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East Metro Economic Alliance

1300 NE Village St
Fairview, OR 97024

April 13, 2006

- President:**
Mark Garber
- Vice President:**
Dave Earnest
- Secretary:**
Steve Entenman
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Misty Orluck

Jason Tell, Region I Manager
C/o Region I STIP Coordinator
123 Flanders St.
Portland, Oregon 97209

RE: Retaining Troutdale/Marine Dr. Backage Road at I-84 in 100% STIP List

Dear Mr. Tell,

On behalf of E.M.E.A., I am requesting retention of the Troutdale/Marine Dr. backage Road at I-84 in the 100% list of the STIP. This interchange is one of six priority transportation projects for the development of the Columbia-Cascade River District in east Multnomah County. It is in the City of Troutdale TSP and the Port of Portland Transportation Improvement Plan. The interchange serves about 30,000 vehicles daily, including a high percentage of local and interstate trucks. Troutdale is the first point of rest for westbound interstate traffic, including interstate trucks, traveling from the inland U.S. through the Columbia River Gorge. Traveling in the opposite direction, it is also the last interchange on I-84 before entering the Columbia River Gorge. North of the interchange is the Troutdale airport and large industrial areas. Finally, it is the primary access route for industrial traffic in East Multnomah County past NE 181st Street.

The inefficient configuration of this busy interchange causes serious congestion and safety problems and excessive truck idling near the Columbia River Gorge Scenic Area. The interchange consists of a one-way loop system with frontage roads on either side of the freeway. The south frontage road has multiple driveways for businesses, including two truck stops. Peak hour flows at the interchange routinely back up along the south frontage road because of the conflicts between through traffic and vehicles turning in and out of the driveways. Year 2025 forecasts expect traffic volume at the interchange to increase by 35%, to over 40,000 vehicles daily.

The Congressional delegation has provided the region with \$1 million of high priority funds to begin to address the interchange problem. It is our hope that a solution can be developed and funded with the State Transportation Improvement Program (STIP) funds. We are very concerned about the impact that this poorly designed interchange is having on our ability to realize economic development of the industrial lands in the vicinity of the Troutdale airport, as well as impacts to our community's overall livability. We are in desperate need of a solution that meets the multiple objectives of expanding economic

development and improving livability for our citizens. We appreciate your attention to this request.

Sincerely,



Mark Garber
President

Cc: Councilor Rod Park
Representative Karen Minnis
Commissioner Stuart Foster
Andy Cotugno