

# ANNOTATED MINUTES

Thursday, December 14, 1995 - 9:30 AM  
Multnomah County Courthouse, Room 602  
1021 SW Fourth, Portland

## REGULAR MEETING

*Chair Beverly Stein convened the meeting at 9:30 a.m., with Vice-Chair Sharron Kelley, Commissioners Gary Hansen, Tanya Collier and Dan Saltzman present.*

### CONSENT CALENDAR

**UPON MOTION OF COMMISSIONER KELLEY,  
SECONDED BY COMMISSIONER HANSEN, THE  
CONSENT CALENDAR (ITEMS C-1 THROUGH C-7)  
WAS UNANIMOUSLY APPROVED.**

### DEPARTMENT OF ENVIRONMENTAL SERVICES

C-1        GEC 22-95 Hearings Officer Decision APPROVING, Subject to Amended Conditions Mitigated by Applicant and Appellant, a Grading and Erosion Control Permit for Construction of a Single Family Dwelling in the R-20 Zone on Property Located at 6200 SW SHERIDAN STREET, PORTLAND

C-2        LD 5-95    Hearings Officer Decision APPROVING, Subject to Conditions, Proposed Three Parcel Land Division and Future Street Plan and Denying Applicant's Appeal for an Improvement Waiver to Certain Road Improvements, for Property Located at 161 NW MILLER ROAD, PORTLAND

C-3        ORDER Authorizing Execution of Deed D951206 Upon Complete Performance of a Contract to Jeffrey William Lim

**ORDER 95-253.**

C-4        ORDER Authorizing Execution of Deed D961275 for Repurchase of Tax Acquired Property to Former Owner Lewis C. Carroll

**ORDER 95-254.**

- C-5 ORDER Authorizing Execution of Deed D961276 for Repurchase of Tax Acquired Property to Former Owner Alice M. Proctor

***ORDER 95-255.***

- C-6 ORDER Authorizing Execution of Deed PM9501 to Darrel H. Hanson Upon Completion of a Contract

***ORDER 95-256.***

**SHERIFF'S OFFICE**

- C-7 Budget Modification MCSO 1 Requesting Authorization to Reclassify 5 Corrections Counselor Supervisor Positions to MCSO Program Administrator Positions

**REGULAR AGENDA**

**PUBLIC COMMENT**

- R-1 Opportunity for Public Comment on Non-Agenda Matters. Testimony Limited to Three Minutes Per Person.

***NO ONE WISHED TO COMMENT.***

**DEPARTMENT OF COMMUNITY CORRECTIONS**

- R-5 Budget Modification DCC 3 Requesting Authorization to Add 1 FTE Data Systems Manager, 5 FTE Operations Supervisors, and Delete 5 FTE Clerical Unit Supervisor Positions

***COMMISSIONER KELLEY MOVED AND COMMISSIONER HANSEN SECONDED, APPROVAL OF R-5. CARY HARKAWAY AND PATRICK BRUN EXPLANATION AND RESPONSE TO BOARD QUESTIONS. BUDGET MODIFICATION UNANIMOUSLY APPROVED.***

**SHERIFF'S OFFICE**

- R-2 Budget Modification MCSO 2 Requesting Authorization to Add \$14,000 to the River Patrol Budget Revenue and Expenditures to Budget for a Contract with the Port of Portland to Patrol Government Island

**COMMISSIONER KELLEY MOVED AND  
COMMISSIONER SALTZMAN SECONDED,  
APPROVAL OF R-2. LARRY AAB EXPLANATION.  
BUDGET MODIFICATION UNANIMOUSLY  
APPROVED.**

- R-3 Budget Modification MCSO 3 Requesting Authorization to Move \$5,000 from the Equipment Line Item to the Supplies Line Item in the Marine Board's River Patrol Budget

**COMMISSIONER KELLEY MOVED AND  
COMMISSIONER SALTZMAN SECONDED,  
APPROVAL OF R-3. MR. AAB EXPLANATION.  
BUDGET MODIFICATION UNANIMOUSLY  
APPROVED.**

- R-4 RESOLUTION Authorizing Designation of Housing Allowance for Chaplains Serving the County Jails

**COMMISSIONER KELLEY MOVED AND  
COMMISSIONER HANSEN SECONDED, APPROVAL  
OF R-4. MR. AAB EXPLANATION AND RESPONSE  
TO BOARD QUESTIONS. RESOLUTION 95-257  
UNANIMOUSLY APPROVED.**

**NON-DEPARTMENTAL**

- R-6 Intergovernmental Agreement 500466 with Washington County and the Portland Development Commission for the Administration of the Regional Strategies Program for 1995-1997 Biennium

**COMMISSIONER SALTZMAN MOVED AND  
COMMISSIONER KELLEY SECONDED, APPROVAL  
OF R-6 COUNSEL MATT RYAN EXPLANATION OF  
AMENDED LANGUAGE. UPON MOTION OF  
COMMISSIONER KELLEY, SECONDED BY  
COMMISSIONER SALTZMAN, AMENDMENTS TO  
PAGE 8, SECTION 11 WERE UNANIMOUSLY  
APPROVED. MR. RYAN RESPONSE TO BOARD  
QUESTIONS. PATRICIA SCRUGGS COMMENTS IN  
SUPPORT. JOHN HALL EXPLANATION IN  
RESPONSE TO BOARD QUESTIONS AND  
DISCUSSION. MS. SCRUGGS COMMENTS IN**

**RESPONSE TO BOARD DISCUSSION. AGREEMENT UNANIMOUSLY APPROVED, AS AMENDED.**

- R-7 RESOLUTION and ORDER Providing a Bridge Loan to the Brentwood-Darlington Community Family Resource Center Project to Allow Construction to Begin in January, 1996

**COMMISSIONER COLLIER MOVED AND COMMISSIONER SALTZMAN SECONDED, APPROVAL OF R-7. COMMISSIONER COLLIER, DARLENE CARLSON AND SAM GALBREATH EXPLANATION, COMMENTS IN SUPPORT AND RESPONSE TO BOARD QUESTIONS. RESOLUTION AND ORDER 95-258 UNANIMOUSLY APPROVED.**

- R-8 Intergovernmental Agreement 500426 with the City of Portland for Office of Emergency Management Access to the 800 MHz Simulcast and Trunking Radio Services

**COMMISSIONER COLLIER MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-8. MIKE GILSDORF EXPLANATION. AGREEMENT UNANIMOUSLY APPROVED. COMMISSIONER COLLIER PRESENTED UPDATE ON EMERGENCY PREPAREDNESS RESOLUTION.**

**DEPARTMENT OF ENVIRONMENTAL SERVICES**

- R-9 RESOLUTION in the Matter of Authorizing an Application for a Loan from the Small Scale Energy Loan Program

**COMMISSIONER SALTZMAN MOVED AND COMMISSIONER KELLEY SECONDED, APPROVAL OF R-9. AMY JOSLIN EXPLANATION. RESOLUTION 95-259 UNANIMOUSLY APPROVED.**

- R-10 First Reading of an ORDINANCE Amending Surveyor's Fees, Moving County Surveyor Fees from MCC 11.45 to MCC 5.10, and Changing Method to a Deposit with Actual Cost Being Determined at Completion of the Services

**ORDINANCE READ BY TITLE ONLY. COPIES AVAILABLE. COMMISSIONER COLLIER MOVED AND COMMISSIONER KELLEY SECONDED,**

**APPROVAL OF FIRST READING. BOB HOVDEN  
EXPLANATION. NO ONE WISHED TO TESTIFY.  
FIRST READING UNANIMOUSLY APPROVED.  
SECOND READING THURSDAY, DECEMBER 21,  
1995.**

**PUBLIC CONTRACT REVIEW BOARD**

(Recess as the Board of County Commissioners and convene as the Public Contract Review Board)

R-11 ORDER Exempting from Public Bidding the Purchase of INTERFACE Software and Ongoing Maintenance Service from Pacific Applied Technology, Inc.

**COMMISSIONER HANSEN MOVED AND  
COMMISSIONER KELLEY SECONDED, APPROVAL  
OF R-11. JIM MUNZ EXPLANATION AND  
RESPONSE TO BOARD QUESTIONS. ORDER 95-260  
UNANIMOUSLY APPROVED.**

(Adjourn as the Public Contract Review Board and reconvene as the Board of County Commissioners)

*The regular meeting was adjourned at 10:12 a.m. and the briefings convened at 10:19 a.m.*

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Thursday, December 14, 1995 - 10:15 AM  
**(OR IMMEDIATELY FOLLOWING REGULAR MEETING)**  
Multnomah County Courthouse, Room 602  
1021 SW Fourth, Portland

**BOARD BRIEFINGS**

B-1 Performance Report by Edgefield Station Regarding Status of Charges Directed by the Board of Commissioners. Presented by Terry Cook, Sue O'Halloren, Martha Stiven, Paul Thalhofer, Deane Funk, Don Lloyd and Diane Martin Langley.

**TERRY COOK, DIANE MARTIN LANGLEY, MARTHA  
STIVEN, PAUL THALHOFER, DON LLOYD,  
CLIFFORD RONE AND SUE O'HALLOREN**

**PRESENTATION AND RESPONSE TO BOARD  
QUESTIONS AND DISCUSSION.**

B-2 Review and Discussion of Proposals for Enhancing Services Now Funded by the Library Levy and the Jail Levy. Presented by Budget and Quality, Sheriff's Office, Community Corrections and Library Staff.

**DAVE WARREN, GINNIE COOPER, DAN NOELLE  
AND CARY HARKAWAY PRESENTATION AND  
RESPONSE TO BOARD QUESTIONS AND  
DISCUSSION.**

*There being no further business, the briefings were adjourned at 11:53*

*a.m.*

OFFICE OF THE BOARD CLERK  
FOR MULTNOMAH COUNTY, OREGON

*Deborah L. Bogstad*

Deborah L. Bogstad



# MULTNOMAH COUNTY OREGON

OFFICE OF THE BOARD CLERK  
SUITE 1510, PORTLAND BUILDING  
1120 SW FIFTH AVENUE  
PORTLAND, OREGON 97204  
CLERK'S OFFICE • 248-3277 • 248-5222  
FAX • (503) 248-5262

BOARD OF COUNTY COMMISSIONERS		
BEVERLY STEIN	CHAIR	•248-3308
DAN SALTZMAN	DISTRICT 1	• 248-5220
GARY HANSEN	DISTRICT 2	•248-5219
TANYA COLLIER	DISTRICT 3	•248-5217
SHARRON KELLEY	DISTRICT 4	•248-5213

## AGENDA

### MEETINGS OF THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS

#### FOR THE WEEK OF

#### DECEMBER 11, 1995 - DECEMBER 15, 1995

*Thursday, December 14, 1995 - 9:30 AM - Regular Meeting ---Page 2*

*Thursday, December 14, 1995 - 10:15 AM - Board Briefings --Page 4*

*Thursday Meetings of the Multnomah County Board of Commissioners are \*cablecast\* live and taped and can be seen by Cable subscribers in Multnomah County at the following times:*

*Thursday, 9:30 AM, (LIVE) Channel 30*

*Friday, 10:00 PM, Channel 30*

*Sunday, 1:00 PM, Channel 30*

*\*Produced through Multnomah Community Television\**

*INDIVIDUALS WITH DISABILITIES MAY CALL THE OFFICE OF THE BOARD CLERK AT 248-3277 OR 248-5222, OR MULTNOMAH COUNTY TDD PHONE 248-5040, FOR INFORMATION ON AVAILABLE SERVICES AND ACCESSIBILITY.*

*AN EQUAL OPPORTUNITY EMPLOYER*

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**SHERIFF'S OFFICE**

- C-7      *Budget Modification MCSO 1 Requesting Authorization to Reclassify 5 Corrections Counselor Supervisor Positions to MCSO Program Administrator Positions*

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**DEPARTMENT OF COMMUNITY CORRECTIONS**

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- R-8 *Intergovernmental Agreement 500426 with the City of Portland for Office of Emergency Management Access to the 800 MHz Simulcast and Trunking Radio Services*

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*Method to a Deposit with Actual Cost Being Determined at Completion of the Services*

**PUBLIC CONTRACT REVIEW BOARD**

*(Recess as the Board of County Commissioners and convene as the Public Contract Review Board)*

R-11      *ORDER Exempting from Public Bidding the Purchase of INTERFACE Software and Ongoing Maintenance Service from Pacific Applied Technology, Inc.*

*(Adjourn as the Public Contract Review Board and reconvene as the Board of County Commissioners)*

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B-1      *Performance Report by Edgefield Station Regarding Status of Charges Directed by the Board of Commissioners. Presented by Terry Cook, Sue O'Halloren, Martha Stiven, Paul Thalhofer, Deane Funk, Don Lloyd and Diane Martin Langley. 30-40 MINUTES REQUESTED.*

B-2      *Review and Discussion of Proposals for Enhancing Services Now Funded by the Library Levy and the Jail Levy. Presented by Budget and Quality, Sheriff's Office, Community Corrections and Library Staff. 30 MINUTES REQUESTED.*

Meeting Date: DEC 14 1995  
Agenda No. : B-1

(Above Space for Board Clerk's Use *ONLY*)

AGENDA PLACEMENT FORM

SUBJECT: Edgefield Station Briefing

BOARD BRIEFING: Date Requested: 12/14/95  
Amount of Time Needed: 30-40 Minutes

REGULAR MEETING: Date Requested:  
Amount of Time Needed:

DEPARTMENT: Nondepartmental DIVISION: Commissioner Kelley's Office

CONTACT: Robert Trachtenberg TELEPHONE: 248-5213  
BLDG/ROOM: 106/1500

PERSON(S) MAKING PRESENTATION: Terry Cook, Edgefield Station Board President; Sue O'Halloren, Edgefield Station, Board Vice President; Martha Stiven, Owner Martha F. Stiven Planning & Development Services; Paul Thalhofer, Mayor City of Troutdale; Deane Funk, Portland General Electric; Don Lloyd, Councilor, City of Troutdale; Diane Martin Langlely, Mt. Hood Railroad

ACTION REQUESTED:

INFORMATIONAL ONLY  POLICY DIRECTION  APPROVAL  OTHER

*SUMMARY* (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if available):

Performance report by Edgefield Station regarding status of charges directed by Board of County Commissioners

SIGNATURES REQUIRED:

ELECTED OFFICIAL: Beverly Stiven

OR

MANAGER: \_\_\_\_\_

*Any Questions? Call the Office of the Board Clerk at 248-3277 or 248-5222.*  
forms\apf.doc

BOARD OF  
COUNTY COMMISSIONERS  
MULTNOMAH COUNTY  
OREGON  
1995 DEC -4 PM 4:20

## **List of Attendees on behalf of ESI:**

<b>Jim Atkins:</b>	Project Manager, Westlake Consultants, Inc.
<b>Deane Funk:</b>	Economic Development, Portland General Electric
<b>Jim Galloway:</b>	Public Works Director, City of Troutdale
<b>Lloyd D. Lindley:</b>	Land Scape Architect
<b>Don K. Lloyd:</b>	City Councilor, City of Troutdale
<b>Diane Martin Langley:</b>	Marketing Director, Mt. Hood Railroad
<b>Clifford Rone:</b>	Vice President, Relationship Manager - Commercial Real Estate Division, U.S. Bank
<b>Louis Savage:</b>	Lawyer, Garvey, Schubert & Barer
<b>Martha Stiven:</b>	Martha Stiven Planning & Development Services
<b>Paul Thalhofer:</b>	Mayor, City of Troutdale
<b>Merrie Waylette:</b>	District Director, Congressman Ron Wyden's Office

**SHARON WYLIE**  
**State Representative**

DISTRICT 22  
MULTNOMAH COUNTY



**HOUSE OF REPRESENTATIVES**  
**SALEM, OREGON**  
**97310**

**Committees:**

Member:  
General Government  
and Regulatory Reform  
  
Vice-Chair,  
Subcommittee on  
Regulatory Reform

Member:  
Human Resources and  
Education  
  
Vice-Chair,  
Subcommittee on  
Human Resources

Member:  
Information  
Management and  
Technology

December 8, 1995

Board of County Commissioners  
1120 S.W. 5th  
Portland, Oregon 97201

I have followed with great interest the evolution of the Edgefield Station Project. I believe that the vision and the partnerships represented are worthy of our support. It is my hope that the county will continue to participate in this unique effort. The completion of this project will be a benefit to the entire region.

One of the hardest things for government to do is to balance innovation and risk-taking with accountability to our communities. We are in a time where partnerships, respect, and persistence are the critical ingredients for accomplishment of any large vision. The people, planning, hard work and reliance on a private sector base have brought this exciting project to this point in time. I urge the Board to do what is necessary to keep it moving forward.

Sincerely,

Sharon Wylie  
State Representative  
District 22



**EDGEFIELD STATION, INC.'S SIX MONTH PERFORMANCE  
REVIEW TO THE BOARD OF COMMISSIONERS OF  
MULTNOMAH COUNTY:**

**THURSDAY, DECEMBER 14, 1995**



*"Gateway to the Gorge and Mt Hood"*



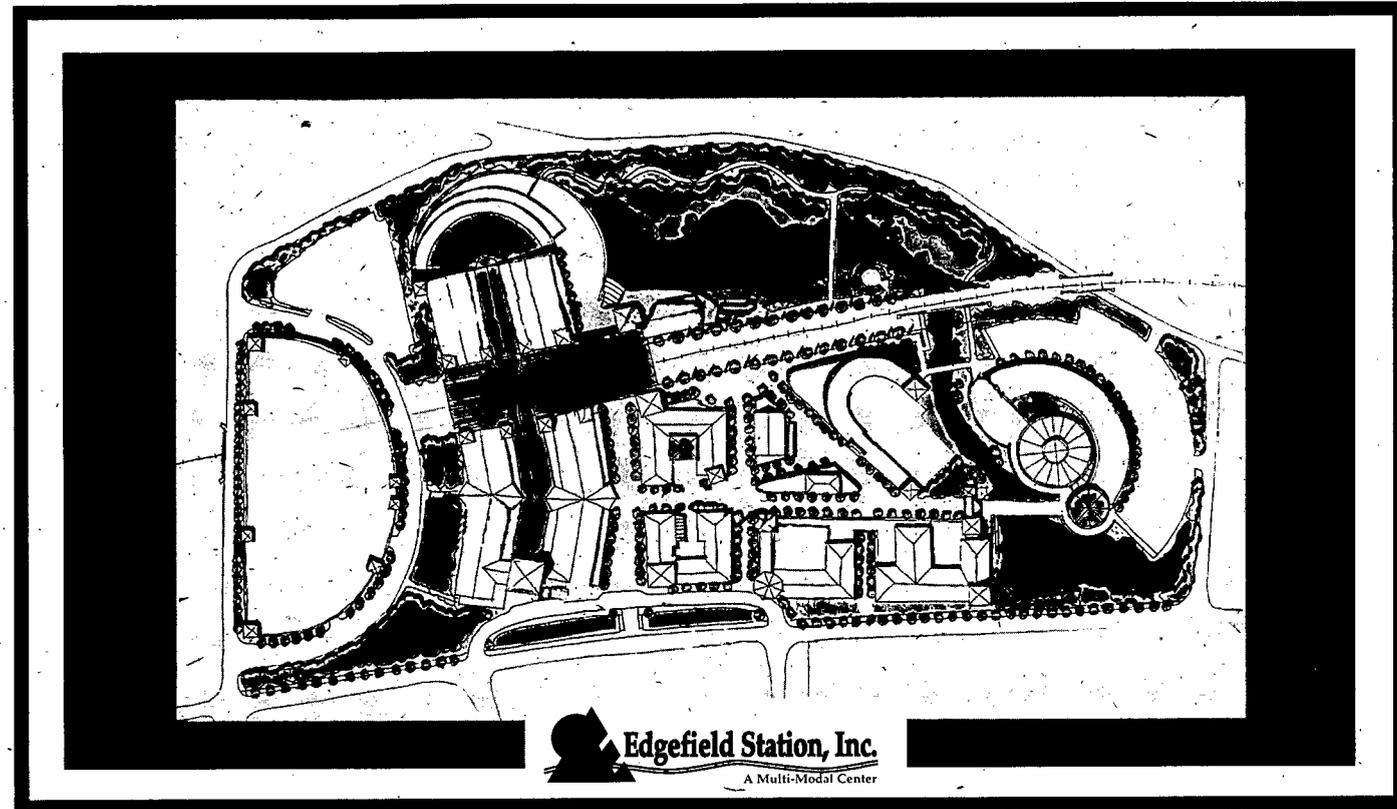
**Edgefield Station, Inc.**

A Multi-Modal Center

*"Gateway to the Gorge and Mt Hood"*

The origin of the magnificent and beautiful Columbia Gorge is celebrated in myth and legend. Eons ago...or so the story goes...the animal people asked Coyote, the changeling, to save them from starvation by freeing the salmon in Lake Cle Elum from the monster beaver, Wishpoosh. Coyote agreed, even though all those who had tried before had perished at the hands of the evil giant. He and Wishpoosh had such a great fight that the mountains shook and great boulders were dislodged. Beaver dragged Coyote hundreds of miles, cutting a channel for the Big River and carving a deep gorge through the rocky cliffs. They finally arrived at the great ocean, where Coyote summoned all his strength and heaved Beaver into the sea. Wishpoosh was never seen again and the salmon were freed at last to swim wild in the Big River later known as the Columbia.

Eons ago...or so scientists say...powerful volcanic upheavals and other geological events carved and shaped the Columbia River and the magnificent Gorge through which it races to the Pacific Ocean.



By June 1997, Edgefield Station, Inc. will be ready to accept letters of intent from investors and/or developers for specific segments of the development. The Station will prepare for this through the completion of the following:

Obtain commitments from Multnomah County to designate legal, financial, and planning staff to serve as resources for the project.

Generate \$250,000 in grants and/or in-kind services to:

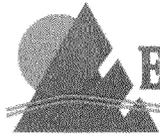
- Complete a comprehensive master plan site including architectural and engineering plans.
- Compile, analyze and organize pertinent and necessary market and economic data.

MORE INFORMATION? Call Edgefield Station 223-1767

Various Native American legends describing the origin of Mount Hood center around a love triangle between two warrior sons of the Great Spirit, Yi-east and Pa-Toe (or Klickitat), and a beautiful maiden, Loo-Wit. Both brothers fell in love with the maiden and quarreled fiercely. In their anger, they stamped their feet, shook the earth, spit rivers of fire and ash, and hurled white hot rocks at each other, blackening the country around them and causing the people and animals to flee. The maiden married neither one. The rocks eventually cooled and the warriors stood for all time...sorrowful and tall...as Mount Hood (Yi-east) and Mount Adams (Klickitat).

According to geologists, Mount Hood and the entire Cascade Range were spawned millions of years ago when movements deep in the earth's crust created extensive volcanic activity. The mountain's form has continued to change with rain, snow and ice and additional volcanic eruptions. Seismic activity continues to the present day.

On one point legend and science agree: the grandeur of the Columbia Gorge and Mount Hood are living wonders to be enjoyed for years to come.



## Edgefield Station, Inc.

A Multi-Modal Center

### *Who are we?*

Edgefield Station is the multi-modal, transit-oriented gateway to the historic Columbia River Gorge Scenic Area and Mount Hood. The 68-acre site in Troutdale, Oregon is uniquely situated as a destination for family fun and a staging area for tourism activities in the Gorge and Mount Hood.

### *How did we get here?*

Edgefield Station Inc. was organized in 1993 after leaders of the Troutdale and Gresham Chambers of Commerce realized the need for a multi-modal transit-oriented development in this growing part of the East Metro area. Current funding is from Multnomah County and the cities of Fairview, Gresham, Troutdale and Wood Village.

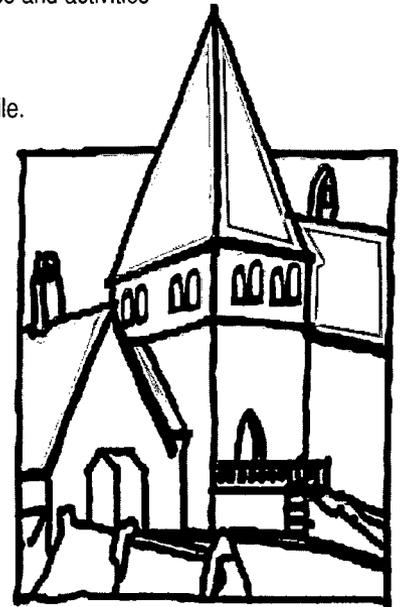
These major stakeholders have been involved on the Advisory Board: Beanarino's, The Boeing Company, Columbia Corridor Association, Columbia Gorge Visitor's Association, Columbia River Gorge Commission, Columbia River Gorge National Scenic Area, Coyote Archery, Inc., City of Fairview, Friends of the Columbia River Gorge, GSL Homes, City of Gresham, Gresham Area Chamber of Commerce, Hood River County Chamber of Commerce, Leland Consulting Group, Metro, Clay W. Moorhead, Mt. Hood Community College, Mt. Hood National Forest, Mt. Hood Railroad, Multnomah County Sheriffs Office, Multnomah County Transportation Division, Multnomah Falls Lodge, OTAK, Oregon Department of Transportation (ODOT), Portland Oregon Visitor's Association (POVA), Salishan Lodge, Inc., Sandy Area Chamber of Commerce, Stastny Architects, Tri-Met, City of Troutdale, Troutdale Historical Society, Troutdale Area Chamber of Commerce, U.S. Representative Ron Wyden, City of Wood Village.

At a two-day design charrette, members of the broadly based Advisory Board redefined the vision, goals and objectives and a preliminary site plan for Edgefield Station. On that basis the Executive Board has developed a short and long range budget and work plan.

# *The Vision*

The public and private partners in this venture agree that as the regional gateway to the vast treasures of the Columbia Gorge and Mount Hood, Edgefield Station:

- Is a high quality pedestrian-oriented environment.
- Helps expand market opportunities for local and regional business interests.
- Promotes economic growth and employment opportunities in the East Metro Region, the Columbia River Gorge, and Mount Hood.
- Provides appealing and attractive family-oriented educational, cultural and entertainment facilities and activities for residents and visitors to the Pacific Northwest.
- Offers opportunities to use multiple forms of transportation and reduce reliance on the automobile.
- Educates and promotes the wise use of our cultural, natural and scenic resources for present and future generations.
- Provides information to visitors about the Portland metropolitan area and other tourism opportunities in Oregon and Washington.
- Establishes a lodging and tour booking facility that connects visitors with services throughout the Pacific Northwest.
- Is a model development for the wise use of natural and other features special to this site.
- Enhances the quality of life for all citizens of the area.

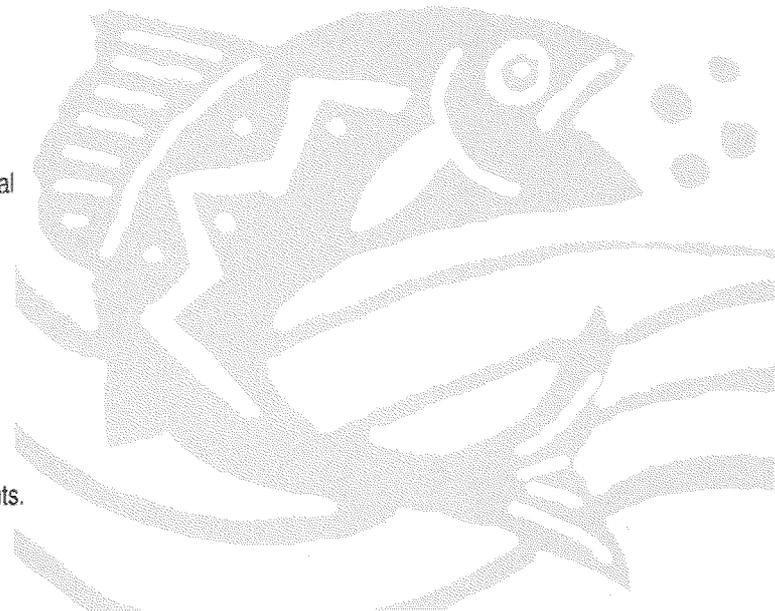


# Potential

The vision of Edgefield Station can be realized in many different ways.

## *Business and Commercial*

- Booking center for lodging, transportation, tours, and visitor services.
- Conference center hotel.
- Meeting rooms.
- Unique retail shopping experience.
- Showcase for Oregon products.
- Specialty shops for art, antiques, recreational equipment, sports, and entertainment sales.
- Cinema and Omni-max theaters.
- Working artists' village and galleries.
- Commercial office space/mixed use retail.
- Natural food stores and light meal restaurants.



## *Transportation*

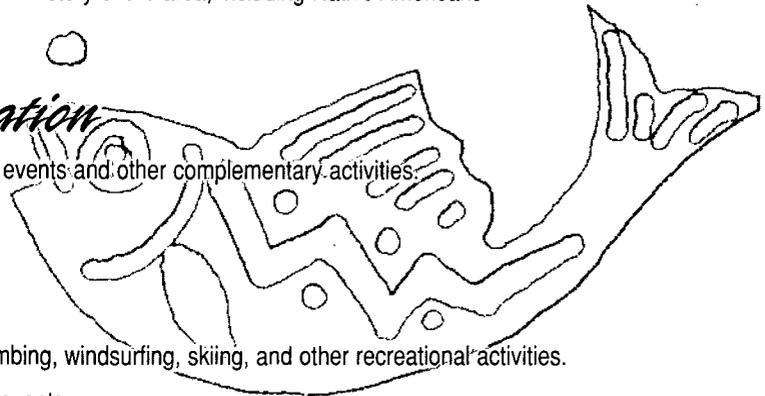
- Connections to regional bicycle and trail systems.
- Tour or shuttle bus staging area for a variety of year-round activities in the Gorge and Mount Hood, such as windsurfing, skiing, hiking, biking, and motor touring.
- Shuttles to air travel at Portland and Troutdale airports.
- Linkages to river transit and tour boats.
- Park and ride facilities for bus and rail passengers.
- Continuous shuttle service on-site.

## *Recreation and Information*

- Learning center for the natural habitat, wildlife and geology of the Gorge and Mount Hood.
- Educational and informational opportunities to understand the history of the area, including Native Americans and early explorers and settlers.

## *Entertainment and Recreation*

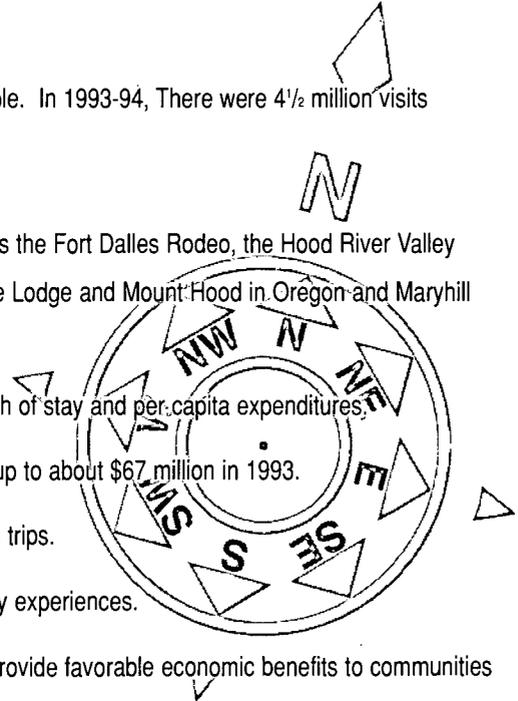
- Amphitheater for concerts, plays, interpretive and historical events and other complementary activities.
- Cinema and Omni-max type theaters.
- Park, picnic and recreational areas.
- Jogging, biking and hiking paths.
- Guide services for mountain biking, rafting, fishing, rock climbing, windsurfing, skiing, and other recreational activities.
- Staging area for bicycle tours and races and other outdoor events.



## Some Facts

The area served by Edgefield Station attracts a growing number of people. In 1993-94, There were 4½ million visits to state parks in the Columbia River Gorge Scenic Area.

- An additional 3 million visits were to places and events such as the Fort Dalles Rodeo, the Hood River Valley Harvest Festival, Bonneville Dam, Multnomah Falls, Timberline Lodge and Mount Hood in Oregon and Maryhill Museum in Washington.
- More attractions are likely to increase the average visitor length of stay and per-capita expenditures.
- Travel revenues in the Columbia River Gorge are increasing, up to about \$67 million in 1993.
- There is a noticeable trend to shorter, special interest vacation trips.
- Travelers want more educational, interpretive, and participatory experiences.
- Public and private investments in facilities and programs will provide favorable economic benefits to communities in East Metro and the Scenic Area.



In addition to tourists, Edgefield Station can attract the nearly 1 million residents in the Portland metropolitan area, including Clark and Skamania Counties, Washington.

## *Goals through 1997*

The tasks needed to realize the vision and potential of Edgefield Station were organized by the Executive Board into the following work plan.

- Secure commitment for passenger rail service on the site.
- Obtain designation in the Regional Transportation Plan as a multi-modal recreational transit-oriented development.
- Become identified in the Columbia River Scenic Area Management Plan as a demonstration or test site for future visitor rail service throughout the Gorge.
- Collaborate with Mount Hood Railroad to establish a development plan for short haul rail transit.
- Continue working with Oregon Congressman Ron Wyden's office to meet the regulatory requirements for short haul rail.
- Encourage involvement of Advisory Board members in all aspects of the project.
- Obtain maximum print, radio, and television coverage.
- Build relationships with regional stakeholders, private businesses and the public.
- Maintain cooperation and full support from the four East Metro cities and Multnomah County.
- Continue to develop and nurture public opinion and involvement in the project.

**PERFORMANCE REVIEW: THREE CHARGES GIVEN BY THE  
BOARD OF COMMISSIONERS OF MULTNOMAH COUNTY TO  
EDGEFIELD STATION, INC.**

**BEFORE THE BOARD OF COUNTY COMMISSIONERS  
MULTNOMAH COUNTY, OREGON**

*In the Matter of Extending the  
Removal from the Real Estate  
Market of Parcels "A" and "C"  
of the Edgefield Farm Property*

)  
)  
)  
)

**RESOLUTION 95-108**

*WHEREAS, the public interest would be advanced if these parcels are developed in a manner that is linked economically to development in downtown Troutdale and coordinated with anticipated visitor use in the Columbia River Gorge national Scenic Area; and*

*WHEREAS, these parcels represent one of the last remaining undeveloped sites of significant size in East Multnomah County and the public interest would be advanced if the site is developed for related businesses or services; and*

*WHEREAS, there are no existing offers to purchase the parcels in question;  
and*

*WHEREAS, a study commissioned by the Troutdale and Gresham Area Chambers of Commerce concluded that portions of the Edgefield Farm Property may be suitable for an intermodal transit-oriented recreational development in East Multnomah County; and*

*WHEREAS, the County adopted Resolution 94-78 on April 28, 1994 affirming its interest in having Edgefield Farm parcels "A" and "C" developed in manner similar to the one described in the Recreation Transit-Oriented Development project; and*

*WHEREAS, the County is willing to continue the extension which removes the Edgefield property for the real estate market through May 30, 1996, with the caveat that a work plan be developed and a progress report made to the Board of County Commissioners by November 30, 1995 which would include completion of the following:  
① a Letter of Intent to participate in the project from Amtrak, the Union Pacific Railroad, the Mt. Hood Railroad, or a major anchor tenant; ② Progress towards resolution of zoning issues with Troutdale; and ③ a financial strategy for Multnomah County participation in the project.*

*NOW, THEREFORE, BE IT RESOLVED that during the period of removal, the County shall entertain no offers to purchase or lease these parcels, unless there is financing for a proposal similar to the one described in the Recreation Transit-Oriented Development project; and*

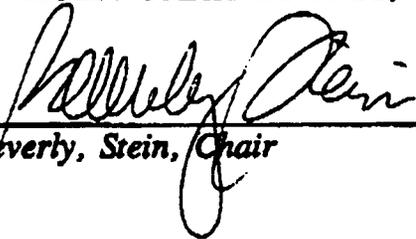
**BE IT FURTHER RESOLVED** that the County shall only entertain purchase or lease or trade offers that will return to the County monetary benefits equal to a reasonable market value of the property as determined after an independent appraisal of the fair market value of the property; and

**BE IT FURTHER RESOLVED** that the Board directs the Office of Budget and Quality to prepare an amendment to the adopted 1995-96 budget for a potential appropriation in the sum of \$20,000 in support of the Edgefield Station, Inc. which included a requirement for a work plan prior to the expenditure being made.

**ADOPTED** this 18th day of May, 1995.

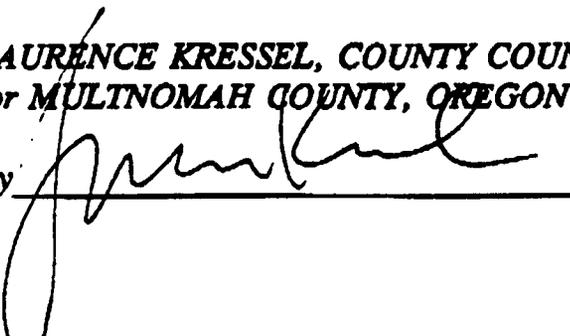


**BOARD OF COUNTY COMMISSIONERS**  
for **MULTNOMAH COUNTY, OREGON**

  
\_\_\_\_\_  
Beverly, Stein, Chair

**REVIEWED:**

**LAURENCE KRESSEL, COUNTY COUNSEL,**  
for **MULTNOMAH COUNTY, OREGON**

By   
\_\_\_\_\_

**1. A LETTER OF INTENT TO PARTICIPATE IN THE PROJECT FROM AMTRAK, THE UNION PACIFIC RAILROAD, THE MOUNT HOOD RAILROAD, OR A MAJOR ANCHOR TENANT.**

**a. Tenants:**

The Station has received a Letter of Intent from the Mt. Hood Railroad (Refer to Exhibit I - Letter of Intent).

**b. Developers:**

The Station has received a Letter of Interest from a conference center and hotel developer (Refer to Exhibit M - Letter of Interest).

## **2. PROGRESS TOWARDS RESOLUTION OF ZONING ISSUES WITH TROUTDALE.**

**Edgefield Station, Inc. has made significant progress toward resolution of zoning issues with the City of Troutdale (Refer to Exhibit G - Letter from the City of Troutdale).**

- ESI is applying for a comprehensive plan amendment to a Master Plan Mixed Use (MPMU) designation, and a zone change to General Commercial (GC). Final application is scheduled for submission in March, 1996 with adoption anticipated in May of 1996 (Refer to Exhibit J - Tentative Schedule - page 7).

- The Station has contracted a land use planner, Martha Stiven of Martha F. Stiven Planning and Development Services, through a grant received from the City of Troutdale (Refer to Exhibit J - Scope of Work, Tentative Schedule & Evidence Work Sheet). Westlake Consultants, Inc. are assisting Martha Stiven to form a team consisting of a land use planner, civil engineers, a landscape architect, a traffic consultant, a wetlands biologist, and a geotechnical scientist to conduct the necessary studies of the site.

Also, Portland General Electric, is paying for a Level I Environmental Study.

### **1. Work with the City of Troutdale's Transportation System Plan Committee & the East Multnomah County Transportation Committee (EMCTC)**

The Station has worked with the City of Troutdale's Transportation System Plan Task Force to ensure its incorporation as a T.O.D. in the City's Transportation System Plan (Please refer to Exhibit G - Letter from the City of Troutdale & An Executive Summary of the City of Troutdale's Transportation System Plan).

### **3. A FINANCIAL STRATEGY FOR MULTNOMAH COUNTY PARTICIPATION IN THE PROJECT.**

(Refer to Exhibit N - Financial Strategy)

#### **a.) Define the relationships & roles of Multnomah County & The Station:**

The Station proposes that a formal contractual relationship be established between Multnomah County and Edgefield Station, Inc.. Multnomah County would receive a premium over current asking price for the land. The Station would prepare the property for sale to private and/or public developers and sell land at/or below the market value at the time of the sale. Any price difference between purchase by ESI and sale to private developers by ESI shall be used to form the corpus of an endowment trust fund to support the public purposes envisioned for The Station.

#### **b.) Define the financial strategy for Multnomah County's participation in the project:**

It was determined by the Financial Task Force that any kind of a lease arrangement on the part of the Multnomah County, with the exception of the parking lot, would not be advantageous to the County. Consequently, it was determined that the best way for the County to participate in the development was for them to enter into a Land Sale Contract with Edgefield Station, Inc..

#### **c.) Define the legal structure:**

##### **i. Tie legal & financial together:**

Contractual terms and conditions will be developed following endorsement of the strategy by the County.

**EDGEFIELD STATION, INC.: WORK PLAN  
ACTIONS TO DATE 12/14/95**

**(Refer to Exhibit Q - Work Plan 6/1/95 to 5/31/96)**

## **TRANSPORTATION & PLANNING/ZONING**

### **A. WORK WITH CONGRESSMAN WYDEN & SENATOR HATFIELD:**

Edgefield Station has been diligently maintaining contact with Congressman Ron Wyden's and Senator Mark Hatfield's Offices. Both the Congressman and the Senator have offered their strong support of and assistance with The Station's endeavors, most notably that of developing a passenger rail component on the Site (Refer to Exhibit A - Letters from Congressman Wyden's Office and Senator Hatfield's Office).

The following are dates on which ESI has met with these offices:

- May 26:** Meeting with Congressman Wyden's Office and Senator Hatfield's Office,  
Re: Support for AMTRAK component for site;
- July 29:** Meeting with Congressman Ron Wyden, & Mt. Hood Railroad  
Re: AMTRAK support, assistance with the Columbia River Gorge Commission, seeking out grant opportunities;
- September 14:** Meeting with Congressman Wyden's Office, Senator Hatfield's Office, & Mt. Hood Railroad,  
Re: Approaching AMTRAK ; and
- October 5:** Meeting with Dick Schneider, Amtrak Service Manager, Congressman Wyden's Office, Senator Hatfield's Office, & Mt. Hood Railroad,  
Re: Introduction of ESI to AMTRAK, development of AMTRAK's interest in The Station, and determining how to proceed.

Each of the above meetings furthered The Station's efforts. ESI continues to be in constant communication with these two offices.

## **B. WORK WITH METRO & MULTNOMAH COUNTY: REGIONAL TRANSPORTATION PLAN**

### **1. Work with the local governments, JPACT, TPACT, and EMCTC**

#### Regional Transportation Plan

Through a concentrated effort on the part of Edgefield Station, Inc., The Station is now included in the Preferred RTP Network (Refer to Exhibit B - Preferred RTP Network - Multnomah County #44 & Letter from Metro: RTP Improvements Related to the Proposed Edgefield Station).

#### Edgefield Station's Task Force Efforts

In an effort to keep on top of the numerous road transportation issues facing The Station, two transportation task forces were created: the ROADS Transportation Task Force whose purpose is to deal with those road issues which have some relevance to The Station and the RAIL Transportation Task Force whose purpose is to address those rail issues which have some relevance to The Station.

Two members of The Station's Board of Directors, Sue O'Halloran and Marge Schmunk, head up the ROADS Transportation Task Force. The Task Force is comprised of 11 individuals from government and private business (Refer to Exhibit C- List of ROADS Transportation Task Force Members). This group's responsibilities include keeping The Station apprised of road issues related to The Station's development, and abreast of any pertinent discussions at the local government level and at JPACT, TPACT, and EMCTC Meetings.

ESI Director Carl Atkins heads up the RAIL Transportation Task Force. Five individuals from government and private business make up this Task Force (Refer to Exhibit C - List of RAIL Transportation Task Force Members). Like the ROADS Task Force, the RAIL Task Force is responsible for keeping The Station up to date on rail issues related to ESI's development.

Edgefield Station's two transportation task forces and its Executive Board have been involved with road and rail issues that are pertinent to the development of The Station. The ROADS Transportation Task Force has worked with the Transportation Division of Multnomah County and the City of Troutdale to ensure that ESI is included in transportation projects where appropriate. The Station has been asked to provide input

to, and given the opportunity to ensure that items important to ESI were considered. The following are those projects with which The Station has given its attention:

- *Halsey Street: 238th Avenue to the Historic Columbia River Highway* - Widen Halsey to three lanes with sidewalks, bike lanes, and bus pull-offs (Refer to Exhibit D - Community Bridge and Road Program: Draft List of Priority Projects - #31);
- *Frontage Road Congestion: City of Troutdale at I-84* - Reduces congestion and conflicts between local and through traffic, including trucks, auto, bikes and pedestrians, with traffic control and turn lane improvements (Refer to Exhibit D - Community Bridge and Road Program: Draft List of Priority Projects - #32);
- *223rd Avenue: Railroad Overcrossing*: Eliminates a bottleneck at I-84 and reduces congestion by replacing a narrow and hazardous railroad overcrossing. The new structure will safely accommodate trucks and buses, pedestrians and bicyclists (Refer to Exhibit D - Community Bridge and Road Program: Draft List of Priority Projects - #30);
- *Halsey Street: 223rd Avenue to 238th Avenue*: Replaces and upgrades a two lane rural road with a three lane minor arterial street serving as a regional bicycle, pedestrian, and transit route, with safe accommodations for each mode of travel, connecting central Fairview and Wood Village (Refer to Exhibit D - Community Bridge and Road Program: Draft List of Priority Projects - #29);
- Reconnect of Sandy Boulevard over the I-84 Freeway to link with the Columbia River Highway is being discussed with both Multnomah County and ODOT. (Refer to Exhibit E - Multnomah County's Functional Classification of Trafficways Map);
- Multnomah County's 1994-98 Transportation Capital Improvement Plan (Refer to Exhibit F - Multnomah County's 1994-98 Transportation Capital Improvement Plan) includes a 242nd Avenue Connector from Glisan Street to Sandy Boulevard.
- The Station has worked with the City of Troutdale's Transportation System Plan Task Force to ensure its incorporation as a T.O.D. in the City's Transportation System Plan (Please refer to Exhibit G - Letter from the City of Troutdale and An Executive Summary of the City of Troutdale's Transportation System Plan).

**NOTE:** The importance of Edgefield Station as an activity center under Metro's 2040 Plan and the linking of Downtown Troutdale and other activity centers together was a

major factor in assigning priority for completion of the Halsey improvements to the Columbia River Highway.

**2. Work with ODOT regarding State plans related to The Station, e.g. the Sandy Reconnect, freeway widening, the proposed U.S.F.S. Gateway Interchange, etc..**

Edgefield Station's Task Force Efforts

The Station's ROADS Transportation Task Force is familiar with the Oregon Transportation Plan and how it relates to the development. It monitors any developments within the Plan and keeps the ESI's Board of Directors apprised.

Meetings

- On September 31, 1995, The Station met with Bruce Warner, Region I Manager, Karla Keller, District 2B Manager; Dave Simpson, Project Team Manager - Region I; and Jeanette Kloos, Scenic Area Coordinator to ensure that the State and Edgefield Station were not working at cross purposes, and to request ODOT's recognition and assistance with the development. Specifically, the discussion focused on the Oregon Transportation Plan and its connection to rail, the reconnection of Sandy Boulevard, and other road issues that would affect The Station. The meeting resulted in a working relationship with ODOT (Refer to Exhibit H - Letter from ODOT) and consequently ODOT is keeping The Station aware of pertinent issues as they arise.
- The Station is presently arranging a meeting with the following ODOT representatives to further progress through the rail issues: Fred Eberle, Corridor Planning Manager; Claudia Howells, Railroad Services Coordinator; Ed Immel, State Rail Planner; Bob Krebs, Manager High Speed Rail; Bob Van Vickel, Planning Development Manager, and Karla Keller, District 2B Manager.

Edgefield Station's Advisory Board

ODOT's Karla Keller, District 2B Manager, and Dave Simpson, Project Team Manager - Region I, sit on The Station's Advisory Board and keep The Station apprised of relevant state projects.

**C. CONTINUE INVOLVEMENT IN THE OREGON TRANSPORTATION PLAN:**

Please refer to the above response B.2.

**D. WORK WITH THE COLUMBIA RIVER GORGE COMMISSION MANAGEMENT PLAN:**

The development of Edgefield Station fits directly within the intended purpose of the National Scenic Area Management Plan (Refer to Exhibit H - Letters from the U.S.F.S. Columbia River Gorge National Scenic Area & the Columbia River Gorge Commission & Exhibit A - Letter from Congressman Ron Wyden).

The Station continues its efforts to develop a working relationship with the Columbia River Gorge Commission. A meeting with the Commission's Chair is presently being arranged by Congressman Ron Wyden's Office.

**E. WORK WITH UNION PACIFIC & MT. HOOD RAILROAD REGARDING PASSENGER RAIL:**

**1. Union Pacific Railroad (U.P.)**

Edgefield Station, Inc. has coordinated its strategy to introduce the Edgefield Station Concept to the Union Pacific Railroad. With Congressman Wyden's and Senator Hatfield's Offices' assistance, the strategy was to open discussions with AMTRAK about a passenger rail station first, using their assistance to open discussions with U.P.. Additional help with The Station's efforts to reach U.P. has come from Paul Shirey, Development Project Manager with the City of Portland, Office of Transportation, Engineering & Development.

To accomplish the Station's goal of being positively received by the Union Pacific Railroad, ESI has initiated a meeting with ODOT's Ed Immel, State Rail Planner; Fred Eberle, Corridor Planning Manager; Bob VanVickle, Planning Development Manager; Bob Krebs, Manager High Speed Rail, and Claudia Howells, Railroad Services Coordinator. Under discussion are plans to have ODOT set up a meeting between U.P.'s Chief Design Engineer, ODOT, and ESI in January of 1995.

## **2. AMTRAK**

The Station has already had its first meeting with AMTRAK on Thursday, October 5, 1995. In attendance at the meeting was Dick Schneider, AMTRAK Service Manager; Matthew Garrett, Senator Hatfield's Office; Merrie Waylette, Congressman Wyden's Office; and Diane Martin Langley, Mt. Hood Railroad. The purpose of the meeting was to familiarize AMTRAK with Edgefield Station, Inc. and their vision for a passenger rail stop at the development. The Station's vision was received favorably and consequently Senator Hatfield's Office is arranging for a second meeting with AMTRAK with Gil Mallory, CEO, of AMTRAK's West Region.

## **3. Mt. Hood Railroad**

The Station has established a working relationship with the Mt. Hood Railroad. The Railroad has given ESI a Letter of Intent (Refer to Exhibit I - Letter of Intent) stating their commitment to working with The Station through a number of rail issues facing the development. The Marketing Director of the Mt. Hood Railroad sits on The Station's RAIL Transportation Task Force (Refer to Exhibit C - List of RAIL Transportation Task Force Members) and participates in passenger rail planning issues. The railroad has outlined its business plan (Please refer to Exhibit I - Outline of Mt. Hood Railroad's Business Plan) for development of passenger rail in the Columbia River Gorge.

## **F. WORK WITH THE CITY OF TROUTDALE ON THEIR COMPREHENSIVE PLAN FOR APPROPRIATE LAND USE DESIGNATION: PROGRESS TOWARD RESOLUTION OF ZONING ISSUES WITH TROUTDALE:**

Edgefield Station, Inc. has made significant progress toward resolution of zoning issues with the City of Troutdale (Refer to Exhibit G - Letter from the City of Troutdale).

- ESI is applying for a comprehensive plan amendment to a Master Plan Mixed Use (MPMU) designation, and a zone change to General Commercial (GC). Final application is scheduled for submission in March, 1996 with adoption anticipated in May of 1996 (Refer to Exhibit J - Tentative Schedule - page 7).
- The Station has contracted a land use planner, Martha Stiven of Martha F. Stiven Planning and Development Services, through a grant received from the City of Troutdale (Refer to Exhibit J - Scope of Work, Tentative Schedule & Evidence Work Sheet).

Westlake Consultants, Inc. are assisting Martha Stiven to form a team consisting of a land use planner, civil engineers, a landscape architect, a traffic consultant, a wetlands biologist, and a geotechnical scientist to conduct the necessary studies of the site.

Also, Portland General Electric, is paying for a Level I Environmental Study.

**1. Work with the City of Troutdale's Transportation System Plan Committee & the East Multnomah County Transportation Committee (EMCTC)**

The Station has worked with the City of Troutdale's Transportation System Plan Task Force to ensure its incorporation as a T.O.D. in the City's Transportation System Plan (Please refer to Exhibit G - Letter from the City of Troutdale & An Executive Summary of the City of Troutdale's Transportation System Plan).

**G. WORK ON GRANTS:**

Two grants have been applied for on behalf of Edgefield Station, Inc.: the Petroleum Antitrust Settlement Public Purpose Grant Program (Refer to Exhibit K - Grant Application) and the Transportation and Growth Mangement Grant (Refer to Exhibit K - Grant Application). Efforts have also been made to secure moneys from Regional Strategies and funding from The GTE Foundation.

The Station continues to work with members of the Oregon Economic Development Department (O.E.D.D.), and ODOT, to locate additional grants for pre-development studies.

**H. PUBLIC HEARINGS (AS NEEDED):**

ESI Executive Board Members have attended public hearings related to the development and will continue to be present at any Local, Regional, or State hearing in which The Station may have a stake.

**I. PLAN PARKING FACILITIES:**

Understanding the need to determine the adequacy and capacity of utilities and infrastructure to accommodate the proposed level of development, Marty Stiven and Westlake Consultants, Inc. have agreed to assemble a team of consultants to address these

issues at no charge to ESI. This team recognizes that the parking component of the site is important to a Transit Oriented Development and will be planned appropriately.

**J. UPDATE SITE PLAN:**

(Refer to Exhibit L - The Site Plan)

**MARKETING & COMMERCE**

**A. IDENTIFY TARGET MARKET & COMMERCIAL GROUPS:**

**1. Have produced brochures to distribute to commercial trade groups**

Please refer to enclosed copy - front pocket.

**2. ESI has created and is continually updating a database of commercial trade groups.**

Efforts for creating a database have started and are ongoing.

**B. RECRUIT POTENTIAL DEVELOPERS & INVESTORS:**

ESI has had numerous discussions with some developers. Letters of Intent from these developers are pending ESI entering into a contractual relationship with the County to obtain control of the property.

**C. CONDUCT COMPREHENSIVE ECONOMIC STUDY (CONTINGENT UPON FUNDING):**

Funding has not yet been obtained for this activity.

## **D. NEGOTIATIONS WITH DEVELOPERS & TENANTS**

### **1. Financial negotiations**

The Station has had three meetings with a prospective developer and has received a letter of interest from a conference center and hotel developer (Refer the Exhibit M - Letters of Interest from Developer). The plans for entering into an agreement with a developer are an integral part of The Station's proposed financial strategy (Please refer to Exhibit N - The Station's Financial Strategy).

**2. A Letter of Intent to participate in the project from either Amtrak, the Union Pacific Railroad, the Mt. Hood Railroad or a major anchor tenant.**

**Note: All contractual relationships are contingent upon ESI's control of the property through a land use sale as outlined in the enclosed Financial Strategy.**

#### **a. Tenants:**

The Station has received a Letter of Intent from the Mt. Hood Railroad (Refer to Exhibit I - Letter of Intent).

#### **b. Developers:**

The Station has received a Letter of Interest from a conference center and hotel developer (Refer to Exhibit M - Letter of Interest).

## **PUBLIC AFFAIRS & PUBLIC RELATIONS**

### **A. PRINT & MEDIA UPDATES:**

Throughout the course of the project, ESI has kept in contact with local media, including several articles in The Oregonian, The Outlook (Gresham), and The Daily Journal of Commerce.

## **B. REPORT TO FOUR EAST METRO CITIES:**

ESI has made a commitment to keeping the Four East Metro cities aware of The Station's activities and progress. The Station has participated in meetings with each of the cities as well as providing them with periodic stakeholder reports.

## **C. ADVISORY BOARD MEETINGS: INVOLVEMENT IN THE FOUR GOAL AREAS:**

The Station's Advisory Board meets on a bi-annual basis. The last meeting was on Tuesday, July 18, 1995. At this meeting the members of the Advisory Board volunteered their expertise in The Station's four goal areas: 1) Transportation & Planning/Zoning; 2) Finance & Structure; 3) Marketing & Commerce; and 4) Public Affairs and Public Relations (Art). (Please refer to Exhibit O - Advisory Board List & List of Volunteers by Goal.)

## **D. THE GRESHAM AREA CHAMBER OF COMMERCE'S ECONOMIC SUMMIT:**

The Gresham Area Chamber of Commerce's Economic Summit took place on Friday, November 17, 1995. The Station participated by including their brochure in the Chamber's mailing and had a visual display at the summit.

## **E. PERFORMANCE REVIEW BY MULTNOMAH COUNTY:**

*Edgefield Station, Inc. has met the three specific charges given to it by the Multnomah County Board of Commissioners to continue the extension which removes the Edgefield Property from the real estate market through May 30, 1996. Those requirements were to:*

- Secure a "Letter of Intent to participate in the project from either Amtrak, the Union Pacific Railroad, the Mt. Hood Railroad, or a major anchor tenant";
- Make "progress towards the resolution of zoning issues with Troutdale"; and
- Develop a "financial strategy for Multnomah County's participation in the project".

In response to those conditions, Edgefield Station, Inc. has:

- Secured a Letter of Intent from Mt. Hood Railroad (Refer to Exhibit I - Letter of Intent);
- Made significant progress toward re-zoning the site with the full cooperation of the City of Troutdale as described above (Refer to Exhibit G - Letter from the City of Troutdale);
- ESI's Financial Task Force has developed a financial strategy for participation with Multnomah County through a land sale agreement (Refer to Exhibit N - The Station's Financial Strategy).

## **F. ART**

**1. & 2. Public Art: art selection group, site specific art, community design issues.  
Visual Art: technical information, materials & installation**

### **a.) Arts Task Force:**

Edgefield Station has established an Arts Task Force , headed up by one of The Station's board members, David Baumann. Mr. Baumann is the marketing director of Caswell Gallery in Troutdale and President Elect of the Troutdale Area Chamber of Commerce. The members of the Arts Task Force include Rip Caswell, Artist & Owner of Caswell Gallery; Marty Eichinger, Artist & Owner of Eichinger Sculptor Studio; and Louis Mateo, Artist, Professor at Mt. Hood Community College and a representative on the Regional Arts & Culture Council (RACC).

This Task Force is conducting research on developments similar to Edgefield Station which have incorporated a working artists village. Also, they are actively seeking out funding opportunities for the incorporation of art and art education in the development.

### **b.) Mt. Hood Repertory Theater:**

The Station is presently under consideration for becoming the home for the Mt. Hood Repertory Theatre, a newly formed repertory theater company working with Mount Hood Community College (Refer to Exhibit H - Letter from Mt. Hood Repertory Theatre). Their theater will concentrate on American Classics.

The Station has been requested to lend one of its Executive Board Members to serve as a liaison with the Board of the Mt. Hood Repertory Theater.

## **FINANCE & STRUCTURE**

### **A. FINANCIAL TASK FORCE**

The Station's Financial Task Force is comprised of 16 members representing the business community, Multnomah County, and Edgefield Station, Inc. (Refer to Exhibit C - List of Financial Task Force Members). The Task Force has met twice and members are corresponding with The Station on a group and an individual basis.

#### **1. Recruit in kind service contributions: Architecture & Engineering:**

Edgefield Station, Inc. has enjoyed significant success in its efforts to obtain architectural and engineering assistance. The Station has contracted a land use planner, Martha Stiven of Martha F. Stiven Planning and Development Services, through a grant received from the City of Troutdale. Westlake Consultants, Inc. are assisting Martha Stiven to form a team consisting of a land use planner, civil engineers, a landscape architect, a traffic consultant, a wetlands biologist, and a geotechnical scientist to conduct the necessary studies of the site.

Also, Portland General Electric, is paying for a Level I Environmental Study.

#### **2. Apply for grants for an architectural and engineering study, and a comprehensive economic study.**

Two grants have been applied for on behalf of Edgefield Station, Inc.: the Petroleum Antitrust Settlement Public Purpose Grant Program (Refer to Exhibit K - Grant Application) and the Transportation and Growth Management Grant (Refer to Exhibit K - Grant Application). Efforts have also been made to secure moneys from Regional Strategies and funding from The GTE Foundation.

None of the aforementioned grants were received. However, The Station continues to work with members of the Oregon Economic Development Department (O.E.D.D.), and ODOT, to locate additional grants for pre-development studies.

### **3. Obtain parking facility funding.**

Public improvements (rail and shuttle station, gorge parkway, water feature, theater, parking structure, other major public interest facilities, etc.) shall be financed using public service underwriting; general obligation, and revenue bonds; and grants or other appropriate funding mechanisms.

### **4. Establish financing options: public & private**

(Refer to Exhibit N - Financial Strategy)

#### **a.) Define the relationships & roles of Multnomah County & The Station:**

The Station proposes that a formal contractual relationship be established between Multnomah County and Edgefield Station, Inc.. Multnomah County would receive a premium over current asking price for the land. The Station would prepare the property for sale to private and/or public developers and sell land at/or below the market value at the time of the sale. Any price difference between purchase by ESI and sale to private developers by ESI shall be used to form the corpus of an endowment trust fund to support the public purposes envisioned for The Station.

#### **b.) Define the financial strategy for Multnomah County's participation in the project:**

It was determined by the Financial Task Force that any kind of a lease arrangement on the part of the Multnomah County, with the exception of the parking lot, would not be advantageous to the County. Consequently, it was determined that the best way for the County to participate in the development was for them to enter into a Land Sale Contract with Edgefield Station, Inc..

#### **c.) Define the legal structure:**

##### **i. Tie legal & financial together:**

Contractual terms and conditions will be developed following endorsement of the strategy by the County.

## **5. Set priorities:**

a.) The financial task force determined that the most important thing for The Station to accomplish in order to proceed with its proposed financial strategy is to purchase the land directly from the County, thus allowing ESI to proceed with those developers who are currently interested.

## **6. & 7. Recommendation of options to ESI's Board of Directors & Multnomah County; and, Board of Directors of ESI & Multnomah County to select an option.**

The Board of Directors of Edgefield Station, Inc. propose the recommendations made by the Financial Task Force.

## **B. GRANTS - WORK WITH THE OREGON ECONOMIC DEVELOPMENT DEPARTMENT (O.E.D.D.)**

Two grants have been applied for on behalf of Edgefield Station, Inc.: the Petroleum Antitrust Settlement Public Purpose Grant Program (Refer to Exhibit K - Grant Application) and the Transportation and Growth Mangement Grant (Refer to Exhibit K-Grant Application). Efforts were also made to secure moneys from Regional Strategies and funding from The GTE Foundation.

The Station continues to work with members of the Oregon Economic Development Department (O.E.D.D.), and ODOT, to locate additional grants for pre-development studies.

## **C. WORK WITH MT. HOOD RAILROAD**

The Station has established a working relationship with the Mt. Hood Railroad. The Railroad has given ESI a Letter of Intent (Refer to Exhibit I - Letter of Intent) stating their commitment to working with The Station through a number of rail issues facing the development. The Marketing Director of the Mt. Hood Railroad sits on The Station's RAIL Transportation Task Force (Refer to Exhibit C - List of RAIL Transportation Task Force Members) and participates in passenger rail planning issues. The railroad has outlined its business plan (Refer to Exhibit I - Outline of Mt. Hood Railroad's Business Plan) for development of passenger rail in the Columbia River Gorge.

**D. OTHER:**

**1. The Station's relationship to the Portland-Multnomah 1994 Urgent Benchmarks:**

*61. Percentage of people who rate their neighbor hood livability high.*

The Station would greatly enhance the livability of the four East Metro Cities, Multnomah County, and the National Scenic Area by doing the following:

- Offering a significant variety of educational, cultural, and recreational amenities for visitors and the local population;
- Cleaning up the air shed by providing multi-modal means of transit;
- Managing change;
- Creating the future the way the communities want it to be; and
- Enhancing the bicycle system throughout the Mt. Hood Loop.

*76. Percentage of citizens who feel government is doing a good job at providing service.*

The four East Metro Cities, Multnomah County, and Metro Regional Services have partnered to bring Edgefield Station to the community. This partnership demonstrates that governments are responding to the needs and wants of the citizens since The Station is designed from the ideas of a regional representation of business and community leaders. The partnership also shows the governments to be acting in a fiscally and environmentally responsible manner.

*82. Per capita dollars spent for city and county governments.*

The Station's proposed, privately generated endowment will help to support projects related to transportation, education, and the arts. In addition, the development will increase the tax base which will lower the per capita cost of government.

*3. Average annual payroll per non-farm worker. and*

*6. Percentage of citizens with incomes above 100% of the federal poverty level.*

Edgefield Station anticipates job creation in excess of 400 non-farm jobs which will have a positive effect on the average annual payroll and the percentage of citizens with incomes above the poverty level.

*37. Percentage of students who achieve established skill levels.*

Edgefield Station's Advisory Board believes that education is a strong value for the region and consequently for The Station. The overall educational issues that Edgefield Station will address will be the respect and understanding for the environment and the arts; the history and culture of the Northwest; and the geology of the area.

87. Number of reported crimes against people per 1,000 population.

The development of The Station and the expansion of transit service through the Mt. Hood Loop will help to reduce vandalism and theft problems common to tourist attractions in the Columbia River Gorge.

**CLOSING NOTE:**

**Edgefield Station, Inc. continues to develop and maintain regional consensus and enthusiasm for the project (Refer to Exhibit P - Letters of Support).**

## **EXHIBITS**



MARK O. HATFIELD  
OREGON

## United States Senate

WASHINGTON, DC 20510-3701

December 7, 1995

Ms. Anita Caivano  
Executive Director  
Edgefield Station, Inc.  
P.O. Box 726  
Troutdale, Oregon 97060

Dear Ms. Caivano:

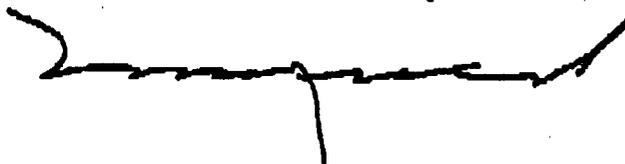
The Edgefield Station project articulates a new vision of the positive contribution that public and private partnerships can make to the economy of a region. This concept promotes rail transit as an overall development and accessibility strategy for your community. I am encouraged by the region's and Edgefield Station Inc., efforts to pursue this multi-modal development in an integrated fashion. In concert with a host of other activities this project will promote growth and development in specific areas of the community, support overall accessibility goals on a system wide basis, and meet environmental and quality of life objectives in the Scenic Area.

Please know that Matthew Garrett of my personal staff will continue to provide assistance to the Board of Edgefield Station Inc., in moving this project forward. Should you have any question please do not hesitate to give Mr. Garrett a call at 503-588-9510.

I wish you the best in this endeavor.

With kind regards

Sincerely,



Mark O. Hatfield  
United States Senator

MOH/mg

RON WYDEN

OREGON

30 DISTRICT

1111 LONGWORTH BUILDING  
WASHINGTON, DC 20515-3703  
(202) 225-4811

500 NE MULTNOMAH, SUITE 205  
PORTLAND, OR 97232  
(503) 231-2300



Congress of the United States  
House of Representatives

COMMERCE COMMITTEE  
RANKING MINORITY MEMBER,  
COMMERCE, TRADE, AND  
HAZARDOUS MATERIALS  
MEMBER,  
HEALTH AND THE ENVIRONMENT  
SMALL BUSINESS COMMITTEE  
MEMBER,  
GOVERNMENT PROGRAMS  
CO-CHAIRMAN,  
OLDER AMERICANS CAUCUS  
CO-CHAIRMAN,  
FORESTRY 2000 TASK FORCE

December 8, 1995

Mr. Terry Cook, Chair  
Edgefield Station Inc., Advisory Committee  
PO Box 726  
Troutdale, OR 97060  
FAX 503-771-6124

Dear Mr. Cook:

I am writing to let you and the members of the advisory committee know of my continued interest in the Edgefield Station Project.

This proposed multi-modal development is a good example of the kind of private/public partnership which was envisioned by the many persons who worked hard to come to consensus on the Columbia River Gorge National Scenic Area legislation.

My district staff will continue to offer support where appropriate as the project moves forward. Please feel free to contact Merrie Waylett at my district office, 231-2300, if you have questions in the future or if I and my staff can be of assistance.

With warm regards,

Sincerely,

A handwritten signature in black ink that reads "Ron Wyden".

RON WYDEN  
Member of Congress

RW/mhw





**METRO**

December 11, 1995

Anita Caivano  
Executive Director, Edgefield Station  
P.O. Box 726  
Troutdale, Oregon 97060-2099

*RE: RTP Improvements Related to the Proposed Edgefield Station*

Dear Ms Caivano,

I am writing to clarify the status of Regional Transportation Plan (RTP) improvements related to the proposed Edgefield Station development. Several months ago, the Metro Council adopted an updated RTP that was revised to include a number of new regional transportation projects, including improvements to Halsey Street in the vicinity of the Edgefield Station site.

These projects are included as part of the "preferred" system network, which is defined as those project deemed necessary to serve the region in the year 2015. At this time, the Halsey Street projects are written rather broadly as \$5 million "place-holder" in the plan, with the recognition that Multnomah County will eventually prepare a more detailed description of the project. This is a standard approach to planning long-term improvements, and does not diminish the ultimate need or importance of a given project.

The current RTP does not include the Edgefield-related improvements in the more narrowly defined "financially constrained" project list. This significantly smaller project list is based on the very limited transportation revenues that can reasonably be expected during the 20-year planning period, and includes projects of critical importance to the region. Like many other projects in the plan that are excluded from the financially constrained list, the Halsey improvements are treated as preferred candidates for future funding.

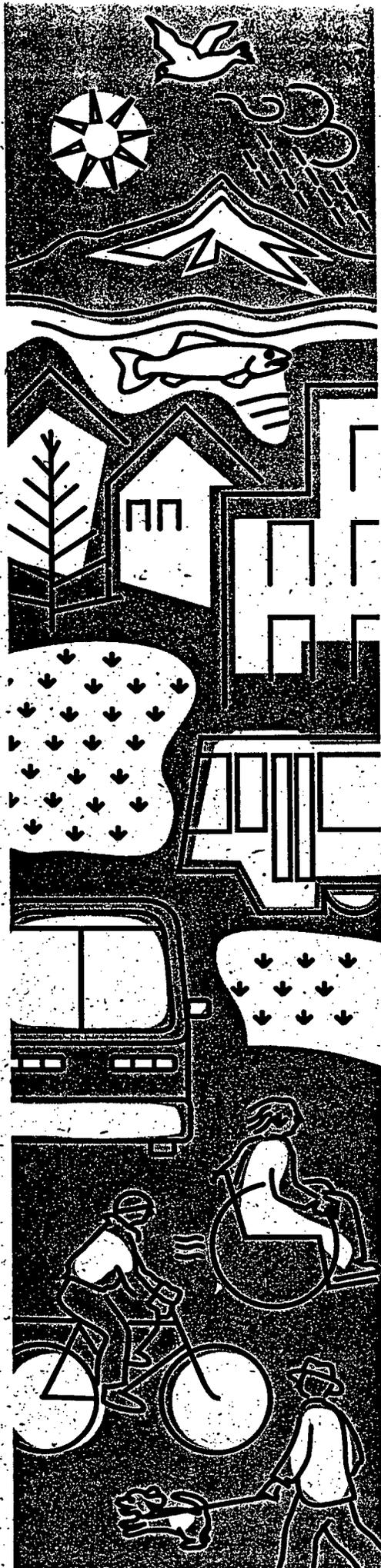
During the next update to the RTP, tentatively scheduled for adoption in December 1996, the plan may contain detailed funding strategies aimed at improving funding over current projections, and to bring more of the "preferred" list into the "constrained" list. During this update period, you should consider working with Multnomah County to further refine the details of the proposed Halsey Street improvements.

Sincerely,

A handwritten signature in dark ink, appearing to read "TK", is written over a horizontal line.

Tom Kloster, AICP  
RTP Project Manager

TK:ca



Interim Federal

# Regional Transportation Plan

July 1995



METRO

## CHAPTER 5

# Recommended Transportation Improvements to the Year 2015

### A. Overview

The project matrix in this chapter details on both a region-wide and jurisdictional basis, the major transportation improvements and programs included in the federal Regional Transportation Plan (RTP) to achieve the major goals outlined in Chapter 1: to balance the need for continued accessibility and protection of the region's environment, consistent with goals set forth in the Regional Urban Growth Goals and Objectives (RUGGOs) and regional policy.

The federal RTP emphasizes transit and other alternative forms of travel as key strategies to limiting future investments in single-occupancy vehicle (SOV) capacity. The recommended improvements also seek to protect and maintain the efficiency of the regional freight and intermodal system. This approach is reflected in the projects and programs recommended in this chapter, where transit improvements range from park-and-ride facilities and improved bus service, to new transit centers and major extensions of the light rail network, and every roadway project includes bicycle and pedestrian improvements.

The federal Intermodal Surface Transportation Efficiency Act (ISTEA) limits funds for projects that are primarily oriented toward increased highway capacity for single-occupancy vehicles (SOVs). Because this provision is linked to the required Congestion Management System (CMS), it will be addressed as part of a future update to the plan, when the Final CMS is adopted as part of the RTP. At that time, the project listings contained in the RTP will be amended to identify projects that are primarily SOV oriented. In preparation for the update, Metro has developed an "Interim CMS," which is briefly discussed in the Appendix.

The transportation improvements included in the Plan represent a set of investments that have been chosen after vigorous public review of possible alternatives, and are considered to be the most prudent and cost-effective use of public funds to solve the region's transportation problems. In April 1995, local agencies worked with Metro to develop an initial package of regional transportation project and program needs for public review and comment. The initial list consisted primarily of known transportation needs that had been quantified in the 1992 RTP analysis, and other regional and local transportation studies. These projects were presented at a series of regional "Priorities '95" events, conducted throughout the region. Input from these events not only helped to shape the mix of projects and programs shown in this chapter, but also helped to define the qualitative and quantitative evaluation criteria used in Chapter 7 to define a financially constrained transportation program.

The tool for implementing these improvements is the Transportation Improvement Program (TIP). The TIP is updated annually as part of the region's ongoing planning process, with each revised TIP containing a short-term improvement program that is consistent with projects listed in the federal RTP.

## **B. Recommended Transportation Improvements**

The matrix that follows in Table 5-1 includes more than 400 separate transportation project and programs. As a whole, they are the region's "preferred" system -- transportation needs that exceed expected funding, but are critical to realizing the goals, objectives and policies set forth in this plan. As such, they define an unmet funding need that is discussed in more detail in Chapter 7.

The projects and programs shown in the matrix range from bicycle lane striping projects, to major roadway construction, with project costs ranging from thousands of dollars to tens of millions of dollars. The matrix format of this chapter allows this broad spectrum of projects and programs to be compared as a whole, with the specific modal elements of each item detailed according to existing and proposed motor vehicle lanes, and system enhancements for the region's bicycle, pedestrian, transit and freight networks. Demand management (TDM) and system management (TSM) components are also identified, as well as project or program capital or startup cost. Where these modal elements are marked with a diamond (◆), the project improves or expands the regional system. Modal elements marked with a square (□) complement the regional system.

*Preferred list follows -*

## Chapter 5 Project Matrix

### Projects Included in Preferred RTP Network

Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project or RTP Cost (1995 Dollars)
				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
Metro	1	Peninsula Crossing Trail	Columbia R. to Willamette R.	n/a	n/a		◆					
Metro	2	Burlington-Northern Rails-to-Trails	Sauvie Isl. to Beaverton/Hillsboro Area	n/a	n/a		◆					\$16,300,000
Metro	3	Portland Traction Co. Multi-Use Trail	OMSI to Springwater Corridor	n/a	n/a		◆	□				
Metro	4	Portland Traction Co. Multi-Use Trail	Milwaukie to Gladstone	n/a	n/a		◆					\$570,000
Metro	5	TOD Fund Program	Purchase sites for TOD development	n/a	n/a	◆				◆		\$4,000,000
Various	6	Major Ped Upgrade (39 mi.)	Central City/Regional Centers	n/a	n/a	□		◆				\$20,500,000
Various	7	Major Ped Upgrade (13 mi.)	Town Centers	n/a	n/a	□		◆				\$6,800,000
Various	8	Major Ped Upgrade (53 mi.)	Corridors & Station Communities	n/a	n/a	□		◆				\$27,700,000
Various	9	Major Ped Upgrade (9 mi.)	Main Streets	n/a	n/a	□		◆				\$4,800,000
Shared	10	TDM Education/Promotion	Metro region	n/a	n/a	□				◆		\$718,000
Shared	11	Regional Center TMA's	Gresham, Hillsboro, Milwaukie & Ore. City	n/a	n/a	◆	□	□		◆		\$1,237,000
Metro/Misc. Total											\$82,625,000	
Tri-Met	0	Bus & LRT Service Increase, including maintain/operate current system (bus fleet, Eastside and Westside MAX), 1.5%/year service increase for years 1996-2006, and operations of South/North LRT beg. in 2007.	Throughout Tri-Met service area	n/a	n/a	◆						(other rev. sources)
Tri-Met	1a	Continue Bus & LRT Service Increase of 1.5%/year for years 2007-2015	Throughout Tri-Met service area	n/a	n/a	◆						\$54,878,040
Tri-Met	1b	Add. Bus & LRT Service Increase of 2.3%/year for years 1996-2015 (total of 3.8%/year)	Throughout Tri-Met service area	n/a	n/a	◆						\$900,000,000
Tri-Met	1c	South/North LRT capital costs	Clackamas County to Clark County, WA	n/a	n/a	◆						(other rev. sources)
Tri-Met	1d	LRT extension	Portland Airport to Oregon City	n/a	n/a	◆						(other rev. sources)
Tri-Met	1e	LRT extension	to Tigard	n/a	n/a	◆						(other rev. sources)
Tri-Met	2	3 buses special service	Special events and employment centers	n/a	n/a	◆						
Tri-Met	3	Transit marketing program	Metro region	n/a	n/a	◆				□		\$774,000
Tri-Met	4	Expand Carpool Service	Large employers in Metro region	n/a	n/a					◆		\$967,500
Tri-Met	5	Regional Vanpool Program (28 vans)	Large employers in Metro region	n/a	n/a					◆		\$53,750
Tri-Met	6	Barbur Fast Link	Downtown Portland to Tigard	n/a	n/a	◆						\$425,700
Tri-Met	7	Division Fast Link	Downtown Portland to Gresham	n/a	n/a	◆						\$14,400,000
Tri-Met	8	8H Hwy. Fast Link	Downtown Portland to Beaverton TC	n/a	n/a	◆						\$6,950,000
Tri-Met	9	82nd Ave. Fast Link	Clackamas TC to Parkrose	n/a	n/a	◆						\$4,500,000
Tri-Met	10	Killingsworth Fast Link	Parkrose to Swan Island	n/a	n/a	◆						\$4,350,000
Tri-Met	11	Western Circumferential Fast Link	Sunset TC to Oregon City TC	n/a	n/a	◆						\$2,450,000
											\$9,500,000	

◆ = Improves/Expands this Regional System/Program  
 □ = Complements this Regional System/Program

## Chapter 5 Project Matrix

### Projects Included in Preferred RTP Network

Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project or RTP Cost (1995 Dollars)
				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
Tri-Met	12	T.V. Hwy. Fast Link	Beaverton TC to Forest Grove	n/a	n/a	◆						\$7,125,000
Tri-Met	13	Hawthorne/Belmont Fast Link (alternatives)	Downtown Portland to Outer SE Portland	n/a	n/a	◆						\$4,000,000
Tri-Met	14	Sandy Blvd. Fast Link	Downtown Portland to Parkrose	n/a	n/a	◆						\$3,400,000
Tri-Met	15	Northwest Portland Fast Link	Downtown to Montgomery Park	n/a	n/a	◆						\$2,100,000
Tri-Met	16	St. John's Fast Link	St. John's to Downtown	n/a	n/a	◆						\$5,200,000
Tri-Met	17	Tualatin Fast Link	Tigard to Tualatin	n/a	n/a	◆						\$2,000,000
Tri-Met	18	250 Addl. Park&Ride Spaces	I-5 South	n/a	n/a	◆				□		\$1,209,500
Tri-Met	19	150 Park&Ride Spaces	Lake Oswego	n/a	n/a	◆				□		\$807,325
Tri-Met	20	210 Park&Ride Spaces	Progress/Scholls Ferry Rd.	n/a	n/a	◆				□		\$1,128,750
Tri-Met	21	400 Park&Ride Spaces	Barbur Blvd.	n/a	n/a	◆				□		\$1,290,000
Tri-Met	22	450 Park&Ride Spaces	Hwy 99E	n/a	n/a	◆				□		\$1,451,250
Tri-Met	23	2250 Additional Park&Ride Spaces	Not yet determined	n/a	n/a	◆				□		\$10,200,000
Tri-Met	24	Regional TSM Projects	Throughout Tri-Met Service area	n/a	n/a	◆					◆	\$4,000,000
Tri-Met	25	Accessible Transit Stops	Throughout Tri-Met Service area	n/a	n/a	◆			◆			\$4,000,000
Tri-Met	26	Gresham Parking Structure	Gresham	n/a	n/a	□						\$4,837,500
Tri-Met	27	Maintenance Facility Expansion	Not yet determined	n/a	n/a	◆						\$18,000,000
Tri-Met	28	Rideshare/Transit Info	Regional Centers, Employment Centers	n/a	n/a	◆				◆		\$322,500
Tri-Met	29	Millikan Way Development	SW Murray Blvd. to SW Hocken Street	2	3	□	□	◆		□		\$3,332,500
Tri-Met/Shared	30	5 Employer Shuttle Vans	Small employers (<50) in region	n/a	n/a	□				◆		\$134,375
Tri-Met/Gresham	31	dropped										(on Mult. Co. list)
Tri-Met	32	Westside LRT (under construction)	Portland to Hillsboro	n/a	n/a	◆						(other rev. sources)
<b>Tri-Met Total</b>											<b>\$1,073,787,690</b>	
ODOE	1	Regional Telecommute Project	Employers in region	n/a	n/a					◆		\$400,000
<b>ODOE Total</b>											<b>\$400,000</b>	
Portland	0	Preserve Existing Regional Facilities	Regional Facilities Throughout City	n/a	n/a							(other rev. sources)
Portland	1	dropped										(on Port's list)
Portland	2	dropped										(on Port's list)
Portland	3	dropped										(on Port's list)
Portland	4	N. Jantzen-Hayden Isl. Dr.	W. Hayden Isl to E. of I-5	5	5		□	◆				\$2,000,000
Portland	5	NE 11-13th Connector	NE 11th to Columbia Bv	0	3		□	□	◆			\$32,500
Portland	6	NE Lombard	Philadelphia to Columbia Bv	3	3 or 5		◆	◆	◆			\$10,000,000
Portland	7	St Johns Business District	Philadelphia Ave. @ Burlington	varies	varies	□	□	◆			◆	\$1,500,000

◆ = Improves/Expands this Regional System/Program  
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## Chapter 5 Project Matrix

### Projects Included in Preferred RTP Network

Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project or RTP Cost (1995 Dollars)
				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
Portland	8	N. Interstate	Columbia to Steel Bridge	4	4	□	◆	◆				\$1,100,000
Portland	9	NE 47th	Columbia to Cornfoot	n/a	n/a		□	□	◆			\$1,650,000
Portland	10	NE Cornfoot	47th to Alderwood	n/a	n/a		□	□	◆			\$3,700,000
Portland	11	NE 92nd Ave	Fremont to Halsey	2	2		□	□				\$1,250,000
Portland	12	NE 122nd	Sandy to Marine Dr	n/a	n/a		□	□	◆			\$5,500,000
Portland	13	dropped										(on ODOT's list)
Portland	14	NE 138th Ave	Marine Dr to Sandy	n/a	n/a		□	□	◆			\$102,000
Portland	15	NE 148th	Marine Dr to Sandy	n/a	n/a		◆	□	◆			\$2,963,000
Portland	16	NE 158th	Marine Dr to Sandy	n/a	n/a		□	□	◆			\$7,300,000
Portland	17	NE 92nd/Columbia Rail Crossing	NE 92nd and Columbia	n/a	n/a		□	□	◆			\$9,820,000
Portland	18	dropped										(on Mult. Co. list)
Portland	19	SE Foster Blvd.	SE 136th to City Limits	2	3		◆	◆	◆			\$6,500,000
Portland	20	SE Lents Business District	SE 90th to SE 96th, Foster/Woodstock	varies	varies	□	□	◆	◆		◆	\$1,400,000
Portland	21	NE 57th/Cully Blvd.	NE Sandy to Lombard	2	2	□	□	◆	◆			\$4,340,000
Portland	22	NE Sandy Blvd.	NE 39th to 82nd Ave	4	4	□	◆	◆				\$5,000,000
Portland	23	NE Sandy Blvd.	NE 12th to 39th Ave	4	4	□	◆	◆				\$15,000,000
Portland	24	Broadway/Weldler Corridor	I-5 to NE 28th	varies	varies	□	◆	◆			◆	\$7,000,000
Portland	25	Lower Albina Rail Overcrossing	Interstate to Russell	0	2		□	□	◆			\$3,400,000
Portland	26	River District/ Lovejoy Ramp	Broadway Br to NW 14th	4	5	□	◆	◆	◆			\$10,846,000
Portland	27	W Burnside Redevelopment	River to NW 23rd	4	4	□	◆	◆	□			\$4,000,000
Portland	28	dropped										(funded in TIP)
Portland	29	S Portland Improvements	SW Front I-405 to Barbur	varies	varies	□	◆	◆				\$30,000,000
Portland	30	N Macadam District	SW Macadam, River, Carruthers, South	unknown	unknown	□	□	◆				\$15,000,000
Portland	31	Grand Avenue Bridgeheads	SE Grand @ Morrison and Hawthorne bridge	varies	varies	□	◆	◆	◆			\$4,000,000
Portland	32	Water Avenue Extension	SE Division Place to OMSI	0	2		◆	◆	◆			\$3,000,000
Portland	33	SE 11th/12th Rail Crossing	SE Division to Milwaukie	4	4	□	◆	◆	◆			\$10,000,000
Portland	34	Hillsdale Town Center Pedestrian District	SW Capitol Hwy, Bertha to Sunset	5	5	□	◆	◆				\$3,000,000
Portland	35	SW Garden Home Rd	SW Multnomah to Capitol Hwy	2	2	□	◆	□				\$5,500,000
Portland	36	SW Garden Home Signal	Garden Home at Multnomah	2	3	□	◆	□				\$785,000
Portland	37	Capitol Hwy	SW Bertha Blvd. to Barbur Blvd.	2	2	□	◆	◆				\$12,000,000
Portland	38	Taylor's Ferry Rd	SW Terwilliger to Spring Garden	2	2	□	◆	□				\$2,620,000
Portland	39	Taylor's Ferry Rd	SW Spring Garden to SW 35th	2	2	□	◆	□				\$3,000,000
Portland	40	SW Terwilliger	Taylor's Ferry to Boones Ferry	2	2	□	◆	◆				\$2,000,000
Portland	41	SW Boones Ferry Rd	Terwilliger to City Limits	2	2		◆		□			\$2,000,000

◆ = Improves/Expands this Regional System/Program  
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## Chapter 5 Project Matrix

### Projects Included in Preferred RTP Network

Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project or RTP Cost (1995 Dollars)
				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
Portland	42	17th-Milwaukie Connector	SE McLoughlin/17th-Milwaukie	0	2	□	◆	◆	◆		◆	\$400,000
Portland	43	Woodstock Business District	SE 39th to SE 50th	varies	varies	□	◆	◆			◆	\$3,800,000
Portland	44	SE Tacoma St.	SE 28th to 32nd	2	2	□	◆	◆				\$615,000
Portland	45	Powell Butte/Mt Scott Collector	SE Powell Butte/Mt Scott area	2	2		◆	□				\$25,000,000
Portland	46	Road Rehabilitation Program	City wide	varies	varies							\$30,000,000
Portland	47	Signal Rehabilitation Prog.	City wide	n/a	n/a						◆	\$10,000,000
Portland	48	TMA Parking Management	Citywide	n/a	n/a					◆		\$5,000,000
Portland	49	East Burnside Bike Lanes	33rd St. to 74th Ave.	4	4		◆					\$300,000
Portland	50	41st-42nd Bicycle Blvd.	Columbia Blvd. to Springwater Trail	2	2		◆					\$250,000
Portland	51	148th Ave. Bike Lanes	Powell Blvd. to Marine Dr.	4	4		◆					\$2,963,000
Portland	52	Greedy/Interstate Bikeway	Killingsworth to Broadway Bridge	n/a	n/a		◆					\$1,100,000
Portland	53	Bertha Blvd. Bike Lanes	Vermont St. to Capital Hwy.	n/a	n/a		◆					\$367,500
Portland	54	Cornell Road Bike Lanes	NW 30th Ave to NW 53rd Ave.	n/a	n/a		◆					\$295,000
Portland	55	Marine Drive Bike Lanes	NE 33rd Ave to MLK Blvd.	n/a	n/a		◆					\$5,000,000
Portland	56	Division Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	n/a	n/a		◆					\$50,000
Portland	57	Holgate Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	n/a	n/a		◆					\$50,000
Portland	58	112th Corridor Bikeway	Springwater Trail to Sandy Blvd	n/a	n/a		◆					\$250,000
Portland	59	Halsey Street Bike Lanes	Sandy Blvd. to 148th St.	5	5		◆					\$100,000
Portland	60	Columbia/Lombard	47th, 92nd connections	n/a	n/a		◆	□	◆			\$10,000,000
Portland	61	dropped										(dropped)
Portland	62	NE 33rd Avenue	Columbia/Lombard Interchange	n/a	n/a		◆	□	◆			\$15,000,000
Portland	63	Central City Vanpool (10 Vans)	Major Central City employers	n/a	n/a	□				◆		\$132,000
Portland	64	Central City TMA	Central City employment districts	n/a	n/a	□	□	□		◆		\$330,000
Portland	65	Seismic Improvements	Citywide structures	n/a	n/a							\$31,000,000
Portland	66	Intelligent Transportation Systems	Not yet determined	n/a	n/a						◆	\$5,000,000
Portland	67	Vancouver/Williams Bike Lanes	Broadway to MLK	n/a	n/a		◆					\$200,000
Portland	68	Willamette River Bridges Bike/Ped. Imp.	Burnside Bridge Ramps	n/a	n/a	□	◆	◆				\$2,140,000
Portland	69	dropped										(dropped)
Portland	70	BH Hwy climbing lane	Barbur Blvd to Terwilliger	n/a	n/a	□			◆			(other rev. sources)
Portland	71	River District Access	Northwest Triangle	varies	varies	□	◆	◆	□			(other rev. sources)
Portland	72	South Waterfront Access	Harrison-Moody connection	varies	varies	□	◆	◆				(other rev. sources)
Portland Total											\$345,681,000	

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## Chapter 5 Project Matrix

### Projects Included in Preferred RTP Network

Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project or RTP Cost (1995 Dollars)
				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
Clackamas	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a							(other rev. sources)
Clackamas	1	Beavercreek Road	Beavercreek/Molalla Intersection	3	5		□	□	◆			\$930,000
Clackamas	2	Highway 212	SPRR to 135th frontage	5	5		◆	□	◆			\$1,700,000
Clackamas	3	I-205 Frontage Road	Sunnyside to 92nd east of I-205	0	3		□	◆				\$7,500,000
Clackamas	4	Monterey overpass	Over I-205 to frontage road	0	5		□	◆	□			\$5,050,000
Clackamas	5	Johnson Creek Boulevard	Johnson Creek/Linwood Intersection	2	3		◆	◆	◆			\$1,020,000
Clackamas	6	Sunnybrook extension	I-205 to Sunnyside at 108th	0	5		◆	◆	◆			\$9,950,000
Clackamas	7	Road Rehab Program	County-wide	n/a	n/a							\$8,400,000
Clackamas	8	Signal Rehab Program	County-wide	n/a	n/a						◆	\$2,800,000
Clackamas	9	92nd Avenue	Idleman to Multnomah Co. line	2	3		◆	□				\$1,210,000
Clackamas	10	122nd Avenue	Sunnyside to Hubbard	2	3		◆	□				\$4,610,000
Clackamas	11	Stafford Road	Stafford/Borland Road Intersection	2	4		◆	□				\$990,000
Clackamas	12	Johnson Creek Boulevard	45th to 82nd Avenue	2	3		◆	◆	◆			\$5,210,000
Clackamas	13	Sunnyside Road	172nd to Highway 212	2	3		◆	◆				\$2,120,000
Clackamas	14	Sunnyside Road	Stevens to 172nd	3	5		◆	◆				\$18,500,000
Clackamas	15	Jennings Road	Oatfield to Roots Road	2	3		□	□				\$3,810,000
Clackamas	16	Jennings Road	River Road to Oatfield	n/a	n/a		□	□				\$2,200,000
Clackamas	17	Rosemont Road	Stafford to Parker	2	3		□	□				\$2,350,000
Clackamas	18	Childs Road	Stafford to 65th	2	3		□	□				\$4,240,000
Clackamas	19	Stafford Road	Stafford/Rosemont Intersection	2	3		◆	□				\$520,000
Clackamas	20	Price Fuller Road	Harmony to King	2	3		□	□				\$2,620,000
Clackamas	21	Stafford Road	I-205 to Rosemont	2	3		◆	□				\$3,180,000
Clackamas	22	Harmony Road	Sunnyside to Highway 224	3	5		◆	□	□			\$4,170,000
Clackamas	23	Beavercreek Road	Highway 213 to Molalla Avenue	2	5		□	□	◆			\$3,200,000
Clackamas	24	Molalla Avenue	Beavercreek to Clackamas CC	2	5		□	◆	◆			\$3,210,000
Clackamas	25	Beavercreek Road	Highway 213 to Henrici	2	5		□	□	◆			\$3,980,000
Clackamas	26	Carman Drive	I-5 to Quarry	2	3		□	□				\$2,520,000
Clackamas	27	Sunnybrook Road	82nd to 93rd Avenue	2	5		◆	◆	◆			\$1,550,000
Clackamas	28	Roots Road	I-205 to Webster	0	3		◆	□				\$3,510,000
Clackamas	29	82nd Drive	Highway 212 to Lawnfield	3	5		◆	□	◆			\$4,390,000
Clackamas	30	Monterey	82nd to I-205	2	5		□	◆				\$1,000,000
Clackamas	31	Parker Road	Rosemont to Sunset	2	3		□	□				\$2,920,000
Clackamas	32	Clackamas Road	Webster to Johnson	2	3		□	□				\$1,330,000
Clackamas	33	Olly Road	82nd to 92nd Avenue	2	3		□	□				\$1,330,000

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## Chapter 5 Project Matrix

### Projects Included in Preferred RTP Network

Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project or RTP Cost (1995 Dollars)
				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
Clackamas	34	Concord Road	River Road to Oatfield	2	3		◆	□				\$2,440,000
Clackamas	35	Johnson Road	Lake Road to Roots	2	3		□	□				\$5,440,000
Clackamas	36	Abemethy Road	Hwy 213 to Main Street	2	5		□	□				\$2,800,000
Clackamas	37	242nd Avenue	Highway 212 to Multnomah Co. line	2	3		□	□				\$3,430,000
Clackamas	38	Idleman Road	Johnson Creek ext. to Mt. Scott Blvd.	2	2		□	□				\$3,220,000
Clackamas	39	122nd/129th Avenue	Sunnyside to King Road	2	3		◆	□				\$2,530,000
Clackamas	40	Johnson creek extension	92nd to Idleman	0	3		◆	□				\$2,930,000
Clackamas	41	142nd Avenue	Sunnyside to Highway 212	2	3		□	□				\$2,500,000
Clackamas	42	Summer Lane extension	122nd to 152nd Avenue	0	3		□	□				\$3,830,000
Clackamas	43	Mather Road	97th to 122nd Avenue	2	3		□	□				\$2,670,000
Clackamas	44	Monterey	82nd to Price Fuller	0	2		□	◆				\$920,000
Clackamas	45	152nd Avenue	Sunnyside Road to Highway 212	2	3		□	□				\$2,510,000
Clackamas	46	98th Avenue	Lawnfield to Mather	0	3		□	□				\$1,480,000
Clackamas	47	Mt.Scott/King Avenue	Idleman to 132nd Avenue	2	3		□	□				\$1,740,000
Clackamas	48	Warner Milne Bike Lanes	Central Point Rd. to OR213	n/a	n/a		◆					\$350,000
Clackamas	49	Boones Ferry Bike Lanes	Kruse Way to County Line	n/a	n/a		◆					\$1,000,000
Clackamas	50	Linwood Ave. Bike Lanes	King Road to County Line	n/a	n/a		◆					\$260,000
Clackamas	51	Concord Road Bike Lanes	River Road to Oatfield Road	n/a	n/a		◆					\$160,000
Clackamas	52	Railroad Ave. Bike Lanes	Harmon to Harmony	n/a	n/a		◆					\$1,000,000
Clackamas	53	CTC Connector	Clack. Reg. Park to Mather Road	n/a	n/a		◆	◆				\$1,014,000
Clackamas	54	Lake Rd. Bike Lanes	SE 21st to Oatfield Rd.	n/a	n/a		◆					\$780,000
Clackamas	55	82nd Drive Bikeway	Hwy 212/224 to Jennifer St.	n/a	n/a		◆					\$100,000
Clackamas	56	Carmen Drive Bikeway	I-5 to Quarry Road	n/a	n/a		◆					\$675,000
Clackamas	57	South End Road	Warner-Parrott to UGB	n/a	n/a		◆	□				\$250,000
Clackamas	58	SE Johnson Creek Blvd.	SE 36th to 45th	2	2		◆	□				\$1,272,000
Clackamas	59	Kruse Way Intersection Imp.	Westlake	n/a	n/a	□		◆			◆	\$100,000
Clackamas	60	Kruse Way Intersection Imp.	Carman Drive	n/a	n/a	□		◆			◆	\$100,000
Clackamas	61	Boones Ferry Road Signal Interconnect	I-5 to Country Club	n/a	n/a	□					◆	\$200,000
Clackamas	62	Hwy 43 Signal Interconnect	Terwilliger to McVey	n/a	n/a	□					◆	\$240,000
Clackamas	63	Hwy 43 Intersection Imp.	Cherry Street	n/a	n/a	□					◆	\$820,000
Clackamas	64	McVey Intersection Imp.	South Shore	n/a	n/a	□					◆	\$400,000
Clackamas	65	147th	Sunnyside to 142nd	n/a	n/a							\$750,000
Clackamas	66	Jennifer/135th	130th to 135th/Jennifer to Hwy 212	n/a	n/a				□			\$1,380,000
Clackamas	67	Leland Road	Meyers Road to UGB	n/a	n/a							\$2,310,000

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### Projects Included in Preferred RTP Network

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				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
Clackamas	68	Willamette Falls Drive	Hwy 43 to 10th	n/a	n/a		◆	◆	□			\$2,800,000
Clackamas	69	132nd	King Road to Clatsop	n/a	n/a							\$1,700,000
Clackamas	70	Foster Road	Hwy 212 to Troge	n/a	n/a							\$2,150,000
Clackamas	71	102nd/Industrial Way	Hwy 212 to Lawnfield	n/a	n/a				□			\$1,640,000
Clackamas	72	Mather	122nd to 132nd	n/a	n/a				□			\$1,280,000
Clackamas	73	Mather	Industrial Way to 98th	n/a	n/a				□			\$560,000
Clackamas	74	82nd Drive	Hwy 212 to Gladstone, Phase 2	n/a	n/a		◆		◆			\$4,550,000
Clackamas	75	Happy Valley access road	Valley View Terr. to Mt. Scott	n/a	n/a							\$2,300,000
Clackamas	76	Monterey extension	Stevens to Valley View	n/a	n/a		□	□				\$2,450,000
Clackamas	77	Holcomb	Abernethy to Bradley	n/a	n/a							\$1,760,000
Clackamas	78	King Road	132nd to 147th	n/a	n/a							\$1,010,000
Clackamas	79	Lake Road	Hwy 224 to Milwaukie City Limits	n/a	n/a		◆	□				\$740,000
Clackamas	80	Oatfield Road	Webster to 82nd	n/a	n/a							\$1,200,000
Clackamas	81	Abernethy Road	Washington/Abernethy	n/a	n/a			◆				\$554,000
<b>ClackCo Total</b>											<b>\$198,315,000</b>	
Multnomah	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a							(other rev. sources)
Multnomah	1	NE Halsey St	207th Ave to 223rd Ave	2	3-5	□	◆	◆				\$1,700,000
Multnomah	2	Stark St	257th Ave. to Troutdale Rd	2	5		◆	◆				\$1,600,000
Multnomah	3	207th Ave Connector	Halsey St to Gilsan St/223rd Ave	0	5		◆	◆	◆			\$7,720,000
Multnomah	4	NE Halsey St	190th Ave to 207th Ave	2	5	□	◆	◆				\$2,400,000
Multnomah	5	257th Ave	Bull Run Rd to DMiston St	2	5		◆	□				\$1,245,000
Multnomah	6	223rd Ave	Gilsan St to Halsey St	3	5		◆	◆				\$1,540,000
Multnomah	7	Road Rehab Program	County-wide	n/a	n/a							\$16,000,000
Multnomah	8	Signal Rehab Program	County-wide	n/a	n/a					◆		\$5,300,000
Multnomah	9	Powell Valley Rd	Burnside rd to Kane Rd.	2	5		◆	□				\$1,160,000
Multnomah	10	242nd Ave	Powell Blvd to Burnside Rd	2	5		◆	□				\$1,255,000
Multnomah	11	Jenne Rd	2050' NE of Foster to 800' S of Powell	2	2		◆					\$1,900,000
Multnomah	12	dropped										(dropped)
Multnomah	13	Cherry Park Rd	242nd Dr. to 257th Ave	2	5		□	□				(other rev. sources)
Multnomah	14	162nd Ave	Gilsan St to Halsey St	3	5		□	□				\$1,780,000
Multnomah	15	257th Avenue	Powell Valley Road to Bull Run Road	2	5		◆	◆				\$1,235,000
Multnomah	16	NE Gilsan St	202nd Ave to 207th Ave	2	5		□	□	□			\$2,200,000
Multnomah	17	Orient Dr	Kane Rd. to Anderson Rd.	2	5		□	□				\$2,345,000

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				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
Multnomah	18	Palmquist Rd	242nd Drive to Mt. Hood Hwy	2	5		□	□				\$2,060,000
Multnomah	19	NE Gilsan St	223rd Ave to 242nd Dr	2	5		□	□	□			\$3,250,000
Multnomah	20	257th Ave	Orient Dr to Powell Valley Rd	2	5		◆	□				\$1,045,000
Multnomah	21	242nd Ave	Palmquist Rd to Powell Blvd	2	5		◆	□				\$2,390,000
Multnomah	22	dropped										(dropped)
Multnomah	23	190th Ave	Butter Rd to Highland Drive	3	5		◆	□				\$1,875,000
Multnomah	24	NE Halsey St	223rd Ave to 238th Dr	2	5	□	◆	◆				\$1,870,000
Multnomah	25	NE Halsey St	238th Dr to Columbia River Hwy	2	5	□	◆	◆	□			\$3,240,000
Multnomah	26	Division Drive	268th Ave to Troutdale Road	2	3		□	□				\$770,000
Multnomah	27	242nd Ave Connector	Gilsan St to Sandy Blvd	0	5		□		□			\$2,000,000
Multnomah	28	162nd Ave	Halsey St to I - 84	5	5		□	□				\$725,000
Multnomah	29	Division St	257th Ave to 268th Ave	5	3							\$2,420,000
Multnomah	30	dropped										(dropped)
Multnomah	31	dropped										(dropped)
Multnomah	32	Division Street	198th Avenue to Waitula Avenue	5	5	□	◆	◆				\$210,000
Multnomah	33	Division Street Bike Lanes	182nd Ave. to Kane Road	5	5	□	◆					\$100,000
Multnomah	34	Burnside Street Bike Lanes	181st Ave. to 196th Ave.	4	4	□	◆					\$1,000,000
Multnomah	35	223rd Ave. Bike Lanes	Halsey St. to Marine Dr.	2	3		◆					\$162,300
Multnomah	36	dropped										(on Bridges list)
Multnomah	37a	dropped										(dropped)
Multnomah	37b	dropped										(dropped)
Multnomah	38	dropped										(funded in TIP)
Multnomah	39	CMC Neighborhood Station Plaza	LRT tracks @ Central Collector	n/a	n/a	◆	□	◆				\$1,200,000
MultCo/Tri-Met	40	CMC Neighborhood MAX Station	New LRT Station @ Civic Neighborhood	n/a	n/a	◆	□	◆				\$2,721,000
Multnomah	41	dropped										(dropped)
Multnomah	42	dropped										(dropped)
Multnomah	43	dropped										(dropped)
Multnomah	44	Edgefield Station	Halsey between 223rd and 238th	n/a	n/a	□	◆	◆				\$5,000,000
Multnomah	45	Railroad Bridge Overcrossing	Over 201st Ave. (@ I-84)	n/a	n/a				◆			(other rev. sources)
Multnomah	46	Intersection Improvements	Various locations	n/a	n/a					◆		(other rev. sources)
Multnomah	47	181st/I-84 Interchange Improvements	Improvements to ramps and 181st	var.	var.			◆	◆			(other rev. sources)
Multnomah	48	181st Widening	I-84 EB ramp to Halsey Street	2	3			◆	◆			(other rev. sources)
Multnomah	49	Powell Boulevard Widening	Gresham CL to Eastman	2	5		◆	□				(other rev. sources)
Multnomah	50	162nd Ave. Intersection Improvement	Stark Street	n/a	n/a	□		□			◆	(other rev. sources)

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Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project or RTP Cost (1995 Dollars)
				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
Multnomah	51	162nd Ave. Intersection Improvement	Division Street	n/a	n/a	□		□			◆	(other rev. sources)
Multnomah	52	181st Intersection Improvement	San Rafael Street	n/a	n/a			◆	◆		◆	(other rev. sources)
Multnomah	53	181st Intersection Improvement	Halsey Street	n/a	n/a	□		◆	◆		◆	(other rev. sources)
Multnomah	54	181st Intersection Improvement	Gilisan Street	n/a	n/a			◆	◆		◆	(other rev. sources)
Multnomah	55	181st Intersection Improvement	Burnside Street	n/a	n/a	□		◆			◆	(other rev. sources)
Multnomah	56	181st Intersection Improvement	Stark Street	n/a	n/a	□		◆			◆	(other rev. sources)
Multnomah	57	182nd Intersection Improvement	Division Street	n/a	n/a	□		◆			◆	(other rev. sources)
Multnomah	58	185th Intersection Improvement	Sandy Boulevard	n/a	n/a						◆	(other rev. sources)
Multnomah	59	202nd/Birdsdales Int. Improvement	Powell Boulevard	n/a	n/a						◆	(other rev. sources)
Multnomah	60	223rd/Fairview Int. Improvement	Gilisan Street	n/a	n/a			◆	□		◆	(other rev. sources)
Multnomah	61	Regner Road Int. Improvement	Roberts Avenue	n/a	n/a						◆	(other rev. sources)
Multnomah	62	Burnside Street Int. Improvement	Division Street	n/a	n/a	□		◆	◆		◆	(other rev. sources)
Multnomah	63	242nd/Hogan Int. Improvement	Stark Street	n/a	n/a	□		◆			◆	(other rev. sources)
Multnomah	64	242nd/Hogan Int. Improvement	Palmquist Road	n/a	n/a			◆			◆	(other rev. sources)
Multnomah	65	257th Ave./Kane Int. Improvement	Stark Street	n/a	n/a	□		◆			◆	(other rev. sources)
Multnomah	66	257th Ave./Kane Int. Improvement	Powell Valley Road	n/a	n/a						◆	(other rev. sources)
Multnomah	67	262nd Avenue/Barnes Int. Improvement	Orient Drive	n/a	n/a						◆	(other rev. sources)
Multnomah	68	dropped										(funded in TIP)
Multnomah	69	Regner Bike/Pedestrian Imp.	Roberts to Cleveland	2	2		□	◆				\$2,270,000
Multnomah	70	SE 190th Bike/Pedestrian Imp.	Powell to Highland	2	2		◆	◆				(other rev. sources)
Multnomah	71	Gresham Regional Center Multi-modal Imp.	NE Hood and NE 5th	n/a	n/a		□	◆				\$5,000,000
Multnomah	72	Gresham Pedestrian Imp.	Various Streets	n/a	n/a			◆				\$500,000
Multnomah	73	Powell Blvd. Signal Replacements	Various Locations	n/a	n/a						◆	(other rev. sources)
Multnomah	74	Signal Improvements/Optimization	Various Locations	n/a	n/a						◆	\$1,700,000
Multnomah	75	Public Parking Garages	Gresham Regional Center	n/a	n/a							\$6,000,000
Multnomah	76	Rockwood Town Center Pedestrian Imp.	Burnside and/or Stark Street	n/a	n/a		□	◆				\$3,000,000
Multnomah	77	Sandy Blvd. Bike/Pedestrian Imp.	162nd to Troutdale	n/a	n/a		□	◆				\$20,000,000
Multnomah	78	East County Town Center Pedestrian Imp.	Fairview Village, Troutdale	n/a	n/a		□	◆				\$3,000,000
Multnomah	79	West Gresham/Fairview Multi-use Trail	Springwater Corridor to Marine Drive	n/a	n/a		□	◆	□			\$4,000,000
Multnomah	80	223rd/Fairview Int. Improvement	Halsey Street	n/a	n/a	□		◆	□			(other rev. sources)
MultiCo Total											\$126,888,300	

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				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
Washington	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Jurisdiction	n/a	n/a							(other rev. sources)
Washington	1	Evergreen Parkway Extension	Cornellus Pass to Shute Road	0	5		◆	◆	□			\$7,428,848
Washington	2	Lombard	Canyon to Center Street	0	3		□	◆				\$849,002
Washington	3	112th	Cedar Hills Interchange to Cornell	0	3		◆	◆				\$7,500,000
Washington	4	143rd	West Union to Kaiser	0	3		□	□				\$1,400,000
Washington	5	124th	99w to Tuatatin-Sherwood	2	3		□	◆	◆			\$6,142,000
Washington	6	125th	Brockman to Hall	0	3		□	□				\$4,130,280
Washington	7	Old Scholls Ferry	Murray to Beef Bend	2	5		◆	□				\$4,104,000
Washington	8	Cornell	179th to Bethany	3	5	□	◆	◆	□			\$3,023,000
Washington	9	Cornellus Pass	Sunset Hwy. to West Union	2	6		◆	□	◆			\$3,698,000
Washington	10	Murray	Millikan to Terman	2	4	□	◆	◆	◆			\$4,682,000
Washington	11	Cornell	Arrington to Baseline/Main	4	5	□	◆	◆	◆			\$2,539,700
Washington	12	Cornell	185th to Shute	5	7	□	◆	◆	◆			\$787,600
Washington	13	Bames	Hwy. 217 to 117th	2	5		◆	◆				\$5,612,000
Washington	14	dropped (project has been completed)										(completed)
Washington	15	Bames	Miller to Mult. Co. Line	2	5	□	□	◆				\$2,610,000
Washington	16	216th	Baseline to Cornell	2	5		◆	◆				\$12,180,000
Washington	17	Bames	Saltzman (@ Cornell) to Future 119th	2	5	□	□	◆				\$2,184,000
Washington	18	Brookwood	Airport to Baseline	0-3	3-5		◆	◆	□			\$5,956,000
Washington	19	Bames	Miller to Leahy	2	5	□	◆	◆				\$2,755,000
Washington	20	Cornell	Saltzman to Mult. Co. Line	2	3		◆	□				\$9,875,000
Washington	21	Jenkins	Murray to 158th	3	5		□	□	□			\$1,682,000
Washington	22	Baseline	177th to 231st	2	3-5	□	◆	◆				\$15,921,000
Washington	23	Baseline	Brookwood to 231st	2	3	□	◆	◆				\$2,869,000
Washington	24	Baseline	185th to 216th	2	5	□	◆	◆				\$2,439,000
Washington	25	Cornell	Hwy. 26 to Saltzman	2-3	5	□	◆	◆				\$7,163,000
Washington	26	Murray	Science Park Drive to Cornell	3	5	□	◆	◆				\$2,838,000
Washington	27	Road Rehab Program	County-wide	n/a	n/a							\$15,200,000
Washington	28	Signal Rehab Program	County-wide	n/a	n/a						◆	\$5,000,000
Washington	29	Beef Bend Ext	Scholls Ferry to 99w	2	2		□	□				\$9,062,000
Washington	30	219th	TV Highway to Baseline	2	3		□	◆				\$5,381,000
Washington	31	New Bethany	West Union to Kaiser	0	3		◆	◆				\$6,409,000
Washington	32	185th	Germantown Rd. to Cornellus Pass	0	2		□	□				\$725,000
Washington	33	Walker	Stuckl to 185th	2	5	□	□	◆				\$2,301,000

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				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
Washington	34	Bethany	Bronson to W. Union	2	5		◆	◆				\$3,147,000
Washington	35	Walker	Murray to 185th	2	5	□	◆	◆	□			\$10,150,000
Washington	36	Barnes	Leahy to Hwy. 217	4	5	□	◆	◆				\$1,784,000
Washington	37	Cornell	Murray to Saltzman	2	3	□	◆	◆				\$2,671,000
Washington	38	158th	Jenkins to Baseline	3	5		□	□	□			\$1,204,000
Washington	39	Nyberg/SW 65th	I-5 to Borland	2	5		◆	□				\$2,045,000
Washington	40	Allen	Hwy 217 to Western	3	5	□	□	◆	◆			\$275,352
Washington	41	Greenway/Hall	Greenway/Hall Intersection	n/a	n/a	□	◆	◆	◆			\$81,000
Washington	42	East Main	10th to Brookwood	2	3	□	◆	◆				\$5,769,000
Washington	43	Cedar Hills	Huntington to Butner	4	5	□	◆	◆				\$959,000
Washington	44	Cedar Hills	Walker to Huntington	4	5	□	◆	◆				\$181,000
Washington	45	Allen/Western	Allen/Western Intersection	3	5	□	◆	◆	◆			\$40,000
Washington	46	Allen	Menlo to Main	3	5		□	◆				\$3,067,000
Washington	47	Allen	Murray to Menlo	3	5		□	◆				\$150,000
Washington	48	E/W Arterial	117th to 110th	0	5		□	◆				\$14,202,000
Washington	49	Allen	Lombard to King	3	5		□	◆				\$4,775,636
Washington	50	E/W Arterial	Hall to 117th	0	5		□	◆				\$2,483,331
Washington	51	Greenburg	Hwy 217 to Hall	3	5		□	◆				\$870,000
Washington	52	E/W Arterial	Hocken to Murray	2	5		□	◆				\$1,678,000
Washington	53	N. Arterial Connector	Hwy 47 to Gales Creek Rd.	0	3		◆	□				\$4,376,000
Washington	54	Hall	Scholls Ferry to Greenburg	3	5	□	◆	◆				\$361,400
Washington	55	Cedar Hills	TV Hwy. to Hall	4	5	□	◆	◆				\$1,249,410
Washington	56	110th	E/W Arterial to Canyon	2	3		□	□				\$100,000
Washington	57	125th	Brockman to Scholls Ferry	2	3		□	□				\$5,590,000
Washington	58	119th	Barnes to Cornell	0	5		□	□				\$2,415,000
Washington	59	Hall Intersection Improvement	Hwy 99W	n/a	n/a	□	◆	◆	◆			\$715,000
Washington	60	E/W Arterial	Cedar Hills to Watson/Hall	0	5		□	◆				\$2,483,331
Washington	61	Boones Ferry	Tualatin River Bridge to Sagert	2	3		◆	◆				\$1,021,000
Washington	62	Millikan	Hocken to Cedar Hills	0	3		□	◆	□			\$2,328,000
Washington	63	Hall	Greenburg to Durham	2	3	□	◆	◆				\$10,000,000
Washington	64	Boones Ferry	Sagert to Tualatin-Sherwood	2	3		◆	□				\$4,490,000
Washington	65	dropped				□						(funded in TIP)
Washington	66	Jenkins	Cedar Hills to Murray	2	3		□	◆	□			\$2,813,000
Washington	67	Denney	Hwy 217 to Scholls Ferry	2	3		□	□				\$1,610,800

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## Chapter 5 Project Matrix

### Projects Included in Preferred RTP Network

Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project or RTP Cost (1995 Dollars)
				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
Washington	68	92nd	Garden Home to Allen	2	3							\$522,000
Washington	69	198th	Kinnaman to T.V. Hwy	2	5							\$1,240,200
Washington	70	209th	Farmington to T.V. Hwy.	2	3							\$3,009,819
Washington	71	Oleson	Hall to B-H Hwy.	2	3		◆	◆				\$2,396,134
Washington	72	Garden Home	Multnomah Blvd. to 92nd	2	3	□	◆	◆				\$3,306,000
Washington	73	185th	T.V. Hwy. to Farmington	2	3	□	◆	◆				\$3,600,000
Washington	74	Saltzman	Cornell to Laddlaw	2	3		□	□				\$6,351,000
Washington	75	170th Avenue	Rigert to Alexander	2	3-5		□	□				\$9,851,000
Washington	76	West Union	Bethany to Cornelius Pass	2	3		□	□				\$10,452,190
Washington	77	Thompson	Mult. Co. Line to 143rd	2	3		□	□				\$7,439,000
Washington	78	Martin/Cornelius Schefflin realignment	Martin/Cornelius Schefflin	2	2		□	□				\$3,720,000
Washington	79	Evergreen	25th to Glencoe	2	3		◆	□				\$5,140,000
Washington	80	Glencoe	Lincoln to Evergreen	2	3		◆	□				\$3,472,000
Washington	81	Old Hwy. 99W	Wilsonville Rd. to Hwy. 99w	2	3		□	◆				\$638,000
Washington	82	Multnomah	Mult. Co. Line to Garden Home	2	3		◆	◆				\$1,088,000
Washington	83	170th	Alexander to Baseline	2	3		□	□				\$5,032,000
Washington	84	Wilsonville/Sunset	Hwy. 99W to Murdock	2	3		□	□				\$4,742,000
Washington	85	Sunset Drive (Hwy 47)	University to Beal	2	3		□	□				\$2,443,000
Washington	86	Evergreen Road Bike Lanes	Shute Rd. to 1st Avenue	2	2		◆					\$704,000
Washington	87	Baseline Rd. Bike Lanes	174th Ave. to 231st Ave.	2	?		◆					\$1,296,980
Washington	88	Tualatin Rd. Bike Lanes	Hwy 99 to Boones Ferry Rd.	n/a	n/a		◆					\$1,000,000
Washington	89	Farmington Rd. Bike Lanes	OR217 to Murray Blvd.	n/a	n/a		◆					\$2,845,000
Washington	90	Ground level retail space	Criminal Justice Facility in Hillsboro	n/a	n/a	□				□		\$1,000,000
Washington	91	Beaverton Creek TOD	SW 153rd, Murray to Jenkins	n/a	n/a	□	□	◆		□		\$2,220,544
Washington	92	Evergreen	Shute to 25th	2	3		◆					\$4,796,000
Washington	93	Murray	TV Hwy. to Allen	n/a	n/a	□					◆	\$100,000
Washington	94	dropped (project has been completed)										(completed)
Washington	95	Walker Rd. Bike/Ped Improvement	173rd to 185th Ave.	n/a	n/a	□	◆	□				\$370,000
Washington	96	Oleson Road Bike Lanes and Ped. Impr.	Fanno Creek to Garden Home	n/a	n/a		◆	◆				\$1,550,000
Washington	97	Oleson Road Bike Lanes and Ped. Impr.	Garden Home to Hall Blvd.	n/a	n/a		◆	◆				\$2,246,000
Washington	98	Tualatin	Teton to 115th	2	3		◆		◆			\$4,000,000
Washington	99	TV Hwy Signals	Locations in Cornelius	n/a	n/a	□					◆	\$596,000
Washington	100	Millikan Way	Purchase and Development			□	□	◆				\$2,480,000
Washington	101	Signal Interconnections	Various Locations	n/a	n/a						◆	\$100,000

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				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM		TSM
Washington	102	Walker	Westfield to Murray			□	◆	□				\$1,796,000
Washington	103	BPA Easement Bike and Ped. Imp.	East of 158th, Division to Laldlaw	n/a	n/a		□	□				\$1,000,000
Washington	104	Scholls Ferry Pedestrian Impr.	Hall to B-H Hwy	n/a	n/a			◆				\$1,000,000
Washington	105	185th	West Union to Springville	2	3	□	◆	□				(other rev sources)
Washington	106	Brookwood	Baseline Rd to TV Hwy	2	3		◆	□				\$4,800,000
<b>WashCo Total</b>											<b>\$367,604,557</b>	
Port	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Region	n/a	n/a							(other rev. sources)
Port	1	North Marine Drive	North Rivergate Section	3	5		◆	□	◆			\$2,400,000
Port	2	South Rivergate	Columbia/Burgard Intersection	n/a	n/a		◆	□	◆			\$950,000
Port	3	North Marine Drive	T-6 Entrance Intersection	n/a	n/a		◆	□	◆			\$500,000
Port	4	Going Street	Going Street Rail Crossing	4	5	□	□	□	◆			\$2,600,000
Port	5	Airport Way eastbound	PDX to I-205 Phase 1	2	3	□	◆	□	◆			\$1,348,000
Port	6	Alderwood Street Extension	Alderwood Street to Holman Road	0	3		□	□	□			\$5,000,000
Port	7	International Parkway Extension (Phase 1)	International Parkway to Cascades	0	3		□	□	□			\$1,100,000
Port	8	Comfoot Road	47th Avenue to Airtrans Road	2	3		□	□	◆			\$344,000
Port	9	Comfoot Road	NE 47th Ave/Comfoot Intersection	n/a	n/a		□	□	◆			\$682,000
Port	10	Hayden Island Bridge	Rivergate to Hayden Island	0	4		□		◆			\$20,000,000
Port	11	Airport Way	Cascade/Airport Way overcrossing	0	4		◆	□	◆			\$15,600,000
Port	12	NE 33rd Avenue	33rd/Marine Drive Intersection	n/a	n/a		◆	□	◆			\$130,000
Port	13	NE 92nd Avenue	NE 92nd/Columbia Blvd/Alderwood	2	5		□	□	◆			\$750,000
Port	14	82nd Ave	82nd Avenue/Airport Way	n/a	n/a	□	◆	□	◆			\$18,900,000
Port	15	Cascades	International Pkwy/Alderwood conn.	0	3		□	□	□			\$1,600,000
Port	16	International Pkwy Extension (Phase 2)	International Parkway to Alderwood	0	3		□	□	□			\$1,000,000
Port	17	Rivergate rail	Phase 1, A & B Rail Yard	n/a	n/a				◆			\$1,300,000
Port	18	Rivergate rail	T-6 Rail Yard expansion	n/a	n/a				◆			\$4,200,000
Port	19	Rivergate rail	North Rivergate Wye	n/a	n/a				◆			\$4,000,000
Port	20	Rivergate rail	Slough Rail Bridge	n/a	n/a				◆			\$7,200,000
Port	21	Rivergate rail	South Rivergate/T-5 trackage	n/a	n/a				◆			\$4,400,000
Port	22	Rivergate rail	Ramsey Rail Yard	n/a	n/a				◆			\$525,000
Port	23	Rivergate rail	South Rivergate Rail Yard Development	n/a	n/a				◆			\$1,760,000
Port	24	Rivergate rail	Phase 2, A & B Rail Yard	n/a	n/a				◆			\$4,500,000
Port	25	Hayden Island rail	Hayden Island Rail	n/a	n/a				◆			\$20,000,000
Port	26	Columbia River Channel	Portland to Pacific Ocean Study	n/a	n/a				◆			\$1,500,000

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### Projects Included In Preferred RTP Network

Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project or RTP Cost (1998 Dollars)
				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
Port	27	Airport Way Westbound	PDX to I-205 Phase 2	2	3	□			◆			\$3,970,000
Port	28	Industrial area TMA's	Swan Island	n/a	n/a	□	□	□	◆	◆		\$250,000
Port/Portland	29	dropped										(funded in TIP)
Port/Portland	30	Columbia Blvd	Alderwood Dr Intersection	n/a	n/a		□	□	◆			\$340,000
Port/Portland	31	Columbia/Lombard	South Rivergate Rail Overcrossing	n/a	n/a				◆			\$14,100,000
Port/Wash. Co.	32	dropped										(on Wash. Co. list)
Port/Wash. Co.	33	dropped										(on Wash. Co. list)
Port/Wash. Co.	34	dropped										(on Wash. Co. list)
Port	35	North Lombard	Purdy to Ramsay	3	5		□	□	◆			\$1,500,000
Port	36	Columbia River Channel	Deepen, Portland to Pacific Ocean	n/a	n/a				◆			\$17,500,000
Port	37	T-4 Rail Loop	Berth 414/415	n/a	n/a				◆			\$1,500,000
Port	38	T-5 Rail Loop	Phase 1	n/a	n/a				◆			\$2,000,000
Port	39	T-5 Rail Loop Extension	Phase 2	n/a	n/a				◆			\$2,500,000
Port	40	A & B Rail Yard Overcrossing	North Marine Drive	n/a	n/a				◆			\$750,000
Port	41	North Columbia Blvd. Signal Interlie	South Rivergate to I-5	n/a	n/a				◆			\$100,000
Port	42	I-205/Columbia Blvd.	Interchange (2 phases)	n/a	n/a				◆			\$13,500,000
Port	43	Comfoot Road Extension	47th Ave. into SW Quadrant	0	3		□	□	□			\$7,000,000
Port	44	Comfoot Road	Alderwood/Comfoot Intersection	n/a	n/a		□	□	◆			\$600,000
Port	45	PDX Enplaning Roadway	PDX Terminal	4	8				◆			\$11,000,000
Port/Portland	46	Columbia Blvd Signal Improvements	South Rivergate to I-5 Interlie	n/a	n/a				◆		◆	\$250,000
<b>Port Total</b>											<b>\$199,139,000</b>	
Bridges/MultCo	1	Sellwood Bridge	Sellwood to Highway 43	n/a	n/a	□	◆	◆				\$61,000,000
Bridges/MultCo	2	MultCo Bridges - Seismic	Central City	n/a	n/a	□	◆	◆	◆			\$37,115,000
Bridges/MultCo	3	MultCo Bridges - Preservation	Central City	n/a	n/a	□	◆	◆	◆			\$152,414,000
Bridges/MultCo	4	Willamette River Bridges Accessibility Projects	Unfunded Projects on Mult. Co. bridges	n/a	n/a	□	◆	◆				\$2,200,000
Bridges/MultCo	5	Hawthorne Bridge Sidewalks & Phase 1 Overrun	Hawthorne Bridge	n/a	n/a	□	◆	◆				\$2,000,000
<b>Bridges TOTAL</b>											<b>\$254,729,000</b>	
<b>TOTAL FOR NON-STATE FACILITIES (Including Transit and Bridges)</b>											<b>\$2,649,039,547</b>	
<b>TOTAL NON-STATE W/O TRANSIT AND BRIDGES</b>											<b>\$1,320,522,857</b>	

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Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements					Project or RTP Cost (1996 Dollars)	
				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM		TSM
ODOT	0	Preserve Existing Regional Facilities	Regional Facilities Throughout Region	n/a	n/a							(Other rev. sources)
ODOT	1	Mt. Hood Parkway	I-84 to US 26	n/a	n/a		◆		◆			\$190,000,000
ODOT	2	US 26	Palmquist/Orient Intersection	n/a	n/a		◆		◆		◆	\$1,000,000
ODOT	3	I-5 to Hwy 99W Connector	Tualatin area	n/a	n/a		◆		◆			\$167,000,000
ODOT	4	I-5 Ramp Metering	Metro area	n/a	n/a				◆		◆	\$1,860,000
ODOT	5	I-5 Interchange Improve.	Charbonneau Interchange	n/a	n/a				◆			\$10,000,000
ODOT	6	I-5 Auxiliary Lanes	I-205 to Charbonneau	n/a	n/a				◆			\$13,200,000
ODOT	7	I-5 Interchange Recon.	Wilsonville Interchange (Unit 2)	n/a	n/a		□	□	◆			\$6,479,000
ODOT	8	I-5 Exit Improvement	Northbound I-205 exit	n/a	n/a				◆			\$2,000,000
ODOT	9	I-5 Ramp Reconstruction	At Hwy 217 (Unit 2)	n/a	n/a		◆		◆			\$11,200,000
ODOT	10	I-5 SB Auxiliary Lanes	SB from Capitol Hwy to Hwy 99W	n/a	n/a				◆			\$1,500,000
ODOT	11	I-5 Interchange Improve.	Capitol Hwy Interchange	n/a	n/a				◆			\$12,000,000
ODOT	12	I-5 Interchange Improve.	Terwilliger	n/a	n/a				◆			\$5,000,000
ODOT	13	I-5 Auxiliary Lanes	Terwilliger to Ross Island Bridge	n/a	n/a				◆			\$8,000,000
ODOT	14	I-5 Climbing Lanes	Hood-Terwilliger	n/a	n/a				◆			\$50,000,000
ODOT	15	I-5 Ramp Construction	Marquam Bridge/Grand/MLK	n/a	n/a				◆			\$55,700,000
ODOT	16	I-5 Widening & Recon.	Greeley to N. Banfield	n/a	n/a				◆			\$110,000,000
ODOT	17	I-5 Ramp Improvement	Water Avenue	n/a	n/a				◆			\$23,414,000
ODOT	18	I-5 Widening	Lombard to Swift/Delta	n/a	n/a				◆			\$20,000,000
ODOT	19	I-5 Interchange Imp.	Columbia Blvd.	n/a	n/a				◆			\$20,000,000
ODOT	20	I-5 Interchange Imp.	Hayden Island Interchange	n/a	n/a				◆			\$35,000,000
ODOT	21	I-84 Ramp Metering	East Portland	n/a	n/a				◆			\$1,170,000
ODOT	22	I-84 Widening	Interstate-5 to NE 16th	n/a	n/a				◆			\$2,500,000
ODOT	23	I-84 Ramp Improvement	Lloyd Blvd ramp	n/a	n/a				◆			\$500,000
ODOT	24	I-84 Ramp Improvement	I-205 SB ramp	n/a	n/a				◆			\$700,000
ODOT	25	I-84 Widening	EB Halsey to NB I-205	n/a	n/a				◆			\$5,000,000
ODOT	26	I-84 Interchange Imp.	122nd	n/a	n/a				◆			\$15,000,000
ODOT	27	I-84 Widening	238th to 257th	n/a	n/a				◆			\$7,400,000
ODOT	28	I-84 Widening	Troutdale Intchg-Jordan Intchg	n/a	n/a				◆			\$15,000,000
ODOT	29	I-205 Ramp Metering	East Portland	n/a	n/a	□			◆		◆	\$2,200,000
ODOT	30	I-205 Auxiliary Lanes	I-5 to West Linn	n/a	n/a				◆			\$40,000,000
ODOT	31	I-205 Climbing Lanes	SB from Willamette River to 10th	n/a	n/a				◆			\$8,000,000
ODOT	32	I-205 Interchange Imp.	Highway 43 Interchange	n/a	n/a				◆			\$6,000,000

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				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
ODOT	33	I-205 Bridge Widening	Willamette River Bridge	n/a	n/a				◆			\$75,000,000
ODOT	34	I-205 Improvements	Gladstone to West Linn	n/a	n/a				◆			\$40,000,000
ODOT	35	I-205 Auxiliary Lanes	Ore 212/224-82nd Dr	n/a	n/a				◆			\$7,000,000
ODOT	36	I-205 Interchange Imp.	Gladstone Interchange	n/a	n/a				◆			\$5,000,000
ODOT	37	I-205 Interchange	Clackamas (Sunrise)	n/a	n/a				◆			\$114,000,000
ODOT	38	I-205 Auxiliary Lanes	Powell to Foster	n/a	n/a	□			◆			\$7,000,000
ODOT	39	I-205 Widening	Columbia River to I-84 Interchange	n/a	n/a				◆			\$5,300,000
ODOT	40	I-205 Multi-use Trail Crossing Improvements	Several Locations	n/a	n/a		◆	□			◆	\$213,000
ODOT	41	I-405 Ramp Metering	Central City	n/a	n/a				◆		◆	\$1,100,000
ODOT	42	I-405 Auxiliary/Ramps	Central City	n/a	n/a				◆			\$100,000,000
ODOT	43	Sunset Highway Ramp Metering	Jefferson to Cornelius Pass Road	n/a	n/a				◆			\$1,400,000
ODOT	44	Sunset Highway Interchange Imp.	Jackson Road	n/a	n/a				◆		◆	\$6,500,000
ODOT	45	Sunset Highway Interchange Imp.	Helvetia Interchange	n/a	n/a				◆			\$2,500,000
ODOT	46	Sunset Highway Widening	Murray to Cornell/158th	n/a	n/a		◆		◆			\$7,700,000
ODOT	47	Sunset Highway Interconnect	Cornell to Bethany	n/a	n/a				◆			\$25,000
ODOT	48	Sunset Highway Widening/Ramps	Murray Road to Hwy 217	n/a	n/a		◆		◆			\$10,200,000
ODOT	49	Sunset Highway Widening/Recon.	Highway 217 to Camelot	n/a	n/a		◆		◆			\$8,747,000
ODOT	50	Sunset Highway Reconstruction	Camelot to Sylvan (Phase 3)	n/a	n/a		◆		◆			\$29,600,000
ODOT	51	Powell Bike Lanes	Ross Island Bridge to 50th	n/a	n/a		□					\$4,544,000
ODOT	52	Powell Pedestrian Improvements	Ross Island Bridge to 60th	n/a	n/a	□		◆				\$784,000
ODOT	53	Powell Bike Lanes	I-205 to 74th St.	n/a	n/a		◆					\$2,000,000
ODOT	54	Powell Pedestrian Improvements	I-205 to 50th	n/a	n/a	□		◆				\$713,000
ODOT	55	Powell Improvements	I-205-NE 181st	n/a	n/a		◆					\$25,700,000
ODOT	56	Powell Widening	Birdsdale to Eastman	n/a	n/a		◆					\$3,600,000
ODOT	57	dropped		n/a	n/a							(dropped)
ODOT	58	US 30 Bypass Realign	NE 60th	n/a	n/a				◆			\$8,000,000
ODOT	59	US 30 Bypass Widening	Killingsworth at Columbia	n/a	n/a		◆		◆			\$9,820,000
ODOT	60	US 30 Bypass Widening	NE122nd-NE 181st	n/a	n/a		◆		◆			\$5,100,000
ODOT	61	US 30 Bypass Widening	NE181st-NE 244th	n/a	n/a		◆		◆			\$5,000,000
ODOT	62	US 30 Bypass Bridge Imp.	244th	n/a	n/a				◆			(on Mult. Co. list)
ODOT	63	Canyon Road Bike Lanes	Canyon Dr. to Sunset Hwy.	n/a	n/a		◆					\$3,929,000
ODOT	64	Canyon Rd. Pedestrian Improvements	Canyon Dr. to Sunset Hwy.	n/a	n/a	□		◆				\$4,309,000
ODOT	65	Canyon Road Bike Lanes	110th to Canyon Dr.	n/a	n/a		◆					\$3,667,000
ODOT	66	Canyon Rd. Pedestrian Improvements	110th to Canyon Dr.	n/a	n/a	□		◆				\$413,000

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## Chapter 5 Project Matrix

### Projects Included in Preferred RTP Network

Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project or RTP Cost (1995 Dollars)
				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
ODOT	67	TV Hwy Bike Lanes	Murray Blvd to 117th	n/a	n/a		◆					\$2,367,000
ODOT	68	TV Hwy Pedestrian Improvements	Murray Blvd to 117th	n/a	n/a	□		◆				\$319,000
ODOT	69	TV Hwy Signal Interconnect	209th to Brookwood	n/a	n/a	□			◆		◆	\$300,000
ODOT	70	TV Hwy Signal Replacement	Cornelius	n/a	n/a	□			◆		◆	\$650,000
ODOT	71	TV Highway	209th/219th	n/a	n/a	□	◆	◆	◆		◆	\$2,500,000
ODOT	72	BH Hwy Bike Lanes and Pedestrian Imp.	65th to Hwy 217	n/a	n/a	□	◆	◆				\$6,075,000
ODOT	73	dropped		n/a	n/a							(dropped)
ODOT	74	BH Hwy Signal Replacement	78th & Laurelwood	n/a	n/a	□					◆	\$300,000
ODOT	75	dropped		n/a	n/a							(dropped)
ODOT	76	dropped		n/a	n/a							(dropped)
ODOT	77	BH Highway	BH/Scholls Ferry/Oleson	n/a	n/a	□	◆	◆			◆	\$12,000,000
ODOT	78	Farmington Road Widening	209th Ave to 172nd Ave	n/a	n/a		◆					\$10,808,000
ODOT	79	Hwy 47 Signal Replacement	Forest Grove couplet	n/a	n/a						◆	\$1,300,000
ODOT	80	Hwy 43 Intersection Imp.	Taylor's Ferry	n/a	n/a	□	◆	◆			◆	\$600,000
ODOT	81	Hwy 43 Signal Interconnect	Riverdale to Briarwood	n/a	n/a	□	◆	◆			◆	\$1,255,000
ODOT	82	Hwy 43 Signal Interconnect	Cedar Oak to Hidden Spring	n/a	n/a	□	◆	◆			◆	\$20,000
ODOT	83	Hwy 43 Intersection	Terwilliger Intersection	n/a	n/a	□	◆	◆			◆	\$1,100,000
ODOT	84	Hwy 43 Intersection	A' Avenue Intersection	n/a	n/a	□	◆	◆			◆	\$580,000
ODOT	85	Hwy 43 Intersection	McVey/Green Street Intersection	n/a	n/a	□	◆	◆			◆	\$1,282,500
ODOT	86	Hwy 43 Realignment	West 'A' Street Realignment	n/a	n/a	□	◆	◆			◆	\$1,220,000
ODOT	87	Hwy 43	Wilamette Falls Drive	n/a	n/a	□	◆	◆	◆		◆	\$165,000
ODOT	88	Hwy 43	Falling Street	n/a	n/a	□	◆	◆			◆	\$200,000
ODOT	89	Hwy 43	Pimlico Street	n/a	n/a	□	◆	◆			◆	\$150,000
ODOT	90	Hwy 43 Signal Imp.	Jolie Point Traffic Signal	n/a	n/a	□	◆	◆			◆	\$120,000
ODOT	91	McLoughlin Widening	Ross Island Bridge to Tacoma	n/a	n/a	□	◆		◆			\$25,000,000
ODOT	92	MLK/Grand/McLoughlin Bike Lanes	Multnomah St. to Burnside	n/a	n/a		◆					\$5,000
ODOT	93	MLK/Grand/McLoughlin Pedestrian Imp.	Multnomah St. to Tacoma St.	n/a	n/a	□		◆				\$735,000
ODOT	94	McLoughlin Pedestrian Imp.	Harrison St. to Oregon City	n/a	n/a	□		◆				\$3,000,000
ODOT	95	McLoughlin Bike Lanes	Harrison St. to Oregon City	n/a	n/a		◆					\$5,000
ODOT	96	McLoughlin Intersection	Arlington	n/a	n/a	□		◆	◆		◆	\$500,000
ODOT	97	Barbur Blvd Widening	SB Front St O'xing	n/a	n/a	□	◆					\$6,000,000
ODOT	98	dropped		n/a	n/a		◆	◆				(funded in TIP)
ODOT	99	dropped		n/a	n/a							(dropped)
ODOT	100	Barbur Blvd Intersection	Hamilton	n/a	n/a	□	◆	◆			◆	\$4,500,000

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Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project or RTP Cost (1995 Dollars)
				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
ODOT	101	Barbur Blvd Widening	Hamilton-Capitol	n/a	n/a		◆	◆				\$3,200,000
ODOT	102	Barbur Blvd Bike Lanes and Pedestrian Imp.	Terwilliger to Multnomah St.	n/a	n/a	□	◆	◆				\$3,300,000
ODOT	103	dropped		n/a	n/a							(dropped)
ODOT	104	Pacific Hwy Widening	I-5-Main	n/a	n/a	□	◆		◆			\$9,000,000
ODOT	105	Pacific Hwy Signal Imp.	Tigard Cinemas	n/a	n/a	□	◆		◆		◆	\$100,000
ODOT	106	Hwy 212 Improvements	Rock Cr to Mt Hood Hwy (Sunrise)	n/a	n/a		◆		◆			\$75,435,000
ODOT	107	Hwy 212 Widening	Rock Cr to Boring (Sunrise)	n/a	n/a		◆		◆			\$5,000,000
ODOT	108	Hwy 212 Climbing Lane	East of Rock Cr (Sunrise)	n/a	n/a		◆		◆			\$3,500,000
ODOT	109	Hwy 212 Signal Imp.	Royer Road	n/a	n/a				◆		◆	\$200,000
ODOT	110	Hwy 213 Interchange	BeaverCreek Road	n/a	n/a				◆			\$10,000,000
ODOT	111	Hwy 213 Widening	Clackamas CC to Leland	n/a	n/a		◆		◆			\$3,800,000
ODOT	112	82nd Ave (Hwy 213)	Crystal to Shiller	n/a	n/a	□	◆	◆			◆	\$5,600,000
ODOT	113	Hwy 217 Widening, Ramps	Sunset Hwy to TV Hwy (NB)	n/a	n/a	□			◆			\$24,150,000
ODOT	114	Hwy 217 Widening, Aux.	TV Hwy to 72nd Ave Interchange	n/a	n/a	□			◆			\$96,000,000
ODOT	115	Hwy 217 Ramp Meter	Allen	n/a	n/a	□			◆		◆	\$25,000
ODOT	116	Hwy 217 Ramp Improv.	Hwy 217 NB off-ramp at Scholls	n/a	n/a	□			◆			\$341,000
ODOT	117	Hwy 217 Ramp Meter	Greenburg	n/a	n/a	□			◆		◆	\$25,000
ODOT	118	Hwy 224 Widening	McLoughlin to 37th	n/a	n/a				◆			\$56,000,000
ODOT	119	Hwy 224 Widening	37th to Johnson	n/a	n/a				◆			\$40,000,000
ODOT	120	Hwy 224 New Construc.	I-205 to Rock Cr Jct (Sunrise)	n/a	n/a				◆			\$82,923,000
ODOT	121	Hall Blvd Bike Lanes and Pedestrian Imp.	Oak St to Pacific Hwy West	n/a	n/a	□	◆	◆				\$1,000,000
ODOT	122	dropped		n/a	n/a							(dropped)
ODOT	123	Hall Blvd Widening	Scholls to Durham	n/a	n/a	□	◆	◆				\$4,700,000
ODOT	124	Boones Ferry Widening	Tualatin City Limits	n/a	n/a		◆					\$5,100,000
ODOT	125	dropped		n/a	n/a							(funded in TIP)
ODOT	126	Fiber Optic Cable	Freeways	n/a	n/a	□			◆		◆	\$19,941,000
ODOT	127	Hardware & Software	Traffic Management Operations Center	n/a	n/a	□			◆		◆	\$6,788,000
ODOT	128	Enhance	Traffic Management Operations Center	n/a	n/a	□			◆		◆	\$431,000
ODOT	129	TSM&TDM, signal timing on surface streets	Metro region	n/a	n/a	□			◆		◆	\$5,200,000
ODOT	130	Incident Response	Metro region	n/a	n/a	□			◆		◆	\$6,400,000
ODOT	131	CCTV	Metro region	n/a	n/a	□			◆		◆	\$6,691,000
ODOT	132	HAR	Metro region	n/a	n/a	□			◆		◆	\$1,000,000
ODOT	133	Install CMS	Metro region	n/a	n/a	□			◆		◆	\$1,250,000
ODOT	134	Misc.	Metro region	n/a	n/a	□			◆		◆	\$69,000

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## Chapter 5 Project Matrix

### Projects Included in Preferred RTP Network

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				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
ODOT	135	Protective Buying Fund	Metro region	n/a	n/a							\$20,000,000
ODOT	136	dropped		n/a	n/a							(on Wash Co's list)
ODOT	137	Hwy 99W Bike Lanes	Hall Blvd. to Greenburg St.	n/a	n/a		◆					\$500,000
ODOT	138	TV Hwy Bikeway Corridor	10th Ave. to 1st Ave./Hwy 219	n/a	n/a		◆					\$1,000,000
ODOT	139	Willamette River Bridges Bike/Pedestrian Imp.	Ross Island and St. John's Bridges	n/a	n/a	□	◆	◆				\$850,000
ODOT	140	Hwy 99W Signal Interconnect	I-5 to Durham Road	n/a	n/a	□			◆		◆	\$1,000,000
ODOT	141	Sunset Hwy Imp. (coord. with Westside LRT)	Zoo to Hwy 217	n/a	n/a	□	◆		◆			(funded in TIP)
ODOT	142	I-5 Interchange Imp.	Stafford Interchange	n/a	n/a				◆			(funded in TIP)
ODOT Total											\$1,929,162,500	
<b>REGIONAL TOTAL (WITH BRIDGES AND STATE FACILITIES)</b>											<b>\$4,578,202,047</b>	

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## **EDGEFIELD STATION INC.**

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P.O. Box 726, Troutdale, Oregon 97060, (503) 223-1767

### **ROADS Transportation Task Force Members:**

1. **Ed Abrahamson, Multnomah County**
2. **Jim Galloway, City of Troutdale**
3. **Jerry Gillham, Gresham Area Chamber of Commerce**
4. **Mike Ferris, U.S.F.S.**
5. **Karla Keller, ODOT**
6. **David Ripma, Troutdale Historical Society**
7. **Steve Rodrigues, Beanarino's**
8. **Richard Ross, City of Gresham**
9. **Paul Thalsofer, City of Troutdale**
10. **Stuart Todd, Metro**
11. **Mary Weber, Metro**

### **The Station's Executive Board Representatives:**

1. **Sue O'Halloran**
2. **Marge Schmunk**

## **EDGEFIELD STATION INC.**

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### **RAIL Transportation Task Force Members:**

1. **Ted Davenport, Coyote Archery**
2. **Karla Keller, ODOT**
3. **Diane Martin Langley, Mt. Hood Railroad**
4. **Joan Moore, Congressman Ron Wyden's Office**
5. **Richard Ross, City of Gresham**

### **The Station's Executive Board Representative:**

1. **Carl Atkins**

## **EDGEFIELD STATION INC.**

---

P.O. Box 726, Troutdale, Oregon 97060, (503) 223-1767

### **Financial Task Force Members:**

1. **Herb Althouse, Columbia Corridor Association**
2. **Dave Boyer, Multnomah County - Finance Division**
3. **John Dubay, Multnomah County - County Council**
4. **Donald Flynn, Flynn Companies**
5. **Rob Fussell, City of Gresham**
6. **Jerry Gillham, Gresham Area Chamber of Commerce**
7. **John Larsen, West One Bank**
8. **Clay Moorhead, CDA**
9. **Mike Nelson, GSL Properties**
10. **Michael Niehuser, U.S. Bank Corp.**
11. **Bob Oberst, Multnomah County - Facilities & Property Management**
12. **Sue O'Halloran, Kohler Meyers O'Halloran, Inc., Realtors**
13. **Paul Warr-King, Key Bank**
14. **Charles H. Carter III, The Charles Carter Company Municipal Bond Consultants**
15. **Clifford Rone, U.S. Bank**
16. **Keith Petrie, Retired Executive Director of Mt. Hood Recreation Association**

### **The Station's Executive Board Representatives:**

1. **Terry Cook**
2. **Mike Miller**
3. **David Baumann**



# Community Bridge and Road Program: Draft List Of Priority Projects

## Legend

-  Benefits freight access and movement
-  Preserves and repairs bridge
-  Bicycle improvements
-  Pedestrian improvements
-  Traffic calming improvements
-  Traffic improvements
-  Safety improvements

The projects included in this first phase have been selected because they will improve some of the most significant transportation problems in our region. In particular, they will improve safety, ease congestion, or preserve our transportation investment. To make it easier to identify and review the individual projects, we have grouped them into the above categories. The numbers adjacent to the project name have been appropriately placed on the map on the back of this page. The small picture icons further identify the specific transportation improvements to be gained from each project.

## Safety

**Hwy 47 Bypass**  
Large trucks and traffic are safety problems downtown Forest Grove. The bypass will take this traffic around downtown.



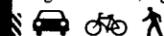
**TV Hwy/Yew Street to Cornelius East City Limits**

North-South traffic cannot move across TV Hwy in Cornelius. Accidents snarl traffic on TV Hwy. The project corrects these problems and improves intersection safety.



**Farmington/173rd-185th**

Corrects serious safety problems at intersections for autos, bikes and pedestrians by adding turn lanes, signals.



**Allen Blvd./Murray-Erickson**

Corrects serious safety problems at three intersections by adding turn lanes and improving signals.



**1 Stafford Rd Intersections: Portland, Childs, Rosemont**

This narrow road has no turn lanes or pedestrian and bicycle facilities. The project will add signals, turn lanes and bike lanes.



**2 Boones Ferry: Madronna to Country Club Rd.**

This 4-lane road has no turn lanes or continuous pedestrian facilities. The project will add turn lanes where necessary, upgrade signals and add curbs, sidewalks and bike lanes.



**7 Hwy 43/Pimlico Intersection**

Adds a much-needed traffic signal at the intersection of Highway 43 and Pimlico.



**22 SE Foster Rd at 162nd**

Reduce accidents and relieve congestion by constructing left turn lanes and signaling intersection. Improve pedestrian and bicycle safety by adding sidewalks and bike lanes.



**23 SE Foster Rd at Jenne**

Prevent accidents and relieve congestion by constructing left turn lanes and signaling intersection. Improve pedestrian and bicycle safety by adding sidewalks and bike lanes.



**26 5th St: Main St. to Cleveland St.**

Improves safety of pedestrians and motorists, provides enhanced connection between MAX and Downtown Gresham, redevelops the roadway consistent with higher density downtown urban development.



**29 Halsey St: 223rd Ave to 238th Ave**

Replaces and upgrades a 2-lane rural road with a 3-lane minor arterial street serving as a regional bicycle, pedestrian, and transit route, with safe accommodations for each mode of travel, connecting central Fairview and Wood Village.



**30 223rd Ave. Railroad Overcrossing**

Eliminates a bottleneck at I-84 and reduces congestion by replacing a narrow and hazardous railroad overcrossing. The new structure will safely accommodate trucks and buses, pedestrians and bicyclists.



**31 Halsey St: 238th Ave to Historic Columbia River Highway**

Completes the regional bike, pedestrian and transit route with a 3-lane minor arterial street, in coordination with new urban development, providing a safe and efficient facility between central Wood Village and Troutdale.



**34 Lents Pedestrian and Bicycle Enhancements**

Makes streets safer for pedestrians and bicyclists in the Lents neighborhood along SE Foster Road and Woodstock from 87th to 103rd by constructing sidewalks and bike lanes and making crossing improvements.



**35 Johnson Creek Blvd: 36th to 45th**

This heavily-used narrow road has no pedestrian or bicycle facilities. The project will add curbs, sidewalks and bike lanes.



**36 Harrison Street: McLoughlin to Hwy 224**

Harrison Street is a primary route connecting the city center to neighborhoods. The project will add bike lanes and a landscaped median.



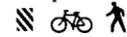
**37 17th Ave: McLoughlin to Milwaukie City Limits (north)**

To improve safety for motorists, pedestrians and bicyclists the project will complete bike lanes and add a sidewalk on the west side of 17th.



**38 SE Tacoma Street: 28th to 32nd**

Complete pedestrian and bicycle links and other safety features between the Tacoma Overpass and 32nd.



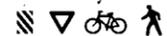
**40 39th/42nd Bikeway**

Address the need for safe north-south bicycle travel by implementing a continuous bikeway from Holman to Crystal Springs.



**41 SE 45th Traffic Calming**

This project will create safe, convenient and separate areas for walking, cycling and parking and reduce speeding between Woodstock and Harney.



**42 52nd/53rd/57th Bikeway**

Address the need for safe north-south bicycle travel by implementing a bikeway from Prescott to Harney. This bikeway project connects the Cully Blvd Reconstruction Project and the Springwater Corridor Trail.



**43 Holgate Bikeway**

Implement bike lanes on SE Holgate from 42nd to 136th to provide a continuous east-west bikeway.



**44 Hawthorne Blvd: 32nd to 39th**

Construct improvements to help pedestrians and bicyclists get to businesses and services safely in this highly congested neighborhood business district.



**45 Burnside Bike Lanes: 28th to 74th**

Provide an important missing link between the existing SE Ankeny bicycle boulevard and Burnside bike lanes east of 74th.



**47 NE Tillamook Bikeway**

Provide a five mile bikeway from Flint to 92nd to serve schools, businesses and recreational destinations in this corridor.



**48 NE Cully Reconstruction**

This street has no sidewalks or drainage and is heavily used by residents to walk to transit, shopping and school. Project will repair NE Cully from Lombard to Prescott and will include sidewalks, bike lanes, street trees, drainage and signal improvements.



**50 NE 42nd Traffic Calming**

This project will link incomplete sections of sidewalk, create safer and more convenient crossing opportunities and reduce speeding.



**52 Willamette River Bridges Bike and Pedestrian Access**

Sidewalks and bikeways are non-existent or too narrow for safe crossing. The project will rebuild curb and sidewalks for bike and pedestrian safety on the Broadway, Hawthorne and Sellwood Bridges.



**59 N Greeley/Interstate Bikeway**

Connect existing bicycle lanes in North Portland to downtown by construction of a separated pathway on this high-speed road.



**60 N Vancouver/Williams Bike Lanes**

Serve north-south bicycle travel needs by improving bike access from the central city to areas north.



**61 SW Vermont Traffic Calming**

This project will create safe, convenient and separate areas for walking, cycling and parking and reduce speeding on this residential street from 38th to 45th.



**62 Bertha Blvd. Bikeway**

Construct a missing bicycle link to connect Beaverton-Hillsdale Highway to Vermont.



**63 Hillsdale Town Center**

Construct intersection and crossing improvements to help pedestrians and bicyclists safely get to businesses and schools along Beaverton-Hillsdale Highway.



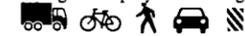
**66 N Marine Drive Freight Improvements**

Improve access and safety for trucks and employees to Rivergate, marine terminals and rail yards.



**67 S Rivergate Rail Overpass**

This N Lombard project will reduce rail and road conflicts, improve safety and improve S Rivergate employee and freight access.



## Congestion

**3 209th/Kinnaman-219th**

New 2-lane road relieves congestion and reduces vehicle miles traveled by straightening a key north-south route.



**5 Murray Blvd./Farmington-Terman Improvements**

Widens narrow, 2-lane bridge with wider 5-lane segments on each side, improves TV Hwy intersection to reduce congestion.



**7 72nd/99W-Bonita**

Relieves severe congestion by widening, adding turn lanes and improving signals. Also improves safety.



**8 I-5/217 Interchange**

This interchange is nearly at gridlock. Project improves traffic flow while minimizing the impact on the area's road network.



**9 Tualatin-Sherwood Expressway**

Traffic is overwhelming the road network in southern Washington County. Project relieves that congestion by adding 4-lane tollway between I-5 and Hwy 99W.



**10 Boeckman Rd Extension**

The project provides a needed east/west connection from 95th to Tooze in the City of Wilsonville.



**14 Hwy 43 Improvements**

This narrow road has no turn lanes or pedestrian and bicycle facilities. The project will add turn lanes, curbs, sidewalks and bike lanes from N West Linn City Limits to Marylhurst Dr.



**15 Hwy 43/Marylhurst Dr Intersection**

This intersection has an inadequate signal and no pedestrian or bicycle facilities. The project will improve the traffic signal, add sidewalks and bike lanes.



**16 Hwy 43/Cedar Oak Intersection**

Widen Hwy 43 at Cedar Oak Dr. intersection to ease congestion and add needed sidewalks and bike lanes.



**19 Oatfield Road: Webster to 82nd**

This congested narrow road has no turn lanes or continuous pedestrian and bicycle facilities. The project will widen the road to 3-lanes, add turn lanes, traffic signal and install sidewalk on west side.



**20 Sunnyside Rd: 122nd to 132nd**

This is a congested narrow road with no turn lanes or pedestrian or bicycle facilities. The project adds additional lanes, curbs, sidewalks and bike lanes and preserves the right-of-way for a future transit corridor.



**21 122nd/129th: Sunnyside to King**

Adds turn lanes, curbs, sidewalk and bike lanes to a congested narrow road with no turn lanes or pedestrian and bicycle facilities.



**24 SE Foster Rd: County Line to Portland City Limit**

Reduces congestion at three intersections, improves safety at Pleasant Valley School, provides separate bike lanes, completes Foster Rd. improvements.



**25 Powell Valley Rd: Burnside to Kane**

Provides a traffic signal at a congested 4-way stop, improves bicyclist and pedestrian safety and completes partially developed facility in Gresham.



**27 Wallula Ave: Division St. to Stark St.**

Develops a 3-lane multi-modal urban collector street with bicycle, pedestrian and drainage improvements, to reduce projected congestion and improve safety.



**28 Glisan St: 202nd Ave to 207th Ave**

Develops a 5-lane urban arterial street with bike and pedestrian facilities, reduces congestion, provides a missing segment west of 202nd Ave and east of 207th Ave.



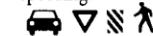
**32 Frontage Rd Congestion: City of Troutdale at I-84**

Reduces congestion and conflicts between local and through traffic, including trucks, autos, bikes and pedestrians, with traffic control and turn lane improvements.



**39 SE McLoughlin Neighborhood Traffic Calming**

Preserve neighborhood livability by reducing problems caused by cut-through traffic and speeding.



**46 NE Broadway/Weidler**

Rebuild street to provide access and safety for pedestrians, transit riders and bicyclists in this rapidly changing business district and neighborhood.



**49 US 30/Killingsworth Freight Improvements**

This project will relieve congestion and improve safety on Columbia Blvd and Airport Way and ease truck access to I-205.



**51 Central Eastside Access/Water Avenue Extension**

Reduce truck congestion by improving access to I-5 from the industrial district; encourage commercial redevelopment.



**58 NW Lovejoy Reconstruction: 14th to Broadway Bridge**

Provide key road improvements to open up land for high-density, affordable housing development close to downtown jobs. Project will include ramp reconstruction, sidewalks and transit facilities.



**64 St. Johns Neighborhood Truck Protection**

Preserve neighborhood livability by lowering noise and reducing cut-through truck traffic from the St. Johns business district to Columbia Blvd.



**65 St. Johns/Rivergate Access**

Develops alternatives to improve freight mobility between US 30-St. Johns Bridge and N/NE Portland industrial area and reduce traffic on neighborhood streets.



**68 Expand Citywide Signal System**

Reduce traffic congestion and improve management of traffic in the City of Portland by improving traffic signal operations.



**69 Signal Optimization**

Reduce traffic congestion and improve management of traffic in East Multnomah County and City of Gresham by timing traffic signals to reduce motorist delays.



## Preservation

**13 A Street: 3rd to State Street**

Reconstructs deteriorating street surface of "A" Ave. in Lake Oswego.



**18 Washington Street Bridge**

Existing wooden bridge is narrow and has load limits. The project will replace the bridge with a new structure.



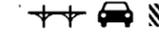
**33 Carver Bridge**

Replace existing narrow and functionally obsolete bridge over the Clackamas River with a new structure and realign the approaches.



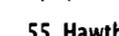
**53 Broadway Bridge Rehabilitation**

The deck, sidewalks and mechanical systems are deteriorating and need replacement to extend the life of the bridge.



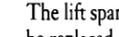
**54 Burnside Bridge Rehabilitation**

This is a lifeline route for emergencies. The lift span needs to be replaced and its supports need strengthening in case of an earthquake.



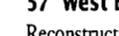
**55 Hawthorne Bridge Rehabilitation**

This is a very old (historic) bridge and needs new decks and paint to preserve its structural strength.



**56 Morrison Bridge Rehabilitation**

The lift span that opens the bridge needs to be replaced, sidewalks need repair and it needs to be painted to keep rust from weakening the structure.



**57 West Burnside Redevelopment**

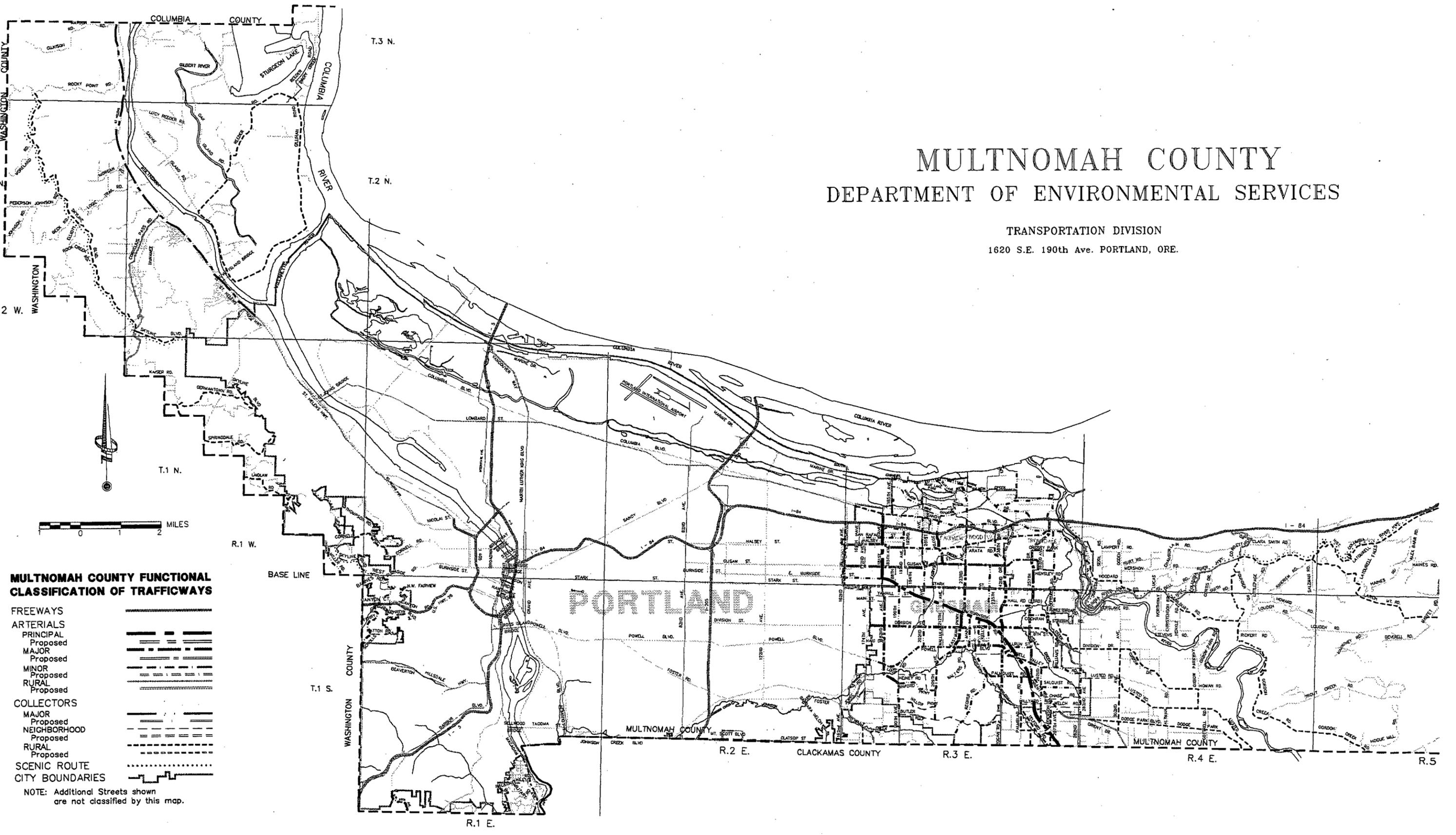
Reconstruct badly rutted pavement, upgrade traffic signals to allow smoother traffic flow and provide safer pedestrian crossings from NW 14th to 23rd Ave.





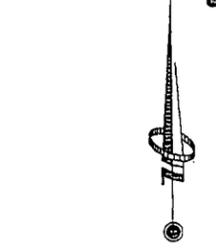
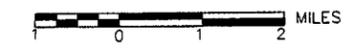
# MULTNOMAH COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES

TRANSPORTATION DIVISION  
1620 S.E. 190th Ave. PORTLAND, ORE.



**MULTNOMAH COUNTY FUNCTIONAL CLASSIFICATION OF TRAFFICWAYS**

- FREEWAYS**
  - Proposed
- ARTERIALS**
  - PRINCIPAL
  - Proposed
  - MAJOR
  - Proposed
  - MINOR
  - Proposed
  - RURAL
  - Proposed
- COLLECTORS**
  - MAJOR
  - Proposed
  - NEIGHBORHOOD
  - Proposed
  - RURAL
  - Proposed
- SCENIC ROUTE**
- CITY BOUNDARIES**



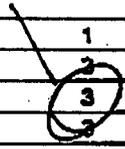
NOTE: Additional Streets shown are not classified by this map.



**MULTNOMAH COUNTY 1994-98 TRANSPORTATION CAPITAL IMPROVEMENT PLAN  
INDEX OF CAPITAL PROJECTS**

STREET NAME	FROM	TO	CATEGORY	PRIORITY	POINTS	MAP#
Rd	223rd Ave	238th Dr	Collector	2	22	430
ra Welch Rd	City Limit	County Line	Collector	3	16	330
un St	Burnside Rd	257th Ave	Collector	1	314	521
ide Rd/3rd St			Signal	1	432	545
ide Rd/242nd Dr			Signal	1	413	559
Rd	190th Ave	Regner Rd	Collector	3	24	300
Rd/209th Ave			Signal	2	209	556
Rd/Regner Rd			Signal	3	9	555
Rd/Rodlin Rd			Signal	3	19	353
Rd	Orient Dr	282nd Ave	Collector	3	18	532
Park Rd	242nd Dr	257th Ave	Arterial	1	413	402
p St	Barbara Welch Rd	162 Ave	Collector	3	6	301
an Dr	1375' E of 257th Ave	Troutdale Rd	Collector	2	226	431
bia River Hwy	Halsey St	244th Ave	Collector	2	209	441
t Hill Rd	1200' S of I-84	2200' S of I-84	Arterial	1	415	601
ius Pass Rd	Mile Post 2	3550' N of Skyline Blvd	Arterial	2	308	104
ius Pass Rd	Mile Post 2	Highway 30	Arterial	3	9	100
ius Pass Rd	County Line	Skyline Blvd	Arterial	3	8	101
PT Hwy/Corbett Hill Intersection Improvement			Collector	2	219	602
n Dr	268th Ave	Troutdale Rd	Arterial	3	20	529
n Dr/Troutdale Rd			Signal	2	299	557
n St	257th Ave	268th Ave	Arterial	3	11	533
n St	198th Ave	Wallula Ave	Arterial	3	8	561
St	202nd Ave	207th Ave	Arterial	2	334	407
St	223rd Ave	242nd Dr	Arterial	2	321	403
SV172nd Ave			Signal	1	424	257
SV188th Ave			Signal	2	329	259
SV192nd Ave			Signal	2	324	260
n Creek Rd	Mile Post 0	Mile Post 6.8	Collector	1	319	600
y St	207th Ave	223rd Ave	Arterial	1	446	404
y St	190th Ave	207th Ave	Arterial	1	430	200
y St	223rd Ave	238th Dr	Arterial	2	47	405
y St	238th Dr	Columbia River Hwy	Arterial	3	40	406
y SV172nd Ave			Signal	3	38	254
y SV201st Ave			Signal	1	422	251
y SV223rd Ave			Signal	1	433	454
y SV238th Ave			Signal	1	429	451
y Rd	Tegart Ave	17th Ave	Collector	3	32	332
y Rd	17th St	18th Ct	Collector	3	31	305
y Rd	190th Ave	Tegart Ave	Collector	3	22	304
y Rd	262nd Ave	Troutdale Rd	Collector	1	310	440
y Rd	257th Ave	262nd Ave	Collector	1	310	433
d Rd	252nd Ave	267th Ave	Collector	3	7	534
Rd	2050' NE of Foster	800' S of Powell	Arterial	1	416	306
St	174th Ave	182nd Ave	Collector	3	16	202
Dr	257th Ave	267th Ave	Arterial	2	331	500
Dr	267th Ave	Gresham City Limit	Collector	3	25	520
Dr/257th Ave			Signal	1	414	554
Dr/262nd Ave			Signal	3	4	553
Dr/267th Ave			Signal	3	19	552

*Handwritten notes:*  
 207th Ave  
 223rd Ave  
 238th Dr  
 242nd Dr



**MULTNOMAH COUNTY 1994-98 TRANSPORTATION CAPITAL IMPROVEMENT PLAN  
INDEX OF CAPITAL PROJECTS**

STREET NAME	FROM	TO	CATEGORY	PRIORITY	POINTS	MAP#
Palmquist Rd	242nd Ave	Mt Hood Hwy	Arterial	2	322	502
Palmquist Rd	Roberts Ave	242nd Ave	Collector	3	15	501
Powell Blvd/Walters Rd			Signal	1	420	562
Powell Valley Rd	Burnside Rd	257th Ave	Arterial	1	420	504
Powell Valley Rd	Barnes Rd	Troutdale Rd	Collector	3	24	505
Powell Valley Rd	257th Ave	Barnes Rd	Collector	3	21	503
Powell Valley Rd/257th Ave			Signal	1	409	551
Regner Rd	Roberts Ave	Butler Rd	Collector	2	224	506
Regner Rd	Butler Rd	County Line	Collector	2	217	536
Rocky Point Rd	Mile Post 1.5	Mile Post 1.6	Local	2	114	120
Saquist Rd	262nd Ave	282nd Ave	Collector	3	14	537
Sauria Island Rd	Bridge	Reeder Rd	Collector	3	15	121
Stark St	257th Ave	Troutdale Rd	Arterial	1	441	409
Stark St/Troutdale Rd			Signal	1	433	459
Sweetbriar Rd	Troutdale Rd	Conrad Rd	Local	2	112	442
Troutdale Rd	Strabin Rd	Stark St	Collector	1	319	434
Troutdale Rd	Stark St	1700' N of Stark St	Collector	2	210	410
Troutdale Rd	19th St	Cherry Park Rd	Collector	3	6	435
Walters Rd	Blain Ave	7th St	Collector	3	7	538
Welch Rd	267th Ave	282nd Ave	Collector	3	17	539
Yamhill St	190th Ave	197th Ave	Collector	3	13	203
62nd Ave	RR Bridge at I-84		Bridge	2	309	238
62nd Ave	Gilman St	Halsey St	Arterial	1	411	206
62nd Ave	Halsey St	I-84	Arterial	3	12	208
62nd Ave/Main St			Signal	2	319	256
62nd Ave/Stark St			Signal	1	400	271
69th Ave	Halsey St	Wilkes Rd	Collector	3	16	232
72nd Ave/Foster Rd			Signal	1	402	358
85th Ave	Sandy Blvd	City Boundary	Collector	2	222	234
85th Ave	RR Bridge at 750' N of Sandy Blvd		Bridge	2	221	241
90th Ave	Stark St	2400' S of Yamhill St	Collector	1	318	220
90th Ave	Butler Rd	Highland Dr	Arterial	2	307	309
90th Ave	Powell Loop Rd	Hainey Rd	Collector	2	205	362
01st Ave	Halsey St	Sandy Blvd	Collector	1	323	235
01st Ave	RR Bridge at I-84		Bridge	1	321	237
01st Ave	Gilman St	Halsey St	Collector	1	314	240
02nd Ave	Stark St	Gilman St	Collector	1	311	210
02nd Ave	Stark St	Division St	Collector	3	33	242
02nd Ave	Burnside Rd	Stark St	Collector	3	24	236
02nd Ave	Division St	Powell Blvd	Collector	3	11	310
07th Ave Connector	Halsey St	Gilman St/207th Ave	Arterial	1	431	421
09th Ave	Butler Rd	Hainey Rd	Collector	3	7	508
12th Ave	15th St	Burnside Rd	Collector	3	28	412
12th Ave	Burnside Rd	Stark St	Collector	3	16	411
12th Ave	Division St	Burnside Rd	Collector	3	8	460
23rd Ave	Gilman St	Halsey St	Arterial	1	423	423
23rd Ave	RR Bridge at 2000' N of I-84		Bridge	2	221	439
23rd Ave	RR Bridge at I-84		Bridge	2	219	438
23rd Ave	Sandy Blvd	Marine Dr	Collector	2	235	415
23rd Ave	Halsey St	Sandy Blvd	Collector	2	219	414

**MULTNOMAH COUNTY 1994-98 TRANSPORTATION CAPITAL IMPROVEMENT PLAN  
INDEX OF CAPITAL PROJECTS**

STREET NAME	FROM	TO	CATEGORY	PRIORITY	POINTS	MAP#
235th Ave	Division St	Stark St	Collector	3	14	416
242nd Ave	Powell Blvd	Burnside Rd	Arterial	1	419	509
242nd Ave	Palmquist Rd	Powell Blvd	Arterial	2	312	510
242nd Ave Connector	Gilsan St	Sandy Blvd	Arterial	3	18	425
257th Ave	Bull Run Rd	Division St	Arterial	1	429	512
257th Ave	Powell Valley Rd	Bull Run Rd	Arterial	1	401	513
257th Ave	Orient Dr	Powell Valley Rd	Arterial	2	315	514
257th Ave/Bull Run Rd			Signal	2	322	558
257th Ave/MHCC Entrance			Signal	3	49	452
262nd Ave	Hensley Rd	Cherry Park Rd	Collector	3	16	437
262nd Ave	Powell Valley Rd	267th Ave	Collector	3	9	531
267th Ave	Powell Valley Rd	Division Dr	Collector	3	19	530
268th Ave	Powell Valley Rd	Division Dr	Collector	3	18	540
282nd Ave	Powell Valley Rd	Orient Dr	Collector	3	27	542
8th St	La Mesa Court	Division Dr	Collector	3	15	541

*higher  
priority.*





# CITY OF TROUTDALE

December 5, 1995

Multnomah County Board of Commissioners  
Multnomah County  
1120 S.W. Fifth Avenue  
Room 1500  
Portland, Or. 97204

Re: Edgefield Station, Inc. - progress toward land use planning

Dear Commissioners,

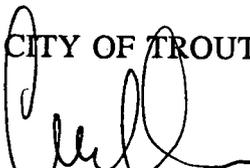
I am writing to confirm that the City of Troutdale is working in conjunction with Edgefield Station, Inc. regarding the land use planning issues concerning the Multnomah County Edgefield Farm Property.

The Station has hired a planner with a grant given to them from the City of Troutdale. Since that time they have made considerable progress toward rezoning the site and developing an appropriate comprehensive plan designation.

The City is committed to continuing to work closely with The Station through the completion of the project.

Sincerely,

CITY OF TROUTDALE

  
Erik V. Kvarsten  
City Administrator



# CITY OF TROUTDALE

December 7, 1995

Multnomah County Board of Commissioners  
Multnomah County 1120 S.W. Fifth Avenue  
Room 1500  
Portland, Or. 97204

Re: Edgefield Station, Inc. - The City of Troutdale's Transportation System Plan

Dear Commissioners,

Edgefield Station, Inc. actively participated in the City of Troutdale's Transportation System Plan Task Force. The Transportation Plan identifies Edgefield Station as an important component of the system.

The Transportation System Plan is scheduled for adoption this December. For your review of the anticipated, adopted Plan I have attached an Executive Summary of the report. Edgefield Station is mentioned several times in this summary, specifically on pages six and seven.

The City continues to stand as a strong advocate of the project which we believe will have significant, lasting benefit to the region.

Sincerely,

CITY OF TROUTDALE

Erik Kvarsten  
City Administrator

# Chapter 1

## Executive Summary

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### INTRODUCTION

The City of Troutdale has not previously undertaken a thorough review of its transportation system. Transportation issues in the City were last addressed, via goals and policies, in a comprehensive plan update in 1992. Since that time, Troutdale has grown significantly and the adoption of the *Transportation Planning Rule* statewide in May, 1991, mandates comprehensive transportation planning for cities in Oregon. To meet these needs, an update of the Transportation Plan has been prepared. Its aim is to fulfill the state mandates (Goal 12) for comprehensive planning in Troutdale, to address current problem areas, to look into the future to identify the needs created by growth and to provide guidelines for neighborhood traffic planning in the future. The Transportation System Plan (TSP) provides specific information regarding transportation needs to guide future transportation investment in the City and determine how land use and transportation decisions can be brought together beneficially for the City. This plan is intended to be consistent with other jurisdictional plans including Metro's *Regional Transportation Plan (RTP)*, Multnomah County's *Urban Road Functional Classification Study* and *Bicycle Master Plan*, and ODOT's *Oregon Transportation Plan (OTP)*.

After several months of extensive engineering and planning analysis, the draft Transportation System Plan has been prepared for public review. The plan process began with the involvement of the public (through a Transportation Advisory Committee comprised of Troutdale citizens, including one Planning Commission member and one City Council member) and will continue with the public providing key input into the vision for transportation in Troutdale through review of the *DRAFT Transportation System Plan*.

### PROCESS

The Troutdale Transportation System Plan process is summarized in Figure 1, and includes the following elements:

- Inventory/Data Collection
- Evaluate Existing Conditions and Needs
- Travel Forecasting Needs
- Determine Needs by Mode
- Develop Improvements to Mitigate Deficiencies by Mode
- Cost Estimates of Improvements
- Action Plan

## SUMMARY

### GOALS AND POLICIES

The Transportation Advisory Committee (TAC) developed a set of the following transportation-related goals and policies to guide transportation system development in Troutdale. ~~These goals and policies are summarized below. Some policies are provided with background information and explanation regarding their implementation:~~

**Goal 1. Transportation facilities shall be designed and constructed in a manner which enhances livability of Troutdale.**

**Policy 1a.** No new limited access freeway highway shall be constructed within Troutdale other than the proposed H-1 alignment of the Mount Hood Parkway, (more detail about this policy is provided on page 8-7 of the TSP report).

*~~This shall become a policy statement of the City of Troutdale.~~*

**Policy 1b.** Minimize the "barrier" effect of large arterial streets (for example, 257th Drive).

*Pedestrian crossing spacing, traffic signal spacing and landscape standards for large arterial streets in Troutdale will be developed for application to its conjunction with Multnomah County projects, including development projects within the city. The urban design aspects of 257th Avenue should be addressed through a corridor or task force study.*

**Policy 1c.** Make streets as "unobtrusive" to the community as possible.

*The city will maintain design standards for local streets which address landscaping, cross section width, and provision of alternative modes for each functional classification.*

**Policy 1d.** Build neighborhood streets to minimize speeding.

*The city will develop and maintain design standards and criteria for neighborhood traffic management for use in new development as well as existing neighborhoods for City streets. Measures to be developed may include narrower streets, humps, traffic circles, curb/sidewalk bulbs, curving streets, diverters and/or other measures.*

**Policy 1e.** Encourage pedestrian accessibility by providing safe, secure and desirable pedestrian routes, with a maximum spacing of one-half mile between elements of the pedestrian network.

*The city will develop and maintain a "pedestrian grid" in Troutdale, outlining pedestrian routes. Sidewalk standards will be developed to define various widths, as necessary, for City street types.*

**Policy 1f.** In residential areas, discourage extended use of on-street parking.

*The city will maintain code provisions addressing extended on-street parking and on-street parking of vehicles used for commercial use or non-residential-type purposes (i.e. semi trucks or home businesses with extensive use of on-street parking).*

**Goal 2. Provide a transportation system in Troutdale which is safe, reduces length of travel and limits congestion.**

**Policy 2a.** Design of streets should relate to their intended use.

*A functional classification system shall be developed for Troutdale which meets the City's needs and respects needs of other agencies (Multnomah County, ODOT, Metro, City of Gresham, City of Wood Village). Appropriate design standards for these roadways will be developed by the appropriate jurisdiction.*

**Policy 2b.** Local streets shall be designed to encourage a reduction in trip length by providing connectivity and limiting out-of-direction travel. Provide connectivity to activity centers and destinations with a priority for pedestrian connections.

*The purpose of this policy is to provide accessibility to various destinations within Troutdale without creating a grid-type network with long, straight streets which encourage speeding or through traffic. Spacing standards for roadways, signals and pedestrian connections will need to be developed.*

**Policy 2c.** Safe and secure routes to schools shall be designated for each school and any new residential project shall identify the safe path to school for children.

*Working with the school district and citizens, the City will need to undertake a process of defining school routes, using the ITE process as a guide.*

**Policy 2d.** No Troutdale streets, other than 257th Avenue, the proposed 242nd Connector, and Stark Street west of Troutdale Road, shall exceed one travel lane in each direction, with turn lanes allowed to accommodate demand. Halsey Street shall be sized to adequately support Edgefield Station.

*To avoid impacts of land use on roadway capacity, land uses in the comprehensive plan should be followed. Unless designed and built as part of a transit oriented development (TOD),<sup>1</sup> large retail land uses (greater than 20,000 SF) in areas not zoned commercial should be avoided (allowing for some service commercial for adjacent uses) due to the significantly larger vehicle traffic generation. Retail developments would be responsible for improvements required to accommodate their associated traffic.*

**Policy 2e.** Safe and secure pedestrian and bicycle ways shall be designed between parks and other activity centers in Troutdale.

<sup>1</sup>

As defined by Transportation Planning Rule, section 660-12-005(22)

**Goal 3. Provide a balanced transportation system and reduce the number of trips by single occupant vehicles.**

- Policy 3a.** Commercial, community service and high employment industrial uses shall be developed and sited to be supportive and convenient to pedestrians, bicyclists and transit riders. Pedestrian and bicycle amenities, transit facilities, ride-share programs or similar commute trip reduction measures shall be incorporated in commercial and industrial development to the maximum extent possible.

*Standards will be necessary for development adjacent to transit streets. Site design requirements will be needed. Pedestrian accessways, without vehicle conflicts, will need to be identified for every site for access to public right-of-way and pedestrian system (alternatives with minimum conflict may also be developed).*

- Policy 3b.** Recreational trails, including the Airport Loop and 40-Mile Loop, shall link to Troutdale's bicycle and pedestrian plans.

*The pedestrian plan will need to indicate linkages between recreational and basic pedestrian network. Design standards for recreational elements will need to be developed and maintained.*

- Policy 3c.** Consistent with the Multnomah County Bicycle Master Plan, bicycle lanes will should be constructed on all arterials and collectors within Troutdale (with construction or reconstruction projects). All schools, parks, public facilities and retail areas shall have direct access to a bicycle lane or route.

*The bicycle plan will be defined and needs to connect key activity centers with adjacent access. Standards for bicycle facilities within Troutdale will be developed and maintained. Definition of needs for bicycle parking will be required including guidelines on placement on sites. Where activity centers are on local streets, connections to bicycle lanes shall be designated.*

- Policy 3d.** The City shall coordinate with Tri-Met to improve transit service to Troutdale. Transit will use arterial and collector streets in Troutdale.

*The Tri-Met service plan will be the guiding transit plan for Troutdale. Adding elements such as park-and-ride lots near I-84, circulation routes linking retail to residential in Troutdale and direct service to downtown Portland (or Columbia Corridor) are samples of the input to be provided to Tri-Met.*

- Policy 3e.** Troutdale will participate in trip reduction strategies developed regionally, including employment, tourist and recreational trip programs.

*DEQ and Metro are developing regional policies regarding trip reduction. Some of these policies are aimed at provision of parking and others are aimed at ridesharing (Employee Commute Options - ECO rules).*

- Policy 3f.** Support Edgefield Station, Incorporated in its efforts to construct the Edgefield Station multi-modal Transportation Center.

*The Edgefield Station development project intends to reduce single occupant vehicles and VMT by dispersing the travelling public among a variety of transportation modes to destination points in the Columbia Gorge National Scenic Area, Mount Hood Recreation Area and the Metropolitan region.*

## Goal 4. Provide for efficient movement of goods.

**Policy 4a.** Grade separation or gate control should be considered for all railroad crossings.

*Support the upgrade of railroad grade crossings to current design standards.*

**Policy 4b.** Light industrial land uses shall generally be confined to the area surrounding I-84 and the railroad.

**Policy 4c.** The City shall coordinate and cooperate with the Port of Portland on its plans for the Troutdale Airport.

**Policy 4d.** Designated arterial routes and freeway access areas in Troutdale are essential for efficient movement of goods. Design of these facilities and adjacent land uses should reflect the needs of goods movement.

*Work with ODOT to improve freight movement in the Frontage Road area to reduce conflicts between truck maneuvering and through moving residents and tourists.*

**Policy 4e.** Access control standards shall be preserved on arterial routes to reduce conflicts between vehicles and trucks, as well as conflicts between vehicles and pedestrians.

## Goal 5. Develop transportation facilities which are accessible to all members of the community.

**Policy 5a.** Construct transportation facilities to meet the requirements of the Americans with Disabilities Act.

### RECOMMENDATIONS

As described in the introduction, optimal modal plans were developed for each mode of transportation used in Troutdale, including, in alphabetical order, automobiles, bicycles, pedestrians, transit, trucks and other modes (i.e. air, water, rail, pipeline). For each mode, a master plan, showing long range priorities for each mode, and an action plan, showing modal priorities for routes in the City, were developed (with the exception of transit and trucks, for which only a master plan was developed). The master plan summarizes projects which are desirable to complete the modal network in Troutdale and should be pursued as opportunities arise (via development or other means). The action plan consists of projects which would be the steps or building blocks needed to implement the intent of the modal master plan. These projects should become priorities for Troutdale to pursue, either via development, state, county or city funding. Action plan projects generally complete key links in the

streets and new roads built with development. Also, NTM should be applied only where a majority of neighborhood residents agree that it would be effective (for example, using a petition process).

## TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management is the general term used to describe any action that removes single occupant vehicle trips from the roadway network during peak travel demand periods. The following are examples of TDM measures:

- Work with employers to install bicycle racks
- Work with property owners to place parking stalls for carpoolers near building entrances
- Provide incentives to take transit and use other modes (i.e. free transit pass)
- Provide information regarding commute options to larger employers (eg. carpools, vanpools)
- Encourage linkage of housing, retail and employment centers (including having local home builders and employers provide incentives to live and work in or near Troutdale)
- Encourage flexible working hours
- Encourage telecommuting
- Schedule deliveries outside of peak hours
- Provide City staff support to Troutdale TDM coordination

## ACTION PLAN

A series of traffic improvements were identified which are needed to meet future circulation needs of the year 2015. Some of these projects will may be addressed through the Multnomah County capital improvement program. Others will be built by adjacent development. Lane configurations are shown for reference only and ultimately are the responsibility of Multnomah County.

Several roadway connections will be needed within neighborhood areas to reduce out of direction travel for vehicles, pedestrians and bicyclists. The Master Plan provides arrows to indicate potential desired connection points and access points to arterial or collector roadways. In each case, these connections are aimed at meeting the goal of improved connectivity in the community. To protect existing neighborhoods from potential traffic impacts of extending stub end streets, connector roadways should incorporate neighborhood traffic management into their design and construction. Neighborhood traffic management devices could include speed humps, traffic circles, curvilinear street design, or other measures devised to constrain vehicle speeds and to discourage non-neighborhood through traffic.

The arrows shown on the Master Plan map indicate priority connections only. Other stub end streets in the City's road network may become cul-de-sacs, extended cul-de-sacs or provide local connections. Connections from these stub end streets could be deemed appropriate and beneficial to the public, as future development occurs. The goal would continue to be improved city connectivity for all modes of transportation.

Several of these "connection points" with arterial streets may require signalization. The master plan provides guidance as to the number of establishes guidelines of 800 foot spacing between signals in certain segments where these connections are likely.

**Table 1  
2015 Project List**

Num	Location	Description
1	257th Drive/North Frontage Road	Signalize Intersection.
2	Marine Drive/North Frontage Road	Signalize Intersection, add northbound left turn lane, add southbound left turn lane.
3	Marine Drive/Frontage Road	Signalize Intersection.
4	257th Drive/Frontage Road	Add southbound through and left turn lanes. Reconfigure eastbound approach to have one through/left lane and two right turn lanes.
5	Marine Drive/Sundial Road	Signalize Intersection.
6	Buxton Avenue/Columbia River Highway	Restripe to include eastbound right turn lane.
7	Troutdale Road/Stark Street	Northbound approach will have left turn lane, eastbound approach will have two travel lanes and a left turn lane and westbound approach will have one travel lane and a left turn lane (Multnomah County CIP makes Troutdale Road three lanes south of Stark Street). Add southbound left turn lane.
8	257th Drive/Cherry Park Road (South)	Add southbound right turn lane.
9	Frontage Road between Marine Drive and 257th Drive	Construct continuous center left turn lane.
10	257th Drive/Historic Columbia River Highway	Intersection improvements (to be determined by further study).
11	Hensley Road Extension	Connect Hensley Road between 257th and Troutdale Road
12	242nd/244th Extension	Extend 242nd north to Halsey and Sandy/Historic Columbia River Highway. Connect Sandy to Historic Columbia River Highway. Study linkage between I-84 exit 16A and 242nd Avenue extension.
13	North Star Way	Connection between Sturges and extended 242nd.
14	Sturges Drive	Complete roadway.
15	Sturges Drive/Cherry Park Road	Signalize Intersection.
16	Citywide	Optimization and coordination of traffic signals.
17	242nd Drive/23rd Street	Signalize Intersection.
18	Stark Street (242nd to 257th)	Signalize Intersection (in corridor).
19	242nd Drive (Stark St to 23rd St)	Signalize Intersection (in corridor).
20	Halsey Street (238th Ave to Historic Columbia River Highway)	Widen to three lanes, provide bike lanes and sidewalks, signalize if necessary.

## BICYCLES

Bike lanes Bikeways are currently provided on many of the arterial and collector roadways in the City of Troutdale, forming a good bikeway network (see Figure 2-10 5). Bikeways generally consist of designated bike lanes and segments where specific accommodation has been made for bicyclists. There are, however, segments where bike lanes bikeways do not exist on the arterial and collector roadway network. Continuity and connectivity are key issues for bicyclists and gaps in the bikeway network cause the most significant problems for bicyclists.

The Transportation Advisory Committee evaluated several strategies and then ranked them. Each committee member was assigned a certain number of points that he or she could allocate to each of the strategies according to his or her vision of priorities for the City of Troutdale. The ranking of these strategies follows, from most important to least important<sup>3</sup>:

- Finish 40-Mile Loop in Troutdale
- Connect key bicycle corridors to schools, parks and activity centers (public facilities, etc.)
- Arterial crossing enhancement
- Reconstruct all bikeways to City of Troutdale standards
- Bicycle corridors that connect neighborhoods
- Fill in gaps in the network where some bikeways exist
- Bicycle corridors that connect to major recreational facilities such as the 40-Mile Loop, Airport Loop and Marine Drive
- Bicycle corridors that access retail areas
- Bicycle corridors that commuters might use

Completion of the 40-Mile Loop in Troutdale, connecting key bicycle corridors to schools parks and activity centers and arterial crossings were clearly viewed as important strategies by the group. Other strategies each received several points, but were clearly less important than the first three strategies.

A list of likely actions to achieve fulfillment of these priorities was developed into a Bicycle Master Plan. The Bicycle Master Plan (Figure 5) is an overall plan and summarizes the "wish list" of bicycle-related projects in Troutdale. From this Master Plan, a more specific, shorter term, Action Plan was developed. The Action Plan consists of projects that the City should actively try to fund in the next ten years. The Action Plan is consistent with plans developed by Metro and Multnomah County.<sup>4</sup> The bicycle plan will require incremental implementation. As development occurs, streets are rebuilt and other opportunities (such as grant programs) arise, projects on the Master Plan should be integrated into project development.

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<sup>3</sup> Appendix H contains the overall scoring.

<sup>4</sup> *Draft 1995 Interim Federal Regional Transportation Plan, April, 1995, Metro and Bicycle Master Plan, Multnomah County, Oregon, December, 1990.*

## TRANSIT

There are three bus routes passing through the City of Troutdale. Currently, these routes generally travel along Halsey Street, 257th Drive, Stark Street and Troutdale Road. They all terminate in downtown Troutdale on the Historic Columbia River Highway near Kibling Street. These routes serve a number of activity centers in Troutdale, however, there are three key activity centers that are not served by the current routes:

- Columbia Gorge Factory Outlet Mall
- Retail Activity along Frontage Road
- Troutdale Airport and surrounding Industrial areas

These three activity centers all have significant employment generation and are destinations for many people. The Factory Outlet Mall and Frontage Roads are scheduled to be added to two of the three existing routes in September, 1995. Existing needs include service to the remaining activity centers (identified above) in Troutdale and future needs include providing service to activity centers that are created by future development in Troutdale.

Metro's Draft Regional Transportation Plan (RTP) identifies Halsey Street, 257th Drive and Stark Street west of 257th Drive as part of the *primary transit network*. Primary routes provide the backbone of the transit system and are intended to provide the highest quality service and carry the highest passenger volumes. These routes would be desirable locations for any transit-oriented developments in Troutdale.

The Transportation Advisory Committee evaluated several strategies and then ranked them. Each committee member was assigned a certain number of points that he or she could allocate to each of the strategies according to his or her priorities. The ranking of these strategies follows, from most important to least important<sup>6</sup>:

- Provide direct/Express access to MAX
- Provide access to employment areas
- Provide access to activity & service centers (i.e. MHCC, Hospitals, Schools, etc.)
- Provide access to commercial areas
- Provide express routes to regional employment centers (i.e. downtown Portland)
- Provide Park & Ride lots
- Provide Bus Shelters
- Provide service often (i.e. every 20 minutes) in peak commute periods

Tri-Met is responsible for any changes in routes through their annual transit service plan process. In order for the City to have its transit needs addressed, the City can provide input to Tri-Met through this process. The following projects were identified as desirable for Troutdale:

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<sup>6</sup> See Appendix H for overall scoring.

rebuilding streets to newer standards). Because of this, many transportation projects are funded through other sources.

**Table 2**  
**Potential Transportation Revenue Sources**

Type	Description
System Development Charges (SDC)	SDC's or traffic impact fees have been used in Oregon and throughout the United States. The cornerstone to development of SDC's involves two principals: 1) there must be a reasonable connection between growth generated by development and the facilities constructed to serve that growth (generally determined by level of service or connectivity); and 2) there must be a general system-wide connection between the fees collected from the development and the benefits development receives. Charges are typically developed based on a measurement of the demand that new development places on the street system and the capital costs required to meet that demand.
Gas Tax	The State, cities and counties provide their basic roadway funding through a tax placed on gasoline. State gas tax is approved legislatively while local gas taxes are approved by voters. State funds are dedicated to roadway construction and maintenance, with one percent allocated to pedestrian and bicycle needs. This tax does not fall under the Measure 5 limits, because it is a pay-as-you-go user tax.
Street Utility Fees	Certain cities have used street utility fees for maintenance. The fees are collected monthly with water or sewer bills. These funds are not for capacity improvements, but for supporting local roadway maintenance based upon land use type and trip generation. This frees other revenue sources for capacity needs. Utility fees can be vulnerable to Measure 5 limitations, unless they include provisions for property owners to reduce or eliminate charges based on actual use.
Exactions	Frontage improvements are common examples of exaction costs passed onto developers. These have been used to build much of Troutdale's local street system. Developers of sites adjacent to unimproved roadway frontage are responsible to provide those roadway improvements. Developers of sites adjacent to improvements identified as SDC projects can be credited the value of their frontage work, which is included in the SDC project-list cost estimate.
Local Improvement Districts (LID)	LIDs provide a means for funding specific improvements that benefit a specific group of property owners. LIDs require owner/voter approval and a specific project definition. Assessments are placed against benefiting properties to pay for improvements. LIDs can be matched against other funds where a project has system wide benefit, beyond benefiting the adjacent properties. Fees are paid through property tax bills.
Special Assessments	A variety of special assessments are available in Oregon to defray costs of sidewalks, curbs, gutters, street lighting, parking and CBD or commercial zone transportation improvements. These assessments would likely fall within the Measure 5 limitations.
Fees	Gresham collects a Public Street Charge and a Driveway Approach Permit Fee. These fees are project specific and vary year to year based upon development permits.
Other Vehicle Fees	The state collects truck weight mile taxes, vehicle registration fees, and license fees. These funds are pooled together with the gas tax in distributing state motor vehicle fees to local agencies. Local agencies do not have the authority to impose local registration fees (a 1990 ballot measure for this purpose was defeated).

Most of the project costs have been developed by Multnomah County or previous work by the City. Where the TSP identified the comparable needs, these project costs have been utilized. In addition, projects which were not identified by the TSP, but had previous costs allocated to them by Multnomah County or the City were included. Table 5 summarizes the key projects in the TSP by agency and mode, identifying Action Plan projects by number (corresponding to Table 1). The County funds improvements on its roadways. The City of Troutdale is responsible for local street improvements. Many of the local street connections contemplated in the master plan would be built with associated land development in the City. The significant areas for the City to fund include:

- Local road preservation/reconstruction
- Sidewalks connections
- Neighborhood traffic management
- Transportation Demand Management

**Table 5**  
**Costs for City Transportation Projects**

Action Plan Number	Project	Agency	Initial Project Estimate	Draft Approx City Share
<b>MULTI-MODAL PROJECTS</b>				
1	257th Drive/North Frontage Road (Signalize)	State, County	\$140,000	
2	Marine Drive/North Frontage Road (Signalize and add turn lanes)	State, County	\$250,000	
3	Marine Drive/Frontage Road (Signalize)	State, County	\$140,000	
4	257th Drive/Frontage Road/I-84 Underpass (Add turn lanes/restripe)	State, County, City	\$5,000,000	*
5	Marine Drive/Sundial Road (Signalize)	County	\$140,000	
6	Buxton Avenue/Columbia River Highway (Restripe to include turn lane)	City	\$5,000	\$5,000
7	Troutdale Road/Stark Street (Add turn lanes)	County	\$75,000	
8	257th Drive/Cherry Park Road (South) (Add turn lane)	City	\$75,000	\$75,000
9	Frontage Road (South) between Marine Drive and 257th Drive (Add turn lane)	City	\$1,000,000	\$1,000,000
10	257th Drive/Historic Columbia River Highway (Intersection improvements-Involves Study)	County	\$300,000	
12	242nd/244th Extension (Cherry Park to Sandy)	County, City	\$3,000,000	*

Action Plan Number	Project	Agency	Initial Project Estimate	Draft Approx City Share
	Sandy Overcrossing	State, County	\$5,000,000	
13	North Star Way (Connection between Sturges and extended 242nd)	City	\$325,000	\$325,000
16	Optimization and coordination of traffic signals Citywide	City, County, Development	\$500,000	\$250,000
14	Sturges Road (Complete Road)	Development	\$700,000	
15	Signalize Sturges Road/Cherry Park Road	Development	\$140,000	
	Stark Street (257th to Troutdale Road)	County	\$1,600,000	
	Cherry Park Road (South) (242nd to 257th)	County	\$400,000	
	Historic Columbia River Highway (Halsey Street to 244th)	County	\$800,000	
	Troutdale Road (Strebin to Stark)	County	\$1,400,000	
11	Hensley Road (257th to Troutdale Road)	County	\$400,000	\$160,000
	Troutdale Road (Beaver Creek Lane to Stark Street)	County	\$600,000	
	Buxton Avenue (Historic Columbia River Highway to Cherry Park Road)	County	\$610,000	
17	242nd Drive/23rd Street Signal	City, County	\$140,000	\$140,000
18	Stark Street Traffic Signal	City, County, Development	\$140,000	\$140,000
19	242nd Drive Traffic Signal	City, County, Development	\$140,000	\$140,000
	257th Avenue Signal Crossing	City, County	\$300,000	*
	Troutdale Road Signal Crossing	City, County	\$140,000	*
20	Halsey Street		\$3,240,000	
<b>Auto Projects Subtotal</b>			<b>\$23,460,000</b> <b>\$26,700,000</b>	<b>\$2,235,000</b>
<b>PRESERVATION/MAINTENANCE/UPGRADE PROJECTS</b>				
	Preservation/Maintenance/Upgrade Projects (See Appendix for Listing)	City	\$1,515,000	\$1,515,000
<b>SIDEWALK PROJECTS</b>				

Action Plan Number	Project	Agency	Initial Project Estimate	Draft Approx City Share
	Stark Street - Troutdale Road to Hampton (Sidewalks)	City	\$75,000	\$75,000
	<del>Halsey Street - City Limits to Historic Columbia River Highway (Sidewalks)</del>	City	\$450,000	\$450,000
	Historic Columbia River Highway - Kibling to Sandy River Bridge (Sidewalks)	City	\$250,000	\$250,000
	Cherry Park Road (North)	City	\$50,000	\$50,000
	242nd Drive (east side of 23rd Street south to City Limits)	City	\$25,000	\$25,000
	Troutdale Road (Cherry Park Road to Chapman Street, where missing)	City	\$50,000	\$50,000
	3rd/Sandy Avenue/8th Street Loop (Sidewalks)	City	\$150,000	\$150,000
Pedestrian Projects Subtotal			\$1,050,000 <del>\$600,000</del>	\$1,050,000
<b>BICYCLE PROJECTS</b>				
	<del>Halsey Street (201st to Crown Point Highway)</del>	County	\$373,300	
	40-Mile Loop (Columbia/Sandy River Road, 223rd-Graham)	County	\$925,100	
	40-Mile Loop (Stark Street, West of Troutdale Road to Crown Point Highway)	County	\$173,900	
	40-Mile Loop (North of I-84)	City	\$800,000	\$800,000
	40-Mile Loop (South of I-84)	City	\$400,000	\$400,000
	Cherry Park Road (257th to Troutdale Road)	County	\$272,400	
	Stark Street (257th to Troutdale Road)	County	\$63,800	
Bicycle Projects Subtotal			\$3,008,500 <del>\$2,635,200</del>	\$1,200,000
<b>TOTAL OF ALL PROJECTS</b>			\$29,033,500 <del>\$31,450,200</del>	\$6,000,000

\* City allocation yet to be determined, if any.

The potential funding responsibility of the City could amount to approximately 20 percent of total project costs, or approximately six million dollars over the course of the next 20 years. The combination of exactions, motor vehicle fees and SDC's should be able to fund approximately

There are only a few at-grade railroad crossings in Troutdale, and these are monitored by the Oregon PUC for safety problems over time. Other rail recommendations include the following:

- Bridge over UP to outlet mall
- 242nd Avenue crossing
- Upgrade Historic Columbia River Highway undercrossing
- Passenger rail station at Edgefield Station

## Air

Troutdale is served by the Portland-Troutdale Airport, a general aviation facility located on the northern edge of the City operated by the Port of Portland. Passenger service to Troutdale residents is provided via Portland International Airport, approximately 10 miles to the west of Troutdale via I-84 and I-205.

The Port of Portland has prepared a master plan for the Portland-Troutdale Airport.<sup>1</sup> The City of Troutdale should work cooperatively with the Port of Portland regarding the Portland-Troutdale Airport.

The Portland-Troutdale Airport reached at peak of at least 250 based aircraft in the late 1970's. Since that time, the count dropped to 150 in 1983 and remained at about that level until 1990. It is anticipated that the Portland-Troutdale Airport will serve a number of roles ranging from recreational general aviation to flight training to possibly becoming a business/corporate aviation facility or an aviation service shopping center. These roles have been identified based on the fact that the airport has extensive land and facilities, but restricted airspace capacity (limited by its proximity to Portland International Airport).

There are generally three basic types of capacity that affect airport operations: building area capacity, airfield capacity and environmental capacity. These are primarily measured in terms of based aircraft, aircraft operations and noise levels, respectively.

Currently, only about 30% of the available acreage in the airport building area are presently developed. The remaining acreage should be sufficient for the Portland-Troutdale Airport for the next 20 years. The Airport's Master Plan recommends some building improvements and there is more than sufficient land available for these improvements.

Normally, airfield capacity would be a function of the runway-taxiway system design and the characteristics of the airport's activity. However, the airfield capacity at the Portland-Troutdale Airport is constrained by Portland International Airport. The Airport's runway/taxiway system is capable of handling between 120,000 and 150,000 aircraft operations annually. However, due to the proximity of Portland International, it was estimated that it is limited to 100,000 to 120,000 operations

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<sup>1</sup> *Portland-Troutdale Airport, Master Plan Report*, Troutdale, Oregon, December, 1990, Port of Portland.



DEPARTMENT OF  
TRANSPORTATION

District 2B

FILE CODE:

December 11, 1995

Anita Caivano  
Executive Director  
Edgefield Station Inc  
PO Box 726  
Troutdale OR 97060

Dear Anita:

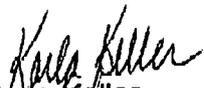
As the Oregon Department of Transportation (ODOT) representative on the Edgefield Station, Inc, Board of Directors, I will continue to work with Edgefield Station to resolve transportation issues in the Troutdale Area.

At this time, ODOT's financial outlook is bleak, with no funds for construction of the Mount Hood Parkway in the current four-year transportation plan.

ODOT acknowledges the potential impacts to the transportation system caused by a large development such as Edgefield Station. Edgefield Station has also recognized potential impacts and through actions, has committed to work with ODOT and the local jurisdictions to mitigate their impacts to the transportation system.

I look forward to working with you in the future on this multi-modal project, Edgefield Station.

Sincerely,

  
Karla Keller  
District Manager

KK/dw

John A. Kitzhaber  
Governor



9200 SE Lawnfield Rd.  
PO Box 1339  
Clackamas, OR 97015  
(503) 653-3086  
FAX (503) 653-5655



# COLUMBIA RIVER GORGE COMMISSION

P.O. Box 730 288 E. Jewett Blvd. White Salmon, WA 98672 509-493-3323

March 24, 1992

Troutdale Area Chamber of Commerce  
P.O. Box 245  
Troutdale, Oregon 97060

Subject: Troutdale Amtrak Stop

Dear Chamber:

The Columbia River Gorge Commission is writing this letter in support of your efforts to establish a new Amtrak passenger train stop in Troutdale.

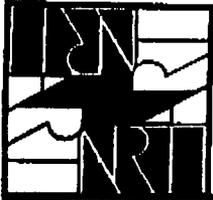
The Commission has been committed to promoting mass transportation alternatives to the private automobile in accessing tourist attractions in the Scenic Area for several years. The recently adopted Scenic Area Management Plan includes goals and objectives for recreation and transportation which reflect this commitment. For example, Transportation Objective 2 states: "Encourage tour boat and tour train access to important recreation facilities as mass transportation alternatives which offer both access to such sites and recreational experiences in and of themselves." Objective 3 states: "Improve linkages between different modes of transportation at major recreation sites in the Scenic Area."

The Troutdale area is strategically located at the southwest gateway to the Scenic Area. This is where the majority of visitors to the Gorge enter the Scenic Area. The beginning of the Historic Columbia River Highway National Historic District (one of the premiere attractions of the Gorge) is in Troutdale. In addition, the U.S. Forest Service is planning on developing a major gateway facility for the Scenic Area, just across the Sandy River from Troutdale. The proximity of a new Amtrak stop to this facility offers exciting opportunities for intermodal transportation connections, staging areas and shuttle buses on the Historic Highway. Existing and planned tourist support facilities in the area add to the proposal's desirability.

In summary, the Commission feels that a new Amtrak passenger stop in Troutdale could make a substantial contribution to realizing important goals and objectives of the Scenic Area Management Plan. We encourage you to give this proposal your full effort.

Sincerely,

Stafford Hansell  
Chairman



# Artists Repertory Theatre

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December 6, 1995

To Whom It May Concern:

We have had several conferences with Edgefield Station and are in dialogue about the possibility of locating our newly proposed theatre operation, Mt. Hood Repertory Theatre, at a site within the Edgefield development. This will include the AMERICAN CLASSICS FESTIVAL, a summer festival of plays by American authors and suitable for family entertainment. This is a professional theatre endeavor, already sanctioned by the Actors Equity Association and slated to open this summer on the campus of Mt. Hood Community College.

Our organization is composed of some of the leading theatre professionals in the Northwest. We feel that joining with Edgefield Station at the appropriate time is a splendid opportunity.

Sincerely,

*Allen Nause*

Allen Nause  
Artistic Director

*Tobias Andersen*

Tobias Andersen  
Associate Director

United States  
Department of  
Agriculture

Forest  
Service

Columbia River Gorge  
National Scenic Area  
503-386-2333

902 Wasco Avenue  
Suite 200  
Hood River, OR 97031

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File Code: 1600

Date: August 4, 1995

Public Purpose Grant Program  
Oregon Department of Justice  
Civil Enforcement Division  
1162 Court Street NE  
Salem, OR 97310

Dear Public Purpose Grant Program:

The USDA Forest Service, Columbia River Gorge National Scenic Area, would like to take this opportunity to endorse and support the recent grant proposal submitted by Edgefield Station, Inc. for funding through the Public Purpose Grant Program.

The proposed multi-modal transit development planned at Troutdale would compliment the management planning, resource protection, and overall mission for the Columbia River Gorge National Scenic Area. The National Scenic Area management plan directs that "alternate modes of transportation to destination recreation facilities are encouraged, including use of shuttles, waterway facilities, and rail travel, to facilitate visitation and reduce the impacts to scenic, cultural, natural, and recreational resources."

Edgefield Station's goals to provide multi-modal, accessible transportation from a gateway setting to areas within the Columbia River Gorge will strongly support the direction as outlined in the National Scenic Area management plan for transportation access and facilities. This development supports and furthers the primary purpose of the National Scenic Area legislation" to protect and enhance the scenic, cultural, natural and recreational resources of the Gorge."

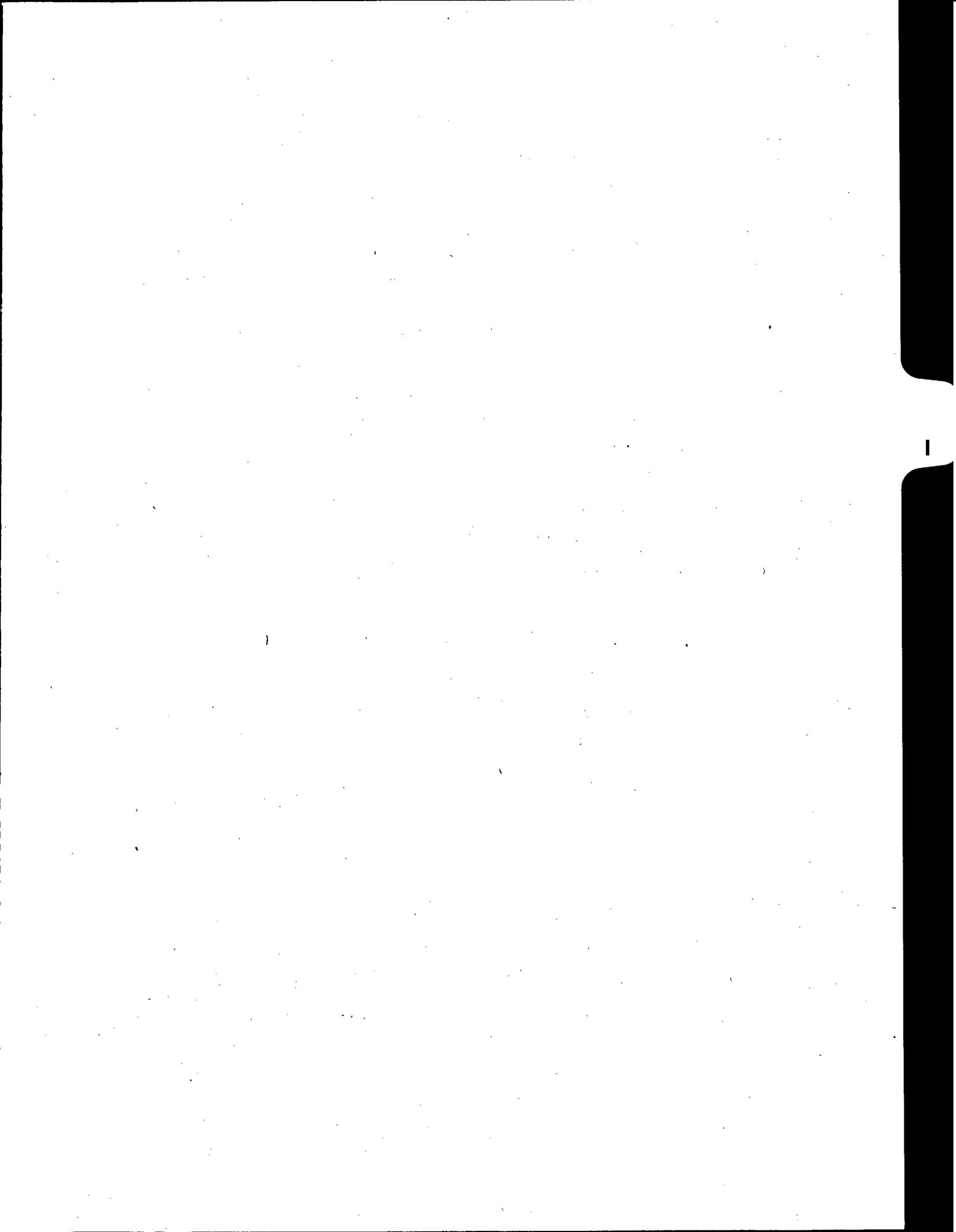
Your support of this concept with funding approval will provide future users to the National Scenic Area with alternative transportation options. This is an important need that will become more and more critical as we all search for other alternatives to the status quo in order to assure protection of the sensitive resources of the Columbia River Gorge.

Sincerely,



ARTHUR J. CARROLL  
Area Manager







110 RAILROAD AVENUE  
HOOD RIVER, OR 97031  
(503) 386-3556

August 21, 1995

Anita Caivano  
Executive Director  
Edgefield Station, Inc.  
PO Box 726  
Troutdale, OR 97060

RE: Letter of Intent

Dear Anita,

The Mt. Hood Railroad continues to actively work with Edgefield Station to form tourist rail service in the Columbia River Gorge, with intermodal connections to the Mt. Hood Loop. Tourist trains through the National Scenic Area and up the Hood River Valley would allow visitors to enjoy more of the region by rail, thereby decreasing traffic pressure on the roadways and provide an additional business opportunities for the region. The Mt. Hood Railroad will continue to work with Edgefield Station on issues leading to creation of the tourist rail service.

Sincerely,

  
Diane Martin Langley  
Marketing Director

Business Plan outline  
Mt. Hood Railroad  
Edgefield Station to Mt. Hood Railroad

Mt. Hood Railroad interest and involvement in the Edgefield Station Project is for business preservation and expansion:

1) The development of a western gateway to the Gorge and Mt. Hood provides an excellent opportunity to attract visitors to the area.

2) Development of tourist rail service on existing lines and sidings would allow these visitors to enjoy the National Scenic Area without adding to the vehicle parking problems and congestion at popular attractions along the Gorge.

3) Connections from the main lines to the Mt. Hood Railroad line would provide a seamless railroad experience all the way from Troutdale to Parkdale.

4) Intermodal transportation opportunities via Motorcoaches from Parkdale to Troutdale on the Mt. Hood Loop, would service travellers to the mountain without the additional congestion of private vehicles.

5) Tourist rail service from Troutdale to Parkdale would expand the business opportunities for the Mt. Hood Railroad without the monumental additional costs of land and new rail lines.

Strategies and Ideas

\* Implement advertising and public relations program designed to generate leads and complete sales.

\* Fully develop the image of the Mt. Hood Railroad as the 'must-do' tourist activity in the Columbia River Gorge/Mt. Hood Loop.

\* Position product as an attractive part of professional tour and independent travellers itineraries.

\* Support programs that improve the overall value of the tourist experience.

\* Target large visitor markets with both traditional and innovated marketing techniques:

- A) Local FIT (Free Independent Travelers)
- B) Professional Tour Operators
- C) Affinity and Convention Groups
- D) School Groups

\* Work closely with Drew Blevins, Gray Line of Portland.



# MARTHA F. STIVEN

---

December 5, 1995

planning and development services

Ms. Anita Cavaino  
Edgefield Station, Inc.  
P.O. Box 726  
Troutdale, OR 97060

Dear Anita,

You have asked me to prepare a letter report regarding the Scope of Work, the Job Status, and a Tentative Schedule in preparation for your meeting with the Multnomah County Board of Commissioners on December 14, 1995. I am very pleased with the progress that we have made to date. We have formed a team to provide the necessary master planning and design work necessary for the land use work and necessary to move the project forward. Westlake Consultants, Inc. and Lloyd Lindley are assisting me in forming a team which will include civil engineering, landscape architecture, a traffic consultant, a wetlands biologist, and a geotechnical scientist.

## SCOPE OF WORK

### I. General Orientation

- A. Visit site
- B. Gather background information including, tax maps, topographical maps, past land use requests, ordinances and plans, jurisdictional boundaries, land use change forms, etc.
- C. Meet with the executive committee to concur on approach, strategy and details of the request.
- D. Arrange and attend pre-application conference with client, City, wetlands specialist and traffic engineers

### II. Plan Amendment/Zone Change Application

- A. Prepare draft application in response to city criteria
  - 1. Purpose of request
  - 2. Description of project

3. Background Information
  - a. History
  - b. Existing conditions
  - c. Zoning Patterns
  - d. Land Use patterns
  - e. Availability of public services

4. Justification for Request

General Plan Amendment

- a. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan.
- b. The land use change is supported by the general public and citizens of Troutdale.
- c. The proposed amendment is consistent with other regional plans and is supported by affected governmental units and agencies.
- d. The short and long term impacts of the proposed change have been considered.
- e. Consistency with Statewide Planning Goals
- f. Consistency with Statewide Transportation Planning Rule

MPMU Designation (Concept Development Plan)

- a. Proposed land uses
- b. Building types and locations
- c. Access, circulation and parking
- d. Parks, playgrounds and open space
- e. Site analysis diagram
- f. Land division plan if the land is to be divided

- g. Proposed ownership pattern
- h. Narrative including but not limited to the following:
  - (1) Goals and objectives of the development
  - (2) Operation and maintenance proposal
  - (3) Development program
  - (4) Applicants demonstration of contractual interest in the land
  - (5) Demonstration of adequate financing
  - (6) Commitment to care and maintenance agreement
  - (7) Development timetable/phasing plan

Zone Change

- a. Narrative addressing:
  - (1) The amendment will not interfere with the livability, development or value of other land in the vicinity of site specific proposals when weighed against the public interest in granting the proposed amendment.
  - (2) The amendment will not be detrimental to the general interests of the community.
  - (3) The amendment will not violate the land use designations established by the Comprehensive Land Use Plan and map or related text.
  - (4) The amendment will place all property similarly situated in the area in the same zoning designation or in an appropriate complementary designations.

- 5. Provide graphic exhibits

- a. Vicinity map and tax map
  - b. Current plan and zone designations
  - c. Proposed plan/zone designations
  - d. Surrounding land uses
  - e. Existing utilities
  - f. Conceptual master plan
  - g. Site Analysis
  - h. Parking, Circulation & Pedestrian Access Plan
- B. Review draft with Edgefield Station staff and Executive Board
- C. Distribute final application
- D. Review staff report and respond
- 1. Distribute staff report to team members.
  - 2. Review staff report and respond to staff recommendation
  - 3. Negotiate conditions on behalf of client

### **III. Consensus Building**

- A. City staff coordination
- 1. Meet with planning staff during preparation of traffic impact analysis to gain support from staff as to study area and methodology
  - 2. Meet with planning staff during the preparation of the wetlands delineation to gain support and address concerns regarding

methodology and appropriate mitigation, if required.

3. Prior to completion of reports, meet with staff, present findings wetlands assessment and traffic analysis to solicit input. Work to gain their support

**B. Community coordination**

1. Prepare for and attend meetings with the following groups and individuals to garner support prior to finalizing the application
  - a. Wood Village City Administrator
  - b. Fairview City Administrator
  - c. Representative from the Historical Society
  - d. Representative from the Downtown Merchants
2. Coordinate meeting with wetlands specialist and Division of State Lands, if necessary.
3. Prepare for and attend meeting with Mel Lucas, Department of Land Conservation and Development to discuss land use strategy and issues.
3. Prepare for meeting with Oregon Department of Transportation and Multnomah County regarding impact on roads.

**IV. Public hearings and meetings**

1. Prepare testimony and coordinate testimony of team members for Planning Commission hearing for Plan Amendment
2. Prepare testimony and coordinate testimony of team for City Council meeting for Plan Amendment

**JOB STATUS**

As of this date several tasks have been completed in order to move into the land use application. Several options for zoning have been discussed with the City of Troutdale.

We are pleased by the cooperation of the City in defining a process that meets both the City's expectations for process and citizen involvement and at the same time accomplishes the certainty for developing the site that Edgefield Station, Inc. needs. The following tasks have been completed.

1. Based on input from the Edgefield Board and the conceptual planning work completed to date, a final development program has been adopted.
2. Understanding the need to determine the adequacy and capacity of utilities and infrastructure to accommodate the proposed level of development, Westlake Consultants, Inc. have agreed to assemble a team of consultants to address these issues at no charge to ESI. These tasks are as follows:

Utility analysis for water, sewer, storm drainage, fire suppression

Preliminary wetlands delineation, impact on conceptual plan and cost estimate for mitigation

Identification of floodplain/floodway and impact on conceptual plan

PGE is conducting a Level One Environmental Analysis

Boundary research of the site

Preliminary traffic impact study identifying traffic demand and impact on surrounding roads.

3. Lloyd Lindley, the landscape architect who prepared the conceptual plan has agreed to complete the following elements:

Conceptual Plan

Development program

Access, circulation and conceptual parking plan

Ownership pattern graphic

4. A land use strategy has been defined by the City and ESI

5. An evidence worksheet has been completed illustrating the criteria that need to be addressed and the anticipated sources for providing evidence demonstrating compliance. (See attached Evidence Worksheet).

#### TENTATIVE SCHEDULE

Pre-application conference	complete
Meeting with Edgefield Board for strategy	
Assembling of Team	complete
Martha F. Stiven, Planner	
Lloyd Lindley, Landscape Architect	
Westlake Consultants, Inc., Civil Engineers	
Martin Schott, Biologist	
Wetland Delineation	January 13
Letters of Support	January 31
Report Graphics	January 31
Utility Analysis	February 1
Traffic Impact Analysis (includes meeting with ODOT/County)	February 1
Meet with DLCD	February 15
Letters of Support	February 1
Draft of application complete	February 24
Revisions complete	March 14
Application submitted	March 15
Citizen Involvement	March 13 - April 28
Staff Report available	April 9

Edgefield Station, Inc.  
December 5, 1995  
Page 8

Planning Commission Public Hearing	April 17
City Council Public Hearing	May 14
City Council Decision	May 28
Appeal Period	June 18

Please note that if public hearings are continued or issues that need further resolution are raised a final decision may be delayed.

I am pleased with the progress to date. The application could not have been made complete without all of the efforts of the team members. I hope this progress report assists you in your reporting to the County. Please do not hesitate to call if you have questions.

Sincerely,



Martha F. Stiven  
Principal

Enc.

EDGEFIELD STATION, INC.  
EVIDENCE WORKSHEET

Land Use Request:

Comprehensive Plan Amendment from Industrial to MPMU  
Zone Change from IP to GC

Requirements

1. Purpose of request  
Source: ESI notebook, revised copy from Anita  
Provide land use perspective
  
2. Vision and Description of project
  - a. development program  
Lloyd Lindley
  - b. vision statement from notebook
  - c. land use request
  
3. Background Information
  - a. History  
Archives @ Edgefield Station office
  - b. Existing conditions
    - (1) Land Use  
Aerial and site survey
    - (2) Vegetation  
Wetlands study -  
Level One Delineation - Westlake Consultants,  
Inc.  
  
Site Survey

- (3) Wetlands  
**Wetlands Analysis**
- (4) Surrounding Streets  
**Multnomah county TSP**  
**Troutdale TSP**
- (5) Existing Zoning & Plan Designations  
**Troutdale Land Use Map**
- (6) Topography  
**Westlake Consultants, Inc.**
- (7) Flood Plain  
**Westlake Consultants, Inc.**

c. Availability of public services

- (1) Water  
**Westlake Consultants - Utility Availability Analysis**
- (2) Sewer  
**Westlake Consultants - Utility Availability Analysis**
- (3) Storm Drainage  
Review North Troutdale Storm Drainage Study  
**Westlake Consultants - Utility Availability Analysis**
- (4) Fire  
**Westlake Consultants - Utility Availability Analysis**
- (5) Police  
**Westlake Consultants - Utility Availability Analysis**
- (6) Streets  
**Westlake Consultants - Utility Availability Analysis**

3. Justification for Request

General Plan Amendment

- a. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan.

#### Relevant Plan Policies

##### Goal 1 - Citizen Involvement

1. Inform the citizens of Troutdale of land use changes affecting their neighborhoods. The City shall continue to involve citizens in all phases of the planning process via the Citizen Advisory Committee, special task forces, and other appropriate means.

ESI to provide list of who has been involved. I will document this in my application

##### Goal 2 - Land Use

6. Establish a process for evaluating and amending the Comprehensive Plan.

Request is being processed as a quasi-judicial land use request and is consistent with the City's process for amending the plan.

8. Continue to cooperate with Federal, State, Regional, and County agencies, special districts, utility companies, and adjoining cities in planning delivery of services in such areas as transportation, solid waste, air quality control, sewer, water, storm water, education, energy, and emergency services.

Multnomah County TSP

Troutdale TSP

Metro 2040 Plan

Columbia Gorge Management Plan

Gorge Legislation

ODOT

#### Land Use Designations

##### MPMU

The following criteria establish guidelines for the designation of an MPMU area.

- a. An overall contiguous area in excess of

forty (40) acres.

Site is 60+ acres

- b. Areas with appropriate access to the regional transportation network.

Show interchanges plus planned improvements relative to site

- c. Areas having existing buffers or large enough to accommodate necessary buffering land uses to minimize impact upon surrounding residential land uses or areas where impact is minimized due to absence of adjacent development.

Use streets as buffers along with adequate size to provide buffers

- d. Areas adjacent to or having a historical commitment to cultural, recreational, education, institutional or quasi-institutional land uses.

Gorge Mangement Plan; Transportation Planning Rule;

Columbia Gorge  
Edgefield Manor  
County Farm

- e. Areas where there is an extreme sensitivity to development and a desire to maximize citizen involvement in the development process.

Edgefield Station' committment to citizen involvement and consensus building

Goal 5 - Open Spaces, Scenic and Historic Areas and Natural Resources.

Natural Resources

1. Conserve open space by limiting development that will have adverse impacts.
  - a. Quantify open space - Development Program - Lloyd Lindley
2. Conserve domestic groundwater and surface water resources from potential pollution through a variety of regulatory measures relating to land use, transportation, and hazardous substance management.
  - a. **Service Availability - Westlake Consultants, Inc.**

Goal 6 - Air, Water, and Land Resources Quality

5. Maintain environmental quality by guiding future development and land use activities. Prohibit activities that will significantly deteriorate the existing high quality of the air, water and land resources.
  - a. **Adequacy of systems to protect resources - Westlake Consultants, Inc.**
7. Maintain a quiet and healthful environment for residents of Troutdale.
  - a. **Impact on residences  
Surrounding Land Uses  
Routes to and from site**
8. Ensure that new commercial, industrial, and community service facility development is landscaped and designed so adjacent properties are not negatively impacted. Seek assistance from DEQ when assessing noise impact from this type of development.
  - a. **Compliance with DEQ standards**
  - b. **Phasing/ Design issues resolved with each phase of development**

**Goal 7 - Areas Subject to Natural Disasters & Hazards  
Other Hazards**

2. Require that development occurs in a manner that respects and retains natural vegetation in areas with sensitive features, such as streams, creeks, and other bodies of water and steep slopes.
  - a. **Slope analysis**
  - b. **Wetlands analysis**
  - c. **Floodplain resolution**
  
3. Restrict development within flood hazard areas to those uses which can be adequately flood-proofed.
  - a. **Compliance with Federal standards**
  - b. **See Wayne George from Multnomah County**
  
4. Require mitigating measures where one or more of the following conditions exist:
  - a. Slopes in excess of 30%
  - b. Known unstable soils
  - c. evidence of old or recent slides
  - d. identified slide hazards areas
  - e. evidence of soil creep
  - f. land lying below any of these listed conditions.

**Research Multnomah County Soil Survey  
Level One Environmental Study - PGE**

**Goal 8 - Recreational Needs**

1. Develop an above average amount of open space with both active and passive recreation areas.

**Quantify open space area**

**Pedestrian plan**

**Bicycle Route**

**Opportunity to promote active and passive recreation in the Gorge and at Mt. Hood.**

6. Ensure that facilities are available to a wide range of user groups, including adults, disabled persons and senior citizens.

**Edgefield Station will make Gorge and Mt. Hood more accessible to a divers group of users by providing access to transportation sources such as train, bus and vehicle.**

8. Recognize the importance of the Columbia River as a recreational opportunity for the citizens of Troutdale and work with developers, citizens and public agencies in developing regional recreational opportunities facility.

**Purpose of Edgefield station**

**See Multnomah County resolution**

**Goal 9 - Economy**

1. Allocate commercial facilities in a reasonable amount and planned relationship to the people they will serve.

**Regional emphasis**

**Leland Feasibility study**

**Metro 2040 plan**

2. Promote an adequate level of economic development and a diversified employment base within the City of Troutdale.

**Research type of employment provided by project/ Dave Leland**

3. Preserve and promote the commercial district along Columbia River Highway as the Central Business District.

## Goal 12 Transportation

3. Encourage use of mass transit, bicycle, and pedestrian transportation and circulation systems as legitimate and desirable future alternatives or supplements to the automobile.

### **Describe multi-modal transit goal of project**

4. Work with regional public transit agencies to improve public transit as an important means to address the needs of the transportation disadvantaged.

### **Role of TRI-MET**

## Goal 13 - Energy Conservation

3. Promote energy-efficient land use location.

### **Proximity to I-84/Gorge/Multnomah Falls/Mt. Hood**

4. Ensure energy efficient provision of facilities and services

### **Service availability**

## Goal 14 - Urbanization

1. Provide for orderly and efficient use of the land.
3. Coordinate land use actions within the Troutdale planning area with Multnomah County.

### **Role of Multnomah County**

#### **Resolution**

#### **Multnomah County TSP**

#### **Capital Improvements Plan**

- b. The land use change is supported by the general public and citizens of Troutdale.

### **Document local citizen involvement efforts.**

- c. The proposed amendment is consistent with other regional plans and is supported by affected governmental units and agencies.

**Letters supporting the land use request from:**

**Metro**

**Multnomah County TSP**

**Bi-State Policy Advisory Committee**

**City of Wood Village**

**City of Gresham**

**City of Fairview**

**Columbia River Gorge Commission**

**ODOT**

- d. The short and long term impacts of the proposed change have been considered.

**Long-Term**

**Traffic**

**Employment**

**Implementation of Gorge Management Plan**

**Boost to other recreational destinations/ Mt. Hood/Multnomah Falls**

**Short-Term**

**Impact on local business**

**Construction employment**

**Infrastructure improvements**

**Accessory to other businesses/**

**LSI**

**Fujitsu**

**Reynolds**

- e. Consistency with Statewide Planning Goals  
Refer to local planning goals.

f. Consistency with Statewide Transportation Planning Rule

**Must provide comparison of impacts if developed as intensely as allowed under Light Industrial vs. proposed plan.**

MPMU Designation (Concept Development Plan)

- a. Proposed land uses - MS
- b. Building types and locations - Concept Plan
- c. Access, circulation and parking- Concept Plan
- d. Parks, playgrounds and open space - Development Program and Concept Plan
- e. Site analysis diagram - Lloyd Lindley
- f. Land division plan if the land is to be divided - Terry Cook
- g. Proposed ownership pattern - All in single ownership/ document / get copy of option agreement
- h. Narrative including but not limited to the following:
  - (1) Goals and objectives of the development  
From narrative
  - (2) Operation and maintenance proposal  
Describe intent to sell and phase out ESI/ will there be on-site manager, merchants association, etc.
  - (3) Development program  
Lloyd Lindley
  - (4) Applicants demonstration of contractual interest in the land  
Anita to secure authorization from Multnomah County for ESI to act as applicant
  - (5) Demonstration of adequate financing  
MS to work with Terry Cook

- (6) Commitment to care and maintenance agreement  
Describe individual developer intent/ Condition of approval by phase
  - (7) Development timetable/phasing plan  
Lloyd Lindley/Terry Cook  
Public investment vs. private investments
4. Provide graphic exhibits
- a. Vicinity map and tax map -MS
  - b. Current plan and zone designations - MS
  - c. Proposed plan/zone designations - MS
  - d. Surrounding land uses - MS
  - e. Existing utilities - Westlake Consultants
  - f. Conceptual master plan - Lloyd Lindley

#### Zone Change

1. The amendment will not interfere with the livability, development or value of other land in the vicinity of site specific-proposals when weighed against the public interest in granting the proposed amendment.

#### **Letters form land owners in the vicinity**

**McMenimins**  
**Outlet stores**  
**Chamber of Commerce**  
**Adjacent industrial users**  
**Merchants in Troutdale**

2. The amendment will not be detrimental to the general interests of the community.

**Tourism**  
**Employment**

### **Traffic**

3. The amendment will not violate the land use designations established by the Comprehensive Land Use Plan and map or related text.

**describe consistency of program elements with allowable uses. See previous discussion regarding consistency with plan elements.**

4. The amendment will place all property similarly situated in the area in the same zoning designation or in an appropriate complementary designations.

**Describe surrounding zoning**



# City Of Troutdale

Transportation and Growth Management

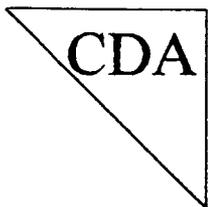
Grant Application

August 18, 1995

**Prepared For:**  
City of Troutdale

**Prepared By:**  
CDA Consulting Group

Project Manager:  
Clay W. Moorhead  
434 NW 6th Avenue, Suite 305  
P.O. Box 3311  
Portland, Oregon 97208-3311



**CONSULTING GROUP**



BUDGET SUMMARY

Jurisdiction: City of Troutdale

Project Title: Troutdale Edgefield Station

Category	1, 2 and 3	Grant Requested	Local Contribution	Total Budget
Personal Services (salary plus benefits)		\$10,000	\$ 6,800	\$ 16,800
Travel		500		500
Supplies		300		300
Printing		1,000		1,000
Consultant Services		37,400		37,400
Other*				
TOTAL		\$49,200	\$ 6,800	\$56,000

This must be at least 10.27% of the total budget.

\* Explain:

Please list participating entities that will provide match. (Only entities listed for the appropriate grant categories on Attachment A can provide match.)

The City of Troutdale will provide the entire match.

\_\_\_\_\_  
Authorized Signature Date

\_\_\_\_\_  
Printed Name

Jurisdiction: City of Troutdale

**PROJECT DESCRIPTION**

The project is called the Troutdale Edgefield Station Transportation and Growth Management (TGM) project. The City of Troutdale is seeking a combination grant in Category 1, 2 and 3.

**Category 1.**

The project will evaluate existing available data for the purpose of planning alternative transportation modes, and to coordinate efforts to create efficient transportation system designs.

**Category 2.**

The project will be used to develop a Focused Public Investment Plan (FPIP) and a Capital Improvement Plan (CIP). These plans will be used to coordinate, unify and prioritize the investments necessary to implement this project into other transportation and growth management efforts within the Region. These products will be used to design transportation systems and land use patterns to increase "trip linking", increase transit use, provide necessary pedestrian and bicycle connections, and assist in the overall efforts to reduce traffic congestion within the Region.

**Category 3.**

The project will help local governments and Metro to plan for transportation-efficient land use plans, ordinances, designs and strategies. The project will use a collaborative effort to reach agreement of adequate public facilities through the development of a regionally Focused Public Investment Plan and a Capital Improvement Plan.

This effort will be completed prior to June 1997. Grant monies received under this TGM grant request will be used to hire a professional land use and/or transportation planning firm to develop products identified within the proposed Work Program and Schedule (attached).

This TGM grant project will be used to implement transportation and growth management concepts in Troutdale and the Region, consistent with the Metro 2040 Plan and the ISTEA.

## **BACKGROUND**

The Edgefield Station Transportation System Concept has been developed from a coordinated effort by business and professional leaders. This project started as a "grass-roots" planning effort to create a project which enhances the quality of life for all citizens of the region by developing a centralized multi-modal staging facility which:

- Connects Rail, Interstate and Regional automobile traffic, Tri-Met Transit services, Commercial Bus carriers, Bicycle and Pedestrian routes into a single location.
- Offers opportunities to use multiple forms of transportation to reduce the reliance on the automobile in a pedestrian oriented environment.
- Supports the reduction of vehicle related air quality contaminants through the use of key transit systems.
- Provides Economic Growth and employment to meet the goals of the Metro 2040 Plan.
- Provides appealing and attractive family-oriented educational, cultural and entertainment facilities and activities.
- Promotes the wise use of natural features which are unique to the site.

To date, the driving force from this effort has come from the Edgefield Station, Inc., a non-profit volunteer board comprised of six executive board members, and an advisory board comprising 45 members made up of business leaders, elected and appointed local government leaders, agency representatives, and representatives from schools and associations. This project currently represent one of the best examples within the Metro area of a collaborative planning effort consistent with the expectations of ISTEPA.

The project envisions the development of inter-modal staging facilities together with a pedestrian oriented commercial center. With a secure parking capability of up to 3000 vehicles, Edgefield Station will assist the Region in (1) meeting federal air quality standards, and (2) in meeting the state's requirements under for Parking management to reduce travel by single occupant vehicles and increases transit use. The site will include a mixture of commercial, educational and entertainment uses which are designed to orient individuals into making wise transportation choices.

**PROJECT OBJECTIVES**

The objectives of this project are to develop products which implement transportation and growth management strategies, including:

- A. An evaluation of the practicality of developing multi-modal staging facilities that provide transportation linkages, reduce Regional traffic congestion and contribute to the reduction of vehicle emissions.
- B. An evaluation of alternative designs which promote the efficient use of transportation systems.
- C. The development of a collaborative effort to create a Focused Public Investment Plan which unifies efforts to improve transportation system within the Region and the State.

**WORK PROGRAM**

List of Tasks.

**TASK 1. Refine scope.**

Task Objective. To develop clear expectation on products, process, coordination and budget.

Methods. Select consultant and request proposal based upon work program, developing refinements, milestones and key tasks. Make adjustments as necessary.

Products. A. Final Scope of Work of City.  
B. Final Scope of Work of Consultant.

Completed by Staff and Consultant with review by ODOT and DLCD.

Task hour allotment. Project Manager: 14 hours;  
Consultant: 10 hours;  
ODOT/DLCD: 2 hours

Schedule for Completion of the Task. March 1996.

**TASK 2. Establish a Citizen Advisory Committee (CAC) to oversee the citizen involvement and product development.**

Task Objective. A. To provide a proactive opportunity for early and continuing involvement through the use of a citizen committee.  
B. To provide early, timely and complete information.  
C. To support collaborative efforts for participation.  
D. To make preliminary recommendations relating to key decisions

Methods. A. Publicize TGM grant objectives and solicit citizen involvement.  
B. To include citizen stakeholders or interested persons.  
C. Confirm committee by action of the Troutdale City Council.

- Products.
- A. Citizen Involvement Committee is appointed.
  - B. Mission statement completed.
  - C. Chairperson is selected.
  - D. Meeting schedule is created.

Completed by Staff with assistance from Consultant.

- Task/ hour allotment.
- Project Manager: 14 hours;
  - Associate Planner: 2 hours;
  - Consultant: 8 hours;
  - City Manager : 2 hours.

Schedule for Completion of the Task. March 1996.

**TASK 3. Establish and make use of technical advisory committee (TAC).**

- Task Objective.
- A. To provide a proactive opportunity for early and continuing involvement of technical and professional people who can provide advise on the project.
  - B. To develop in conjunction with the consultant, timely and complete information, data, budgeting estimates, strategies, plans and implementing measures.
  - C. To support collaborative efforts for participation.
  - D. To make preliminary recommendations relating to key decisions

- Methods.
- A. Identify and appoint technical and professional people who can contribute to the development of successful products. This may include staff from; (1.) the City, Multnomah County, Metro, and existing committees having expertise in areas identified in this grant; and,(2.) business professionals.
  - B. Solicit their participation.
  - C. Confirm committee by letter from Project Manager.

- Products.
- A. Technical Advisory Committee (TAC) is appointed.
  - B. Mission statement completed.
  - C. Chairperson is selected.
  - D. Meeting schedule is created.
  - C. Determine other stakeholders or interested persons.

Completed by Staff with assistance from Consultant.

<u>Task/ hour allotment.</u>	Project Manager:	8 hours;
	Associate Planner:	16 hours;
	Consultant:	8 hours;
	City Manager :	2 hours.

Schedule for Completion of the Task.      March 1996.

**TASK 4.      Develop Public Involvement Strategy with TAC and CAC. Schedule regular meetings.**

Task Objective.      To develop a collaborative process that creates early and informed involvement, and opportunities to participate in key decisions.

Methods.

- A.      Develop public Involvement proposal, including:
  - Monthly meetings of CAC/TAC;
  - Public notice;
  - Meetings with key players and stakeholders including partnering with the Edgefield Station, Inc. (a non-profit organization);
  - Meetings with ODOT, DLCD, Metro, and other governments and agencies.
- B.      Meet with CAC and develop consensus on approach and schedule.
- C.      Meet with TAC and develop consensus on approach and schedule.

Products.      A strategy which provides the framework for the effort of collaboration and involvement in the project.

Completed by Staff, Consultant TAC and CAC.

<u>Task/ hour allotment.</u>	Project Manager:	10 hours;
	Associate Planner:	10 hours;
	Consultant:	10 hours;

Schedule for Completion of the Task.      March 1996.

**TASK 5.      Implement public involvement strategy and collaborative efforts.**

Task Objective. To conduct the effort required to implement the public involvement Strategy and collaborative effort.

Methods.

- A. Conduct scheduled meetings.
- B. Develop consensus and collaboration of project and issues.
- C. Provide flexibility needed to implement collaborative effort.
- D. Provide timely information which is understandable to the public.
- E. Listen, respond and collaborate with public interests

Products.

- A. An efforts which complies with ISTEPA, ODOT, Metro and local public involvement requirements.
- B. Sound products which have a high likelihood of implementation.

Completed by Staff, Consultant TAC and CAC.

Task/ hour allotment.

Project Manager:	14 hours;
Associate Planner:	20 hours;
Consultant:	40 hours;

Schedule for Completion of the Task. May 1997.

**TASK 6. Review and compile and evaluate existing base data.**

Task Objective. To acquire base data currently available on the project subjects.

Methods. Identify data that currently exists and is available relating to or affecting lands within the project boundaries:

- Transportation designs and proposed improvements;
- Traffic counts;
- Transportation designs;
- Congestion management data;
- Transit;
- Pedestrian and bicycle plans;
- Land use plans, reports, ordinances;
- Capital Improvement Plans.
- Metro 2040 data.
- Other relevant data.

Products. A compilation of data that can be used to inform the CAC, TAC, staff and consultant.

Completed by Staff, Consultant TAC and CAC.

Task/ hour allotment. Project Manager: 4 hours;  
Associate Planner: 40 hours;  
Consultant: 40 hours;

Schedule for Completion of the Task. June 1996.

**TASK 7. Identify and develop concepts for inter-modal transportation linking (including bicycle and pedestrian facilities) which will support the transportation needs of planned growth and densities.**

Task Objective.

- A. To coordinate efforts through the TAC/CAC, Metro, Multnomah County and others impacted.
- B. To create a collaborative effort in preparing designs and transportation alternatives.
- C. To consider the inter-connectivity of alternate modes of transportation which will support the transportation needs of planned growth and density.
- D. To develop alternative designs and concepts for evaluation.

Methods.

- A. Identify transportation links and missing links to the Edgefield Station project site.
- B. Suggest various alternatives to missing links.
- C. Determine preliminary feasibility of alternatives considering environmental, social economic and energy consequences, together with TAC.
- D. Evaluate public involvement through CAC meeting(s).

Products.

- A. Collaborative efforts underway to evaluate draft inter modal transportation concepts.
- B. Public involvement underway.
- C. Identify economic, social, environmental and energy conflicts to the draft transportation concepts.

Completed by Consultant.

Task/ hour allotment.      Project Manager:      4 hours;  
    Associate Planner:      120 hours;  
    Consultant:              150 hours;

Schedule for Completion of the Task.      June 1996.

**TASK 8.      Review existing Public facilities Plans, Capital Improvement Plans, Public Investment Plans for areas of coordination and collaboration.**

Task Objective.      To review existing public improvement plans to coordinate and collaborate matters that unify transportation and growth management issues within the region.

Methods.              A.      Obtain copies of public facility plans, capital improvement plans and public investment plans that impact the project area.  
    B.      Evaluate existing public investment resources.  
    C.      Collaborate on regional and area public investment concepts.

Products.              A.      Compile copies of public facility plans, capital improvement plans and public investment plans that impact the project area.  
    B.      Identify existing collaborative efforts.

Completed by Staff and Consultant.

Task/ hour allotment.      Project Manager:      4 hours;  
    Associate Planner:      40 hours;  
    Consultant:              20 hours;

Schedule for Completion of the Task.      May 1996.

**TASK 9.      Draft focused public investment list and rough budget estimates.**

Task Objective.      To draft a list of public investment which implement the Edgefield Station Multi-modal Center Plan.

Methods.              A      Using products completed in previous Tasks, Consultant will prepare initial listing and rough budget figures.

- B. TAC and CAC will review initial listing and to modify list and add additional items.

Products. Draft list of Public Investment Projects.

Completed by Staff, Consultant, TAC and CAC.

Task/ hour allotment.

Project Manager:	8 hours;
Associate Planner:	60 hours;
Pub. Works Dir:	40 hours;
Consultant:	60 hours;

Schedule for Completion of the Task. July 1996.

**TASK 10. Develop policy guidelines and process for developing implementing products.**

- Task Objective.
- A. Establish policies to guide development of Focused Public Investment plan for the Edgefield Station.
  - B. Coordinate with Metro and Region on policies to prioritize development of a Focused Public Investment Plan within the Region. This may include the Metro Regional Transportation Plan (RTP) and other local, State and Federal public investment plans.
  - B. Participate in the prioritization of policies to assist in ranking the importance of public investments.

- Methods.
- A. Identify existing city, county, and regional policies relating to transportation and growth management.
  - B. Identify with assistance from TAC/CAC, changes needed to implement the Troutdale Town Center Plan.
  - C. Prioritize policies where possible.
  - D. Participate and assist in prioritizing regional policies that unify focused public investments.

Products. Policy report that prioritizes public investments.

Completed by Staff and Consultant with assistance from TAC and CAC.

Task/ hour allotment.

Project Manager:	12 hours;
Associate Planner:	4 Hours;

Consultant: 40 hours;

Schedule for Completion of the Task. September 1996.

**TASK 11. Prepare Draft Public Investment Plan, alternatives and ordinance amendments.**

Task Objective. To develop Initial (formal) public draft documents.

Methods. Using products that have been coordinated with regional strategies, develop documents intended to be displayed as formal products for public review.

Products. Formal Draft: Edgefield Station evaluation of multi-modal opportunities, designs, strategies and focused public investment plan.

Completed by Staff and Consultant.

<u>Task/ hour allotment.</u>	Project Manager:	10 hours;
	Associate Planner:	40 hours;
	Consultant:	40 hours;
	ODOT/DLCD:	4 hours

Schedule for Completion of the Task. December 1996.

**TASK 12. Collaboration and Coordination .**

Task Objective. To develop a collaborative effort and coordinate products with agencies, governments and citizens.

- Methods.
- A. Seek public input through citizen involvement.
  - B. Encourage feedback on work products.
  - C. Meet and confer with stake holders and interested persons.
  - D. Coordinate and unify effort and work product with other regional efforts.
  - E. Present Draft 1. to Metro, ODOT and DLCD for review and comment.

Products. Informed feedback obtained on work products

Completed by Staff and Consultant.

Task/ hour allotment.      Project Manager:      8 hours;  
                                  Associate Planner:      20 hours;  
                                  Consultant:              20 hours;  
                                  ODOT/DLCD:            2 hours

Schedule for Completion of the Task.      January 1996.

**TASK 13.      Plan Revisions.**

Task Objective.      To develop revision to plans, policies and ordinances based upon Stage 1 feedback.

- Methods.
- A.      Note and quantify feedback.
  - B.      Address response to issues based upon economic, social, environmental and energy consequences.
  - C.      Consultant will revise plans, policies and ordinances as may be necessary.
  - D.      TAC and CAC will review, revise and edit Consultant revisions.

Products.              Produce revised plans, policies and ordinances.

Completed by Consultant with review by Staff, TAC and CAC.

Task/ hour allotment.      Project Manager:      16 hours;  
                                  Associate Planner:      20 hours  
                                  City Manager:          2 hours;  
                                  Consultant:              40 hours;  
                                  ODOT/DLCD:            2 hours

Schedule for Completion of the Task.      February 1997.

**TASK 14.      Public Presentation Meeting.**

- Task Objective.
- A.      To encourage public involvement.
  - B.      To inform citizens and agencies of pending key decisions.

Methods.              CAC and TAC together with Consultant and Staff will present the Draft 3 report and products to the community through a public

presentation meeting.

- Products.           A.    Inform public of pending key decisions.
- B.    Take public input.
- C.    Identify and explain public hearing process.
- D.    Provide opportunity for questions and answers.

Completed by Consultant, Staff, TAC and CAC.

<u>Task/ hour allotment.</u>	Project Manager:	8 hours;
	Associate Planner:	16 hours
	Consultant:	12 hours;
	Metro Staff:	4 hours

Schedule for Completion of the Task.       April 1997.

**TASK 15.    Present to City of Troutdale and Metro as part of the prioritization efforts for approving focused public investment plans.       June 1997.**

**TASK 16.    Grant Administration.**

<u>Task/ hour allotment.</u>	Project Manager:	32 hours;
	Finance Director:	20 hours

**PROJECT MANAGER/PERSONNEL QUALIFICATIONS AND ABILITIES:**

The Troutdale TGM Projects Team.

**Rich Faith, Community Development Director**

Mr. Faith will serve as the Project Manager for the TGM grant. Mr. Faith has over 17 years of governmental experience in the profession of land use planning and administration. He has been involved in the management and administration of numerous grants. He held the position of Program Manager of the Community Development Block Grant program for Yakama County Washington. Mr Faith has 15 years of successful experience in grant administration and project management.

Mr. Faith leads a department of 17 staff.

Mr. Faith has served as the Staff Coordinator to several land use committees. He is directly responsible for the coordination of community planning efforts within the City of Troutdale. Mr. Faith has the demonstrated qualifications, expertise and time to administer and conduct the TGM project.

**Sue Barker-AICP, Development Coordinator**

Ms. Barker has over 10 years experience as the in the field of land use planning. Her experience includes both permit planning and long range comprehensive planning.

**James E. Galloway, PE Public Works Director**

Mr. Galloway has served as public works Director for the City of Troutdale for nearly four years. Prior experience includes approximately 20 years of public works related activities. Mr Galloway manages a department of 19 employees.

**Eric Kvarsten, City Administrator**

Mr. Kvarsten has over 10 years of City Management experience. Mr. Kvarsten is responsible for the overall administration of personnel and work assignments within the City of Troutdale. This TGM grant is consistent with the goals and directions of the Troutdale City Council and furthers the work efforts of the Downtown Task Force.

**Bob Gazewood, Finance Director**

Mr. Gazewood has been the Finance Director for the City of Troutdale for approximately 9.5 years, with a total of 27 years in the profession of governmental finance. During this time period he has had to maintain the financial records of the City and oversee the City's annual auditing and budgeting process. The City has administered grants which have required separated accounting systems. The Finance

Department currently has a staff of five people. The Troutdale City Council has authorized the hiring of one additional position in the Finance Department during the 1995-96 fiscal year.

Mr. Gazewood has been responsible for the financial administration of a 3.3 million dollar grant authorized through the Oregon Economic Development Department (OEDD), for the purpose of expanding the City's wastewater treatment plant. He has also been responsible for the administration of numerous other grants including EPA grants and DLCD maintenance grants. Mr. Gazewood has demonstrated that he has the qualifications, expertise and time to administer and conduct the financial management and accounting of this TGM grant.

The City of Troutdale has composed a Project Team with the demonstrated qualifications, expertise, and time to administer and conduct the TGM project. Other staff will be assigned as warranted.

**AWARD CRITERIA****A. APPLICANT QUALIFICATIONS:**

1. Demonstrated of Success in Prior TGM/UGM Grant Projects: The City of Troutdale applied for and received a \$30,000 TGM grant in 1994 for the preparation of a Transportation System Plan. As was the case by most grant recipients, the project was delayed in getting started because of the cumbersome consultant selection and contracting process. However, even though the consultant was not on board until January 1995, the project was completed by the deadline date of June 30, 1995 and it was completed within budget. The grant resulted in a draft TSP document that is expected to be adopted by the Troutdale City Council by the end of this year. Adoption and implementation of the TSP will be effective at achieving the grant project objectives. A closeout report for this project, including a copy of the draft TSP, has already been submitted to the ODOT TGM grant manager.
  
2. Project Manager/Personnel Qualifications and Abilities: The Troutdale TGM Projects Team.
  - A. Rich Faith, Community Development Director.
  - B. Sue Barker-AICP, Development Coordinator.
  - C. James E. Galloway, PE Public Works Director.
  - D. Eric Kvarsten, City Administrator.
  - E. Bob Gazewood, Finance Director.

The City of Troutdale has composed a Project Team with the demonstrated qualifications, expertise, and time to administer and conduct the TGM project. Other staff will be assigned as warranted.

3. Involvement of Local Governments/Districts:

Troutdale has a commitment to involve **all** parties and citizens known to have an interest in the proposed TGM Project.

Local Governments and Special Districts that are known to have an interest in the proposed TGM Project include:

The City of Troutdale  
Metro (Metropolitan Service District)  
Multnomah County  
Fairview  
Wood Village  
Oregon Department of Transportation

Department of Land Conservation and Development

In addition, the project will include the involvement of the Troutdale Planning Commission, Edgefield Station, Inc. (a non-profit group of business and professional leaders), and area citizens.

The City will ensure that the TGM Project will involve all affected local governments or special districts. Representatives of Metro staff have already indicated their willingness to participate in the land use planning efforts of this project if it is awarded.

**B. Quality of Application:**

1. Objectives: SEE APPLICATION ATTACHMENT 4.
2. Work Program and Schedule: SEE APPLICATION ATTACHMENT 5.
3. Budget: SEE BUDGET SUMMARY ATTACHMENT 1 (application)
4. Pre-Application: Yes. A timely and complete pre-application was submitted for this project. The pre-application was called the "City of Troutdale Downtown Development Plan".

**C. Community Support/ Coordination:**

1. Support from Other Entities:
  - A. Letter from Troutdale City Council.
  - B. Letter form Planning Commission.
  - C. Letter from East Multnomah County Transportation Committee.
  - D. Letter from Edgefield Station Inc.

2. Public Participation/Collaboration:

The City will develop an active public participation and collaborative process. Before reaching the public hearing stage of the participation process, collaborative efforts will be used in developing the products of this TGM Project. The public involvement process will be designed to be proactive, and will provide timely and complete information to allow full public access to key decisions. This TGM project will comply with the *Metro Public Involvement Policy* and the *Federal Department of Transportation CFR 450.212 Public Involvement*. To implement these policies and rules, the scope of work will include public participation through the following efforts:

(a.) **Establish Early and Continuing Involvement Opportunities.** The City will provide a continuation of previous public involvement efforts by focusing early and continuing involvement opportunities through a citizen committee.

(b.) **Regular Meetings by the Citizen Advisory Committee and Technical Advisory Committee.** Public meetings will be held monthly with this Committee. The Committee will lead the initial public participation process. The Committee will hold regular meetings to evaluate proposed land use concepts, review project data and develop draft implementation ordinances. A collaborative evaluation process will be developed to reach decisions on the work products of this project.

(c.) **Property Owner Notice.** A current list of property owners located within the project area will be developed. At least one notice will be sent to those property owners on the mailing list. The notice will:

- Provide information about the project;
- Identify the process for evaluating the products of this TGM Project;
- Identify opportunities for citizen involvement; and
- Request citizen input and involvement.

Additional notice will be provided as may be appropriate.

(d.) **The Public Presentation Meeting:** A public presentation meeting is scheduled to precede the public hearing process. The meeting will be used to:

- Present the draft land use concepts and land use design maps;
- Explain the draft proposal.
- Conduct a question and answer session; and,
- Seek additional citizen involvement.

(e.) **Public Hearing Process:** A public hearing process will be used to review proposed land use concepts and regulations that are developed as part of this project. Citizens will be encouraged to attend and participate in the review and adoption process.

The City will coordinate efforts with representatives of local cities, Multnomah County,

interested groups, Metro, the Department of Land Conservation and Development (DLCD), and the Oregon Department of Transportation (ODOT).

3. Collaboration/Coordination:

A collaborative effort will be made to coordinate the goals and products of this TGM Project with the Metro 2040 Plan, the Metro Regional Transportation Plan (RTP), the Multnomah County Roads Department, the Troutdale Town Center TGM planning project; ODOT sponsored corridor planning along Interstate 84; and, the existing efforts of the Troutdale Downtown Task Force.

At a minimum, the project will consider local, Metro, State and Federal TGM strategies and will consider ways to **unify** this planning effort with other similar Metro area planning efforts. The City will review the planning and capital improvement efforts of other public interests to support collaborative efforts on investment strategies for transportation systems, economic growth and tourism development.

D. Work Products: (Also Refer to Work Program ATTACHMENT 5.).

1. Specific Products: The specific products included in this project include:

- A. A collaborative involvement process.
- B. Refinements to the Metro 2040 growth management strategy.
- C. Transportation and land use planning design maps
- D. Land use regulations prepared as an ordinance, together with implementation strategies, and a Focused Public Investment Plan.

2. Likelihood of Adoption/Implementation:

The proposed result of this TGM grant is to develop a public planning process which results in:

- A. The development new ordinances designed to enhance and create efficient inter modal transit land use patterns.
- B. Development of a Focused Public Investment Plan designed to implement inter modal uses of the property.
- C. Development of collaborative efforts across the region to evaluate the merits of the Plan elements.

The products of these efforts will be presented to effected local governments for their review and adoption. Based upon the efforts completed thus far and the implementation of products mentioned

within the work scope, the likelihood of adoption is expected to be 100%.

3. Transferability:

Several components of this work product can be transferred to other cities. They include but are not limited to:

- A. Any data that is collected by this project may be shared to prevent the need to recreate data in other cities with similar circumstances.
- B. Ordinances and land use plans can be copied to serve as a model, outline or framework for other cities proposing to undertake similar efforts.
- C. Common knowledge of what worked and didn't work will make future efforts more efficient.
- D. The knowledge gained by developing successful collaborative processes can be shared and used to encourage solutions to other transportation and growth management issues.

E. Special Merit:

The application demonstrates special merit in that there is a specific emphasis on a collaborative process to identify, plan, prioritize, the development of a Focused Public Investment Plan for a regional multi-modal staging facility. The facility is needed now to centralize and connect all forms of transportation. With out grant funds to conduct these TGM products the opportunity to create this facility may be lost. The property is currently owned by Multnomah County. The County will consider other options for the property if the concepts of Edgefield Station are not advanced over the next year.

F. Clear Solution to Transportation Problem, Opportunity, Need, or Issue.

The process used to develop the Edgefield Station plan will address issues related to prioritizing focused public transportation investment to develop a multi-modal staging facility, and to providing opportunities for bicycle and pedestrian access in a safe and efficient manner. The plan will assist the region in evaluating transportation enhancements that are needed within the region. Proper linking of multi-modal transportation systems will reduce conflicts, encourage transit use, support the reduction of vehicle emissions and VMT's and increase bicycle and pedestrian uses.

G. Enhance of Other Transportation Modes.

The project clearly contributes to the development of a transportation system that:

- Provides safe and efficient access to and through a multi-modal facility;
- Provides adequate bicycle and pedestrian pathways;
- Provides transportation connections by linking areas and proper transportation systems.
- Promotes the use of a single location as a transportation hub for multi-modal access.

The products of this grant project will enhance opportunities for the use of bicycles, walking and transit.



# CITY OF TROUTDALE

August 11, 1995

## Public Purpose Grant Program

Oregon Department of Justice  
Civil Enforcement Division  
1162 Court Street N.E.  
Salem, Or. 97310

Dear Public Purpose Grant Program,

On behalf of the City of Troutdale, Oregon, it gives me great pleasure to offer the following in application for the Petroleum Antitrust Settlement Public Purpose Grant Program.

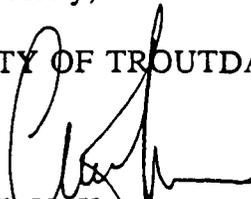
Edgefield Station, Inc. is a truly unique undertaking. It is a public/private partnership development created to benefit the Region both environmentally and economically by providing a destination for visitors to the Columbia River Gorge and Mount Hood where they can leave their cars and continue on via multi-modal transportation options.

Edgefield Station, Inc.'s goals closely coincide with Federal, State, Regional, and Local Government transportation plans intended to reduce reliance on the personal automobile, auto emissions, vehicle miles, roadway repair requirements, and impact on the environment. The Station's concept brings together a recognition of the need to preserve the natural beauty of the Scenic Area, while providing visitors with a wonderfully educational and recreational place from which to begin their exploration.

This grant application has been strongly endorsed by several governments and government agencies (Please see attached letters of support). Your support of this grant application proposal will ensure that our natural Scenic Area will be preserve far into the future by reducing dependence on the personal automobile, while adding to the economic security of the Region.

Sincerely,

CITY OF TROUTDALE

  
Erik V. Kvarsten  
City Administrator



MDL-150 PUBLIC PURPOSE GRANT  
PROGRAM: COVER SHEET

APPLICANT (GOVERNMENT ENTITY REQUESTING GRANT):

GOVT. NAME City of Troutdale

ADDRESS 104 S.E. Kibling Street

CONTACT PERSON(S) Erik Kvarsten

PHONE (503) 665-5175

COUNTY Multnomah

PROJECT TITLE: Edgefield Station, Inc.

AMOUNT REQUESTED: \$344,875

TOTAL PROJECT COST: \$344,875

SOURCE OF OTHER FUNDS: NONE

RANK OF THIS PROPOSAL: FIRST

(If you are submitting or co-sponsoring more than one proposal, you must rank them in order of your priority on Application Page 3. List the ranking for this proposal here as well as on Application Page 3.)

CATEGORY FROM LIST OF ELIGIBLE ACTIVITIES ON PAGES 2 AND 3 OF SECTION I:

(Check the space or spaces that best fit your proposal. Please read the list of eligible activities in Section I carefully) the descriptions below are incomplete.)

- |                                     |                             |                          |                             |
|-------------------------------------|-----------------------------|--------------------------|-----------------------------|
| <input type="checkbox"/>            | a. Senior and Disabled      | <input type="checkbox"/> | h. Mass Transit Capital     |
| <input type="checkbox"/>            | b. School Children          | <input type="checkbox"/> | i. Drug & Alcohol Accidents |
| <input type="checkbox"/>            | c. Disabled School Children | <input type="checkbox"/> | j. Drug & Alcohol Training  |
| <input type="checkbox"/>            | d. Earthquakes              | <input type="checkbox"/> | k. School Traffic Safety    |
| <input type="checkbox"/>            | e. Dangerous Conditions     | <input type="checkbox"/> | l. Special Cities           |
| <input checked="" type="checkbox"/> | f. Scenic Highways          | <input type="checkbox"/> | m. Fuel Quality Testing     |
| <input checked="" type="checkbox"/> | g. Air Quality/Environment  | <input type="checkbox"/> | n. Oil Recycling            |

**MDL-150 PUBLIC PURPOSE GRANT  
PROGRAM: PRODUCT SUMMARY**

(200 WORDS OR LESS)

Edgefield Station, Inc. (ESI) is the "Gateway to the Gorge and Mount Hood", a true transit oriented development. It will serve as a destination for Mt. Hood and Columbia River Gorge visitors, from which they can disperse via multi-modal transportation alternatives to explore Northwest Oregon and Southwest Washington.

ESI is a pioneering development - performing a key role within The Management Plan for the Columbia River Gorge National Scenic Area, the National Scenic Area Legislation, the Transportation Demand Management plan, the Oregon Transportation Plan, and the Regional Transportation Plan by planning for transit, transportation, entertainment, and recreation options to mitigate the effects of increasing use of the Columbia River Gorge and Mt. Hood Area, thereby helping to preserve the quality of these natural attractions.

ESI, has the potential to capture over 30% of the 4 million annual visits to the Gorge, as noted in a feasibility study conducted in 1993. At the same time, The Station's transportation concept will help to reduce traffic impact and vehicle emissions in the East Metro Area and in smaller towns throughout the Columbia River Gorge and Mt. Hood Areas by offering a dispersal site for visitors to access multi-modal means of travel to their final destinations.

ESI is now at a critical juncture. Two years of intense volunteer effort on the part of Executive Board Members, Advisory Board Members, governments, Chambers of Commerce and private citizens has resulted in significant progress toward realizing its vision. For ESI to meet its goals, funding is needed for architectural, engineering, economic, and marketing studies.

**LIST OTHER GOVT'S CO-SPONSORING THIS PROPOSAL:**

(Use additional page if necessary; include government name, contact person, and phone number. If applicant itself is multijurisdictional, do not list all member governments.)

1. \_\_\_\_\_ City of Fairview, Marilyn Holstrom, (503) 665-7929
2. \_\_\_\_\_ Multnomah County, Karen Schilling, (503) 248-5050
3. \_\_\_\_\_ City of Wood Village, Sheila Ritz, (503) 667-6211
4. \_\_\_\_\_
5. \_\_\_\_\_

**MDL-150 PUBLIC PURPOSE GRANT  
PROGRAM: PROPOSAL RANKING SHEET**

Is your government entity submitting or co-sponsoring more than one proposal? If so, complete this page.

Rank: \_\_\_\_\_ Applicant: \_\_\_\_\_  
Project Title: \_\_\_\_\_  
Cost: \$ \_\_\_\_\_

Rank: \_\_\_\_\_ Applicant: \_\_\_\_\_  
Project Title: \_\_\_\_\_  
Cost: \$ \_\_\_\_\_

Rank: \_\_\_\_\_ Applicant: \_\_\_\_\_  
Project Title: \_\_\_\_\_  
Cost: \$ \_\_\_\_\_

Rank: \_\_\_\_\_ Applicant: \_\_\_\_\_  
Project Title: \_\_\_\_\_  
Cost: \$ \_\_\_\_\_

Rank: \_\_\_\_\_ Applicant: \_\_\_\_\_  
Project Title: \_\_\_\_\_  
Cost: \$ \_\_\_\_\_

PLEASE COPY THIS PAGE IF ADDITIONAL RANKING SHEETS ARE NEEDED.

## MDL-150 PUBLIC PURPOSE GRANT PROGRAM: PROPOSAL NARRATIVE

### A. PROJECT DESCRIPTION

Please do not use additional pages. Find a way to condense the most important features of the project on this page.

With a potential capture rate of 1.27 million of the 4 million annual visits to the Columbia River Gorge (as determined by a 1993 feasibility study conducted by the Leland Consulting Group of Portland), ESI will be the visitor collection point at the southwest gateway to the National Scenic Area at the beginning of the Historic Columbia River Highway National Historic District. ESI will provide destination services such as lodging, food, entertainment, and shopping to attract visitors and local citizens to a single site from which they can then continue on via environmentally conscious rail, water, air, shuttle bus, bicycle, or foot to experience the Region's natural treasures. While recognizing the need to allow for an acceptable level of change in the Region, the ESI concept provides an opportunity to reduce auto emissions, crime, and damage to natural resources while increasing access to the Region for the differently abled and elderly.

The Station will provide a central transition point for users of the Columbia River Gorge and Mount Hood Area (Please see attached Site Plan and Vicinity Map). Project amenities will include a hotel and conference center; retail shops; restaurants; a theater complex for films and plays which will teach visitors about the Region; an amphitheater; and walking paths. Additionally, a significant feature of The Station will be a secured park and ride lot for as many as 4500 cars. This lot will help to reduce the number of single passenger automobile trips into the Gorge and up to Mount Hood, thereby reducing toxic auto emissions which hasten the destruction of the national scenic areas.

To further reduce dependence on the car, visitors will be able to arrive to the project via shuttle bus, and no interior auto traffic will be allowed within the Site. Transportation options to the Gorge and Mount Hood will be boarded at, or immediately nearby The Station. Rail service will include routes to metropolitan centers as well as through the Gorge, and the shuttle service will include stops at all major scenic attractions. Accessible transportation will be the norm, thereby increasing the number of visitors who can fully enjoy the Gorge and Mountain.

With a secured parking facility and multi-modal transportation, The Station will be taking a significant step in reducing the auto theft and vandalism which have traditionally plagued some stops along the scenic drive and on the mountain. In addition, by providing alternatives to personal vehicles and with on site lodging facilities, auto crime related to alcohol and substance abuse can be mitigated.

ESI will be performing a key role in meeting the goal of The Management Plan for the Columbia River Gorge National Scenic Area to provide alternate means of transportation to the National Scenic Area; and of the National Scenic Area Legislation: "...to protect and enhance the scenic, cultural, natural, and recreational resources of the Gorge.". Further, ESI will meet the goals of the Regional Transportation Plan, the Oregon Transportation Plan, and Transportation Demand Management by reducing vehicle miles traveled and the incumbent need for roadway improvements by providing alternate means of transportation to encourage citizens to leave their automobiles.

**MDL-150 PUBLIC PURPOSE GRANT  
PROGRAM: PROPOSAL NARRATIVE**

**B. PROBLEM STATEMENT - What special need does this project meet?**

The Edgefield Station multi-modal transportation and recreation center addresses several needs within the East Metro Area, the Columbia River Gorge, and the Mount Hood Area.

The Region has an interest in responding to the need for:

- Reducing automobile congestion and emissions;
- Managing travel demand and visitor numbers;
- Expanding access to the Gorge and Mount Hood for the differently abled and elderly;
- Reducing crime; and
- Minimizing the detrimental effects of an increasing inflow of users of the Scenic Area to a level of acceptable change.

**C. METHODOLOGY - How will you carry out this project and how will you manage it?**

Edgefield Station, Inc. is a traditional economic development project - a non-profit organization with the goal of creating opportunities for business while creating a public benefit of helping to preserve our natural resources. Local and regional investors and entrepreneurs will have the chance to create and operate lodging, retail, food service, and recreation service concerns as The Station comes to fruition. An added benefit to business will be the expanded tourism season that will be made possible by The Station's shuttle and rail service, as well as its on site amenities. ESI will serve as the catalyst to make this project a reality.

The Station is seeking money from this grant program to hire architectural and engineering consultants to create a comprehensive master plan, delineating pad locations, public transit, and utilities. Grant money will also be used to refine the scope of uses for the site, and hire consultants to conduct an economic and market study to develop comprehensive data to be used for recruiting private investment. ESI will act as development manager, awarding and controlling these studies by developing scopes of work, requesting proposals, selecting the consultants, and providing supervision for the entire pre-development program.

ESI is instrumental in developing credibility for the project by nurturing the support of the Region, creating an environment where the vision can flourish, helping to develop public and private partnerships, and by maintaining a broad based, continuing interest in the project.

**MDL-150 PUBLIC PURPOSE GRANT  
PROGRAM: PROPOSAL NARRATIVE**

**D. PROJECT GOALS**

1. Describe the nature and scope of the project's benefits. Please indicate what population will be served, directly and indirectly, and what geographic area will be served.

The Station will provide benefit to the Region through a multi-modal, accessible transportation system for users of the Columbia River Gorge and Mount Hood Area to reach their recreation destinations, while allowing them to leave their cars behind with security. The Station will not be just an expanded "park and ride", however. Users will be able to make use of on site amenities such as lodging, restaurants, retail, and educational facilities. Both the scenic area and The Station will be accessed via multi-person vehicles or through the power of the individual. Cultural, educational, and recreational opportunities will be available to help visitors to learn how to live in and enjoy our environment while learning to afford it appropriate respect.

By offering transportation alternatives for visitors' trips into the Scenic Area, congestion will be reduced on Interstate 84 through the Gorge, the Mt. Hood Scenic Loop, and the Historic Columbia River Highway to Multnomah Falls. According to the Oregon Department of Transportation (ODOT), usage of these roads has increased by 50% over the last decade. It is conservatively estimated that these thoroughfares can be expected to increase their traffic congestion by another 48% between now and the year 2015.

In addition to providing direct benefit to the citizens, cities, neighborhoods, and scenic areas of the East Metro Area, the Columbia River Gorge, and the Mount Hood Area, The Station will provide indirect benefit to the urban centers of Portland, Salem, and Vancouver, as well as the entire Northwest by helping to preserve its natural beauty, one of its greatest attractions, as well as adding to the Northwest's economic well being. The Station will also provide a national benefit by providing a unique and attractive destination for travelers, while helping to preserve a portion of the nation's scenic areas.

2. How long will the project's benefits last?

ESI sees this project as being of perpetual benefit to the Region, the State, and the Nation as a model for public/private economic developments which add to the enjoyment of our natural resources while aiding in and contributing to their preservation.

3. What efforts have been made to coordinate with other organizations?

ESI advocates have made and continues to make concerted efforts to coordinate with the organizations and citizens of the Region. The Station has created a Regionally representative Advisory Board comprised of community leaders and business people from the Region, and its Executive Board is made up of members of the Gresham Area Chamber of Commerce and the Troutdale Area Chamber of Commerce. Further, citizen involvement has been developed through volunteers, and support has been obtained from all Local, Regional, State, and Federal Governments.

**MDL-150 PUBLIC PURPOSE GRANT  
PROGRAM: BUDGET**

**A. EXPENSES**

1. Total Project Cost:	<u>\$344,875</u>			
		<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>
a. Labor	<u>\$53,075</u>	_____	_____	_____
b. Contract/Consulting	<u>\$291,800</u>	_____	_____	_____
c. Capital Purchases	_____	_____	_____	_____
d. Other Materials	_____	_____	_____	_____
Annual Totals	<u>\$344,875</u>	_____	_____	_____

**B. RESOURCES**

1. Total Needs:	<u>\$ 344,875</u>			
		<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>
a. Grant Requested	<u>\$344,875</u>	_____	_____	_____
b. Local/Other Resources	_____	_____	_____	_____
c. In-Kind Contribution	_____	_____	_____	_____
d. Other	_____	_____	_____	_____
Annual Totals	<u>\$344,875</u>	_____	_____	_____

2. Will this project be carried out if this grant request is not funded? Yes / No

Please explain briefly.

The ability to fund this project is beyond the means of the City of Troutdale. The project will be managed by Edgefield Station, Inc., a non-profit Community Development Corporation, and land is being reserved by Multnomah County.

**MDL-150 PUBLIC PURPOSE GRANT  
PROGRAM: BUDGET**

**B. RESOURCES [Continued]**

3. Are other funding Sources assured? Please identify them and explain:

Not Applicable

4. If this grant request is funded, will local funds be reallocated to purposes outside this proposed project? If so, how much will be re-allocated? Please explain.

Local funds will not be re-allocated. The project is independent of other local projects and processes, and has no relationship to local jurisdiction funding. Troutdale will be assisting with in-kind donation of services; rather than lowering local costs, undertaking of sponsorship for this grant may tend to add some burden to the local jurisdictions, which they have willingly accepted, because of the importance of this project locally.

5. Please describe plans, if appropriate, for long-term funding of the project activity. Projects with no operating costs beyond 3 years should skip this question.

Edgefield Station, Inc. will search for further funding to continue this project for the next three years. To date, Edgefield Station has successfully funded predevelopment studies sufficient to secure support and conditional securing of land from Multnomah County, financial support from the surrounding jurisdictions and funding and support from Metro. The current request is to pursue design to a complete and detailed Schematic Design. Future years' funding will be needed for Design Development and Construction Documents.

6. Please identify the official who has fiscal responsibility for this project.

Name: Erik Kvarsten

Title: City Administrator

Phone: (503) 665-5175

**MDL-150 PUBLIC PURPOSE GRANT  
PROGRAM: BUDGET**

**C. BUDGET NARRATIVE**

Please describe relevant budget information that will help us to evaluate the need for various expenditures and the plans in place to manage the budget responsibly. Large line items in the budget should be justified and information on how they were determined should be included.

The projected budget proposed will be used for the following services:

Civil Engineering	\$67,100
Landscape Architecture	\$56,200
Architecture	
Master Planning	\$20,700
Urban Design	\$16,400
Environmental Studies	\$36,900
Traffic	\$15,000
Project Management and Market Feasibility	\$51,000
Rail	\$15,000
Land Use	\$13,500
Edgefield Administration	<u>\$53,075</u>
<b>Total Budget</b>	<b>\$344,875</b>

The services above are the project feasibility, environmental work, land use analysis, traffic analysis, urban planning and design guidelines, engineering utilities and infrastructure studies, landscape architecture services and rail studies necessary for completion of Schematic Design. The contemplated value of the project infrastructure plans which will result from these studies is currently projected to be approximately \$12 million. These fees represent about 2.8% of project cost or about 10 to 15% of standard planning fees for a project of this magnitude.

MDL-150 PUBLIC PURPOSE GRANT  
PROGRAM: AFFIRMATIONS

Government Agency Requesting Grant: City of Troutdale

Address: 104 SE Kibling Street  
Troutdale, OR 97060-2099

Contact Person: Erik Kvarsten, City Administrator

Indicate with "yes" or "no" to the following:

- yes 1. Proposed project and current and future needs of the service area are accurately portrayed in this proposal.
- yes 2. If more than one proposal has been submitted, each proposal been ranked as to priority. No two proposals have the same rank.
- yes 3. The government agency has thoroughly read this application packet and fully understands the intended use of the grant money.
- yes 4. The government agency understands and accepts the obligation to submit annual reports on the progress of any funded projects.

I swear, under penalty of perjury, and under the laws of the State of Oregon that the information contained in this grant application is true and correct.

[Signature]  
(signature)

STATE OF OREGON )  
County of Multnomah )

There appeared before me this 11<sup>th</sup> day of August, 1995, Erik Kvarsten, who first being duly sworn on oath, stated he/she was and is the City Administrator of Troutdale, and is authorized and empowered to sign this MDL-150 Public Purpose Grant Application on behalf of City of Troutdale, and bind same to the terms.

[Signature]  
(Notary Public Stamp)

DP:kgl/EWF04800





**METRO**

August 11, 1995

Oregon Department of Justice  
Civil Enforcement Division  
1162 Court Street, N.E.  
Salem, OR 97310

Dear Grant Administrators:

**Re: *City of Troutdale  
Petroleum Antitrust Settlement Program, MDL-150 Public Purpose Grant Program  
Edgefield Station, Inc. Proposal***

Metro writes in support of the City of Troutdale's grant proposal for the Edgefield Station Project, a multi-modal transportation and visitor service facility, that will favorably impact traffic congestion, transportation safety and air quality in the region.

The Edgefield Station Project has had Metro's support for over one and one-half years. Metro provided pass through Surface Transportation Planning funds to help establish stakeholder consensus on the project as well as further the initial scope and design of the project. The 68-acre, Multnomah County-owned site is uniquely situated to serve the State's most popular tourist destinations of the Columbia Gorge, Multnomah Falls area and Mt. Hood. The potential bus and rail connections from the Edgefield site initiates a completely new approach for serving travelers coming through the east metro area to these destinations by providing a full service staging area.

The project has a pressing need for funds to move the project forward, the option for the property granted by the County comes up for renewal next May. This is the pivotal year to clarify public and private participation in the project. Your grant program would be a substantial public contribution to help this project proceed to development, including attracting the necessary tenants and infrastructure planning. We see the project having significant transportation and economic benefits for the east metro area.

We hope you support the City of Troutdale's proposal and the Edgefield Station Project.

Sincerely,

  
Mike Burton  
Executive Officer

MB/ST/arb  
I:\GM\ST\EDGEFLD\LTR-SUPT.GNT

cc: City of Troutdale

United States  
Department of  
Agriculture

Forest  
Service

Columbia River Gorge  
National Scenic Area  
503-386-2333

902 Wasco Avenue  
Suite 200  
Hood River, OR 97031

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File Code: 1600

Date: August 4, 1995

Public Purpose Grant Program  
Oregon Department of Justice  
Civil Enforcement Division  
1162 Court Street NE  
Salem, OR 97310

Dear Public Purpose Grant Program:

The USDA Forest Service, Columbia River Gorge National Scenic Area, would like to take this opportunity to endorse and support the recent grant proposal submitted by Edgefield Station, Inc. for funding through the Public Purpose Grant Program.

The proposed multi-modal transit development planned at Troutdale would compliment the management planning, resource protection, and overall mission for the Columbia River Gorge National Scenic Area. The National Scenic Area management plan directs that "alternate modes of transportation to destination recreation facilities are encouraged, including use of shuttles, waterway facilities, and rail travel, to facilitate visitation and reduce the impacts to scenic, cultural, natural, and recreational resources."

Edgefield Station's goals to provide multi-modal, accessible transportation from a gateway setting to areas within the Columbia River Gorge will strongly support the direction as outlined in the National Scenic Area management plan for transportation access and facilities. This development supports and furthers the primary purpose of the National Scenic Area legislation" to protect and enhance the scenic, cultural, natural and recreational resources of the Gorge."

Your support of this concept with funding approval will provide future users to the National Scenic Area with alternative transportation options. This is an important need that will become more and more critical as we all search for other alternatives to the status quo in order to assure protection of the sensitive resources of the Columbia River Gorge.

Sincerely,



ARTHUR J. CARROLL  
Area Manager

Caring for the Land and Serving People



**CITY OF GRESHAM**  
**OFFICE OF THE MAYOR & CITY COUNCIL**

Gussie McRobert, Mayor

David Eichner, Council President

Jack Gallagher, Councilor, Position 1  
Royal Harshman, Councilor, Position 3  
Robert Moore, Councilor, Position 5

Claudiette LaVert, Councilor, Position 2  
Debra Noah, Councilor, Position 4  
David Eichner, Councilor, Position 6

August 10, 1995

Oregon Department of Justice  
Civil Enforcement Division  
1162 Court Street NE  
Salem, OR 97310

RE: Petroleum Antitrust Settlement Grant Program Application

On August 8, 1995, the Gresham City Council voted to endorse a grant application submitted by the City of Troutdale, Oregon on behalf of Edgefield Station Incorporated.

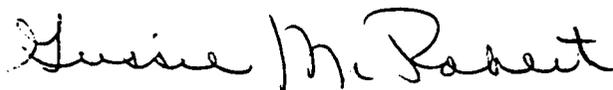
The Edgefield Station project was conceived as a destination for a variety of transportation modes and as a gateway to tourism and recreation in the area. Successful completion of the project will greatly enhance the quality of life for Gresham residents, Oregon citizens, and visitors from across the nation and abroad. The Gresham City Council also recognizes the regional benefits which will result from this effort and has encouraged the project through public support and donated funds.

In addition, we believe that the Edgefield Station project meets several of the criteria to receive funding under the MDL 150 AWT Petroleum Antitrust Settlement Grant Program, specifically by:

- Providing transportation opportunities to citizens of all ages and abilities.
- Improving the region's scenic highways and roads.
- Helping to reduce air quality problems due to motor vehicle emissions.
- Assisting mass transit capital improvement programs for urban and rural areas.

The successful realization of the Edgefield Station project is dependant upon assistance from a wide variety of citizen groups, business interests, and both local and regional government agencies. Your consideration to provide grant funding in support of this project is greatly appreciated.

Sincerely,



GUSSIE MCROBERT  
Mayor

jmu

c: City of Troutdale  
Edgefield Station Inc.

1333 NW EASTMAN PARKWAY, GRESHAM, OR 97030-3813

TELEPHONE: (503) 669-2584 FAX: (503) 665-4553



# MT. HOOD ECONOMIC ALLIANCE

4336 SW CONDOR AVENUE • PORTLAND, OR 97201 • PHONE (503) 228-5565 • FAX (503) 228-7456

Public Purpose Grant Program  
Oregon Department of Justice  
Civil Enforcement Division  
1162 Court St NE  
Salem, OR 97310

August 10, 1995

The Mt Hood Economic Alliance supports the grant proposal submitted by the City of Troutdale for Edgefield Station, Inc for funding through the Petroleum Antitrust Settlement Grant Program. The Edgefield Station development is unique in its goal to balance the needs of the region's growing population with the need to maintain its natural resources and scenic areas.

The Mt Hood Economic Alliance (MHEA) brings together Clackamas and Hood River counties in an economic development partnership for Regional Strategies lottery funding. MHEA complements and coordinates with Clackamas and Hood River counties economic development activities, the Columbia River Gorge National Scenic Area development efforts, and local industry expansion plans. MHEA's vision looks into the future six to ten years, balancing the projected needs of our two-county region with current economic development plans and limited resources.

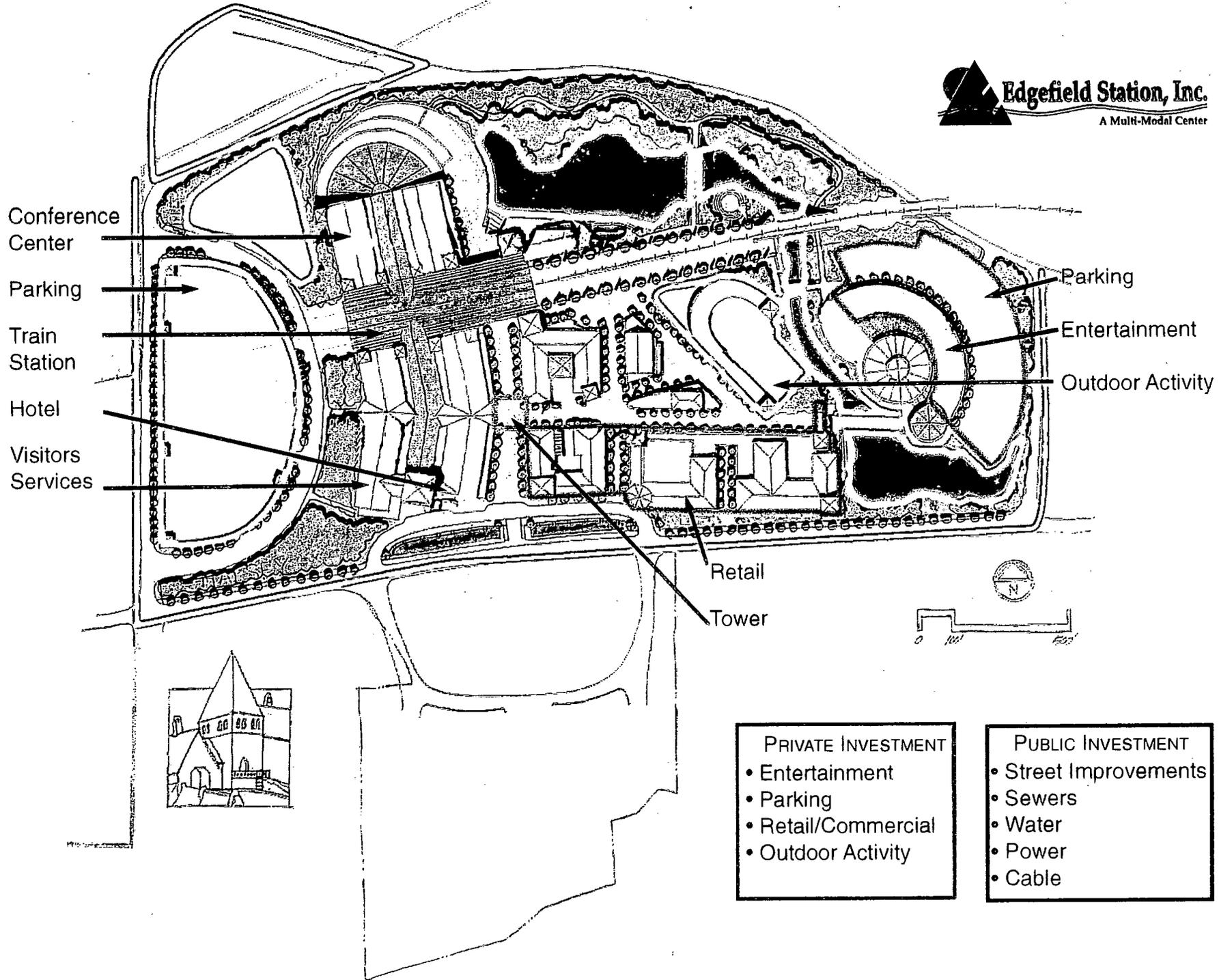
Because of its multiple-facility format, the Edgefield Station project will attract destination visitors our area. Typically, these visitors will also travel to Mt Hood and the Columbia Gorge for additional travel experiences. Thus the Edgefield Station will help leverage visitor dollars both locally and throughout the region, exemplifying the best in local and regional economic development.

A Public Purpose Grant for Edgefield Station will contribute to the economic prosperity of the region and help preserve the natural resources so important to our environmental heritage. We encourage your granting of the Edgefield Station proposal.

Sincerely,



Bill Baker  
Chair



Conference Center  
 Parking  
 Train Station  
 Hotel  
 Visitors Services

Parking  
 Entertainment  
 Outdoor Activity

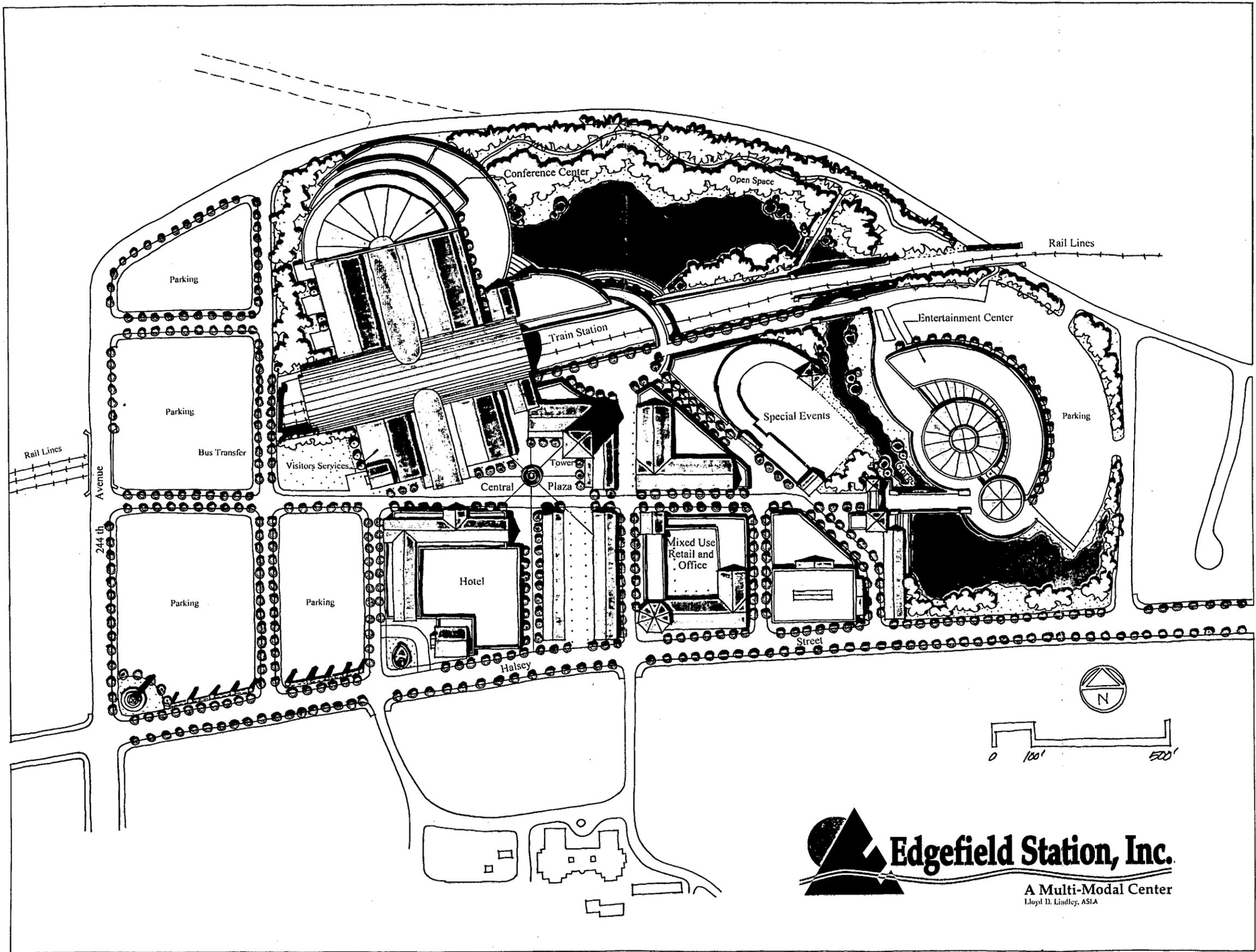
Retail  
 Tower

- PRIVATE INVESTMENT**
- Entertainment
  - Parking
  - Retail/Commercial
  - Outdoor Activity

- PUBLIC INVESTMENT**
- Street Improvements
  - Sewers
  - Water
  - Power
  - Cable







 **Edgefield Station, Inc.**  
A Multi-Modal Center  
Lloyd D. Lindley, ASIA



# NORTHWEST CONFERENCE RESORTS, Inc.

933 Bauer Drive • San Carlos, California 94070 • (415) 591-6486

December 7, 1995

Ms. Anita Caivano, Executive Director  
Edgefield Station, Inc.  
4151 S.E. Rural Street  
Portland, OR 97202

Dear Ms. Caivano:

The purpose of this letter is to express Northwest Conference Resorts, Inc.'s interest in participating in the hotel and conference facility portion of the Edgefield Station project. We believe the Edgefield Station project presents an excellent opportunity to develop an outstanding multi-use complex at the entry way to the Columbia River Gorge and Mt. Hood, involving the cooperation and investment of private and public entities. We would enthusiastically welcome the opportunity to work with your organization and the other private and public entities involved in the planning and creating of this exciting project.

As you know from the background materials we previously sent to you, Northwest Conference Resorts, Inc., an Oregon corporation founded in 1990, is experienced in working cooperatively with public entities, as evidenced by our presently developing a hotel and conference center in Astoria, Oregon, as part of a private and public endeavor called the Duncan Law Seafood Consumer Center. The Center will contain a 174-room hotel adjacent to the Columbia River Maritime Museum, a 14,000 square-foot conference center, and a seafood research laboratory. The participants besides our company are the City of Astoria, Oregon State University, Seafood Consumer Center, Inc. (a nonprofit educational organization), and the Columbia River Maritime Museum.

I was the founding general partner and developer of the very successful Chaminade at Santa Cruz executive conference center, and my partner Don Wudtke was the architect on the recently opened Shoreline Golf Clubhouse for the City of Mountain View, California. These projects are tangible evidence of the superior quality of the facilities in which we are involved. We also work closely with Benchmark Hospitality, Inc., a well-renowned conference center management company which presently manages Chaminade and will manage our Astoria hotel and conference center.

Please do not hesitate to give me a telephone call if you have any questions or need additional information. We look forward to working with you and your Board.

Sincerely,



Frank R. Hildreth  
President



## **EDGEFIELD STATION INC.**

P.O. Box 726, Troutdale, Oregon 97060, (503) 223-1767

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### **Edgefield Station, Inc.'s Finance Strategy**

#### **ESI's three financial Goals:**

1. Remove obstacles and create opportunities
2. Pay Multnomah County a premium over current market value for the land
3. Prepare property for sale to private and/or public developers at/or below market value

#### **Purpose:**

1. Creation of endowment fund for long term support of public purposes of ESI
2. Financing of endowment fund to be done without tax dollars

#### **Strategy:**

##### **Purchase Agreement:**

- Purchase approximately 66 acres of land from Multnomah County
- Purchase price to be \$2M

##### **Contract Terms:**

- a.) Seven year term
- b.) Cash on closing for individual parcels
- c.) Partial reconveyances
- d.) Minimum parcel size to be three acres
- e.) Clear title in fee simple to be provided for each parcel at closing
- f.) Contract down payment to be \$1.00
- g.) Annual escalation of 3.5% on unpaid portion of purchase

##### **Endowment Fund:**

- Difference between purchase price and sale price used to form the corpus of an endowment to support the arts & other public purposes
- ESI shall establish a board of trustees to administer the fund
- Interest earning shall be used to subsidize the working artist's program
- Selected artists receiving subsidy will create a major work which will be given to ESI to sell or incorporate into the site
- Revenue generated shall be used to enhance the endowment fund
- Corpus shall not be liquidated for ongoing operations

## **EDGEFIELD STATION INC.**

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P.O. Box 726, Troutdale, Oregon 97060, (503) 223-1767

- Other public purposes related to Edgefield Station, Inc.'s efforts shall be funded as earnings are available.
- All investments in subsidy shall carry matching provisions

### **Public/Private Development - Site Improvements:**

- All commercial improvements shall be privately financed
- Public improvements shall be financed using combination G.O. and revenue bonds or other appropriate funding mechanisms
- Conference center facility shall be financed using public and private resources/subsidy
- SDC's and related permit fees shall be used to make site improvements
- ESI shall establish the CC& R's to protect design integrity
- Private development shall submit all plans to ESI for design and concept approval prior to closing of parcel sale and submission to the City of Troutdale for design review and permit approvals

### **Operations:**

- ESI shall establish a management group for operations of The Station
- All business owners shall be assessed fees to cover maintenance costs
- A private non-profit entity will be contracted to operate revenue generating public facilities
- Transit and rail operations shall be provide by existing regional public providers (Tri-Met) and private carriers (Mt. Hood Railroad)



## THE STATION'S ADVISORY BOARD

Early in the pre-development process, the Executive Board of Edgefield Station, Inc. recognized the need for a broad range of advice in crafting a project with true regional significance. Because The Station was envisioned as a new form of development which would address the concerns for environmental respect combined with economic development, an Advisory Board was established consisting of businesses, government, and civic leaders from the region. Great care was taken to solicit the assistance of people representing a wide diversity of interest and perspectives. From hundreds of names put forth, the following individuals agreed to work with the ESI organization to steer a truly significant project through the development process:

<u>ORGANIZATION</u>	<u>BOARD MEMBER AND POSITION</u>
Beanarino's	Steven D. Rodrigues, Owner
Boeing Company, The	Evelyn Anton, Administrative Specialist
Caswell Gallery	Rip Caswell, Owner
City of Fairview	1. Roger Vonderharr, Mayor 2. Marilyn Holstrom, City Administrator
City of Gresham	Royal Harshman, City Councilman
City of Troutdale	1. Paul Thalsofer, Mayor 2. Erik Kvarsten, City Administrator 3. Jim Kight, City Councilor
City of Wood Village	1. Don Robertson, Mayor 2. Sheila Ritz, City Administrator

**ORGANIZATION****BOARD MEMBER AND  
POSITION**

CDA Consulting Group	Clay W. Moorhead, Principal
Columbia Corridor Association	Herb Althouse, Board Director
Columbia Gorge Visitor's Association	Teresa Kasner, Vice President
Columbia River Gorge National Scenic Area USDA - Forest Service	Mike Ferris, Public Affairs Officer
Coyote Archery Inc.	Ted Davenport, President
Eichinger Sculptor Studio	Martin Eichinger, Sculptor
Friends of The Columbia Gorge	Lauri Aunan, Executive Director
GSL Homes (Subsidiary of GSL Properties Inc.)	Mike Nelson, President
Gresham Area Chamber of Commerce	1. Jerry Gillham, Executive Director  2. Dr. Gretchen Schuette, Vice President of Economic Development 1995
Hood River County Chamber of Commerce	Tina O'Banion, Executive Director
Leland Consulting Group	Edward H. Starkie, Principal

**ORGANIZATION**

**BOARD MEMBER AND  
POSITION**

Managers of local area  
hotels/motels

Steve Ellis, Phoenix Inn

Metro

1. Andy Cotugno, Planning  
Director
2. Stuart Todd, Assistant Regional  
Planner
3. Mary Weber, Regional Planner

Mt. Hood Community  
College

1. Dr. Paul Kreider, President
2. Court Carrier, Program Director  
for Hospitality & Tourism

Mt. Hood National Forest

Glen Sachet, Partnership & Tourism  
(Liaison)

Mt. Hood Railroad

Diane Martin Langley, Director of  
Marketing

Mt. Hood Recreation  
Association

Keith Petrie, Executive Director-  
Retired (Citizen At Large)

Multnomah County  
Sheriff's Office

Assignment Pending

Multnomah County  
Transportation Division

Larry Nicholas, County Engineer/  
Director

Multnomah Falls Lodge

Richard Buck, Operator

Oregon Arena Corporation

Debbie Chitwood, Assistant Manager  
Facility Marketing (Citizen At  
Large)

**ORGANIZATION**

**BOARD MEMBER AND  
POSITION**

Oregon Department of  
Transportation (ODOT)

1. Karla Keller, District Manager  
(Region I, District 2B)
2. Dave Simpson, Project Team  
Manager (Region I)

OTAK

Nawzad Othman, President

Portland Oregon Visitor's  
Association (POVA)

Gary Grimmer, Executive Director

Regional Arts & Culture  
Council & East Metro  
Arts Task Force

Louis Mateo, Artist/Professor

Sandy Area Chamber of  
Commerce

Mikell Galloway, Executive  
Director

Salishan Lodge Inc.

Sandy Kennedy, Vice President of  
Marketing

Stastny Architects

Donald J. Stastny, President

Tri-County Metropolitan  
District of Oregon  
(Tri-Met)

Phil Whitmore, West Side Joint  
Development Manager

Troutdale Area Chamber of  
Commerce

Julie Sorensen, Executive Director

Troutdale Historical Society

David Ripma, President

**POSITION**

**EX OFFICIO BOARD  
MEMBER**

U.S. Representative (D.)

Ron Wyden.

Multnomah County

1. Tanya Collier, Commissioner
2. Sharron Kelley, Commissioner
3. Dan Saltzman, Commissioner
4. Gary Hansen, Commissioner

State Representative (D.)

Sharon Wylie

## **EDGEFIELD STATION INC.**

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P.O. Box 726, Troutdale, Oregon 97060, (503) 223-1767

The following is the list of the Edgefield Station, Inc. Advisory Board Members who have volunteered to work on The Station's Task Forces:

### **Financial Task Force:**

Jerry Gillham, Gresham Area Chamber of Commerce  
Herb Althouse, Columbia Corridor Association  
Mike Nelson, GSL Homes  
Keith Petrie, (Retired) Mt. Hood Recreation Association & Citizen at Large

### **Arts Task Force:**

Louis Mateo, Professional Artist, Professor, and Representative of RACC  
Marty Eichinger, Eichinger Sculptor Studio  
Rip Caswell, Caswell Gallery

### **Transportation Task Forces:**

Jerry Gillham, Gresham Area Chamber of Commerce  
Stuart Todd &/or Mary Weber, Metro  
David Ripma, Troutdale Historical Society  
Steve Rodrigues, Beararino's  
Ted Davenport, Coyote Archery, Inc.  
Diane Martin Langley, Mt. Hood Railroad  
Richard Ross, The City of Gresham

### **Marketing & Commerce:**

Keith Petrie, (Retired) Mt. Hood Recreation Association & Citizen at Large  
Jerry Gillham, Gresham Area Chamber of Commerce  
Herb Althouse, Columbia Corridor Association  
Steve Rodrigues, Beararino's



# Solutions

"We love to train and it shows!"

December 7, 1995

TO: Terry Cook, President, Edgefield Station, Inc.  
FROM: Don Curtis, Chairman, Troutdale Downtown Taskforce  
SUBJECT: Letter of support for the Edgefield project

As a representative of the business owners in Downtown Troutdale, I have polled most of them and find wide support for the entire Edgefield Station endeavor. Also, we support the land use changes proposed by the Edgefield Station as workable and beneficial to the entire area.

With the development of the Metro 2040 Plan and the designation of Troutdale as a Town Center, the 24 business people who represent the downtown core look forward to expansion and growth brought on by your foresight and commitment to the future enhancement of Troutdale.

We look forward to working with you in the future and believe that there will be greater opportunities for everyone concerned thanks to Edgefield Station.

  
**EDGEFIELD**

September 21, 1995

To Whom It May Concern:

I would like to acknowledge my support of the development of "Edgefield Station". It is an exciting multi-dimensional project that will have a positive impact on East Multnomah County. The project will touch upon all facets of business and industry in the process of growing. The advisors are wise to move cautiously while maintaining a strong focus.

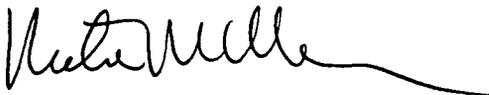
Part of Edgefield Station's ideals are to lessen the impact of road vehicles on the Columbia River Gorge Scenic Highways. Every Oregonian must know we should do something to sustain one of our state's greatest natural attractions.

The completion of Edgefield Station will certainly impact McMenamins Edgefield in a positive manner. This neighboring venture will offer endless opportunities for customer traffic through our door. The availability to transit systems, retail shops, entertainment and visitor services will enhance Edgefield's draw from the tourism market.

We look forward to Edgefield Stations' completion also for the benefit of the Troutdale community and all of East Multnomah County. As a business owner in Troutdale, a successful "Station" means a stronger economic impact on our local community. Tourism is one of the fastest growing industries in the state of Oregon and is an industry that helps rural towns like Troutdale gain strength and vitality.

Edgefield Station is a result of our success as an innovative and growing community.

Sincerely,



Mike McMenamin  
President  
McMenamins Pubs and Breweries



September 21, 1995

Edgefield Station Incorporated  
PO Box 726  
Troutdale, OR 97060

To the Board of Directors:

This letter is for the purpose of expressing the Gresham Area Chamber of Commerce's support of Edgefield Station, Inc.

Edgefield Station is a truly unique concept of a multi-modal destination/resort that brings together a shared vision for the region. The development of a transit hub, which captures industry revenues, promotes responsible economic development, creates jobs, while preserving the National Scenic Area captures that vision.

Once again, on behalf of the Gresham Area Chamber of Commerce I extend you continued support. If I may be of further assistance, please do not hesitate to call.

Sincerely,

A handwritten signature in cursive script that reads "Jerry".

Jerry Gillham  
Executive Director



September 20, 1995

Edgefield Station Inc.  
P.O. Box 726  
Troutdale, OR 97060

To whom it may concern:

We at Caswell Gallery strongly support the efforts of the Edgefield Station Committee. We feel the project will benefit the community as a whole. A working artist village will showcase local talent and be a golden opportunity to educate and entertain the residents of East Multnomah County as well as tourists visiting the area.

With the east county area growing as rapidly as it is, we feel it necessary to chart our own future. Change is inevitable, but rather than change managing us, we would like to manage that change. We can only benefit by using this location to create an interest to appeal to all walks of life. Everybody enjoys art of some form. We see this as an opportunity to draw artist of several different natures. Along these lines, the addition of galleries and studios would naturally follow. The project would not only heighten awareness of the arts but could potentially bring in nationally reconized artisans.

We feel that East County would benefit educationally and economically from Edgefield Station. We welcome the opportunity to be a part of this project and are very excited about the future of Edgefield Station.

Sincerely,

  
The Caswell Gallery



**MT.  
HOOD  
COMMUNITY  
COLLEGE**

26000 S.E. STARK ST., GRESHAM, OREGON 97030 • (503) 667-6422 • FAX (503) 667-7389

**Visual Arts Center**

*Dr. Paul E. Kreider, President*

September 20, 1995

David Bauman  
Edgefield Station, Inc.  
Troutdale, Oregon

Dear David:

I am pleased to hear that some of the things being considered for the Edgefield Station project will involve a facility where artists and craftspersons can do their work for the public to observe, as well as allow the public to be more participatory in the creative process. It is also good to hear that some kind of educational facility where some courses dealing with different art forms may be available. In this technological age, any opportunity for individuals to stay in touch with their creativity to learn and to be involved with the process can only mean good things. As you know, these awareness is ultimately reflected in the way we make choices that can impact our environment and how we use materials. A project such as the Edgefield Station could be a wonderful opportunity where the multi-tiered needs of our community can be addressed. It is however, very important that this concept is dealt with at the very start in the planning process and that good designers and planners take that into account each step of the way. In this light, I have nothing but the strongest recommendation for the realization and success of this project.

Yours truly,

Louis Mateo  
Instructor



# CITY OF TROUTDALE

September 20, 1995

To whom it may concern;

I am writing on behalf of the Mayor and City Council respectfully requesting your support of and assistance with Edgefield Station, Inc.

Edgefield Station, Inc. is a truly unique undertaking. It is a public/private partnership development created to benefit the Region both environmentally and economically by providing a destination for visitors to the Columbia River Gorge and Mount Hood where they can leave their cars and continue on via multi-modal transportation options.

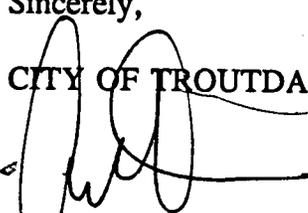
Edgefield Station, Inc.'s goals closely coincide with Federal, State, Regional, and Local Government transportation plans intended to reduce reliance on the personal automobile, auto emissions, vehicle miles, roadway repair requirements, and impact on the environment. The Station's concept brings together a recognition of the need to preserve the natural beauty of the Scenic Area, while providing visitors with a wonderfully educational and recreational place from which to begin their exploration.

A key component to The Station is the use of rail transportation to carry visitors to their final destination. The project will ensure that our natural Scenic Area will be preserved far into the future by reducing dependence on the personal automobile, while adding to the economic vitality of the Region.

Thank you for your attention to this matter.

Sincerely,

CITY OF TROUTDALE

  
Erik V. Kvarsten  
City Administrator

9/19/95

Mr. David Bowman  
Edgefield Station, Inc.

Dear David,

I personally want to thank for you and the rest of the Board of Directors on the Edgefield project for your willingness to work on behalf of the artist and creative community here in the greater Portland area. Your concept of integrating a working artist's village, a community art teaching facility and a showplace for traditional and contemporary artwork of this region is a wonderful idea and an important anchor for the entire Mount Hood recreation area.

Portland has long been a bedroom community for many nationally known artists yet the region is not widely known as an "art" place. At the same time that you are adding a important dimension to satisfy tourists in their quest for unique experience, you are also providing a great outlet for an underutilized resource, the artistic talent of our area.

As you know, organizing a new project that is attractive to high quality artists requires incredible foresight and a little luck. Involving artists in the project from the beginning is a good way to get both. Any true "village" has a richness to it that comes from years of development. It has many creative people that gradually add their touches and gives it depth. An interesting village gives the visitor a feeling that they are discovering and that they might find something wonderful almost as they might on a nature walk in an ancient forest. Surprises are everywhere and anywhere.

The suburban mall does not have this "depth" of a village. By being owned, developed, designed and built by single entities they have not been able to give the feeling of community, a sense of adventure or a "depth" of experience. They are usually more like a hike in a replanted forest, each mile much like the last.

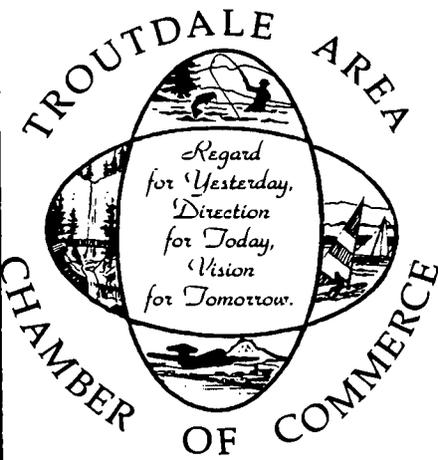
So here is our challenge, to give this sense of an evolving, live village that quality artists choose to work in and do this in a reasonable amount of time and within a reasonable budget. I think that you and the organization that surrounds the Edgefield project have stepped in the right direction by asking artists to help from the very beginning and by diversifying the ownership of the project. This will be difficult, as I'm sure you know, but I believe that we will end up with a world class attraction that will bring a well deserved pride to the art and artists of the region. I also believe that it can add tremendous vitality to the economy of the area surrounding the Station. If it works, it will spread.

I am happy to be of assistance to you in any way that I can to help bring this into reality. Please ask.

Sincerely yours,

Martin Eichinger





## Troutdale Area Chamber of Commerce

September 18, 1995

To Whom It May Concern:

Your attention and interest in Edgefield Station, Inc. is a wise choice. This public/private partnership development is a unique undertaking that will provide the visitor to the Northwest with options that heretofore have not been available to them. The development will serve the Portland area as well.

Edgefield Station, which is to be located in East Multnomah County, The successful completion of this project will greatly enhance the visitors' experience to our Scenic Area, as well as serving the existing population in the Greater Portland Metropolitan area and East Multnomah County.

In addition, the project answers some of the most important issues that will face our area in the coming decade and beyond: transportation, economic, preservation, and environmental impacts.

Edgefield Station will give companies a unique opportunity to market to over 2 million visitors that come to the National Scenic area every year, as well as drawing from the region. This development will create an opportunity for investors that may very well be the best choice they will ever make.

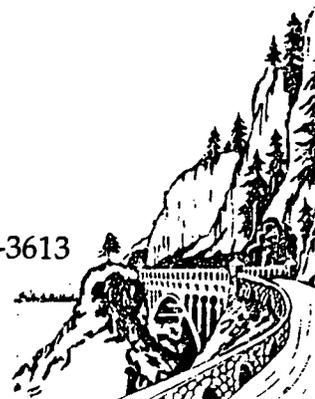
The area cities, citizens, and organizations are enthusiastically behind the project and government representatives, corporations, and small business owners want to see this project become a reality, both for the region and for the economic vitality of their own businesses, as they know that 'business breeds business'!

Sincerely,

Julie Sorensen, Executive Director

P.O. BOX 245 • TROUTDALE, OREGON 97060 • (503) 669-7473 • FAX (503) 492-3613

*Serving the scenic communities of  
Fairview, Wood Village, Troutdale, Springdale, and Corbett.*





**METRO**

**September 18, 1995**

***Re: Letter of Standing Support for Edgefield Station, Inc.***

**Metro has supported the Edgefield Station project and vision since the spring of 1994. We have assisted this non-profit community development corporation with the its early feasibility studies, providing Surface Transportation Planning grants from the federal government.**

**During the past year, Metro has provided planning staff to administer the grant, to assist in the visioning process and design charette, and to participate on-going as Advisory Board members. Andy Cotugno, Metro's Transportation Director, sits on the Edgefield Station Advisory Board.**

**We believe the potential contribution that Edgefield Station will make to reducing congestion along the highly traveled routes to Mt. Hood and the Columbia River Gorge is important. The location of a visitor gateway and multi-modal activity center inside the Urban Growth Boundary, provides an unusual transfer link to local services and transportation systems as well as serving the popular scenic destinations in a beneficial way.**

**Anything you can do to help assist Edgefield Station, Inc. meet its goals this year and next is worth doing, this is a vital time for moving this project forward.**

**Sincerely,**

  
**Mike Burton**  
**Executive Officer**

**MB/ST/erb  
I:\GM\ST\EDGEFLD\LTR-SUPR.917**

# FAIRVIEW

300 HARRISON ST., P.O. BOX 337  
FAIRVIEW, OREGON 97024  
(503)665-7929 FAX 666-0888

September 13, 1995

TO WHOM IT MAY CONCERN:

The Edgefield Station Project is located in East Multnomah County, was conceived as a destination for a variety of transportation modes and as a gateway to tourism and recreation in the area. Successful completion of the project will greatly enhance the quality of life for Fairview residents, Oregon citizens, and visitors from across the nation and abroad. The Fairview City Council has recognized the regional economic benefits which will result from this effort and has encouraged the project through public support and donated funds.

However, the successful realization of the Edgefield Station Project is dependent upon assistance from a wide variety of public agencies, citizen groups, and business interests. Your consideration to provide assistance to The Station is greatly appreciated.

Sincerely,  
CITY OF FAIRVIEW



Marilyn Holstrom  
City Administrator

MH/cch





## CITY OF GRESHAM

Community Development Department  
1333 N.W. Eastman Parkway  
Gresham, OR 97030-3813  
(503) 681-3000  
FAX (503) 669-7446

Date: June 6, 1995

To: Mayor McRobert and Council

From: Transportation System Citizens Advisory  
Committee

Re: Edgefield Station

The Transportation System Citizens Advisory Committee support Edgefield Station and recommend that the City Council assist planning funds for this project. The committee recognizes the importance of this project as it will be a unique tourist area and will help Gresham economically. This project fits into the objectives of the Transportation System Plan. We are a cooperative neighbor and we see this as having a positive impact on Gresham's future.

**RESOLUTION NO. 1176**

**A RESOLUTION SUPPORTING THE EDGEFIELD STATION  
RECREATIONAL TRANSIT ORIENTED DEVELOPMENT AND  
DECLARING INTENT TO INCORPORATE THE CONCEPT  
INTO THE CITY'S TRANSPORTATION SYSTEM PLAN**

WHEREAS, the proposed Edgefield Station project would provide recreation enthusiasts and tourists alternate modes of transportation to reach recreational destinations and visitor sights in the Columbia River Gorge and the Mt. Hood area; and,

WHEREAS, the project would also include transportation facilities to help reduce vehicular travel from the East County area into downtown Portland; and,

WHEREAS, the Edgefield Station concept plan provides coordination among, and linkages with, rail, water, air and transit modes of transportation in an effort to move people more efficiently and with less dependence on the automobile; and,

WHEREAS, the City is now in the process of developing its Transportation System Plan in conformance with requirements of the State Transportation Planning Rule which mandates measures be taken by local governments to reduce per capita vehicle miles traveled over the next twenty years; and,

WHEREAS, the Edgefield Station concept plan is consistent with the objectives of the Transportation Planning Rule by encouraging and promoting a variety of transportation modes, reducing automobile dependency, alleviating congestion and maintaining air quality; now, therefore,

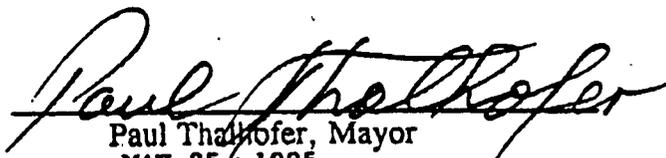
**BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TROUTDALE THAT:**

The City Council declares its intention to adopt a Transportation System Plan (TSP) which incorporates the Edgefield Station R-TOD concept into the framework of the TSP and recognizes the Edgefield Station development project as an integral part of the City's future transportation network; and,

**BE IT FURTHER RESOLVED THAT**

Consistent with the framework of the TSP, the City also intends to support the Edgefield Station project through necessary amendments to the Troutdale Comprehensive Plan together with necessary land use permits.

YEA: 7  
NAY: 0  
ABSTAIN: 0

  
Paul Thalhoffer, Mayor  
Dated: MAY 25, 1995

  
George Martinez, City Recorder

Adopted: 5-23-95



110 RAILROAD AVENUE  
HOOD RIVER, OR 97031  
(503) 386-3556

May 4, 1995

Anita Caivano  
Executive Director  
Edgefield Station, Inc.  
PO Box 726  
Troutdale, OR 97060

Dear Anita,

The Mt. Hood Railroad supports the development of Edgefield Station, a high quality tourist facility in Troutdale at the western edge of the Columbia River Gorge National Scenic Area.

If Edgefield Station is successful, the Mt. Hood Railroad is interested in being part of the project. As much as possible, the Mt. Hood Railroad will be willing to work with Edgefield Station, Inc through potential issues with Union Pacific.

Sincerely,

  
Diane Martin Langley  
Marketing Director

# Bi-State Policy Advisory Committee

PO Box 9810, Vancouver, WA 98666-9810

(206) 699-2375 x4018 FAX: (206) 699-2011 - (503) 797-1543 FAX (503) 797-1793

Jointly Established in 1983 by regional councils serving the Portland-Vancouver Metropolitan Area

February 28, 1995

Terry Cook, President  
Edgefield Station Incorporated  
c/o Cook Development Corporation  
503 NE Irving, Suite 200A  
Portland, OR 97209

Dear Mr. Cook,

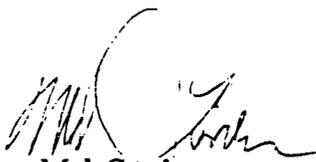
This letter is for the purpose of expressing the support of the Bi-State Policy Advisory Committee for the concept of the Edgefield Station multi-modal, transit oriented development project, as presented at the January 27, 1995 Bi-State meeting.

The Bi-State Policy Advisory Committee is composed of 10 elected officials from jurisdictions in Clark County in Washington and the greater Portland area in Oregon. Our purpose is to serve as a cooperative consultative body to consider issues of concern to our greater region encompassing areas of both states. One of our areas of interest is economic development and tourism.

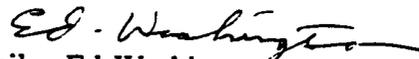
The Edgefield Station opportunities include development of a transit hub, capture of tourism industry revenue, consolidation of transit options that will preserve the National Scenic Area while stimulating responsible economic development, and creation of new family wage jobs. This type of project is important to the region, and could be duplicated at other locations to provide regional distribution of such benefits.

Please continue with your efforts to complete the Edgefield Station project; you have our support. Thank you.

Sincerely,



Commissioner Mel Gordon  
Clark County  
Bi-State Co-Chair



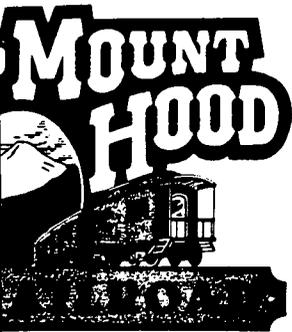
Councilor Ed Washington  
Metro  
Bi-State Co-Chair

## Local, Regional and State Agencies Represented

Oregon: City of Portland; Multnomah County; Metro; Cities of East Multnomah County, Oregon State Legislature.  
Washington: City of Vancouver; Clark County; Cities of East Clark County; Association of Governments; Washington State Legislature.

Co-Chairs: Commissioner Mel Gordon, Clark County, Washington and Councilor Ed Washington, Metro, Oregon

"Working together for a better Northwest future"



MT. HOOD RAILROAD AVENUE  
HOOD RIVER, OR 97031  
(503) 386-3556

October 18, 1994

Don K. Lloyd  
Attorney At Law  
Cable, Huston, Benedict, Haagensen & Ferris  
2000 Security Pacific Plaza  
1001 S.W. Fifth Avenue  
Portland, Or 97204-1136

Dear Mr. Lloyd,

The Board of Directors of the Mt. Hood Railroad support the establishment of Edgefield Station. With the increased popularity of the Columbia River Gorge we recognize the need to provide comprehensive visitor information programs and services. We see the proposed development at Edgefield Station fulfilling the need for a gate-way facility to meet visitor needs.

Sincerely,

  
Fred Duskwall  
Chairman of the Board  
Chief Executive Officer



TRI-MET

12 SE 17th AVENUE  
PORTLAND, OR 97202



May 20, 1992

Troutdale Area Chamber of Commerce  
PO Box 245  
Troutdale, OR 97060

**Re: Troutdale Amtrak Stop**

Dear Chamber:

Tri-Met buses service the City of Troutdale 48 times each weekday and 16 times each Saturday between the hours of 6:30 am and 10:30 pm.

This is an indication of an exciting intermodal transportation opportunity realizable should an Amtrak stop in Troutdale be established. Not only would transit users in east Multnomah County have easy access to the national passenger rail system, Amtrak customers would be able to reach east county destinations served by transit. This would provide access without the inconvenience of travelling from Portland's downtown Amtrak station and make connections that might not otherwise be made.

Tri-Met operates both bus transportation and a nearby light rail line. Light rail will expand to Portland's westside in several years, opening access from another segment of the region, creating another market opportunity for the City of Troutdale and adjoining east county communities. Transportation linkages are crucial to encouraging economic opportunities, and Amtrak dramatically enhances the scope of those linkages.

While we do not currently serve the proposed Amtrak stop, we will work with all parties to review station development plans to assure that adequate bus stop, layover and turn around areas are provided.

We look forward to a positive decision on an Amtrak stop in Troutdale!

Very truly yours,

A handwritten signature in dark ink, appearing to read "Douglas L. Capps".

Douglas L. Capps  
Executive Director  
Public Services Division

DLC:lt



# GLADYS McCOY, Multnomah County Chair

Room 1410, Portland Building  
1120 S.W. Fifth Avenue  
Portland, Oregon 97204  
(503) 248-3308

April 16, 1992

Don Lloyd, President  
Troutdale Area Chamber of Commerce  
P.O. Box 245  
Troutdale, Oregon 97060

RE: Amtrak Stop in Troutdale

Dear Mr. Lloyd:

I support your efforts to establish an Amtrak stop in Troutdale.

Troutdale is the gateway to the Columbia River Gorge National Scenic Area. In 1987, 3.8 million non-resident visitors traveled through the Scenic Area. Visitor use is steadily increasing. The Columbia River Gorge Commission addressed this growing concern by including a policy statement in the Management Plan encouraging alternate modes of transportation in the Scenic Area.

Encouraging rail service through the Scenic Area is one mechanism for addressing this increasing visitor demand. Therefore, exploring the viability of the Troutdale Station as an Amtrak stop is a positive and worthwhile project.

Good luck in your endeavor.

Sincerely,

  
Gladys McCoy  
Multnomah County Chair

GM:mrM  
8776G

**STRATEGIC PLANNING SECTION**  
Room 405, Transportation Building  
Salem, OR 97310

(503) 378-6285  
FAX (503) 373-7194

DEPARTMENT OF  
TRANSPORTATION

April 14, 1992

FILE CODE:  
PLA 16-4-1

Don K. Lloyd, President  
Troutdale Area Chamber of Commerce  
P. O. Box 245  
Troutdale, OR 97060

Your proposal for a new Amtrak stop at Troutdale might provide a real convenience for Eastern Multnomah County residents using the train for long distance travel. However, several issues make it difficult to use the one daily train, operating over this line, to achieve the shopping and tourism goals outlined in your letter. You will note from the enclosed timetable that the eastbound and westbound trains are scheduled to pass each other in the Columbia Gorge. This leaves less than one hour between arrival and departure times at Troutdale, with no service level increases projected in the foreseeable future.

Troutdale is on Amtrak's "Pioneer" route which runs from Seattle via Portland, Boise and Denver to Chicago. Most of this train's reserved accommodations are used by through passengers leaving very restricted space for local riders. Short train rides are fairly expensive because of the costs involved. Comparisons with other Amtrak fares indicate a one-way adult ticket from Portland to Troutdale would fall in the \$6 to \$10 range.

Other factors that will impact the feasibility of this project include the cost of building the station platform and passenger shelter, poor on-time performance of long distance trains, and possible interference with other railroad operations on this very busy freight track. With six daily train arrivals and departures at Portland Union Station, a smaller investment may produce better results by transporting visitors from Portland's station to Troutdale's shopping and tourist opportunities. The Portland Oregon Visitors Association and the Oregon Department of Economic Development might be able to assist with this type of project.

As a national carrier, Amtrak handles all decisions regarding station locations. If you wish to pursue the train stop, your request, with supporting information, should be sent to Mr. Ron Scolaro, Chief Administrative Officer, Government Affairs West, AMTRAK, Union Station, 800 N. Alameda Street, Los Angeles, CA 90012. This will set the process in motion to have your location evaluated to determine the feasibility of locating an Amtrak station at Troutdale.



Transportation Building  
Salem, OR 97310

Don K. Lloyd  
Troutdale Chamber of Commerce  
April 14, 1992  
Page 2

The Oregon Department of Transportation is available to provide technical support for your project. Please call me in Salem at 378-6215, if you require additional assistance or information. I wish you success in increasing access to the rail passenger system for Oregonians.

*Robert E. Krebs*

Robert E. Krebs  
Intercity Passenger Coordinator

Enclosure

cc: Ron Scolaro  
Don Adams  
Leo Huff  
Denny Moore  
Mark Ford  
Ed Immel



3 April 1992

Jack O. Saling  
Director of Media and  
Community Relations

Doug Porter  
Media and Community  
Relations Assistant

Troutdale Area Chamber of Commerce  
P.O. Box 245  
Troutdale, Oregon 97060

Dear Chamber:

We at Multnomah Greyhound Track would like to add our voice in support of your efforts to persuade Amtrak to provide a stop in Troutdale for the purpose of boarding and unloading passengers.

Our track facilities at N.E. 223rd and Glisan in Wood Village is not more than five minutes from the proposed stop.

And this year, we have also opened a nine-hole executive golf course on the north-east corner of our property. In conjunction with this golf course that has four lakes and many sand traps, is a covered and lighted driving range and the only 18-hole turf putting course in the northwest.

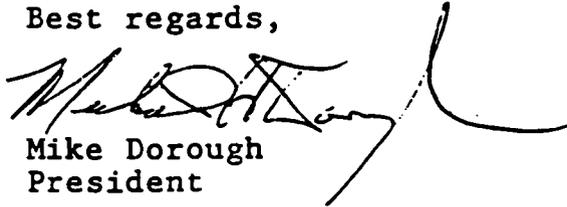
So for people who wanted to come into the Troutdale area to shop, play golf, and come to the track for dinner and racing from Hood River, The Dalles and other eastern Oregon cities, a stop in Troutdale would be most handy and would prove to be an economic boon to the Troutdale area.

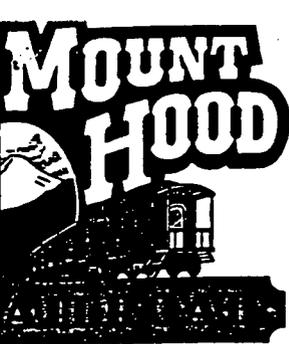
We have off-track racing facilities in Umatilla and Ontario, so group visits could be set up which would also involve overnight stays at Troutdale area motels.

If there is anything else we could do to be of help in your efforts to get an Amtrak stop in Troutdale, please let us know.

Good luck. This could be of immense help to our area.

Best regards,

  
Mike Dorough  
President



10 RAILROAD AVENUE  
TROUTDALE, OR 97031  
(503) 386-3556

March 31, 1992

Troutdale Area Chamber of Commerce  
P.O. Box 245  
Troutdale, OR 97060

Re: Troutdale Amtrak Stop

Dear Chamber;

I support having Amtrak create a stop in Troutdale, to take on and let off passengers.

Troutdale borders the Columbia River Gorge National Scenic Area, and has and is developing additional facilities for the support of the tourists visiting the area, or for purposes of day-outings and shopping visits.

An Amtrak stop will encourage forms of mass transit, and encourage alternative forms of transportation in the National Scenic area.

I encourage you to give this project your full effort.

Sincerely,

George S. Connor  
General Manager

# I-84 Corridor

A S S O C I A T I O N

150 WEST POWELL  
P.O. BOX 1768  
GRESHAM, OR 97030-7055  
(503) 665-1121  
March 25, 1992

Troutdale Area Chamber of Commerce  
P.O. Box 245  
Troutdale, OR 97060

RE: Troutdale Amtrak Stop

Dear Chamber:

The I-84 Corridor Association supports creating an Amtrak stop in Troutdale.

We feel that our reasons for that support lie in the fact that Troutdale's strategic location at the edge of the Portland area urban growth boundary and at the edge of the Columbia River Gorge National Scenic Area make it an ideal place for staging alternative forms of transportation serving the greater Portland Metro area and visitors to the Columbia River Gorge National Scenic Area.

In addition, the success of the Troutdale Aero-Fair, the Mt. Hood Jazz Festival, the Windjam Northwest, and the Multnomah Kennel Club in attracting visitors and tourists to the East Metro area, demonstrates the need for an Amtrak stop in Troutdale to permit the packaging of tours and trips using Amtrak.

We encourage you to give this project your full effort.

Sincerely,



Paul Spanbauer, President  
I-84 Corridor Association

Executive Director

A PROJECT OF THE  
GRESHAM AREA  
CHAMBER OF COMMERCE

March 25, 1992

Troutdale Area Chamber of Commerce  
P.O. Box 245  
Troutdale, Oregon 97060

RE: Troutdale Amtrak Stop

Dear Chamber:

I am writing to express support of having Amtrak create a stop in Troutdale to take-on and let-off passengers.

Troutdale was chosen by our company to be the site for a mini-suites motel due to the increase in travel and tourism in the area and requests by the private sector. Troutdale is considered the "Gateway to the Columbia River Gorge" which is a National Scenic Area and a mid-way stopping point for travelers. The area also offers living and shopping amenities for local residents and business people of Troutdale, Portland and surrounding communities.

An Amtrak stop in the area will help promote tourism and economic growth in the area as well as encourage forms of mass transit and alternative forms of transportation in the National Scenic Area.

C & S Properties and VIP'S Motor Inns supports the Amtrak stop and encourages the Chamber to give this project its full effort.

Sincerely,



Bob L. Smith  
General Partner  
Phoenix Inn

BLS/lrr

RESOLUTION NO. 949-R

**A RESOLUTION STATING THE CITY OF TROUTDALE'S SUPPORT  
IN CREATING AN AMTRAK STOP IN TROUTDALE.**

WHEREAS, The City of Troutdale's origins were centered on the railroad and it is fitting that passenger trains once again stop in Troutdale; and

WHEREAS, The growth in population, business and industry would be better served by railroad passenger needs and would assist in a reduction of vehicle traffic into downtown Portland where the nearest station is located; and

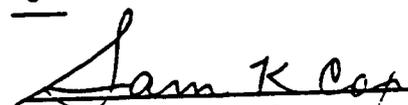
WHEREAS, Troutdale's current development is keyed to tourist traffic and draws many tourists and visitors; and the strategic location of Troutdale, at the edge of the Portland area urban growth boundary and the Columbia River Gorge National Scenic Area make the City an ideal place for staging alternative forms of transportation serving the greater Portland area, as well as visitors to the Columbia River Gorge National Scenic Area; and

WHEREAS, There has been demonstrated success of the Troutdale Aero-Fair, the Mt. Hood Jazz Festival, Windjam Northwest, and the Multnomah Kennel Club in attracting visitors and tourists to East Multnomah County; and the success of these and numerous other events and activities spells a need for an Amtrak stop in Troutdale to permit the packaging of tours and trips using Amtrak.

**NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THAT The City of Troutdale supports the Troutdale Area Chamber of Commerce request in developing an Amtrak stop in Troutdale, Oregon.**

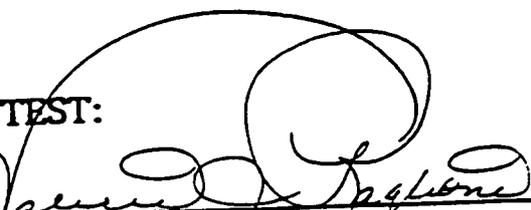
**ADOPTED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THIS  
24TH DAY OF MARCH, 1992.**

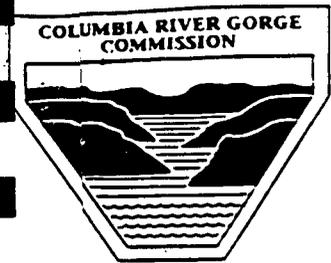
YEAS: 4  
NAYS: 0  
ABSTAINED: 0

  
\_\_\_\_\_  
Sam K. Cox, Mayor

Dated: March 25, 1992

TEST:

  
\_\_\_\_\_  
Marie J. Raglione, CMG  
City Recorder



# COLUMBIA RIVER GORGE COMMISSION

P.O. Box 730 288 E. Jewett Blvd. White Salmon, WA 98672 509-493-3323

March 24, 1992

Troutdale Area Chamber of Commerce  
P.O. Box 245  
Troutdale, Oregon 97060

Subject: Troutdale Amtrak Stop

Dear Chamber:

The Columbia River Gorge Commission is writing this letter in support of your efforts to establish a new Amtrak passenger train stop in Troutdale.

The Commission has been committed to promoting mass transportation alternatives to the private automobile in accessing tourist attractions in the Scenic Area for several years. The recently adopted Scenic Area Management Plan includes goals and objectives for recreation and transportation which reflect this commitment. For example, Transportation Objective 2 states: "Encourage tour boat and tour train access to important recreation facilities as mass transportation alternatives which offer both access to such sites and recreational experiences in and of themselves." Objective 3 states: "Improve linkages between different modes of transportation at major recreation sites in the Scenic Area."

The Troutdale area is strategically located at the southwest gateway to the Scenic Area. This is where the majority of visitors to the Gorge enter the Scenic Area. The beginning of the Historic Columbia River Highway National Historic District (one of the premiere attractions of the Gorge) is in Troutdale. In addition, the U.S. Forest Service is planning on developing a major gateway facility for the Scenic Area, just across the Sandy River from Troutdale. The proximity of a new Amtrak stop to this facility offers exciting opportunities for intermodal transportation connections, staging areas and shuttle buses on the Historic Highway. Existing and planned tourist support facilities in the area add to the proposal's desirability.

In summary, the Commission feels that a new Amtrak passenger stop in Troutdale could make a substantial contribution to realizing important goals and objectives of the Scenic Area Management Plan. We encourage you to give this proposal your full effort.

Sincerely,

Stafford Hansell  
Chairman

MARK O. HATFIELD  
OREGON

ONE WORLD TRADE CENTER  
121 S.W. SALMON ST., SUITE 1420  
PORTLAND, OR 97204

475 COTTAGE NE.  
SALEM, OR 97301

# United States Senate

WASHINGTON, DC

March 18, 1992

Mr. Don K. Lloyd  
President  
Troutdale Area Chamber of Commerce  
P.O. Box 245  
Troutdale, Oregon 97060

Dear Mr. Lloyd:

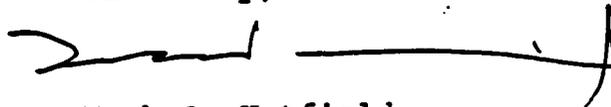
Thank you for your letter regarding the Troutdale Area Chamber of Commerce effort to create an Amtrak stop in Troutdale. I am grateful to you for taking the time to bring this matter to my attention.

It is my understanding the Chamber believes a Troutdale Amtrak stop would be beneficial to the community for several reasons. For citizens living in east Multnomah County, Gresham and Troutdale, a Troutdale stop would be very convenient. Visitors to Troutdale's *Columbia Gorge Factory Stores* and other developments in east Multnomah County also would be well-served by alternate transportation options. In addition, tourists travelling to the Columbia River Gorge National Scenic Area could benefit from accessibility by alternate forms of transportation.

I commend your efforts to improve the economy of your community. As the Chamber continues development of a plan for an Amtrak stop, I hope you will keep me informed of your progress and let me know if I can be of assistance. Please feel free to contact me whenever you have questions or comments about any federal issue.

Kind regards.

Sincerely,



Mark O. Hatfield  
United States Senator

MOH:mn

March 17, 1992

TROUTDALE CHAMBER OF COMMERCE  
P.O. Box 245  
Troutdale, Oregon 97060

RE: AMTRAK STOP

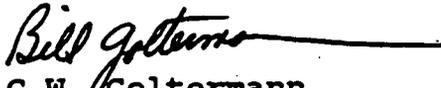
Dear Mr. Lloyd:

We strongly support having Amtrak create a stop in Troutdale to allow passengers to both board and disembark at this location.

Troutdale offers a unique opportunity for additional passenger train traffic. Not only is the proposed stop one of historic significance but is located in an unique setting with quick access to Tri-Met, MAX light rail and Interstate 84. The addition of a passenger stop for Amtrak can be the hub for a true multi-modal center. Re-establishing the Amtrak stop in Troutdale will create ridership by allowing additional diversity in the stops from and between the Columbia River Gorge National Scenic Area and the Portland metro area.

We encourage you to give this project your full effort. If there is more we can do please feel free to contact me.

Sincerely,

  
C.W. Goltermann  
Vice President-Development

CWG:km

cc: Mary Graves



**MT.  
HOOD  
COMMUNITY  
COLLEGE**

26000 S.E. STARK ST., GRESHAM, OREGON 97030 • (503) 667-6422

Office of the President

March 12, 1992

Troutdale Area Chamber of Commerce  
PO Box 245  
Troutdale, OR 97060

RE: Troutdale Amtrak Stop

On behalf of the Mt. Hood Community College District Board of Education, I would like to express our support for an Amtrak stop in Troutdale. We understand that this stop would allow passengers to board and leave the train at the Troutdale Station.

Troutdale borders on the Columbia River Gorge National Scenic Area. They have developed and plan to continue development of facilities to support tourists visiting the area. If such a stop was made possible the passengers would be able to visit the National Scenic Area, or participate in day-outings and shopping visits.

An Amtrak stop will encourage forms of mass transit and alternatives forms of transportation in the National Scenic Area.

MHCCD encourages you to give this project your full effort.

Sincerely,

Dr. Paul E. Kreider  
President

CC: MHCCD Board of Education



**COLUMBIA GORGE**  
**FACTORY STORES**

March 11, 1992

Troutdale Area Chamber of Commerce  
P.O. Box 245  
Troutdale, OR 97060

RE: Troutdale Amtrak Stop

Dear Chamber:

Columbia Gorge Factory Stores strongly supports your efforts to create an Amtrak stop in Troutdale to take on and let off passengers.

With the recent growth in East Multnomah County and the ever increasing tourist traffic to the area the Amtrak stop in Troutdale would be a great asset.

We encourage and endorse your efforts. Please contact us with regards to any further assistance you may require in your attempts to make this a reality.

Sincerely,

A handwritten signature in cursive script, appearing to read "Mary M. Graves".

Mary M. Graves  
General Manager

450 NW 257th Avenue  
Troutdale, Oregon 97060  
503 669 8060 Fax: 503 666 3062

# FAIRVIEW

300 HARRISON ST., P.O. BOX 337  
FAIRVIEW, OREGON 97024  
(503)665-7929 FAX 666-0888

March 9, 1992

Don K. Lloyd, President  
Troutdale Area Chamber of Commerce  
PO Box 245  
Troutdale, Oregon 97060

Dear Mr. Lloyd:

The City of Fairview is pleased to be able to write a letter of support for an Amtrak Stop in Troutdale.

As the eastern metropolitan area continues to grow, it becomes imperative that the transportation needs of the community be met. An Amtrak stop in Troutdale could begin to meet the needs of the growing population in this area and would assist in the reduction of vehicular travel into downtown Portland.

In addition, this area continues to attract tourists. The Columbia Gorge Factory Stores, McMenamins, Mt. Hood Jazz Festival, Windjam Northwest, Blue Lake Park and the Multnomah Kennel Club are all examples of tourist attractions that would benefit from an Amtrak stop.

The City of Fairview supports your efforts to achieve an Amtrak stop in Troutdale. If we can provide further assistance please feel to contact us.

Sincerely,  
THE CITY OF FAIRVIEW

*Fred M. Carlson*

Fred M. Carlson  
Mayor



SHARRON KELLEY  
Multnomah County Commissioner  
District 4



606 County Courthouse  
Portland, Oregon 97204  
(503) 248-5213

March 6, 1992

Don K. Lloyd, President  
Troutdale Area Chamber of Commerce  
P.O. Box 245  
Troutdale, Oregon 97060

Re: Amtrak Stop in Troutdale

Dear Don:

I am writing to express my full support for your efforts to establish an Amtrak stop in Troutdale.

An Amtrak stop in Troutdale would provide excellent service for residents to East Multnomah and East Clackamas Counties as well as visitors to the Columbia River Gorge National Scenic Area. East Multnomah and East Clackamas Counties are experiencing and will continue to experience significant growth in population, business, and industry. The Columbia River Gorge National Scenic Area is likely to see a substantial increase in visitors as the management plan is implemented and the allocated federal funds begin to be used. There are also possibilities for locating a Multnomah Station Excursion Train Stop at Multnomah Falls which could link to this site.

The success of the Troutdale Aero-Fair, the Mt. Hood Jazz Festival, the Windjam Northwest, the Multnomah Kennel Club, and Music at Blue Lake in attracting visitors and tourists to East Multnomah County demonstrates the need and merits of an Amtrak stop in Troutdale. The stop could be used to package tour and trips using Amtrak. In fact, much of the recent development in Troutdale such as the Columbia Gorge Factory Stores which borders the railroad track and the McMenamins Edgefield Pub are natural draws for tourists and other visitors.

The Management Plan adopted last year by the Gorge Commission states as an explicit objective that the Commission will encourage tour train access to important recreation facilities. The strategic location of Troutdale at the edge between the Portland metropolitan area urban growth boundary and the Columbia River Gorge National Scenic provides an ideal spot for staging alternative forms of transportation serving the greater Portland area as well as visitors to the Columbia Gorge.

I wish you success in your endeavor. Let me know how I can be of further assistance.

Very truly yours,

*Sharron Kelley*

Sharron Kelley

1649L - 4



1. TRANSPORTATION & PLANNING/ZONING													
TASKS	CALENDAR												
	J	J	A	S	O	N	D	J	F	M	A	M	
							P	R					
Work with Congressman Wyden & Senator Hatfield	X	X	X	X	X	X	E	X	X	X	X	X	X
Work with Metro & Multnomah County: Regional Transportation Plan	X	X	X	X	X	X	F	X	X	X	X	X	X
i. Work with the local governments, JPACT, TPACT, and EMCTC	X	X	X	X	X	X	O	X	X	X	X	X	X
ii. Work with ODOT regarding state plans related to The Station, e.g. Sandy Reconnect, freeway widening, proposed USFS Gateway Interchange, etc.	X	X	X	X	X	X	R	M	X	X	X	X	X
Continue involvement in the Oregon Transportation Plan	X	X	X	X	X	X	A	N	X	X	X	X	X
Work with the Columbia River Gorge Commission: Management Plan		X	X	X	X	X	C	E	X	X	X	X	X
Work with Union Pacific & Mt. Hood Railroad in regards to the passenger rail	X	X	X	X	X	X	R	E	X	X	X	X	X
Work with the City of Troutdale on their Comprehensive Plan for appropriate land use designation: progress towards resolution of zoning issues with Troutdale	X	X	X	X	X	X	V	I	E	X	X	X	X
i. Work with the City of Troutdale's Transportation System Plan Committee & the East Multnomah County Transportation Committee (EMCTC)	X	X	X	X	X	X	W		X	X	X	X	X
Work on grants			X	X	X	X		X	X	X	X	X	X
Public hearings (As needed)				X		X			X		X	X	X
Plan parking facilities									X	X	X	X	X
Update Site Plan											X	X	X
Other:													

2. FINANCE & STRUCTURE													
TASKS	CALENDAR												
	J A S O N						D J F M A M						
	J	J	A	S	O	N	D	J	F	M	A	M	
Establish Task Force to:	X	X	X	X	X	X	P E	X	X	X	X	X	X
i. Recruit in kind service contributions: architecture & engineering		X	X	X			R F						
ii. Apply for grants for an architectural and engineering study, and a comprehensive economic study. Some potential funding sources are monies from OEDD, the RTP, Growth Management Monies, Lottery Dollars, etc.				X	X	X	X	A	X	X	X	X	X
iii. Obtain parking facility funding							N C			X	X	X	
iv. Establish financing options: public & private	X	X	X	X	X	X	E	X	X	X	X	X	X
a. Define the relationships & roles of Multnomah County & The Station					X	X	R E				X	X	X
b. Define the financial strategy for Multnomah County's participation in the project					X	X	V I				X	X	X
c. Define the legal structure					X	X	E				X	X	X
1.) Tie legal & financial together					X	X	W				X	X	X
v. Set priorities				X	X								
vi. Recommendation of options to ESI's Board of Directors & Multnomah County					X	X							
vii. Board of Directors of ESI & Multnomah County select option						X							
Work with the Oregon Economic Development Department (OEDD) - Grants	X	X	X	X	X	X		X	X	X	X	X	X
Work with Mt. Hood Railroad	X	X	X	X	X	X		X	X	X	X	X	X
Other:													



4. PUBLIC AFFAIRS & PUBLIC RELATIONS													
TASKS	CALENDAR												
	J A S O N						D J F M A M						
	J	J	A	S	O	N	D	J	F	M	A	M	
Print and media updates	X	X	X	X	X	X	P E	X	X	X	X	X	X
Report to four East Metro Cities			X				R F		X				
Advisory Board Meetings: involvement of members in the four goal areas		X			X		O R	X			X		
The Gresham Area Chamber of Commerce's Economic Summit						X	M A						
<b>PERFORMANCE REVIEW BY MULTNOMAH COUNTY</b>						X	N C						
Art:				X	X	X	E	X	X	X			
i. Public art: art selection group, site specific art, community design issues				X	X	X	R	X	X	X			
ii. Visual art: technical information, materials & installation				X	X	X	E	X	X	X			
Other:							V						
							I						
							E						
							W						



**Edgefield Station, Inc.**

A Multi-Modal Center

P.O. Box 726  
Troutdale, Oregon 97060  
(503) 223-1767

MEETING DATE DEC 14 1995

AGENDA NUMBER B-2

**AGENDA PLACEMENT FORM**

SUBJECT: Review potential enhancements to the Jail and Library Levies

BOARD BRIEFING: Date Requested: \_\_\_\_\_

Amount of Time Needed: \_\_\_\_\_

REGULAR MEETING: Date Requested: December 14, 1995

Amount of Time Needed: 30 minutes

DEPARTMENT: Library, Sheriff, DCC DIVISION \_\_\_\_\_

CONTACT: Dave Warren TELEPHONE : 248-3822

BLDG/ROOM: \_\_\_\_\_

PERSON(S) MAKING PRESENTATION: Various

**ACTION REQUESTED**

INFORMATIONAL ONLY  POLICY DIRECTION  APPROVAL  OTHER

SUMMARY (Statement of rationale for action requested, personnel and fiscal/budgetary impacts, if applicable):

**Review and discussion of proposals for enhancing services now funded by the Library Levy and the Jail Levy.**

1995 DEC - 5 PM 2:59  
MULTNOMAH COUNTY  
OREGON

**SIGNATURES REQUIRED:**

ELECTED OFFICIAL: Beverly Stein

OR

DEPARTMENT MANAGER: \_\_\_\_\_

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Office of the Board Clerk 248-3277/248-5222



# MULTNOMAH COUNTY, OREGON

BOARD OF COUNTY COMMISSIONERS  
BEVERLY STEIN  
DAN SALTZMAN  
GARY HANSEN  
TANYA COLLIER  
SHARRON KELLEY

BUDGET AND QUALITY  
PORTLAND BUILDING  
1120 S.W. FIFTH - ROOM 1400  
P. O. BOX 14700  
PORTLAND, OR 97214  
PHONE (503)248-3883

TO: Board of County Commissioners

FROM: Dave Warren, Principal Budget Analyst *DCW*

TODAY'S DATE: December 5, 1995

REQUESTED PLACEMENT DATE: December 14, 1995

SUBJECT: Enhancements to Include in the Levy

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## I. Recommendation / Action Requested:

Review the suggested enhancements requested for inclusion in the Library Levy and the Jail Levy. Direct departments to prepare budgets for the enhancements the Board wants to entertain putting on the ballot.

## II. Background / Analysis:

Both the Library and Jail Levies expire at the end of this fiscal year. In order to meet the legal deadlines for placing replacement levies or a tax base increase on the May 21 ballot, the Board must complete the elections proposal by early February.

A number of proposals have been put forward to be included in the replacement levies or in an expanded tax base. For departments to prepare budgets for three years for each of the proposed enhancements in the time frame available will be a difficult task. Of course, they will be happy to do it if the Board is interested in including the proposals in replacement levies or a tax base. However, I hope that if the Board does not intend to place one or more of the proposed enhancements on the ballot, telling department staff so will make their preparation less strenuous. On the other hand, it may be that individual Commissioners have proposals they would like to see fleshed out before a decision is made, and these proposals may not be actively pursued unless they are made explicit. This discussion will make it easier for departments to do the groundwork on new proposals.

## III. Financial Impact:

Nothing done on December 14 will bind the Board in January when the next formal discussion of the operating enhancements, and of a potential bond measure, is scheduled.

IV. Legal Issues:

None

V. Controversial Issues:

The items under discussion may be individually controversial. The process should not be.

VI. Link to Current County Policies:

The County policy on short term revenues is that the Board will consider the feasibility of adding the programs funded with the current three year levies to the tax base in 1996. If that feasibility is impacted by decisions about which enhancements to fund through additional property taxes, the December 14 discussion may link to the short term revenue policy.

VII. Citizen Participation:

VIII. Other Government Participation:

Portland administrative staff have been involved in discussing the expansion of the Jail Levy with both the Chair's Office and the Budget and Quality Office. They have expressed reservations about increasing property taxes and about potential encroachments on the Portland share of the total property taxes levied.

## SUMMARY OF LEVY ENHANCEMENTS

### LIBRARY LEVY

#### 1. Additional Hours at Branches

1996-7 Cost 871,000  
1997-8 Cost 899,000  
1998-9 Cost 928,000

This is the Library's highest priority, and begins as soon as the election is passed. All branches will be open on Mondays. Gresham and Midland Libraries will be open Sunday from 1 to 5. Branch libraries will open at 10 and remain open until 9 Monday through Thursday.

#### 2. Additional Hours at Central

1996-7 Cost 229,000  
1997-8 Cost 443,000  
1998-9 Cost 457,000

With the return to the renovated Central Library, the Library would open at 9 Monday through Saturday, and remain open until 9 Monday through Thursday. Sunday afternoon hours would continue.

#### 3. Additional Book / Library Materials

1996-7 Cost 473,000  
1997-8 Cost 539,000  
1998-9 Cost 605,000

This increase will put the County Library's materials budget slightly above the average per capita spending for books of 10 comparable libraries.

#### 4. Automation Projects

1996-7 Cost 467,000  
1997-8 Cost 566,000  
1998-9 Cost 672,000

These funds continue the implementation of the Library's Automation Plan, begun in August of 1995 and running through the year 2005.

**LIBRARY LEVY (continued)**

**5. Northwest Branch**

1996-7 Cost 487,000  
1997-8 Cost 600,000  
1998-9 Cost 631,000

This plan assumes the Northwest Portland Branch Library opens early in 1997-8. Startup costs are included in the 1996-7 estimate.

**6. Parkrose School Branch**

1996-7 Cost 225,000  
1997-8 Cost 230,000  
1998-9 Cost 230,000

Startup costs are included in 1996-7, and operating costs in the subsequent years.

**JAIL LEVY**

**SHERIFF**

**MCRC Expansion**

1996-7 Cost 670,000  
1997-8 Cost 690,000  
1998-9 Cost 711,000

This will increase the capacity of the Multnomah County Restitution Center to 160 beds. MCRC is operated as an adult residential work release center. MCRC provides work release, inmate programs, and other services to inmates who are serving sentences in Multnomah County. The estimated cost is net of room and board revenue.

**JAIL LEVY (continued)**

**Inverness Work Crew Annex**

1996-7 Cost 844,000  
 1997-8 Cost 870,000  
 1998-9 Cost 400,000

The Inverness Work Crew Annex is a temporary housing facility designed to house the MCIJ work crews and help relieve the overcrowding problem in the corrections system. Its original intent was to be a warehouse. Current plans are to operate the facility as work crew housing until July 1, 1998 at which time the facility will be converted to an inmate release center.

**MCIJ Expansion**

1996-7 Cost 900,000  
 1997-8 Cost 3,100,000  
 1998-9 Cost 3,200,000

This expansion will increase the Inverness Jail campus to its maximum capacity. Costs were calculated using the rate of \$64.69 per bed day. This is the current direct and support per diem jail bed cost of the Inverness Jail facility adjusted for inflation. FY 1996-97 costs are for planning, permitting, hiring and training costs in anticipation of a July 1, 1997 occupancy date. Costs do not include increased program costs, if any, for jail programs. The 1997-98 and 1998-99 costs shown here are the estimated levy share of the facility. Of the 450 beds anticipated, 330 are expected to be paid for using SB 1145 funds. Only 120 are assumed to be part of the levy cost.

**New Jail Expansion**

1996-7 Cost 0  
 1997-8 Cost 5,260,000  
 1998-9 Cost 5,418,000

The construction of a new jail is designed to keep pace with the growing need for additional jail beds as the Portland Metropolitan region grows. Construction is anticipated to be the same type as the Inverness Jail. Therefore, per diem rates for Inverness, adjusted for inflation, were used for the new jail estimate. This estimate also assumes that the Multnomah County Correctional Facility will remain open. If a decision is made to close this jail, the beds will increase in the facility to 410.

Sheriff's Programs Enhancement	Beds	Days	Bed Days	Turnover Rate	Annual Pop Impact
MCRC Expansion	40	365	14,600	8.11	324
Inverness Work Crew Annex	45	365	16,425	10.43	469
MCIJ Expansion SB 1145	330	365	120,450	1.38	456
Levy	120	365	43800	10.43	1,251
New Jail Expansion	210	365	76,650	10.43	2,190

**JAIL LEVY (continued)**

**TECHNOLOGY**

1996-7 Cost	5,000,000
1997-8 Cost	2,000,000
1998-9 Cost	0

Existing data processing systems used by the Court system, District Attorney, Sheriff, Community Corrections, Juvenile Justice, Gresham Police, and Portland Police offer many opportunities for improvement. This is particularly so where information cannot now be transferred between systems. This allocation would be used to integrate these systems. Specific projects have not yet been determined, although a committee composed of representatives from these agencies is beginning to review their needs.

**COMMUNITY CORRECTIONS**

**Substance Abuse Treatment and Work Release Centers**

1996-7 Cost	1,150,000
1997-8 Cost	2,369,000
1998-9 Cost	2,440,000

Four centers each with a 75 bed capacity, are planned. Of a total of 300 beds, 150 beds would be funded by the levy. The other 150 beds would be funded by State support of local Community Corrections programs. Most of the beds will be dedicated to residential treatment because data indicates that a significant percentage of local offenders are drug-involved and unable to make positive changes in their lives without intensive intervention. A limited number of beds will be reserved for a structured work release program focusing on pre-employment training and job development

The costs per year for these facilities will vary depending on if we use an existing facility (the costs shown above) or have to build new ones. If we must build, there will be no operational cost in 1996-97, and the 1997-98 cost will be \$1,185,000.

**Pretrial release - 300 slots**

1996-7 Cost	360,000
1997-8 Cost	371,000
1998-9 Cost	382,000

Our corrections system is attempting to absorb continuing increases in the numbers of offenders booked into jail as well as a new jail population of felons sentenced to 12 months or less. Supervised pretrial release is an essential component of the County's strategy for using jail resources as effectively as

**JAIL LEVY (continued)**

possible while assuring public safety and the defendants' appearance at all court dates. The County proposes to add approximately 7 staff to current pretrial supervision operations. That will increase capacity by 300 slots and permit the program to maintain reasonable caseloads and provide more intensive supervision to defendants based on risk and need factors.

**SUMMARY OF COSTS**

	96-7	97-8	98-9	
<b><u>LIBRARY</u></b>				
<b><u>BASE LEVY</u></b>	\$ 12,615,000	\$ 13,500,000	\$ 14,445,000	
Additional hours at branches	871,000	899,000	928,000	
Additional hours at Central	229,000	443,000	457,000	
Additional Materials	473,000	539,000	605,000	
Automation	467,000	566,000	672,000	
Northwest Branch	487,000	600,000	631,000	
Parkrose School Branch	225,000	230,000	230,000	
<b>Subtotal Library Levy Funding</b>	<b>15,367,000</b>	<b>\$ 16,777,000</b>	<b>\$ 17,968,000</b>	
<b><u>JUSTICE</u></b>				
<b><u>BASE LEVY</u></b>	\$ 17,170,000	\$ 17,742,000	\$ 18,330,000	
MCRC Expansion	670,000	690,000	711,000	40 beds
Inverness Jail				
Inverness Work Crew Annex	840,000	870,000	400,000	
MCIJ Expansion	900,000	3,100,000	3,200,000	120 beds July 1997
New Jail Expansion	0	5,260,000	5,418,000	210 beds
Technology	5,000,000	2,000,000	0	
Substance Abuse Treatment and Work Release Centers	1,150,000	2,369,000	2,440,000	150 beds
Pretrial release	<u>360,000</u>	<u>371,000</u>	<u>382,000</u>	300 slots
<b>Subtotal Jail Levy Funding</b>	<b>\$ 26,090,000</b>	<b>\$ 32,402,000</b>	<b>\$ 30,881,000</b>	
<b>TAX BASE</b>	<b>\$ 108,400,189</b>	<b>\$ 114,904,200</b>	<b>\$ 121,798,452</b>	
<b>TOTAL PROPERTY TAXES</b>	<b>\$ 149,857,189</b>	<b>\$ 164,083,200</b>	<b>\$ 170,647,452</b>	