

## The 2040 Growth Concept Metro's Regional Transportation

### Plan in Brief

Adopted in 1995, the 2040 Growth Concept is a 50-year vision of where expected growth should occur in the Portland metropolitan region. This vision is based on using urban land wisely and directs development to centers and along existing major transportation corridors. It relies on a balanced transportation system that accommodates walking, bicycling, driving, using transit and national and international goods movement.

### Why is the Plan Needed?

More and more traffic is clogging our roads. Twelve percent of roads in the urban tri-county area are now congested. It takes longer to get to work and to school, to shopping and recreation. In the future, more than a quarter of our roads could be clogged during peak periods. We can't build our way out of congestion, but we can lessen the impact of traffic by expanding transportation choices and improving roads and bridges to make them work better.

### What Will the Plan Accomplish?

The plan sets a new direction for the future. Planning by all government partners in the region will be guided by the following strategies:

- Reduce the need to drive by making jobs and shopping more convenient to where people live.
- Expand transportation choices by providing safe and convenient alternatives to driving.
- Avoid sprawl and reinforce main streets and traditional downtowns by targeting transportation projects.
- Sustain economic health by providing access to jobs and industry.
- Balance transportation and land use plans to protect livability in the region.
- Maintain access to natural areas around the region.

### The Regional Transportation Plan

The Regional Transportation Plan sets a regional framework that coordinates city, county, Tri-Met, Oregon Department of Transportation and Port of Portland transportation plans. It identifies specific transportation projects and programs needed to improve our choices for travel and create livable communities throughout the region as envisioned in the 2040 Growth Concept. It also identifies a financial strategy to achieve this vision. Examples of the types projects included in the plan are: boulevard design retrofits of major streets for walking, biking and transit, new

street connections and capacity improvements, new multi-use paths and better bike-pedestrian connections to existing paths and sidewalks and expanded transit service to destinations throughout the region.

In addition, the Regional Transportation Plan identifies other projects that focus primarily on improving regional mobility and access to industrial areas and facilities where goods move from one transportation mode to another. These improvements are primarily focused along major highway corridors throughout the region, including I-205, I-884 and the Mount Hood Parkway in East Multnomah County.

### West Columbia Corridor

More than 50 projects and programs have been identified to serve the West Columbia Corridor subarea during the next 20 years. These projects are considered to be the most critical in terms of serving planned growth in this subarea. The projects are grouped by proposed construction date; actual timing depends on the availability of funding.

### Portland Central City

Nearly 120 projects and programs have been identified to serve this subarea during the next 20 years. These projects are considered to be the most critical in terms of serving expected growth in this subarea. The projects are grouped by proposed construction date; actual timing depends on the availability of funding.

### East Multnomah County

Nearly 75 projects and programs have been identified to serve East Multnomah County during the next 20 years. The following projects are considered to be the most critical in terms of serving planned growth in this subarea. The projects are grouped by proposed construction date; actual timing depends on the availability of funding.

### Transit Service Strategy

The Regional Transportation Plan is a 20-year transportation blueprint for the region. As part of the current update to the RTP, Metro and Tri-Met have worked with residents and local government partners to define long-term transit needs for the region. Metro's role is to establish a 20-year plan for regional transit improvements, such as major bus or rail service, through the RTP. Metro also links long-term transit and land-use planning in the region.

### Transportation Funding Puzzle

The Regional Transportation Plan identifies three funding scenarios to help give elected officials and residents a picture of how different

levels of investments can address future transportation needs. The plan considers funding at three investment levels:

- **Existing resources system** - limited to current funding levels which fall short of maintaining the system already in place.
- **Preferred system** - includes all future projects necessary to meet the adopted goals and standards for the transportation system.
- **Strategic system** - lies in between the other two systems, and is made up of the most critical programs that are needed to keep pace with future growth.

The plan studies these investment levels during three time periods: short-term (five years), medium-term (10 years) and long-term (20 years).

The region's transportation system is funded through a combination of federal, state, regional and local money sources. Federal funds are given to this region with differing requirements on how they can be spent. The state generates funds through a series of user fees that are constitutionally limited to road use, including a gas tax, taxes on heavy trucks, vehicle/truck registration fees and drivers license fees. Tri-Met and SMART (Wilsonville) collect regional transit funds through a business payroll tax and fares. Local sources include county gas taxes, dedicated property tax levies and other development-related fees.

### Metro

Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in Portland metropolitan area. Metro provides transportation and land-use planning services and oversees regional garbage disposal and recycling and waste reduction programs.

For more information about Metro or to schedule a speaker for a community group, call 503/797-1510 (public affairs) or 503/797-1540 (council). Metro's web site is [www.metro-region.org](http://www.metro-region.org).

**Think globally act locally**

about all drugs, and not just drugs such as methamphetamine. Information is available on alcohol and other drugs, and on how to talk to your kids. My office and our partners also have information on treatment. If you need help or know

someone who need help with methamphetamine or any other drug, call the Oregon Partnership at 1-800-923-HELP. If you need information to help you talk to your kids, call the Oregon Resource Center at 1-800-822-6772

## Leak floods hull of New Carissa again

### ASSOCIATED PRESS

Salvage crews found more holes today in the stern section of the New Carissa, forcing them to work on patching the hull and again delay efforts to pull it off the beach. "We found some more holes in the engine room," said Nick Leitz, spokesman for the Donjon/Devine Joint Venture salvage team. A tug began the effort to free the stern at high tide Monday afternoon, but the wreck began taking on water just as it was pulled upright. Crews since have had to patch holes in their effort to beat the arrival of winter weather and tow the stern to sea. Fog enveloped the wreck Wednesday afternoon as the Astoria-based Salvage Chief pulled within 100 feet, torqued its winches and began straining against the stern section that contains the engine room of the freighter. Crews were pulled off the stern about 5 p.m. without budging the wreck. Wind and heavy seas forced the tug to stand off today, Leitz said.

"The weather's turned bad, so we're just going to work on patching for while," he said. "We're not going to try to move it." Melinda Merrill, spokeswoman for the ship's Japanese owners, said rough seas could cause the engine room section of the stern to bump against the other segments of the ship that have been dismantled.

Divers worked through Tuesday night and Wednesday morning to patch a leak inside the engine room that developed during Monday's attempt to refloat the segment of ship. They continued last-minute patches Wednesday afternoon, even as the Salvage Chief revved its propeller-diversion system to scour a channel in the sand from the wreck to deeper

water.

Late Wednesday afternoon, the ship's only visible movement was a more pronounced list toward shore. Crews said part of the forward end of the stern still might be mired in 10 feet of sand. "They don't feel that's a show-stopper," said Loren Garner of the Oregon Department of Environmental Quality.

Once the stern has been pulled off the sand, the plan is to tow the battered and rusting hulk about 50 miles to sea

and sink it. The hole have been found near the bottom of the hull, called the bilge. "I think it was just changing weights that caused it," Merrill said. The larger bow section of the New Carissa, which ran aground in February, was hauled more than 300 miles offshore in March and scuttled after leaking about 70,000 gallons of fuel oil along the coast. The empty freighter was heading to Coos Bay to load up with wood chips, but it had 400,000 gallons of fuel oil on board.

## Honoring Excellence in education<sup>in</sup>

**Brandyn Jamaal Brooks**  
 Born: August 17<sup>th</sup>, 1982  
 17 yr. old Senior at Jefferson High School  
 Activities: Editor of school paper "The Jeffersonian"  
 Varsity Soccer and basketball  
 GPA: 3.49

Hobbies: Baseball and basketball card collector, his own music company called Head 2 Head Production, and writing songs and poetry.  
 Groups: Brandyn participates in SEI (Self Enhancement Inc.), Pamplin Leadership Program, Regional Drug Initiative, Young Life Christian Ministries, Jefferson Mentor group, and an ambassador for SEI.  
 Tidbits: Brandyn comes from a family five. His mom works at SEI and my dad works for the City of Portland Maintenance Bureau.  
 Goals: He has been pre-accepted into Johnson C. Smith University in Charlotte, North Carolina. While there he will be majoring in biology and minor in music composition. After graduating from college he hopes to go to medical school and study neurology. "I want to be one of the few African-Americans in this field."

**Safeco Insurance**

Safeco Insurance and the Matthew Barnett Insurance Agency recognize the positive achievements of Jefferson students and wish them, their parents, and the Jefferson High staff the very best.

**Matthew K. Barnett**  
 Insurance Agency  
 Life/Auto/Fire/Business  
 3332 N. Lombard - Suite C, Portland, OR 97217  
 (503) 285-2546 Fax (503) 285-1388

## Help shape our transportation future

**D**uring the past five years, residents have joined with local governments from across the region to identify how we can best meet our future transportation needs. Now it's time to take a final look at the Regional Transportation Plan - our 20-year blueprint for the region's transportation system - before it is finally adopted.

Regional elected officials are seeking comments on the plan's recommended motor vehicle, transit, pedestrian, bicycle and freight projects, and on ways to finance these long-term needs.

In addition, state and regional decision-makers need your input about transportation projects on the state system proposed for priority funding with part of the recently passed increase in the gas tax and vehicle registration fees.



**Metro Regional Services**  
 Creating livable communities



**Oregon Department of Transportation**

### Public comment meetings

Come to one of the following meetings to learn more and to comment:

**5:30 p.m. Wednesday, Oct. 20**  
 Conestoga Middle School  
 12250 SW Conestoga Drive  
 Beaverton

**5:30 p.m. Thursday, Oct. 21**  
 Gresham City Hall  
 1333 NW Eastman Parkway  
 Gresham

**5:30 p.m. Tuesday, Oct. 26**  
 Metro Regional Center  
 600 NE Grand Ave.  
 Portland

**5:30 p.m. Thursday, Oct. 28**  
 Monarch Hotel  
 12566 SE 93<sup>rd</sup> Ave.  
 Clackamas

For more information, call Metro's transportation hotline, (503) 797-1900, option 2, or visit [www.metro-region.org](http://www.metro-region.org). For ODOT, call 731-8245 or visit [www.odot.state.or.us/stip/](http://www.odot.state.or.us/stip/)

## Meth from page 5

or caregiver is a user. Meth users are a danger to children, and to themselves. They often experience delusions, anxiety, and confusion. Extreme paranoia, drastic mood swings, hallucinations and homicidal or suicidal thoughts. As with many drugs, the first use of methamphetamine was as a medicine, in this case for asthma and epileptic seizures. It's a common ingredient in weight-loss drugs. Serious illicit production began showing up in the 1980s in California, and today stories about illegal meth labs and users are in the new nearly every day. Unfortunately, meth is easy to make, it's relatively inexpensive, and it does what the user wants to do, provide a quick, sustained feeling of euphoria, or "high." It can be smoked, snorted, eaten or injected. The justice department report noted that injection is the method used by 49 percent of Portland-area meth users, a much higher rate than in the other cities surveyed - Los Angeles, Phoenix, San Diego and San Jose. Officials said the reason is the relatively high proportion of heroin users in the Portland area who inject drugs. Injection increases the risk of transmitting HIV and other diseases. A bright spot is that Portland had the highest number - 34 percent - of users who had received or tried to get treatment. Most meth users do not seek treatment because they are in denial and meth is highly addictive. Meth users commonly try alcohol, tobacco and marijuana before using methamphetamine, which makes it critical for parents to talk to their kids



**When Pacific Power** engineers say, "there has to be a better way," it's not just talk.

Dean Miller and Brad Williams were sure that they could come up with a quicker, more reliable way to pinpoint and resolve problems on power circuits. If there was an outage, this would help get the power back on to customers faster. The technology existed. It would just have to be applied the right way.

So Dean and Brad, along with their co-worker Tom Eyford, put their heads together and came up with a remote control process that combines the automation of power poletop switches with computer operations at the substations.

Here's how it works: the poletop switches send information back to the substation

computers. If the computer detects a problem, it can automatically close a switch, and immediately reroute power around the problem. Not only is the power back on faster, but line crews can also be dispatched more effectively to fix the trouble spot.

The new control scheme was tested in Portland, which showed that outage times could be reduced drastically. The team knew their idea was a winner. In fact, the process is so state-of-the-art, the engineers were awarded a patent. The plan is to install the automated switches along with other reliability measures throughout the Pacific Power service area, from big cities to rural towns, in the coming years.

"This kind of innovation, along with other new technologies like customer outage monitors and intelligent meters, improves our responsiveness and also helps keep costs down," said Jim Walters, a Portland operations manager, who put the team's work into action.

Dean Miller, Brad Williams and Tom Eyford. Three of the brightest bulbs in the box.

**You can reach us 24 hours a day, 7 days a week. Just call 1-888-221-7070.**

**PACIFIC POWER**  
 A PacifiCorp Company

**Making it happen.**