

Press Release

MILWAUKIE PUBLIC SAFETY FOUNDATION.

100 @ \$50

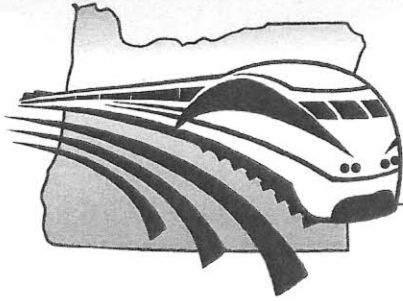
The Milwaukie Public Safety Foundation this month kicks off a fund raising campaign to purchase and train a replacement K9 Officer for the Milwaukie Police Department.

One of Milwaukie PD's K9 Officers, Jag, was recently diagnosed with bone cancer, and despite all attempts to find an effective course of treatment, very sadly had to be euthanized. Jag was purchased for the police department by public donation and was a very much loved part of the department and the City of Milwaukie. The Milwaukie Public Safety Foundation has started a campaign to purchase and train a new K9 Officer, again by public donation.

Since Jag was purchased the Foundation has been raising money for his eventual replacement. But that day has come all too quickly. The cost to purchase and train a K9 Officer and their handler is, on average, \$15,000 and could be as high as \$20,000. The Foundation has so far raised \$10,000 and is actively seeking to raise at least another \$5,000 from the citizens of Milwaukie. We are seeking 100 people to donate \$50 each, giving a total of \$5,000 towards purchasing and training a K9 Officer. As of January 5, 2013 we have \$700 towards that amount. Any donation will be very gratefully received, especially if you can be one of the 100 people who donate \$50. Donations should be made to the Milwaukie Public Safety Foundation and sent to The Secretary, 5185 SE Elk Street, Milwaukie Oregon, 97222. The Foundation promises that 100% of all donations made by check or cash will go towards the intended purpose; none of the donation will be used for any other reason. Donations can also be made online at our web site www.milwaukiepsf.org. Please help us keep the Milwaukie Police Department K9 Unit fully staffed and operational.

The Milwaukie Public Safety Foundation is a registered non-profit in the State of Oregon. It was founded by members of the Milwaukie Public Safety Committee to raise money for public safety projects in the City of Milwaukie. All the board members are citizens or business owners in Milwaukie, plus the Chief of Police. All donations made are tax deductible and a receipt bearing the State registration number will be sent to all donors.

Councilor Dave Hedges
Secretary Milwaukie Public Safety Foundation.
Email: secretary@milwaukiepsf.org Cell: 971-222-5299



Oregon Passenger Rail

Eugene - Portland

CHOOSING A PATH FORWARD

Welcome to tonight's open house!

ODOT is studying ways to improve intercity passenger rail service between the Eugene-Springfield urban area and Vancouver, WA. The study will help decide on a general passenger rail route and evaluate options for stations, train frequency, trip time, and improving on-time performance.

How to provide your input

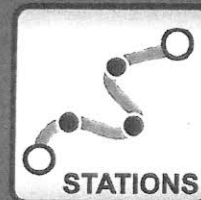
During the fall of 2012, ODOT asked the public to weigh in on a vision for improving passenger rail between Eugene and Portland. Over 800 comments were received, and the input was used to draft project goals and objectives and corridor concepts.

Here is how you can participate and provide your comments tonight:

- » **Corridor Concepts:** Visit the *Corridor Concepts & Screening* station to see the ideas that were collected for potential passenger rail routes, and learn about the preliminary screening results. Do you have any feedback on corridor concepts and screening results?
- » **Draft Goals and Objectives:** Participate in the prioritization exercise at the *Goals and Objectives* station. The project goals and objectives will be used to evaluate the preliminary corridor concepts that passed the first screen.
- » **Comment Form:** Complete a comment form (included in this packet) and drop it off in the comment box or with a staff member.
- » **Go online:** You can learn more and continue to provide comments at our online open house between January 8 and 25. Invite your friends to participate at www.OregonPassengerRail.org.

What is a corridor concept?

Corridor concepts are early ideas for potential rail routes and station locations. They were developed based on public input received during the fall of 2012. Tonight, you can learn about the corridor concepts, and which ones will pass on to be evaluated in further detail.



www.OregonPassengerRail.org



Corridor Concept Descriptions

Four Main Concepts

Four main corridor concepts have been identified between Eugene-Springfield and Portland-Vancouver.

Blue: The blue corridor generally follows the existing Amtrak Cascades route, potentially within or near the Union Pacific rail line between Eugene-Springfield, Junction City, Albany, Salem, Keizer, Woodburn, Oregon City, Milwaukie, and Portland.

It crosses the Willamette River in Portland near Union Station before continuing northward either on or near existing BNSF tracks to Vancouver, WA.

Red: The red corridor runs along Interstate 5, either within or near the current highway footprint. It follows the highway between Eugene-Springfield, Albany, Salem, Keizer, and Wilsonville. The red corridor would be all new track devoted to intercity passenger rail service.

- » There is one option between Eugene and Harrisburg to use an abandoned railroad and then connect with the red corridor or blue corridor south of Halsey.
- » South of Salem, the red corridor would require a tunnel to get through the hilly topography.
- » Near Interstate 205, the red corridor concept would separate from I-5 and continue north through a new tunnel on the west side of the Willamette River.
- » North of downtown Portland, the red corridor could continue on its own corridor, or connect with the blue corridor.

Purple: The purple corridor generally follows the existing Oregon Electric rail line, with several options.

- » It travels westward through Eugene before turning north near the Eugene Airport, and then travels through Junction City and Harrisburg before connecting with the blue corridor in Albany.
- » North of Albany, the purple corridor continues through a wildlife preserve.
- » South of Salem, the corridor follows the existing Oregon Electric tracks or a new connection via a tunnel.
- » North of Woodburn, the purple corridor could (1) travel east near Donald to connect to the blue corridor west of Canby, (2) continue on the Oregon Electric line to Tualatin, where it would transition to the Tillamook Branch line through Lake Oswego and connect to the blue corridor in Milwaukie, or (3) move to the red line north of Wilsonville to a tunnel on the west side of the Willamette River.

Yellow: The yellow corridor concept starts in the Eugene-Springfield area, and continues west of the purple corridor to travel through Monroe and Corvallis, and then either travels east to connect with the purple or blue line in Albany, or continues northward through Independence, McMinnville and Newberg, to connect to the purple line at Tualatin.

Partial Corridor Concepts

Some shorter corridor concepts are being considered that could serve communities between Eugene-Springfield and Portland-Vancouver, but would need to connect to one of the corridors described above.

Pink: The pink corridor travels west from Eugene to Veneta and then north to connect to the green line, southwest of Junction City.

Brown: The brown corridor begins near Wilsonville, but hugs the I-205 corridor, traveling inside or adjacent to the highway footprint before turning east near the Portland International Airport to tie into the blue corridor in North Portland.

Tan: The tan corridor is a short connection between the purple and red corridor north of Millersburg.



Oregon Passenger Rail

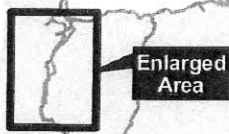
Eugene - Portland

CHOOSING A PATH FORWARD



Oregon
Department
of Transportation

Corridor Concepts and Screening Results



Legend

Preliminary Study Area

Existing Train Station

Airport

Proposed Tunnel

Preliminary Screening Results

Concepts Carried Forward

Blue

Brown

Yellow

Purple

Red

Tan

Concepts Removed

(no longer being considered)

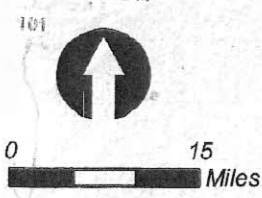
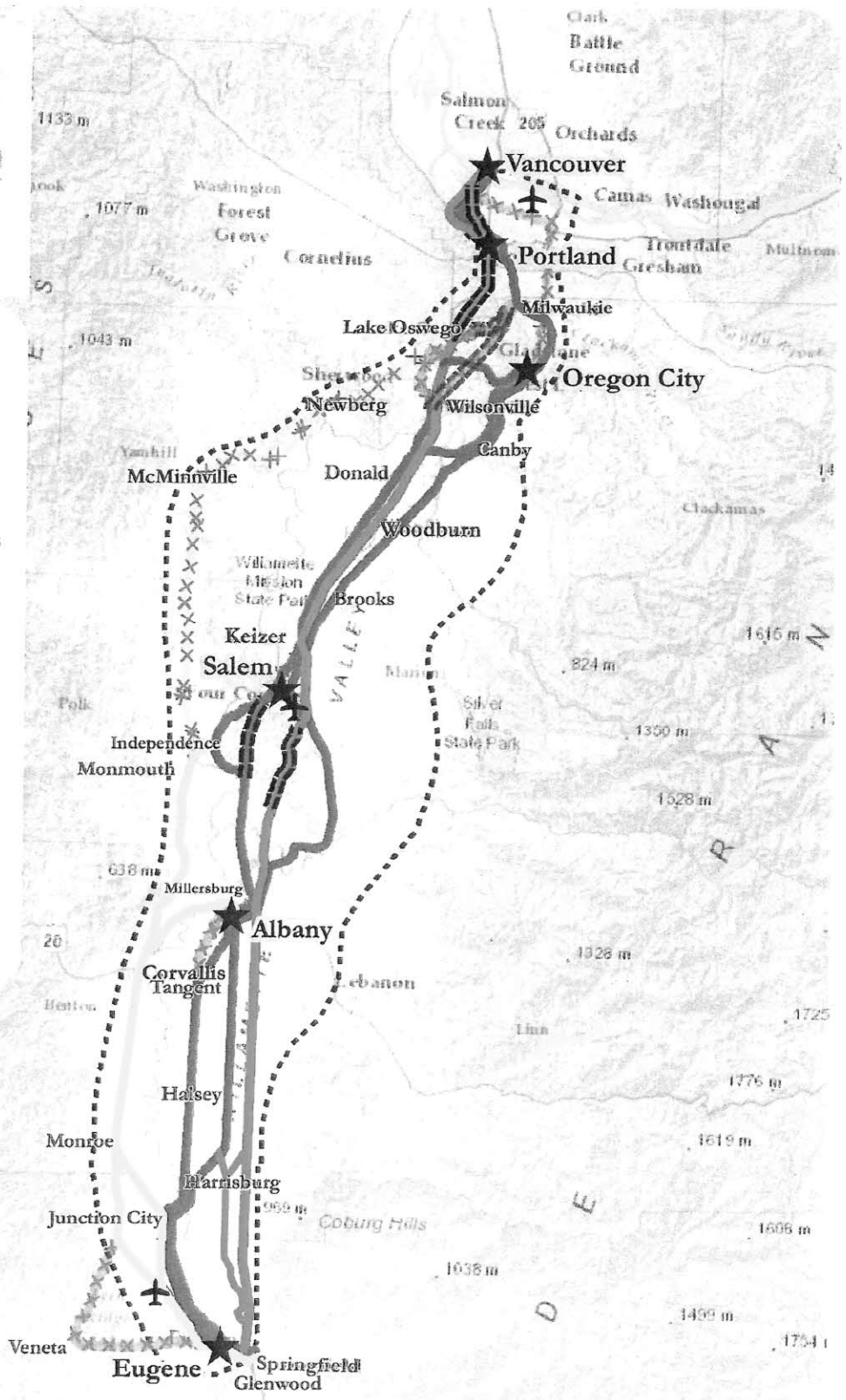
Brown

Yellow

Pink

Purple

Tunnel



Goals and Objectives

The draft goals and objectives identify the primary issues that the project is intended to address, and will help shape evaluation measures that will be used to assess the preliminary route alternatives.

● **Goal 1: Improve passenger rail mobility and accessibility in the Willamette Valley.**

Objectives:

- » 1A - Provide a viable alternative to auto, air, and bus travel between Eugene, OR and Vancouver, WA.
- » 1B - Provide reliable and frequent passenger rail service.
- » 1C - Support multimodal integration at each passenger rail station.
- » 1D - Allow for future passenger rail improvements, including higher speeds.

● **Goal 2: Protect freight-rail capacity and investments in the corridor, and maintain safety.**

Objectives:

- » 2A - Does not increase conflicts between heavy rail and automobiles.
- » 2B - Protect freight-rail carrying capability.

● **Goal 3: Plan, design, and build a cost-effective project.**

Objectives:

- » 3A - Develop a strategy that can be reasonably funded and leveraged with range of investment tools for construction and operation.
- » 3B - Serve the maximum number of people with every dollar invested.

● **Goal 4: Provide an affordable and equitable travel alternative.**

Objectives:

- » 4A - Provide a viable and affordable alternative for travelers.
- » 4B - Provide equitable investments and service, with consideration to race/ethnicity and income.

● **Goal 5: Be compatible with passenger rail investments planned in Washington State.**

Objectives:

- » 5A - Provide passenger rail service to meet the existing and future passenger rail demand for an interconnected system in the Pacific Northwest High Speed Rail corridor.

● **Goal 6: Promote community health and quality of life for communities along the corridor.**

Objectives:

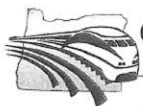
- » 6A - Benefit communities within the corridor.
- » 6B - Minimize impacts to communities along the corridor.

● **Goal 7: Protect and preserve the existing natural and built environment.**

Objectives:

- » 7A - Support Oregon's commitment to the preservation of resource lands and local land use and transportation planning.
- » 7B - Reduce greenhouse gas emissions in support of national and state policies to slow climate change.
- » 7C - Minimize impacts to the natural environment and cultural resources.

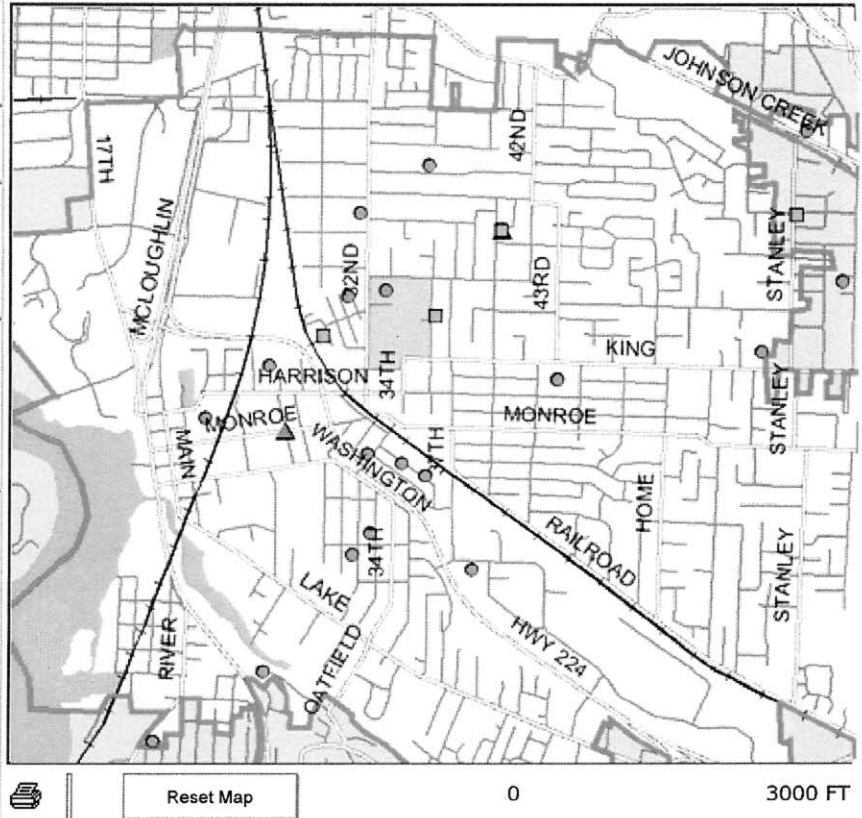
Provide your input on the goals and objectives. Participate in the goals prioritization exercise tonight or at the online open house. Then, use the comment form to tell us which objectives you think are most important.



CAMIN

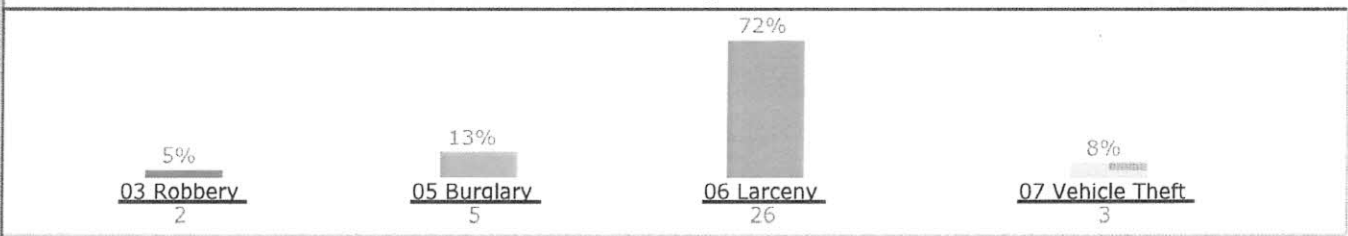
Portland Police Bureau - Offense Report

Area	Agency - MILWAUKIE POLICE City - MILWAUKIE
Date Range	11/01/12 00:00 - 12/01/12 23:59
Types	01 Homicide, 02 Rape, 03 Robbery, 04 Aggr Assault, 05 Burglary, 06 Larceny, 07 Vehicle Theft, 09 Arson
Map Legend	▲ 03 Robbery □ 05 Burglary ● 06 Larceny △ 07 Vehicle Theft
Disclaimer	Data extracted from CAMIN2 on 01/08/13. Data current as of 01/08/13 19:00. One point may represent more than one incident. Some incidents have no address and are not represented. FOR LAW ENFORCEMENT USE ONLY

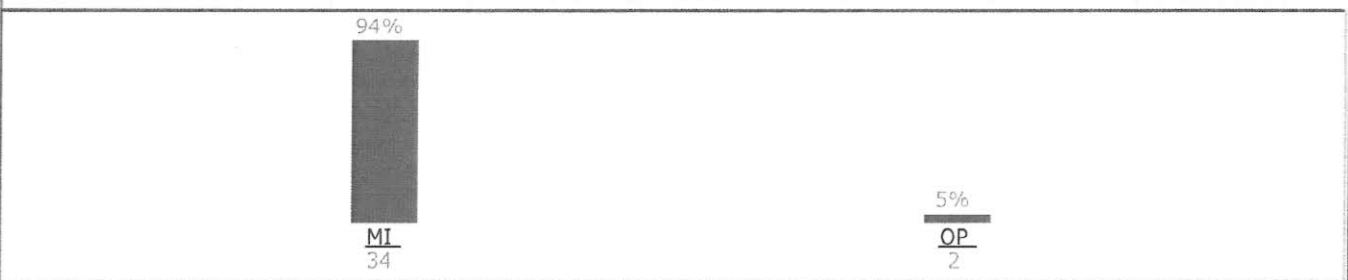


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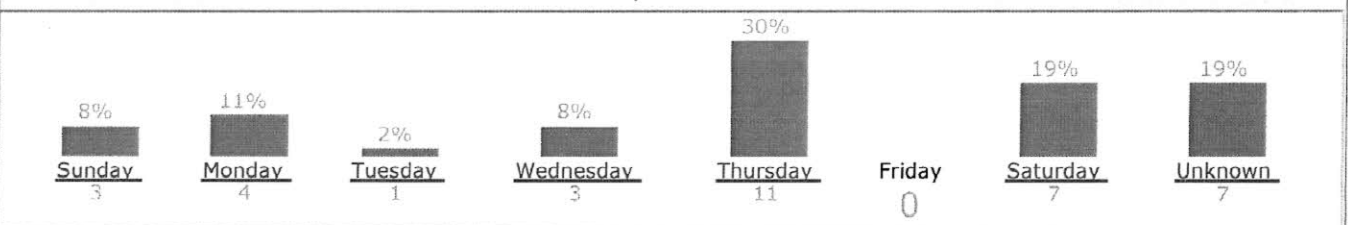
Offense Types



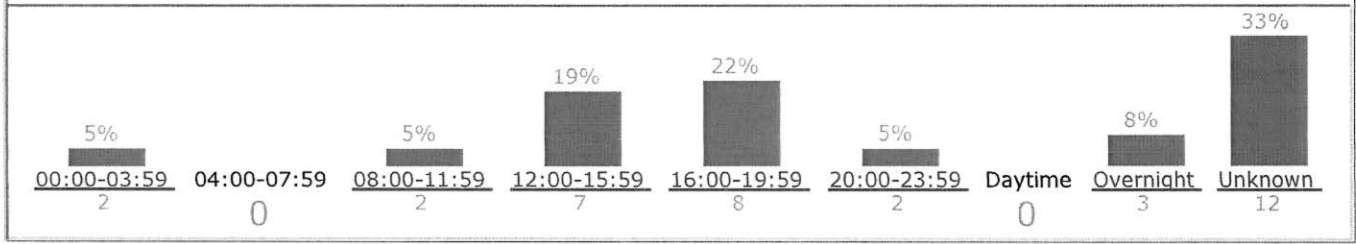
Precincts



Day Of Week



Time Of Day



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Data Updated 01/08/2013