafford Roads. Also currently in process for SDC's would be the Lang's Firlane Project, Farr Project, and the West Linn School District Project.

The citizens and owners of the property within this Urban Growth Boundary are willing to step up and take responsibility and accountability for these improvements with your help. As stated, if it is bonding of some sort or other type requirement that you may suggest, we are ready to move forward. If nothing else, our area will at least be able to accomplish some of the priority projects dealing with safety issues.

I am looking forward to working with you and your committee to move this process forward in a timely manner.

Respectfully,

A handwritten signature in blue ink, appearing to read 'Charles Hoff', with a stylized flourish at the end.

Charles Hoff, President  
Rosemont Property Owners Association.

Attachments

COUNCILOR JON KVISTAD

600 NORTHEAST GRAND AVENUE  
TEL 503 797-1549

PORTLAND, OREGON 97232 2736  
FAX 503 797-1793



METRO

**COPY**

April 20, 2000

Oregon Parks & Recreation Department  
Local Government Grants Program  
ATTN: Marilyn Almero Lippincott  
1115 Commercial St. NE Suite I  
Salem, OR 97301-1002

To Whom It May Concern:

I am writing this letter in support of Wilsonville's application for a grant from the state's Local Government Grant Program to install paths and complete a playground addition in River Fox Park. I understand that this application is the result of a combined neighborhood and city effort that has been going on for some time and is exactly the kind of partnership we should all be supporting.

As the Metro Councilor for District 3, I have been acutely aware of Wilsonville's needs for housing and related amenities for its population. The development of this park will allow the nearby children and families to make much greater use of its untapped potential. The addition of paths and playgrounds will be a great benefit to the nearby 250 families in the adjoining neighborhoods. The improvements to the park are supported by the city's Parks and Recreation Master Plan and the Parks and Recreation Advisory Board.

I also am writing this letter of support from the perspective of Metro's regional policies that call for conservative management of our urban growth boundary, in the face of predicted regional growth. Our 2040 Growth Concept and Regional Framework Plan call for the development of more parks and open spaces to enhance the quality of life for our increasingly urban citizens.

In short, I fully support this effort from both a local and regional perspective and encourage your funding of this proposal.

Sincerely,

Jon Kvistad  
Metro Councilor  
District 3

JK:cg

cc: Jeanne Magmer

April 20, 2000

Yvonne Addington  
OEDD  
Regional Development Division  
775 Summer St. NE  
Salem, OR 97310

Dear Ms. Addington

I have just returned from the Hall D ceremony at Expo. It was a great event and I want to thank you for your part in making it happen. Thank you also for allowing me such a fun role in the program.

I was happy to see so many people, public officials, business people and citizens, at the ceremony. I know they are as delighted as I am about seeing the Expo Center become a state-of-the-art multi-purpose exhibit space that will enhance our community. It just shows you what can happen when people work together.

I am looking forward to attending the opening ceremony in April 2001 for our exciting new space and to beginning our Phase III project to complete the circle..

Sincerely,

Jon Kvistad  
Metro Councilor  
District 3

JK:cg

April 20, 2000

Chris Bailey  
Expo Center  
2060 N. Marine Drive  
Portland, OR 97217

Dear Mr. Bailey,

I have just returned from the Hall D ceremony at Expo. It was a great event and I want to thank you for your part in making it happen. Thank you also for allowing me such a fun role in the program.

I was happy to see so many people, public officials, business people and citizens, at the ceremony. I know they are as delighted as I am about seeing the Expo Center become a state-of-the-art multi-purpose exhibit space that will enhance our community. It just shows you what can happen when people work together.

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Sincerely,

Jon Kvistad  
Metro Councilor  
District 3

JK:cg

April 20, 2000

George Bell  
MERC Commission  
777 NE Martin Luther King Jr. Blvd.  
Portland, OR 97232

Dear Mr. Bell.

I have just returned from the Hall D ceremony at Expo. It was a great event and I want to thank you for your part in making it happen. Thank you also for allowing me such a fun role in the program.

I was happy to see so many people, public officials, business people and citizens, at the ceremony. I know they are as delighted as I am about seeing the Expo Center become a state-of-the-art multi-purpose exhibit space that will enhance our community. It just shows you what can happen when people work together.

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Sincerely,

Jon Kvistad  
Metro Councilor  
District 3

JK:cg

April 20, 2000

Gary Conkling  
MERC Commission  
777 NE Martin Luther King Jr. Blvd.  
Portland, OR 97232

Dear Mr. Conkling,

I have just returned from the Hall D ceremony at Expo. It was a great event and I want to thank you for your part in making it happen. Thank you also for allowing me such a fun role in the program.

I was happy to see so many people, public officials, business people and citizens, at the ceremony. I know they are as delighted as I am about seeing the Expo Center become a state-of-the-art multi-purpose exhibit space that will enhance our community. It just shows you what can happen when people work together.

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Sincerely,

Jon Kvistad  
Metro Councilor  
District 3

JK:cg

April 20, 2000

Ron Fortune  
MERC Commission  
777 NE Martin Luther King Jr. Blvd.  
Portland, OR 97232

Dear Mr. Fortune,

I have just returned from the Hall D ceremony at Expo. It was a great event and I want to thank you for your part in making it happen. Thank you also for allowing me such a fun role in the program.

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Sincerely,

Jon Kvistad  
Metro Councilor  
District 3

JK:cg



April 20, 2000

Anne Marrone  
Expo Center  
2060 N. Marine Drive  
Portland, OR 97217

Dear Ms. Marrone,

I have just returned from the Hall D ceremony at Expo. It was a great event and I want to thank you for your part in making it happen. Thank you also for allowing me such a fun role in the program.

I was happy to see so many people, public officials, business people and citizens, at the ceremony. I know they are as delighted as I am about seeing the Expo Center become a state-of-the-art multi-purpose exhibit space that will enhance our community. It just shows you what can happen when people work together.

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Sincerely,

Jon Kvistad  
Metro Councilor  
District 3

JK:cg

April 20, 2000

Ben Middleton  
MERC Commission  
777 NE Martin Luther King Jr. Blvd.  
Portland, OR 97232

Dear Mr. Middleton,

I have just returned from the Hall D ceremony at Expo. It was a great event and I want to thank you for your part in making it happen. Thank you also for allowing me such a fun role in the program.

I was happy to see so many people, public officials, business people and citizens, at the ceremony. I know they are as delighted as I am about seeing the Expo Center become a state-of-the-art multi-purpose exhibit space that will enhance our community. It just shows you what can happen when people work together.

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Sincerely,

Jon Kvistad  
Metro Councilor  
District 3

JK:cg

April 20, 2000

Alice Norris  
MERC Commission  
777 NE Martin Luther King Jr. Blvd.  
Portland, OR 97232

Dear Ms. Norris,

I have just returned from the Hall D ceremony at Expo. It was a great event and I want to thank you for your part in making it happen. Thank you also for allowing me such a fun role in the program.

I was happy to see so many people, public officials, business people and citizens, at the ceremony. I know they are as delighted as I am about seeing the Expo Center become a state-of-the-art multi-purpose exhibit space that will enhance our community. It just shows you what can happen when people work together.

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Sincerely,

Jon Kvistad  
Metro Councilor  
District 3

JK:cg

April 20, 2000

Judy Rice  
MERC Commission  
777 NE Martin Luther King Jr. Blvd.  
Portland, OR 97232

Dear Ms. Rice,

I have just returned from the Hall D ceremony at Expo. It was a great event and I want to thank you for your part in making it happen. Thank you also for allowing me such a fun role in the program.

I was happy to see so many people, public officials, business people and citizens, at the ceremony. I know they are as delighted as I am about seeing the Expo Center become a state-of-the-art multi-purpose exhibit space that will enhance our community. It just shows you what can happen when people work together.

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Sincerely,

Jon Kvistad  
Metro Councilor  
District 3

JK:cg

April 20, 2000

Julie Weatherby  
MERC  
777 NE Martin Luther King Jr. Blvd.  
Portland, OR 97232

Dear Ms. Weatherby,

I have just returned from the Hall D ceremony at Expo. It was a great event and I want to thank you for your part in making it happen. Thank you also for allowing me such a fun role in the program.

I was happy to see so many people, public officials, business people and citizens, at the ceremony. I know they are as delighted as I am about seeing the Expo Center become a state-of-the-art multi-purpose exhibit space that will enhance our community. It just shows you what can happen when people work together.

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Sincerely,

Jon Kvistad  
Metro Councilor  
District 3

JK:cg

April 20, 2000

Mark B. Williams  
MERC  
777 NE Martin Luther King Jr. Blvd.  
Portland, OR 97232

Dear Mr. Williams,

I have just returned from the Hall D ceremony at Expo. It was a great event and I want to thank you for your part in making it happen. Thank you also for allowing me such a fun role in the program.

I was happy to see so many people, public officials, business people and citizens, at the ceremony. I know they are as delighted as I am about seeing the Expo Center become a state-of-the-art multi-purpose exhibit space that will enhance our community. It just shows you what can happen when people work together.

I am looking forward to attending the opening ceremony in April 2001 for our exciting new space and to beginning our Phase III project to complete the circle..

Sincerely,

Jon Kvistad  
Metro Councilor  
District 3

JK:cg

# Barker&Calkins, Inc.

PROPERTY CONSULTANTS • 3216 S.E. Milwaukie • Portland OR 97202 • (503) 239-9050

May 9, 2000

Metro Regional Center  
Attn: Jon Kvistad  
600 Grand Avenue  
Portland OR 97232-2736



Dear Councilor Kvistad:

As President of the Greater Brooklyn Business Association, I encourage you to keep the options open for a light rail line in inner southeast Portland. A better method of moving traffic through our community while minimizing the loss of livability is an important piece of our neighborhood puzzle.

SE McLoughlin is already a barrier between our neighborhood and the river and adding further infrastructure to that boulevard is less than desirable. Creating the same kind of neighborhood division to the east, the SE 17<sup>th</sup> Street overpass divides our neighborhood yet again, cutting us off from the industrial district and Powell Park, which is underutilized as a result.

Our community wants and needs a regional light rail line that moves people efficiently. Please keep the light rail line a possibility by maintaining the option for the right-of-way along the existing rail lines. This tact seems to make significantly more sense than the alternatives.

Please add this letter to the public comment for the South Corridor Study in the Wide Range Alternative Report Section and thank you very much for your attention.

Sincerely,

David J. Weislogel  
President, GBBA



**METRO**

September 20, 2000

Jolene M. Molitoris  
Administrator  
Federal Railroad Administration  
US Department of Transportation  
1120 Vermont Avenue, NW 7<sup>th</sup> Floor  
Washington, DC 20590-0001

Dear Ms. Molitoris:

On behalf of Metro and the Joint Policy Advisory Committee on Transportation (JPACT), I would like to express our support for the Federal Railroad Administration's decision to grandfather the use of the Talgo equipment in the Pacific Northwest Corridor. Metro is the directly elected regional government that serves more than 1.3 million residents in the Portland metropolitan area. JPACT provides a forum at Metro for local and regional elected officials and representatives of agencies involved in transportation to resolve transportation needs in this region.

We understand that this decision is subject to several conditions intended to ensure continued safe operation of the trains and on the trainset manufacturer providing additional information and data of a technical nature. This information will allow FRA to complete an ongoing, detailed engineering evaluation of the trainsets.

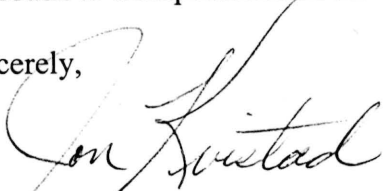
Safe, efficient and effective multi-modal transportation is key to the economic lifeblood and quality of life considerations of our region. The Talgo train, operated by Amtrak in the Pacific Northwest Corridor between Eugene, Oregon and Vancouver British Columbia, has provided a key component of this multi-modal approach to transportation.

Unless there is new information calling into question the safety of the Talgo equipment, we support the continued approval by Federal Railroad Administration for the operation of this train equipment. In this light, we urge the FRA to continue to recognize the value

Jolene Molitoris  
Page 2  
September 20, 2000

of the Talgo train to the Pacific Northwest and our efforts at establishing a multi-modal approach to transportation in the I-5 corridor.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jon Kvistad".

Metro Councilor Jon Kvistad  
Chair, Joint Policy Advisory  
Committee on Transportation (JPACT)

CD/FF  
I:\RTP\Congressional Ltrs92000.doc

cc Representative Earl Blumenauer  
Representative Peter Defazio  
Representative Darlene Hooley  
Senator Gordon Smith  
Representative Greg Walden  
Representative David Wu  
Senator Ron Wyden





Dear Citizen:

## METRO

Metro will hold two public hearings on the proposed expansion of Urban Reserve #42 by approximately 72 acres. The city of Wilsonville has requested that Metro make this adjustment. The State of Oregon is evaluating an alternative site for a new women's prison and co-gender intake facility at Day Road and Grahams Ferry Road in the Wilsonville area. A portion of the alternative site is outside of Metro's designated urban reserves. Metro will consider amending its urban reserves to accommodate this special use if the Day Road site is chosen.

***Metro has no authority in prison siting matters. Metro will NOT make the final decision on where to site the prison. Metro is only evaluating the city of Wilsonville's request to expand Urban Reserve #42 as part of Metro's responsibility to coordinate land use planning.***

If you wish to offer oral testimony on the proposed expansion of Urban Reserve 42 you may do so at the following meetings:

Metro Council Growth Management Committee	Tuesday, June 16, 1998	1:30 PM - 3:00 PM
Metro Council Regular Session	Thursday, June 25, 1998	2:00 PM

Due to time constraints and the great number of people who may wish to testify, guidelines and procedures for the public hearings have been established, which should ensure that all of those planning to testify are able to do so in a fair and expeditious manner.

- **The public hearing** scheduled before the Growth Management Committee will be limited to 1 hour in order that the committee can accomplish all of the work to come before it within the time available. The public hearing before the Metro Council will be the final opportunity to testify before the Council on this matter.
- **If you previously testified** before the Metro Council at its May 7, 1998 meeting your testimony has been placed in the meeting record on this matter, it is not necessary to testify again. Members of the Growth Management Committee are Metro Councilors who attend all Metro Council meetings.
- **Testimony will be limited** depending upon the time available and number of people appearing to testify. Organized groups are asked to select a spokesperson or panel of up to 4 spokespeople. Each group will be given up to 12 minutes to testify. The order of testimony will be determined by the chair or presiding officer. Generally, those individuals who have not previously testified on this matter will be heard before those who have. Testimony in opposition to the ordinance and testimony in support of the ordinance will be heard in alternating order.
- **You are encouraged to** submit written testimony at either meeting. If you are unable to appear in person, you may submit written testimony to Clerk of the Council Chris Billington, e-mail it to [billingtonc@metro.dst.or.us](mailto:billingtonc@metro.dst.or.us), or fax it to 797-1793. The public record on this matter will be open until Friday, June 19, 1998 at 5:00 PM.

All public hearings are held in the council chamber at the Metro Regional Center, 600 NE Grand Avenue, Portland, OR 97232. All Metro meetings are fully accessible to the disabled. For more information, call 797-1540 or TDD at 797-1804.

Metro, the regional government that serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area, provides regional services that guide growth and help ensure that livable communities are created for the future.

Cordially,

Jon Kvistad  
Metro Presiding Officer





METRO

September 22, 2000

Docket Clerk  
U.S. DOT Dockets  
Room PL-401  
400 Seventh Street, SW  
Washington, D.C. 20590-0001

**Subject: FHWA Dockets No. FHWA-99-5933; No. FHWA-99-5989; No. FHWA-99-5899**

Enclosed for your review are the adopted comments of the Joint Policy Advisory Committee (JPACT) for the Portland, Oregon Metropolitan area and of the Metro Council on the proposed rules for planning, NEPA, and ITS. JPACT represents the MPO for the Oregon portion of the metropolitan area. The Metro Council is a seven-member elected body that oversees a number of regional services and sets regional growth management policy. We appreciate the opportunity to comment.

After significant discussion on the rules, the JPACT, the Metro Council and other regional partners have submitted a set of comments that generally recommend fewer specifics in the rules. The general feeling is that local areas are best able to devise local procedures on topics related to cooperative revenue forecasting, environmental justice, and environmental streamlining. Specifics in the rules may only heighten the opportunity for potential failure to meet those specifics. What is more important is to have USDOT provide guidance and definition outside the rules. As more examples and best management practices become available, the rules could be revised, as necessary.

In general, we support the draft rules as written. In particular, the language retained from the previous rules is extremely valuable.

Again, we thank you for the opportunity to comment.

Sincerely,

David Bragdon,  
Metro Council Presiding Officer

Jon Kvistad,  
JPACT Chair

MH/FF

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Enclosures

**Portland Metropolitan Area Proposed Positions on:**  
**23 CFR Parts 450 and 1410**  
**49 CFR Parts 613 and 621**  
**Statewide Transportation Planning**  
**Metropolitan Transportation Planning; Proposed Rule**

**ISSUE: Cooperative Revenue Forecasting**

The Joint Policy Advisory Committee on Transportation for the Portland, Oregon metropolitan area (JPACT) and the Metro Council support the requirement to have states, transit operators, local governments, and MPOs cooperatively establish a set of procedures governing the projection of future revenues for use in developing financially constrained plans and programs. Given the tie of financial constraint to air quality conformity requirements under the Clean Air Act, we also recommend that state or regional air quality authorities be required to participate, as well. We believe such a requirement lays important groundwork for improving the consistency of revenue forecasts used by MPOs, thereby improving the quality of regional transportation decision-making.

However, we recommend that the language be limited. Only the procedures for forecasting revenues should be required and that the specifics be required to be included in a Statewide Memorandum of Understanding between the state, transit operator(s), air quality authorities, and the MPOs within each state. Any additional requirements may become cumbersome and conflict with the successful approach already in place in the state of Oregon.

Regarding "illustrative" projects, JPACT and the Metro Council strongly support that they be allowed in long-range transportation plans. The listing of illustrative projects allows states and regions to better work with the public to pursue new programs and funding sources that may not be reasonable to assume under financial constraint, but may be critical to addressing transportation needs that are outpacing the growth of existing revenue sources.

**ISSUE: MPO Long-Range Planning; 20-Year Planning Horizons**

MPOs' long range plans should continue to have 20-year horizons. If TIP amendments trigger federal review, reviews should be done based on the existing long range plans, even though it may be less than 20-years to the planning horizon. However, if the requirement stays as stated in the NPRM, it should be phased-in at the time of the next three-year update.

**ISSUE: Environmental Justice**

JPACT and the Metro Council support the intent of NPRM changes, and also the specific requirements with respect to data collection and analysis, and public outreach.

To create certainty and clarity, and to avoid the high potential for litigation created by the NPRM proposals, the following additions and changes should be made:

- MPOs and states should be given explicit guidance on how to meet environmental justice objectives and/or related performance measures and standards. A series of best management practices should be provided.
- The need for the new definitions found in the NPRMs should be reviewed, and where possible these definitions should be replaced by definitions that have already been tested in the courts. In particular, the definition or interpretation of "adverse benefit" should be defined or be allowed to be defined through the MPO planning process.

**ISSUE: MIS Replacement/NEPA**

The NPRMs, as written, do not provide much potential for streamlining, avoidance of duplication and speeding up of projects. They may result in significant additional duplication and other work on MPOs. In order to minimize unnecessary work and to achieve streamlining goals, language should be added to:

- Allow the long-range plan and TIP to group or bundle smaller projects under a single purpose and need statement (for example, general bicycle improvements, transit service expansions, pavement over-lays, etc.). This should result in consistency with NEPA while eliminating extensive work for MPOs; and
- Provide specifics on expectations for analysis of secondary and cumulative impacts in the planning process.

**Portland Metropolitan Area Proposed Positions on:**

**23 CFR Parts 771, 1420 and 1430**

**49 CFR Parts 622 and 623**

**NEPA and Related Procedures for Transportation Decisionmaking, Protection of Public Parks, Wildlife and Waterfowl Refuges, and Historic Sites; Proposed Rule**

**ISSUE: MIS Replacement/NEPA**

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## **Portland Metropolitan Area Proposed Positions on**

### **23 CFR Parts 655 and 949**

#### **Intelligent Transportation System Architecture and Standards; Proposed Rule**

**ISSUE:            Intelligent Transportation Systems (ITS)**

To implement section 5206 (e) of TEA-21, the NPRMs call for:

- Development of a regional ITS integration strategy within 2 years, including identification of major ITS projects.
- Regional interagency agreements on interoperability, ITS standards and routine operations.
- Design of a regional ITS architecture that is compatible and interoperable with the national ITS architecture, within 2 years. This could be a state or MPO responsibility.
- All highway and transit projects to be consistent with regional ITS architecture

MPOs, including Metro, lack resources and expertise to do quality work in ITS, particularly within a two year time frame.

**Position:**

JPACT and the Metro Council support a coordinating role for MPOs in development of regional ITS strategies and regional inter-agency ITS agreements. MPOs should only be required to include sufficient ITS policies in the long-range plans. MPOs should coordinate and report on, but not lead, ITS implementation efforts. DOTs, local governments, and transit operators are the appropriate implementation agencies.