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FREIGHT PROJECT PRIORITIZATION

Public Comments

January 2004



METRO

PEOPLE PLACES
OPEN SPACES

Public Comment Summary
OTIA III Freight Project Prioritization
January 2004

As part of the OTIA III funding allocation, Metro sought input from community members in developing a list of high priority projects in the metropolitan region. Metro sent postcards requesting comment to more than 250 citizens and businesses in November 2003. Information about eligible projects was posted on the Metro web site along with guidelines for submitting public comment. Comment on projects was accepted between December 1, 2003 and January 5, 2004. During the comment period, Metro received 41 comments from businesses, citizens and local jurisdictions suggesting priority projects both off and on the state highway system.

The following projects received support:

- I-5/Wilsonville Interchange
- US 26/Glenco Interchange Improvements
- US 26 Improvements (Cornell Road to 185th Avenue)
- Sunrise Highway Unit 1, Phase 1
- US 30 Lake Yard Hub Facility Access Improvements
- OR 217 Improvements
- OR 217 Interchange Improvements
- East End Connector
- North Lombard Access Improvements
- Terminal 4 Driveway Consolidation
- North Leadbetter Extension Overcrossing
- NE 47th Intersection and Roadway Improvements
- NE Cornfoot Air Cargo Access Improvements
- NE Alderwood Air Cargo Access Improvements
- NE Columbia Boulevard/82nd Avenue
- SE 172nd Improvement
- I-5 to OR 99W Connector (Tualatin-Sherwood Highway Phase 1 Arterial Connection)

In addition, several projects that did not appear on the list of eligible projects received letters of support:

- Vancouver rail bridge modernization
- Going Street railroad overpass
- Going/Greeley climbing lane and interchange improvements

CITY OF OREGON CITY



OFFICE OF MAYOR AND CITY COMMISSIONERS

City Hall
320 Warner Millc Road
P.O. Box 3040
Oregon City, OR 97045
(503) 657-0891
Fax (503) 657-7026

January 2, 2004

John Gray
Metro
600 NE Grand Avenue
Portland, OR 97232

Post#	Date	# of pages
Fax Note R7673	1/5/04	2
To	John Gray, Metro	
Fax#	503-797-1929	
From	City of Oregon City	
Phone#	503-496-1545	

Subject: Comment on Freight Priorities

Dear John:

Thank you for the opportunity to comment on the freight priorities for the Portland metropolitan region, particularly relative to the funding that the Oregon Legislature approved for freight mobility projects earlier this year.

We have reviewed the list of eligible projects that are currently being considered for funding. We are concerned that improvements to OR Highway 213 are not being considered. This highway serves not only Oregon City, but also southern Clackamas County where significant freight activity occurs not only for goods but also for logging. There are two locations on OR 213 that need attention because of congestion:

- 1) The Interstate 205 and OR 213 interchange needs improvements as identified in the 2000 Highway 213 Urban Corridor Design Study. That study includes interchange concepts with phasing plans. Funding is requested for at least refining a preferred concept for the interchange or, preferably, for constructing Phase I improvements.
- 2) The remaining three-lane segment on OR 213 in Oregon City needs to be widened to a five-lane section. Funding is requested for preliminary engineering and construction to widen the highway between Meyers Road and Canyon Ridge Drive.

Please note that the City has recently designated over 200 acres of land for industrial purposes just south of the OR 213 - Beavercreek intersection, across from Clackamas Community College. Also, Metro is considering adding more land to Oregon City's UGB in order to meet the regional need for more industrial lands. The City will also be considering designating this area as a "Regionally Significant Industrial Area" (RSIA). It would thus seem consistent with state, regional and local goals to support improvements to the OR 213 corridor.

PRESERVING THE PAST, BUILDING THE FUTURE

We realize that, as always, there are more needs than available funding. However, we are very concerned that others may not be as aware of the needs for OR 213 as we are, given the fact that the highway passes through our growing community. As Oregon City's elected officials, we are taking this opportunity to call your attention to OR 213, which serves as the primary link between the many growing communities in southern Clackamas County and I-205. Thank you for your consideration on this matter.

Very truly yours,

Mayor Alice Norris
On Behalf of the City Commission



MULTNOMAH COUNTY SHERIFF'S OFFICE

501 SE HAWTHORNE BLVD., SUITE 350 • PORTLAND, OR 97214

**BERNIE GIUSTO
SHERIFF**

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503 988-4500 TTY
www.sheriff-mcso.org**

December 31, 2003

Councilor Rod Park
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Councilor Park:

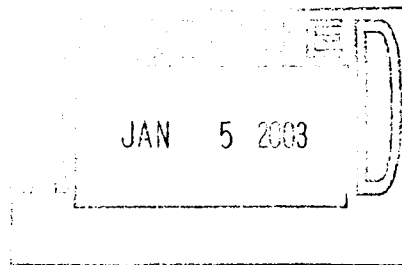
As you consider recommendations to the Oregon Transportation Commission for the \$100 million in modernization funds from the Oregon Transportation Investment Act III, the Multnomah County Sheriff's Office would like to express strong support for the \$8 million in funding requested for the North Leadbetter extension in the Rivergate industrial area. Rivergate is home to the Wapato Corrections Facility, which will be staffed by approximately 70 people initially, and conceivably 600 at full build out. The building will initially be capable of housing 525 sentenced and pre-trial inmates and a population of 2000 at full build out. Inmates held at this facility will have access to family and professional visitation, program service providers, medical service providers, etc. Secure transportation of inmates to and from the site will occur around the clock.

The North Leadbetter extension and railroad over crossing will provide critical access to the Wapato Corrections Facility as well as the industrial distribution businesses adjacent to our facility. Today, Burlington Northern Santa Fe (BNSF) unit rail trains regularly block access to this area, increasing business transportation and logistics costs and challenging our ability to respond to emergencies. Traffic in this area is routinely stalled anywhere from 10 to 60 minutes while access is blocked. The extension of the North Leadbetter loop and BNSF rail over crossing will provide critical alternate access to this facility.

We appreciate your support of funding for the North Leadbetter extension project from the \$100 million in modernization funds from the 2003 Oregon Transportation Investment Act.

Sincerely,

Lieutenant Jay Heidenrich
Wapato Facility Commander



Cc: Bernie Giusto, Multnomah County Sheriff
Tom Zelenka, Chair, Oregon Freight Advisory Committee, PO Box 10047, Portland, OR 97296
Jim Francesconi, Commissioner, City of Portland, 1221 SW Fourth, Rm. 220, Portland, OR 97204
Stuart Foster, Chair, Oregon Transportation Commission, 355 Capitol Street NE, Salem, OR 97301
Bill Wyatt, Executive Director, Port of Portland, PO Box 3529, Portland, OR 97208

PANATTONI®

December 22, 2003

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232

Re: Oregon Transportation Investment Act III

Dear Councilor Park:

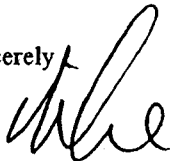
As you consider recommendations to the Oregon Freight Advisory Committee for the \$100M allocated to freight projects from the Oregon Transportation Investment Act III, I wish to express strong support for an important set of improvements that will significantly improve access to and from air cargo operations off of Columbia Blvd.

- Columbia/Killingsworth Eastend connector- \$3.5 M for unfunded work under the rail crossing.
- NE 47th intersection improvements - \$ 4.1 M to improve access to air cargo operations at PDX.
- Cornfoot access improvements - \$ 1 M for intersection improvements at NE Cornfoot
- NE Alderwood improvements- \$2.3 M for intersection improvements at NE Alderwood
- NE Columbia Blvd/82nd Ave -\$1.1M to signalize ramps and provide additional capacity

Columbia Corridor has distinctive needs and transportation issues based on business/industrial uses, and its function as a gateway for trade to national and international markets. These uses rely heavily on efficient freight accessibility and mobility via the road network. Constraints on the road system in heavily dependent airfreight areas have a direct impact on businesses bottomline and cost of goods. Air Cargo activity is highly dependent upon the landside transportation system for good access to shippers, freight forwarders, reload facilities and the air cargo terminals. The majority of the region's air related facilities is located in the Columbia Corridor and relies heavily on Columbia Blvd, as well as the arterial system of Alderwood and Cornfoot.

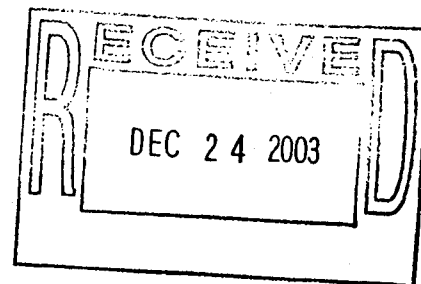
My business develops new buildings for manufacturers and distributors. Improved freight mobility for air cargo activities will help my customers grow and hire more employees in this region. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state. We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Sincerely



Michael N. Wells
Partner

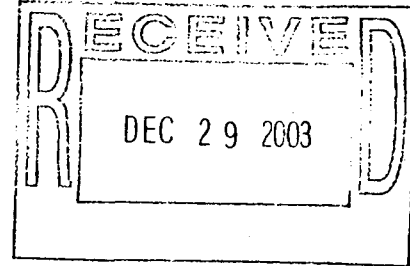
- c Tom Zelenka, Oregon Freight Advisory Committee Chair
Jim Francisconi, City of Portland Commissioner
Stuart Foster, Oregon Transportation Commission Chair
Bill Wyatt, Port of Portland Executive Director





December 24, 2003

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232



Dear Councilor Park:

As you consider recommendations to the Oregon Freight Advisory Committee for the \$100M for freight projects from the Oregon Transportation Investment Act III, we would like to express strong support for a small set of improvements that will significantly improve access in and around the Rivergate Industrial area. Rivergate is home to a number distribution companies and employs more than 7500 people involved in manufacturing, distribution and port operations.

- N. Lombard access improvements in Rivergate- \$ 3.6 M for widening N. Lombard adjacent to the remaining large undeveloped site
- N. Leadbetter extension - \$8 M for rail overcrossing in Rivergate property across from T-6

The N. Lombard improvement would widen the arterial to provide a center turn lane and ensure development of the final large acreage parcel in Rivergate. Today 30-40% of the traffic is comprised of truck traffic. Slow turning into properties blocks through movement and constricts traffic flow on this arterial affecting timely access from properties to the rest of the system. The second funding request is for N. Leadbetter grade separation which would separate the road from the rail network and provide for improved flow of both the road and rail. Today rail blockages impact access into and out of industrial uses increasing the business transportation and logistics costs.

Rivergate, part of the overall Columbia Corridor, has distinctive needs and transportation issues based on business/industrial uses, and its function as a gateway for trade to national and international markets. These uses rely heavily on efficient freight accessibility and mobility via the road and rail networks. Constraints on the road system in heavily dependent freight areas have a direct impact on businesses bottomline and cost of goods. My business is reliant on good truck and rail access and timely pick-up and delivery of products. My business provides----- and serves # of industries or employs #. Improved freight mobility for our operations in Rivergate ensures our ability to remain competitive here in the global market place. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state.

We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Sincerely,

David W. Nickila
President

cc: Tom Zelenka, Chair, Oregon Freight Advisory Committee, PO Box 10047, Portland, OR 97296
Jim Francisconi, Commissioner, City of Portland, 1221 SW Fourth, Rm. 220, Portland, OR 97204
Stuart Foster, Chair, Oregon Transportation Commission, 355 Capitol Street NE, Salem, OR 97301
Bill Wyatt, Executive Director, Port of Portland, PO Box 3529, Portland, OR 97208

6840 N. Marine Drive, Portland, Oregon 97208 • Phone (503) 288-8881, Fax (503) 288-0147

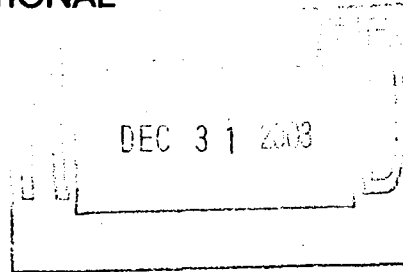
COLUMBIA GRAIN INTERNATIONAL, INC.
COLUMBIA SQUARE, Suite 1200
111 S.W. Columbia Street
Portland, OR 97201-5844 USA



Main Office
Portland, Oregon
Area Code (503) 224-8624
FAX (503) 241-0296
pdxmerchants@columbiagrair

December 22, 2003

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232



Dear Councilor Park:

As you consider recommendations to the Oregon Freight Advisory Committee for the \$100M for freight projects from the Oregon Transportation Investment Act III, we would like to express strong support for a small set of improvements that will significantly improve access in and around the Rivergate Industrial area. Rivergate is home to a number of distribution companies and employs more than 7500 people involved in manufacturing, distribution and port operations.

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Rivergate, part of the overall Columbia Corridor, has distinctive needs and transportation issues based on business/industrial uses, and its function as a gateway for trade to national and international markets. These uses rely heavily on efficient freight accessibility and mobility via the road and rail networks. Constraints on the road system in heavily dependent freight areas have a direct impact on business's bottom line and cost of goods. My business is reliant on good truck and rail access and timely pick-up and delivery of products. My company provides jobs for 225 people, as well as supporting employment opportunities for many related industries. Improved freight mobility for our operations in Rivergate ensures our ability to remain competitive here in the global market place. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state.

We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

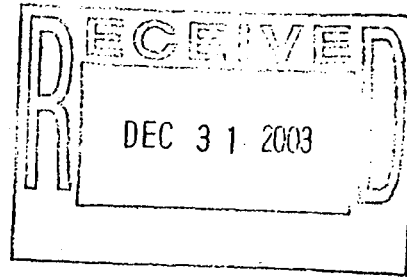
Sincerely,

cc: Tom Zelenka, Chair, Oregon Freight Advisory Committee, PO Box 10047, Portland, OR 97296
Jim Francisconi, Commissioner, City of Portland, 1221 SW Fourth, Rm. 220, Portland, OR 97204
Stuart Foster, Chair, Oregon Transportation Commission, 355 Capitol Street NE, Salem, OR 97301
Bill Wyatt, Executive Director, Port of Portland, PO Box 3529, Portland, OR 97208



December 22, 2003

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232



Dear Councilor Park:

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Rivergate, part of the overall Columbia Corridor, has distinctive needs and transportation issues based on business/industrial uses, and its function as a gateway for trade to national and international markets. These uses rely heavily on efficient freight accessibility and mobility via the road and rail networks. Constraints on the road system in heavily dependent freight areas have a direct impact on businesses bottomline and cost of goods. My business is reliant on good truck access and timely pick-up and delivery of products. My business provides corporate identity uniforms to over 3400 customers in the Portland metropolitan area and employs over 175 people. Improved mobility for our operations in Rivergate ensures our ability to remain competitive here in the global market place. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state.

We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Sincerely,

Tom Mildner
General Manager
Cintas Corp.

Derek J. Martinez
Plant Manager
Cintas Corp.

- cc: Tom Zelenka, Chair, Oregon Freight Advisory Committee, PO Box 10047, Portland, OR 97296
 Jim Francisconi, Commissioner, City of Portland, 1221 SW Fourth, Rm. 220, Portland, OR 97204
 Stuart Foster, Chair, Oregon Transportation Commission, 355 Capitol Street NE, Salem, OR 97301
 Bill Wyatt, Executive Director, Port of Portland, PO Box 3529, Portland, OR 97208



THREE OAKS DEVELOPMENT COMPANY

December 22, 2003

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232

Dear Councilor Park,

As you consider recommendations to the Oregon Freight Advisory Committee for the \$100M for freight projects from the Oregon Transportation Investment Act III, we would like to express strong support for a small set of improvements that will significantly improve access in and around the Rivergate Industrial area. Rivergate is home to a number distribution companies and employs more than 7500 people involved in manufacturing, distribution and port operations.

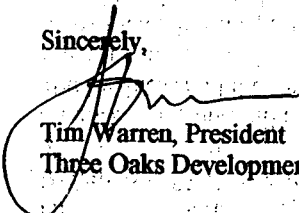
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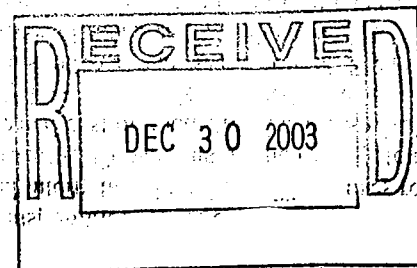
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Rivergate, part of the overall Columbia Corridor, has distinctive needs and transportation issues based on business/industrial uses, and its function as a gateway for trade to national and international markets. These uses rely heavily on efficient freight accessibility and mobility via the road and rail networks. Constraints on the road system in heavily dependent freight areas have a direct impact on businesses bottomline and cost of goods. My business is reliant on good truck and rail access and timely pick-up and delivery of products. My business provides leased space for over 100 business and their employees. Improved freight mobility for our operations in Rivergate ensures our ability to remain competitive here in the global market place. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state.

We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Sincerely,


Tim Warren, President
Three Oaks Development Co.



CC Tom Zelenka, Oregon Freight Advisory Committee Chair
Jim Francisconi, City of Portland Commissioner
Stuart Foster, Oregon Transportation Commission Chair
Bill Wyatt Port of Portland Executive Director

12031 NE MARX STREET • PO BOX 30929 • PORTLAND, OR 97294-3999 • 503-256-2002 • FAX 503-254-2796
www.threeoaks.com



December 23, 2003

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232

Dear Councilor Park,

As you may know Columbia Sportswear operates the largest distribution center in the Rivergate Industrial area, employing nearly 500 people during peak periods. In your upcoming review of recommendations to the Oregon Freight Advisory Committee for the \$100M for freight projects from the Oregon Transportation Investment Act III, we would like to express strong support for the North Leadbetter extension. This extension would construct an \$8 M rail overcrossing adjacent to our property on North Leadbetter, which is located across from T-6 just off of Marine Drive.

The North Leadbetter grade separation would improve flow of both the road and rail networks. Several times we have incurred operational interruption due to trains blocking the road at shift change periods that have been for more than one hour. New government regulation changes in 2004 on truck drivers will cause detention charges that can result in substantial customer chargebacks as well. In addition to these service and employees delays, emergency services can be blocked access to and from our location.

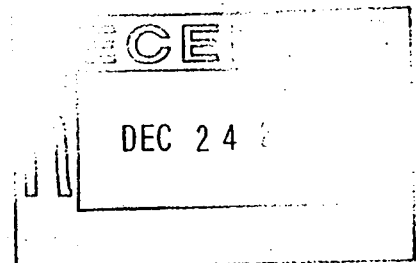
Other businesses on North Leadbetter have also experienced negative productivity as a result of having the road access blocked by rail crossings. The Rivergate Industrial area is a key part of the Columbia Corridor gateway for national and international trade. Constraints on the road system in heavily dependent freight businesses have a direct impact on our and other businesses bottom line and cost of goods.

Improved freight mobility for our operations in Rivergate supports our ability to be competitive in the global market place.

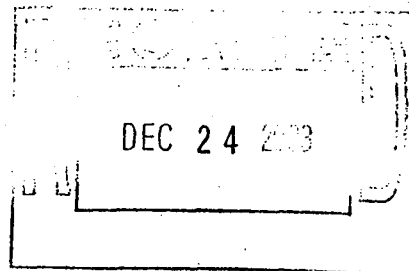
We appreciate your consideration of this important project for funding from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Sincerely

Carl Davis
VP and General Counsel



CC Tom Zelenka, Oregon Freight Advisory Committee Chair
Jim Francesconi, City of Portland Commissioner
Stuart Foster, Oregon Transportation Commission Chair
Bill Wyatt Port of Portland Executive Director



December 22, 2003

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232

Dear Councilor Park:

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Rivergate, part of the overall Columbia Corridor, has distinctive needs and transportation issues based on business/industrial uses, and its function as a gateway for trade to national and international markets. These uses rely heavily on efficient freight accessibility and mobility via the road and rail networks. Constraints on the road system in heavily dependent freight areas have a direct impact on businesses bottomline and cost

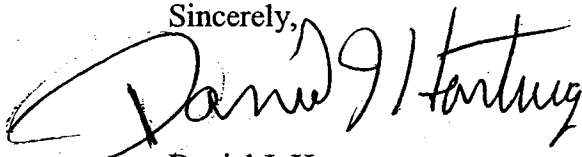
Producer of Quality Seed Corn, Processing Vegetables and Fertilizer

918 Deming Way, Suite 200, Madison, Wisconsin 53717-1993, Telephone 608-829-6000 Fax 608-829-6001 <http://www.hartungbrothers.com>

of goods. My business is reliant on good truck access and timely pick-up and delivery of products. **My business provides Raw Product (Fresh Cucumbers) used for making pickles for the Dean Foods Plant which is adjacent to our facility at 9699 N. Rivergate Blvd. We receive over 1500 truckloads during our season July thru September.** Improved freight mobility for our operations in Rivergate ensures our ability to remain competitive here in the global market place. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the “economic engine”, the role Columbia Corridor serves for the City, the metropolitan region and the state.

We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Sincerely,



Daniel J. Hartung
President

cc: Tom Zelenka, Chair, Oregon Freight Advisory Committee, PO Box 10047, Portland, OR 97296

Jim Francisconi, Commissioner, City of Portland, 1221 SW Fourth, Rm. 220, Portland, OR 97204

Stuart Foster, Chair, Oregon Transportation Commission, 355 Capitol Street NE, Salem, OR 97301

Bill Wyatt, Executive Director, Port of Portland, PO Box 3529, Portland, OR 97208

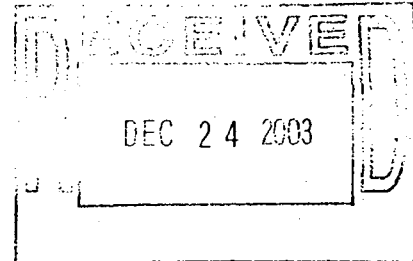


NINA

1819 N.W. Everett, Room 205
Portland, Oregon 97209
(503) 223-3331
FAX 223-5308
TDD 823-6868

December 22, 2003

Councilor Rod Park
Metro
600 NE Grand Avenue
Portland, Oregon



Dear Councilor Park:

The purpose of this letter is to ask you to support freight projects in the Northwest Industrial District and elsewhere in the Portland area that enhance and rationalize Portland's renowned multi-modal freight system.

The Northwest Industrial Neighborhood Association (NINA) represents 400 employers and 15,000 jobs in Portland's most prominent business district. The viability of our member businesses depends to a very great extent on their ability to receive and ship products in an efficient, safe and timely manner.

Our businesses are particularly dependent upon access to and from the Rivergate Peninsula, and we ask that you support those projects that improve that connection. Of particular importance are:

- US 30 Lake Yard Hub Facility Access Improvements - \$ 2.0 M to improve access and eliminate stacking along Highway 30. The present situation creates a safety hazard. Corrective action is essential.
- Terminal 4 Driveway Consolidation - \$1.0 M to combine two entry points into one. This investment will improve safety not only for truckers accessing Terminal 4, but for all truckers using Lombard Street, which is a National Highway System Intermodal Connector. It is this route that provides the most direct route from the Northwest Industrial District to Rivergate, and this project is one of several proposed and/or funded along this critical freight path.

NINA is also supportive of the projects advocated by the Columbia Corridor Association. NINA has testified previously to Metro that we support the rationalization of the freight system throughout all of Portland. It is essential that we dedicate funding to those projects that ensure that freight can efficiently travel that "last mile" to and from

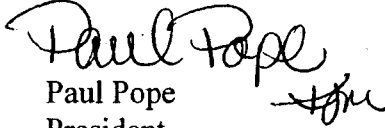
Northwest Industrial Neighborhood Association

interstate freeways to their points of origin or destination. It is often that these "last mile" projects are the last to be funded.

OTIA III funding is the only immediately identifiable source for these "off the State Highway Freight Systems", and should therefore get first consideration as you contemplate projects that improve freight mobility in the Portland Metropolitan area. It is also possible that dedication of OTIA freight funds to these projects can leverage funding from other, as yet unidentified sources.

Improved freight mobility will help businesses like NINA members prosper and expand. We, along with other similar freight districts, are the workhorses of Portland's economy, and we rely on the freight system for our life blood. Thank you for your serious consideration of our request.

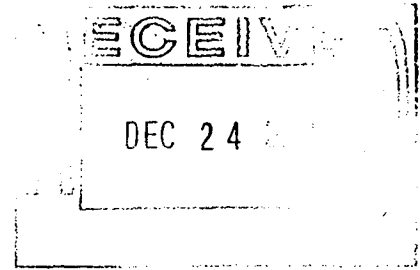
Sincerely,


Paul Pope
President



December 23, 2003

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232



Dear Councilor Park:

As you consider recommendations to the Oregon Freight Advisory Committee regarding the \$100M for freight projects from the Oregon Transportation Investment Act III, Oregon Transfer Company would like to express its strong support for a small set of improvements that will significantly improve access in and around the Rivergate Industrial area. Rivergate is home to a number distribution companies and employs more than 7,500 people involved in manufacturing, distribution and port operations.

- N. Leadbetter extension - \$8M for rail overcrossing in Rivergate across from T-6
- N. Lombard access improvements in Rivergate - \$ 3.6M for widening N. Lombard adjacent to the remaining large undeveloped site

The N. Leadbetter overpass would separate the road from the rail network and provide for improved traffic flow on both the road and the rail. Rail blockages impact access into and out of industrial uses, increasing the business transportation and logistics costs. The second funding request is for a N. Lombard improvement that would widen the arterial to provide a center turn lane and ensure development of the final large acreage parcel in Rivergate. Today, 30-40% of the traffic is comprised of truck traffic. Slow turning into properties on this street blocks through movement and constricts traffic flow on this arterial affecting timely access from the properties to the rest of the system.

Rivergate, part of the overall Columbia Corridor, has distinctive needs and transportation issues based on business/industrial uses and its function as a gateway for trade to national and international markets. These uses rely heavily on efficient freight accessibility and mobility via the road and rail networks. Constraints on the road system in heavily dependent freight areas have a direct impact on businesses' bottom lines and costs of goods. Oregon Transfer Company's business is extremely reliant on both good truck and rail access and timely pick-up and delivery of products. Our business provides third party logistics services to the grocery, beverage and health and beauty aids industries and employs close to 100 men and women in the Portland metropolitan area.

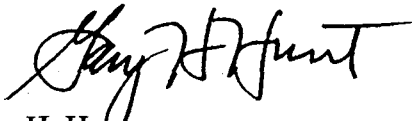
9304 S.E. MAIN ST.
MILWAUKIE, OR 97222
503/653-2660 FAX: 503/659-0741
MAILING ADDRESS:
POST OFFICE BOX 2804
PORTLAND, OR 97208

Oregon Transfer is currently in the design phase of a 315,000 square foot rail served distribution center to be built on N. Leadbetter which when operational will provide additional family wage jobs. Oregon Transfer already operates a 190,000 square foot public warehouse on Marine Drive in Rivergate. Improved freight mobility for our current and future operations in Rivergate ensures our ability to remain competitive. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state.

We appreciate your consideration of these important projects for funding through the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Very truly yours,

OREGON TRANSFER COMPANY



Gary H. Hunt
Chief Financial Officer

cc: Tom Zelenka, Chair, Oregon Freight Advisory Committee, PO Box 10047, Portland, OR 97296
Jim Francesconi, Commissioner, City of Portland, 1221 SW Fourth, Rm. 220, Portland, OR 97204
Stuart Foster, Chair, Oregon Transportation Commission, 355 Capitol Street NE, Salem, OR 97301
Bill Wyatt, Executive Director, Port of Portland, PO Box 3529, Portland, OR 97208
Gary Eichman, President, Oregon Transfer Company, PO Box 2804, Portland, OR 97208

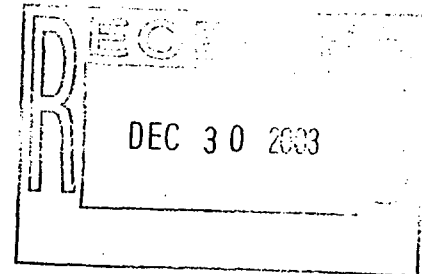
word/project/rivergateletter



THREE OAKS DEVELOPMENT COMPANY

December 22, 2003

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232



Dear Councilor Park,

As you consider recommendations to the Oregon Freight Advisory Committee for the \$100M allocated to freight projects from the Oregon Transportation Investment Act III, we would like to express strong support for a small set of improvements that will significantly improve access to and from air cargo operations off of Columbia Blvd.

- Columbia/Killingsworth Eastend connector- \$3.5 M for the remaining unfunded work under the rail crossing
- NE 47th intersection improvements - \$4.1 M to improve access to air cargo operations at PDX
- Cornfoot access improvements - \$1 M for intersection improvements at NE Airtrans way/ Cornfoot and NE Alderwood/NE Cornfoot
- NE Alderwood improvements- \$2.3 M for intersection improvements at NE Alderwood/NE Columbia and NE Alderwood /NE 82nd
- NE Columbia Blvd/82nd Ave -\$1.1M to signalize ramps and provide additional capacity

Columbia Corridor has distinctive needs and transportation issues based on business/industrial uses, and its function as a gateway for trade to national and international markets. These uses rely heavily on efficient freight accessibility and mobility via the road network. Constraints on the road system in heavily dependent airfreight areas have a direct impact on businesses bottomline and cost of goods. My business is serving the air cargo market of this region. Air Cargo activity is highly dependent upon the landside transportation system for good access to shippers, freight forwarders, reload facilities and the air cargo terminals. The majority of the region's air related facilities is located in the Columbia Corridor and relies heavily on Columbia Blvd, as well as the arterial system of Alderwood, Cornfoot, and NE 47th.

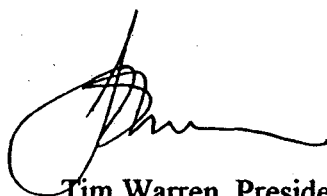
Columbia Blvd and the arterials accessing it are important for efficient freight movement in this region. Today, traffic accessing I-205 from Columbia Blvd backs up over a mile during the pm peak. This back-up affects our access onto Columbia and our ability to meet the restricted times for airline departures. As a result, traffic from businesses serving air cargo must face delays or seek time consuming alternatives.

My business provides leased space for over 100 businesses and their employees. Improved freight mobility for air cargo activities will help industries like mine thrive and grow in this region.

12031 NE MARX STREET · PO BOX 30929 · PORTLAND, OR 97294-3999 · 503-256-2002 · FAX 503-254-2796
www.threeoaks.com

Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the “economic engine”, the role Columbia Corridor serves for the City, the metropolitan region and the state. We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tim Warren', with a large, stylized initial 'T'.

Tim Warren, President
Three Oaks Development Co.

CC Tom Zelenka, Oregon Freight Advisory Committee Chair
Jim Francisconi, City of Portland Commissioner
Stuart Foster, Oregon Transportation Commission Chair
Bill Wyatt Port of Portland Executive Director



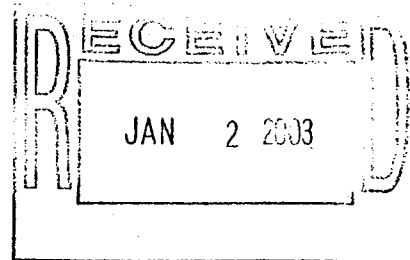
**GE Equipment Management
TIP/Modular Space**

Angel Meenan, Property Manager

426 W. Lancaster Ave. Devon, PA 19333
Office: 610 648-6481
Fax: 610 648-6615
E-mail: angel.meenan@gecapital.com

December 26, 2003

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232



Dear Councilor Park:

As you consider recommendations to the Oregon Freight Advisory Committee for the \$100M for freight projects from the Oregon Transportation Investment Act III, we would like to express strong support for a small set of improvements that will significantly improve access in and around the Rivergate Industrial area. Rivergate is home to a number distribution companies and employs more than 7500 people involved in manufacturing, distribution and port operations.

- N. Lombard access improvements in Rivergate- \$ 3.6 M for widening N. Lombard from the Columbia Slough to Rivergate Boulevard adjacent to the remaining large undeveloped site
- N. Leadbetter extension - \$8 M for rail overcrossing in Rivergate property across from T-6

The N. Lombard improvement would widen the arterial to provide a center turn lane and support development of the final large acreage parcel in Rivergate. Today 30-40% of the traffic is comprised of truck traffic. Slow turning into properties blocks through movement and constricts traffic flow on this arterial affecting timely access from properties to the rest of the system. The second funding request is for N. Leadbetter grade separation which would separate the road from the rail network and provide for improved flow of both the road and rail. Today rail blockages impact access into and out of industrial uses increasing the business transportation and logistics costs.

Rivergate, part of the overall Columbia Corridor, has distinctive needs and transportation issues based on business/industrial uses, and its function as a gateway for trade to national and international markets. These uses rely heavily on efficient freight accessibility and mobility via the road and rail networks. Constraints on the road system in heavily dependent freight areas have a direct impact on businesses bottomline and cost of goods.

GE Modular Space is a national supplier of quality mobile offices and modular buildings on a rental, lease or purchase basis. GEMS provides its products, along with support services and financing, for a variety of applications, including construction site offices, educational, institutional, industrial and commercial facilities. Improved mobility for our operations in Rivergate ensures our ability to remain competitive here in the global market place. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state.



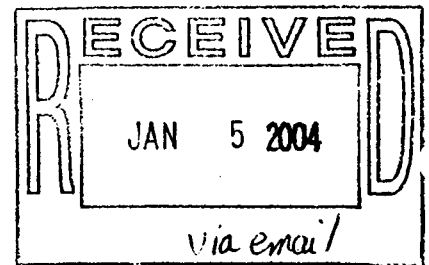
We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Sincerely,

A handwritten signature in cursive script that reads "Angel Meenan".

Angel Meenan
Property Manager

cc: Tom Zelenka, Chair, Oregon Freight Advisory Committee, PO Box 10047, Portland, OR 97296
Jim Francisconi, Commissioner, City of Portland, 1221 SW Fourth, Rm. 220, Portland, OR 97204
Stuart Foster, Chair, Oregon Transportation Commission, 355 Capitol Street NE, Salem, OR 97301
Bill Wyatt, Executive Director, Port of Portland, PO Box 3529, Portland, OR 97208



January 5, 2003
Councilor Rod Park
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Councilor Park:

As you consider recommendations to the Oregon Freight Advisory Committee for the \$100 million in the Oregon Transportation Investment Act III (OTIA III) allocated to projects that support freight mobility, industrial development, and jobs, the Portland Business Alliance Transportation Committee would like to express strong support for an approach that we believe will put this region in the best position to receive its appropriate share of the available OTIA III funding.

The draft list of the highest priority freight projects as identified by the Oregon Freight Advisory Committee, both on and off the state highway freight system, totals nearly \$2 billion for the \$100 million in funding. It is clear that the need for freight improvements exceeds funds available. Projects on the State Highway Freight System are primarily large interstate or state highway projects. Any one project on that list could absorb all or more than the available \$100 million.

However, in examining the lists more carefully, the on the state highway freight system includes many projects in this region, such as I-5, I-205, 217, 1-5/99 connector and the Sunrise Corridor that are also eligible for other funding sources. In fact, many of the projects in Region 1 have been targeted by the Oregon Transportation Commission as either projects of state wide significance (which could be funded with other OTIA funds) or for Federal earmarks.

For this reason, the Portland Business Alliance recommends that you give freight mobility projects top priority in this funding process and consider only the projects on the off the State Highway Freight system in Region 1 for the \$100 million in modernization funding. Investing now in the off state highways will help rationalize the region's transportation infrastructure and make sure that the "last mile" from the interstate freeways and the interstate highways are fully functional.

Investment in the Portland region's transportation infrastructure serves businesses here and throughout the state. As you know, businesses in the Portland region account for 52% of the statewide employment and an even greater share of the contribution to the gross state product (GSP). Strategic investment in transportation infrastructure is critical to maintaining the "economic engine", the role this region serves for the state.

Furthermore, most of the freight activity of the state is generated or moves through this region and is dependent on the efficiency of the freight infrastructure for market access.

Finally, because of the unique attributes of Portland's multimodal freight system which cannot be duplicated elsewhere in the state, investment here ensures a very high return on investment.

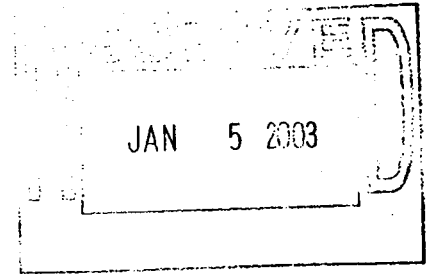
For the reasons stated above and because the Region 1 project requests represent about 45-50% of the overall need as described in the two on and off state highway freight project lists, it is our recommendation that this region should seek between 45-50% of the OTIA III freight funds.

We appreciate your consideration of these important freight projects for funding through from the \$100 million in modernization funds from the OTIA III.

Sincerely

Greg Peden
Corporate Counsel and Government Affairs Manager
Portland Business Alliance

c: Tom Zelenka, Oregon Freight Advisory Committee Chair
Jim Francesconi, City of Portland Commissioner
Stuart Foster, Oregon Transportation Commission Chair
Bill Wyatt Port of Portland Executive Director
Steve Clark, Portland Business Alliance Transportation Committee Chair



1/2/04

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232

Dear Councilor Park,

As you consider recommendations to the Oregon Freight Advisory Committee for the \$100M allocated to freight projects from the Oregon Transportation Investment Act III, we would like to express strong support for a small set of improvements that will significantly improve access to and from air cargo operations off of Columbia Blvd.

- Columbia/Killingsworth Eastend connector- \$3.5 M for the remaining unfunded work under the rail crossing
- NE 47th intersection improvements - \$ 4.1 M to improve access to air cargo operations at PDX
- Cornfoot access improvements - \$ 1 M for intersection improvements at NE Airtrans way/ Cornfoot and NE Alderwood/NE Cornfoot
- NE Alderwood improvements- \$2.3 M for intersection improvements at NE Alderwood/NE Columbia and NE Alderwood /NE 82nd
- NE Columbia Blvd/82nd Ave -\$1.1M to signalize ramps and provide additional capacity

Columbia Corridor has distinctive needs and transportation issues based on business/industrial uses, and its function as a gateway for trade to national and international markets. These uses rely heavily on efficient freight accessibility and mobility via the road network. Constraints on the road system in heavily dependent airfreight areas have a direct impact on businesses bottomline and cost of goods. My business is serving the air cargo market of this region. Air Cargo activity is highly dependent upon the landside transportation system for good access to shippers, freight forwarders, reload facilities and the air cargo terminals. The majority of the region's air related facilities is located in the Columbia Corridor and relies heavily on Columbia Blvd, as well as the arterial system of Alderwood, Cornfoot, and NE 47th.

Columbia Blvd and the arterials accessing it are important for efficient freight movement in this region. Today, traffic accessing I-205 from Columbia Blvd backs up over a mile during the pm peak. This back-up affects our access onto Columbia and our ability to meet the restricted times for airline departures. As a result, traffic from businesses serving air cargo must face delays or seek time consuming alternatives.

Menlo Worldwide Forwarding is located in Air Trans Center and provides air freight and supply chain services to several 100 customers in the Portland and Vancouver metro area. Improved freight mobility for air cargo activities will help companies like mine thrive and grow in this region. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state. We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Sincerely



Timothy A. Kolkmeier
General Manager
Menlo Worldwide Forwarding / PDX

CC Tom Zelenka, Oregon Freight Advisory Committee Chair
Jim Francisconi, City of Portland Commissioner
Stuart Foster, Oregon Transportation Commission Chair
Bill Wyatt Port of Portland Executive Director



PORT OF PORTLAND

Business Development
121 NW Everett Street
Portland, OR 97209
Phone: 503-944-7000
Fax: 503-944-7232



To: Rod Park Fax #: 503-797-1793

Company: Metro

From: Susie Lahsene Phone #: 503-944-7517

Regarding: OTIA III - LETTERS OF SUPPORT

Comments:

Attached are letters of support from:

- Airborne Express
- Airport Drayage Co.
- Jet Delivery Systems
- Nippon Express USA, Inc.
- AeroGround, Inc.

The originals will be sent via US Post.

AIRBORNE EXPRESS.

December 22, 2003

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232

Dear Councilor Park,

As you consider recommendations to the Oregon Freight Advisory Committee for the \$100M allocated to freight projects from the Oregon Transportation Investment Act III, we would like to express strong support for a small set of improvements that will significantly improve access to and from air cargo operations off of Columbia Blvd.

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Columbia Blvd and the arterials accessing it are important for efficient freight movement in this region. Today, traffic accessing I-205 from Columbia Blvd backs up over a mile during the pm peak. This back-up affects our access onto Columbia and our ability to meet the restricted times for airline departures. As a result, traffic from businesses serving air cargo must face delays or seek time consuming alternatives.

My business provides delivery service and serves 100's of industries and employs 200 people. Improved freight mobility for air cargo activities will help industries like mine thrive and grow in this region. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state. We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Sincerely



CC Tom Zelenka, Oregon Freight Advisory Committee Chair
Jim Francisconi, City of Portland Commissioner
Stuart Foster, Oregon Transportation Commission Chair
Bill Wyatt Port of Portland Executive Director

5330 N.E. Courier Court ■ Portland, OR 97218 ■ Phone (503) 484-2040


Airport Drayage Co., Inc.

December 22, 2003

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232

6331 N.E. 112TH AVE.
PORTLAND, OREGON 97220
(503) 253-3859 OR 255-6450

Dear Councilor Park,

As you consider recommendations to the Oregon Freight Advisory Committee for the \$100M allocated to freight projects from the Oregon Transportation Investment Act III, we would like to express strong support for a small set of improvements that will significantly improve access to and from air cargo operations off of Columbia Blvd.

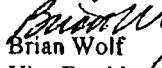
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Columbia Blvd and the arterials accessing it are important for efficient freight movement in this region. Today, traffic accessing I-205 from Columbia Blvd backs up over a mile during the pm peak. This back-up affects our access onto Columbia and our ability to meet the restricted times for airline departures. As a result, traffic from businesses serving air cargo must face delays or seek time consuming alternatives.

My business provides pickup and delivery services for airlines and freight forwarders. Our company has 45 employees and serves approximately 400 local businesses. Improved freight mobility for air cargo activities will help industries like mine thrive and grow in this region. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state. We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Sincerely



Brian Wolf
Vice President

CC Tom Zelenka, Oregon Freight Advisory Committee Chair
Jim Francisconi, City of Portland Commissioner
Stuart Foster, Oregon Transportation Commission Chair
Bill Wyatt Port of Portland Executive Director



(800) 452-3746
 www.jetdeliverysystems.com
 sales@jetdeliverysystems.com

December 22, 2003

Councilor Rod Park
 METRO
 600 NE Grand Ave.
 Portland, OR 97232

Re: businessplan/dec22

Dear Councilor Park,

As you consider recommendations to the Oregon Freight Advisory Committee for the \$100M allocated to freight projects from the Oregon Transportation Investment Act III, we would like to express strong support for a small set of improvements that will significantly improve access to and from air cargo operations off of Columbia Blvd.

- Columbia/Killingsworth Eastend connector- \$3.5 M for the remaining unfunded work under the rail crossing
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Columbia Corridor has distinctive needs and transportation issues based on business/industrial uses, and its function as a gateway for trade to national and international markets. These uses rely heavily on efficient freight accessibility and mobility via the road network. Constraints on the road system in heavily dependent airfreight areas have a direct impact on businesses bottomline and cost of goods. My business is serving the air cargo market of this region. Air Cargo activity is highly dependent upon the landside transportation system for good access to shippers, freight forwarders, reload facilities and the air cargo terminals. The majority of the region's air related facilities is located in the Columbia Corridor and relies heavily on Columbia Blvd, as well as the arterial system of Alderwood, Cornfoot, and NE 47th.

Columbia Blvd and the arterials accessing it are important for efficient freight movement in this region. Today, traffic accessing I-205 from Columbia Blvd backs up over a mile during the pm peak. This back-up affects our access onto Columbia and our ability to meet the restricted times for airline departures. As a result, traffic from businesses serving air cargo must face delays or seek time consuming alternatives.

Portland Office
 6225 NE 112th Ave
 Portland, OR 97220
 Ph (503) 256-3621
 Fax (503) 256-2975

Seattle Office
 18800 8th Ave, Ste 1100
 Seatac, WA 98148
 Ph (206) 277-7066
 Fax (206) 277-7067

Eugene Office
 1800 Prairie Rd, Ste C
 Eugene, OR 97402
 Ph (541) 688-0879
 Fax (541) 461-0731

San Francisco Office
 355 Swift Ave
 S San Francisco, CA 94080
 Ph (650) 869-6992
 Fax (650) 869-6994



(800) 452-3746
 www.jetdeliverysystems.com
 sales@jetdeliverysystems.com

Page #2-Air cargo road funding

My business provides expedited air cargo trucking freight services and serves over 750 Oregon industries, with 95 Oregon employees. Jet Delivery gets the air freight to and from the Airport and the Customers door. Improved freight mobility for air cargo activities will help industries like mine thrive and grow in this region. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state. We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Sincerely

A handwritten signature in black ink, appearing to read "Leland O. Johnson".

Leland O. Johnson
 President

CC Tom Zelenka, Oregon Freight Advisory Committee Chair
 Jim Francisconi, City of Portland Commissioner
 Stuart Foster, Oregon Transportation Commission Chair
 Bill Wyatt Port of Portland Executive Director

Portland Office
 6225 NE 112th Ave
 Portland, OR 97220
 Ph (503) 256-3621
 Fax (503) 256-2975

Seattle Office
 18800 8th Ave, Ste 1100
 Seatac, WA 98148
 Ph (206) 277-7068
 Fax (206) 277-7067

Eugene Office
 1800 Prairie Rd, Ste C
 Eugene, OR 97402
 Ph (541) 688-0879
 Fax (541) 461-0731

San Francisco Office
 355 Swift Ave
 S San Francisco, CA 94080
 Ph (650) 869-6992
 Fax (650) 869-6994



NIPPON EXPRESS USA INC.

Portland Office
8520 NE Alderwood Road
Portland, OR 97220

Air Cargo/Administration
Tel: 503-281-6100
Fax: 503-281-8887

Ocean Cargo
Customs Brokerage
Tel: 503-281-8400
Fax: 503-281-4433

December 31, 2003

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232

Dear Councilor Park,

As you consider recommendations to the Oregon Freight Advisory Committee for the \$100M allocated to freight projects from the Oregon Transportation Investment Act III, we would like to express strong support for a small set of improvements that will significantly improve access to and from air cargo operations off of Columbia Blvd.

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Columbia Blvd and the arterials accessing it are important for efficient freight movement in this region. Today, traffic accessing I-205 from Columbia Blvd backs up over a mile during the pm peak. This back-up affects our access onto Columbia and our ability to meet the restricted times for airline departures. As a result, traffic from businesses serving air cargo must face delays or seek time consuming alternatives.

Nippon Express Portland Branch helps to meet the transportation needs of a large number and wide variety of businesses involved in import and export activities. Improved freight mobility for air cargo activities will help industries like ours thrive and grow in this region. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state. We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Sincerely,



Rick Johnson
Operations Manager

CC Tom Zelenka, Oregon Freight Advisory Committee Chair
Jim Francisconi, City of Portland Commissioner
Stuart Foster, Oregon Transportation Commission Chair
Bill Wyatt Port of Portland Executive Director

AEROGROUND, INC.

December 22, 2003

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232

Dear Councilor Park,

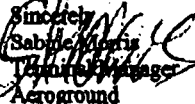
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- NE Alderwood improvements- \$2.3 M for intersection improvements at NE Alderwood/NE Columbia and NE Alderwood /NE 82nd
- NE Columbia Blvd/82nd Ave -\$1.1M to signalize ramps and provide additional capacity

Columbia Corridor has distinctive needs and transportation issues based on business/industrial uses, and its function as a gateway for trade to national and international markets. These uses rely heavily on efficient freight accessibility and mobility via the road network. Constraints on the road system in heavily dependent airfreight areas have a direct impact on businesses bottomline and cost of goods. My business is serving the air cargo market of this region. Air Cargo activity is highly dependent upon the landside transportation system for good access to shippers, freight forwarders, reload facilities and the air cargo terminals. The majority of the region's air related facilities is located in the Columbia Corridor and relies heavily on Columbia Blvd, as well as the arterial system of Alderwood, Cornfoot, and NE 47th.

Columbia Blvd and the arterials accessing it are important for efficient freight movement in this region. Today, traffic accessing I-205 from Columbia Blvd backs up over a mile during the pm peak. This back-up affects our access onto Columbia and our ability to meet the restricted times for airline departures. As a result, traffic from businesses serving air cargo must face delays or seek time consuming alternatives.

My business provides trucking and handling to numerous Airlines accounts and serves 100+ of industries or employs 20+ people. Improved freight mobility for air cargo activities will help industries like mine thrive and grow in this region. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state. We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

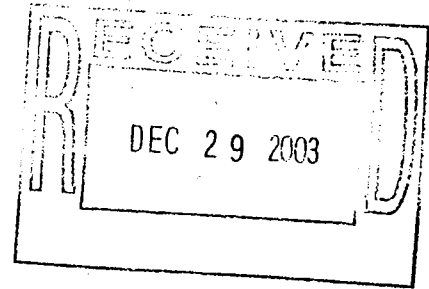
Sincerely,

Sabir M. Mulla
District Manager
Aeroground

CC Tom Zelenka, Oregon Freight Advisory Committee Chair
Jim Francisconi, City of Portland Commissioner
Stuart Foster, Oregon Transportation Commission Chair
Bill Wyatt Port of Portland Executive Director



December 22, 2003

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232



Dear Councilor Park:

As you consider recommendations to the Oregon Freight Advisory Committee for the \$100M for freight projects from the Oregon Transportation Investment Act III, we would like to express strong support for a small set of improvements that will significantly improve access in and around the Rivergate Industrial area. Rivergate is home to a number distribution companies and employs more than 7500 people involved in manufacturing, distribution and port operations.

- N. Lombard access improvements in Rivergate- \$ 3.6 M for widening N. Lombard adjacent to the remaining large undeveloped site
- N. Leadbetter extension - \$8 M for rail overcrossing in Rivergate property across from T-6

The N. Lombard improvement would widen the arterial to provide a center turn lane and ensure development of the final large acreage parcel in Rivergate. Today 30-40% of the traffic is comprised of truck traffic. Slow turning into properties blocks through movement and constricts traffic flow on this arterial affecting timely access from properties to the rest of the system. The second funding request is for N. Leadbetter grade separation, which would separate the road from the rail network and provide for improved flow of both the road and rail. Today rail blockages impact access into and out of industrial uses increasing the business transportation and logistics costs.

Rivergate, part of the overall Columbia Corridor, has distinctive needs and transportation issues based on business/industrial uses, and its function as a gateway for trade to national and international markets. These uses rely heavily on efficient freight accessibility and mobility via the road and rail networks. Constraints on the road system in heavily dependent freight areas have a direct impact on businesses bottomline and cost of goods. My business is reliant on good truck and rail access and timely pick-up and delivery of products. My business provides distribution of paper goods and serves the Western United States and abroad. We provide jobs for 60 plus people, which has been very consistent year after year. Improved freight mobility for our operations in Rivergate ensures our ability to remain competitive here in the global market place. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state.

We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Sincerely,

Adam J. Richard

General Manager Warehousing

cc: Tom Zelenka, Chair, Oregon Freight Advisory Committee, PO Box 10047, Portland, OR 97296
Jim Francisconi, Commissioner, City of Portland, 1221 SW Fourth, Rm. 220, Portland, OR 97204
Stuart Foster, Chair, Oregon Transportation Commission, 355 Capitol Street NE, Salem, OR 97301
Bill Wyatt, Executive Director, Port of Portland, PO Box 3529, Portland, OR 97208



CLACKAMAS COUNTY

Board of Commissioners

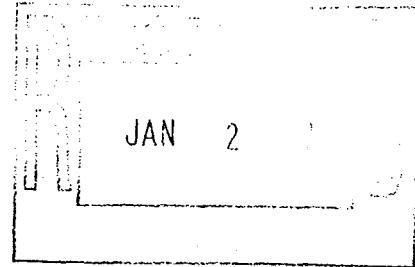
BILL KENNEMER
CHAIR

LARRY SOWA
COMMISSIONER

MARTHA SCHRADER
COMMISSIONER

December 29, 2003

Rod Park, Chair
Joint Policy Advisory Committee on Transportation
Metro
600 NE Grand Ave.
Portland, Or. 97232-2736



Dear Rod:

On behalf of Clackamas County I wish to extend our holiday greetings to you and the entire Metro Council. Also, I would like to personally thank you for your leadership this past year as Chair of JPACT. I believe we have debated and acted on significant issues and look forward to what lies ahead of us in 2004.

Clackamas County would like to thank the entire Metro Council and JPACT for their adoption of the 2004-2007 MTIP, Resolutions # 03-3335 and # 03-3381, which has identified Sunnyside Road (142nd to 172nd) as the region's priority for future funding from the new transportation OTIA III revenues. It is this commitment to funding critical transportation projects in Clackamas County that will make our 2040 Plan successful as regional growth is directed at the urbanization of 13,000 acres in Clackamas County. Our additional OTIA III funding priorities to serve these new urban areas will be the Sunrise Corridor/Unit 1 and 172nd Ave./Phase I.

I believe the allocation of OTIA III funds within this region will need to focus on road projects that will enable our regional economy to create and retain jobs. It is also imperative that the transportation infrastructure necessary to serve the new urban areas be constructed in a timely manner. If we are not successful in this endeavor, not only will job creation be slowed, but Oregon's land use law and the priority it places on prime farmland will need to be reexamined. I look forward to working with you, the other Metro Councilors and JPACT as we face these challenges and opportunities in 2004.

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And, finally, please consider this a gentle reminder that Metro and JPACT need to help in getting the OTC in agreement on earmarking the Sunrise for our annual Congressional visit.

Sincerely,



Bill Kennemer, Chair
Board of County Commissioners

Cc: Clackamas County Commissioner Larry Sowa
Clackamas County Commissioner Martha Schrader
Metro Council
JPACT
BK/cm

BNSF



PATRICK C. KEIM
Director, Government Affairs

The Burlington Northern
and Santa Fe Railway Company

139 North Last Chance Gulch
Helena, MT 59601-4125

Phone (406) 447-2301
Fax (406) 449-8610
E-mail patrick.keim@bnsf.com

January 8, 2004

Mr. John Gray
Metro
600 NE Grand Avenue
Portland, Oregon 97232

Dear Mr. Gray:

I am writing you in response to Metro's request for comments and support material regarding projects for submission to the Oregon Freight Advisory Committee. For the record, I represent Burlington Northern Santa Fe Railway and am a member of the Oregon Freight Advisory Committee and its Projects Subcommittee

The project about which I am writing is the proposal to improve access and highway safety at the entrance to BNSF's Portland Intermodal Hub Center located on Yeon Ave. in Portland's NW Industrial District. This project has been examined by the OFAC's Project Subcommittee and by the City of Portland Department of Transportation's planning division. Both entities feel the project has strong merit and deserves attention.

In your request for comments on proposals four areas of eligibility are outlined for comment. In this narrative I will attempt to describe the project as it relates to all four of these areas. I am also enclosing additional supporting material including a detailed Portland Hub Access Study prepared by David Evans and Associates, a summary of that study, and a CD containing the material.

Projects that remove identified barriers to the safe, reliable, and efficient movement of goods.

This is what this project is all about. Over 200,000 trucks use BNSF's Portland Hub Center as they shuttle trailers to and from trains and shippers. Most of these trucks, when exiting the Hub must make a left turn onto Yeon Ave without benefit of traffic signals. Traffic is heavy on Yeon Ave., which is also US Highway 30, a part of the National Strategic Highway System, particularly during rush hours which is when shippers are picking up their loads. These trucks must pull out into on coming traffic. This both delays movements and presents a safety hazard for the trucks and traffic on Yeon Ave. Trucks delivering to the Hub are often forced to queue in the right hand lane of Yeon Ave. as they wait to enter the facility. This again occurs during heavy traffic times. The project would eliminate these problems by providing traffic signals and turnout lanes.

Projects that would facilitate public and private investment that creates or sustains jobs.

Oregon's economy is heavily dependent on trade and trade is dependent on transportation safety, efficiency and reliability. Oregon's transportation infrastructure is at or near capacity for freight movement in the congested areas such as Portland. For Oregon to continue to enjoy sustained growth in these trade related sectors the transportation choke points such as this one on Yeon Ave. need to be resolved. Literally thousands of jobs are dependent in all or part on the goods that flow through this Hub center. With the Hub near capacity due in part to this constriction, the ability to add additional flow supporting additional jobs, both at the Hub and at businesses served by it, is limited. It is not possible to predict the specific job creation impact this project would have if constructed. Such an impact would be dependent on what kind of industries could be attracted to the area with a better transportation flow. It would also be dependent on how existing shippers could expand their business if freed from the costs associated with the existing inefficiency caused by delays to their trucks. There is also an additional, difficult to measure impact to other users of Yeon Ave. who experience the congestion created by trucks queuing onto the Highway and pulling into oncoming traffic.

Projects that would support multimodal freight transportation movements.

This project is all about multimodal freight movements. BNSF's Portland Hub Center is the point where trucks meet trains in the movement of Oregon's freight. The Hub Center handles over 200,000 truck movement per year. All of these trucks are delivering trailers to or taking them from trains for delivery to businesses. This hub center handles intermodal freight movements from all over the Portland area. But it also handles intermodal movements from all over Oregon and southwestern Washington. Goods from or destined to points as far away as Eugene, Klamath Falls, Bend, Astoria, Pendleton, Brookings, and many other points move through the Portland Hub Center. This center connects Oregon shippers with the flexibility to use the best combinations of multimodal freight transportation to and from points throughout North America. BNSF's Portland Hub Center is Oregon's eye on the world of multimodal freight movement.

Projects that could be constructed beginning in 2006.

Though big in impact, this project is small in cost and complexity. If funding were approved, there would be no problem getting construction started in 2006. If started early enough in the year it could probably be finished in 2006.

Enclosed you will find the afore mentioned material. You will note that the David Evans and Associates study laid out three alternative design solutions. Alternative #1 is the preferred. All are in a close cost range of \$2.2 to \$2.5 million based on early 2003 engineering estimates. That a big public benefit impact for a relatively small amount of money when compared to other projects. There are few other projects that have such a positive impact on both safety and multimodal mobility.

After you have had a chance to review this material please call me. I would be happy to meet with you to go over it in detail.

Sincerely,

Pat Keim

Cc Bridget Weighart Metro
Mark Ude
John Hovland
Sam Phanekham

139 North Last Chance Gulch
Helena, MT 59601-4125Phone (406) 447-2301
Fax (406) 449-8610
E-mail patrick.keim@bnsf.com

January 8, 2004

Mr. John Gray
Metro
600 NE Grand Avenue
Portland, Oregon 97232

Subject: Addendum to Burlington Northern Santa Fe Railway letter of December 22, 2003 on project submissions for the Oregon Freight Advisory Committee.

Dear Mr. Gray:

I have developed some additional supportive information that should be useful in evaluating this project's eligibility for submission to the Oregon Freight Advisory Committee. Burlington Northern Santa Fe Railway (BNSF) is committing substantial amounts of its own capital resources to expanding the Portland Hub Center. The Hub is currently handling over 200,000 truck movements, or as we call them-"lifts" per year. The term "lifts" refers to the operation of lifting the trailers onto and off of railroad cars. In fact the rated capacity of the Hub Center is 190,000 lifts per year, so we are really pressing capacity. In 2004 we plan to expand that capacity to 298,000 lifts per year by converting to mobile overhead gantry cranes. Doing so involves relocating tracks in the Hub Center and pouring concrete crane pads for the cranes to move on. In addition we will be installing automatic crane guidance systems to improve safety and efficiency. The cost of this project is \$1,300,000. With this project is already funded and scheduled for 2004 construction. Thus it is clear that BNSF is already committed to expanding its operations at the Portland Hub Center.

Looking to the near future, we foresee the need to further expand the Hub Center to a total of 400,000 lifts. There is additional space available at the Center to accomplish this at an estimated additional investment of \$4-5,000,000. Thus we already are positioning for additional substantial expansion of the facility

All this is being funded by BNSF and is in addition to the \$2,400,000 for the entrance/exit improvements that BNSF is seeking funding for through the Oregon Freight Advisory Committee submissions. This entrance/exit project is important to all this for the growth to take place. The traffic flow and safety issues need to be addressed or the related congesting inefficiency will grow as more shippers enter and exit the facility. The expansion of the Hub Center and its increased utilization is important to those shippers and the job base they provide as they grow. The increased throughput will also support additional employment opportunities at the Hub Center itself.

As to likelihood beginning construction in 2006, BNSF has studied this timeline and is confident it can be done easily dependent on funding availability. This project should not require an EIS. Design concepts have already been developed and reviewed, and the necessary right of way is already in hand. We estimate that the design engineering would take about 90 days, permitting would take about 180 days, construction bidding would take 30 days, and actual construction would be about 120 days. Dependent on funding, the 2006 start timeline is no problem and we would aim at completion in by the end of 2006 or sooner.

BNSF would be willing to consider participating in a small part of the cost of the entrance/exit project. While noting that it is important to keep in mind that we are totally internally funding the other expansion costs that will be running up to \$6,500,000.

Thank you for your consideration.

Sincerely,

Pat Keim



January 5, 2004

TO: Oregon Freight Advisory Committee

FROM: Charlotte Lehan, Mayor
City of Wilsonville

SUBJECT: Reconstruction Wilsonville Road/I-5 Interchange Project

Thank you for the opportunity to comment on an important project to the south Portland-metro region— Reconstruction of the Wilsonville Road/I-5 Interchange Project. This project is critical to freight movement on south Interstate 5 and for the major freight haulers and industrial businesses in south Wilsonville. While this area is home to corporate and/or core distribution facilities of Coca Cola, GI Joes, Orepac, Rite Aid, Wilsonville Concrete, and Marten Trucking, it is also the linchpin to another 194 acres of vacant, buildable industrial-commercial lands.

I am sending you the attached responses to questions posed by Metro to assist you in narrowing the list of projects to be funded with OTIA 3 dollars. ODOT and Metro have identified Reconstruction of the existing Wilsonville Road Interchange as a high priority project to address failing capacity at the south interchange area. In fact, ODOT completed a study of the area in partnership with Metro, the Federal Highway Administration and the City. The Freeway Access Study completed in November 2002 identified the necessary improvements to address capacity and safety issues at the interchange. This project was identified as a top priority.

Funding this project surpasses all of the criteria identified by the Oregon Freight Committee, the Oregon Transportation Commission and the Oregon State Legislature to determine which projects should receive priority. Namely it:

- removes major identified transportation barriers
- facilitates Public and Private Investment
- supports multimodal freight transportation improvements
- ready for construction by June 2007

Please feel free to contact Danielle Cowan, Public Affairs Director for the City of Wilsonville at (503) 570-1505 or cowan@ci.wilsonville.or.us for more information on this project proposal.

Cc: Metro Council
Clackamas County Commission
Bruce Warner, ODOT
Matthew Garrett, ODOT
Chris Warner, Governor's Office
Wilsonville City Council
Wilsonville Chamber of Commerce





*Swan Island Business Association
P.O. BOX 4773, Portland, OR 97208*

Mr. Martin Callery, Chair
Freight Projects Subcommittee
Oregon Freight Advisory Committee
Oregon International Port of Coos Bay
P.O. Box 1215
Coos Bay, Oregon 97429-0311

Dear Mr. Callery,

cc: John Gray, Metro
Steve Gerber, City of Portland
Susie Lahsene, Port of Portland

The Swan Island Business Association urges the Freight Projects Subcommittee to add the Going Street Railroad overpass in Portland to the "short list" of Freight Mobility Projects.

Going Street is the busiest freight arterial in the Metro region, carrying almost 40K vehicles/day, with a high percentage of them being semi-tractor trailers carrying valuable cargo vital to the growth and prosperity of this region. This overpass is the only access to the Swan Island/Mock's Landing Industrial areas...home of Freightliner, UPS, Federal Express, Columbia Distributing, Roadway, Cascade General and numerous other trucking and warehousing operations. Together these concerns employ upwards of 10,000 individuals.

UPS and Freightliner are both considering expansions that could bring hundreds of new high wage, close-in jobs to Portland.

The Going Street overpass is at the top of the City of Portland's list of structures at risk in case of an earthquake and the structure could be subject to weight restrictions on the center section that dates from the 1930's limiting the effectiveness of this overpass and thusly the ability to conduct business as necessary for this region of the city.

The Going Street overpass crosses the Union Pacific Rail Road mainline and supporting posts intrude into their Albina Yard, also a key multi-modal hub for this region and the state. A train derailment, like the one that occurred a dozen years ago could shut down access to Swan Island and put over 10,000 people out of work.

Please see that the Going Street railroad overpass, a key piece of Portland's industrial infrastructure, is included in the State's Freight Mobility priorities.

Sincerely,

Wayne Cozad II, President
Swan Island Business Association

From: Jerry Grossnickle
Chairman, Bridge Committee, Columbia River Towboat Association
Co-Chair, Ad Hoc Vancouver Rail Bridge Committee
13510 NW Old Germantown Road
Portland, OR 97231
Phone (503) 289-3046

To: METRO
Attn: John Gray
600 NE Grand Avenue
Portland, OR 97232
E-mail: trans@metro.dst.or.us

Comment on Freight Priorities

JPACT and the Metro Council have solicited comments to help develop a list of the region's highest priority projects to submit to the Oregon Freight Advisory Committee. On behalf of the Columbia River Towboat Association, we recommend that Metro put at the top of its list the Vancouver rail bridge modification project. This is a project to replace the existing "swing span" with a wider "lift span" and place it closer to the middle of the river. We urge Metro to recommend that the state share in funding this important project.

1. *The project removes identified barriers to the safe, reliable and efficient movement of goods:*

- a) Priority is justified for critical safety as well as important freight efficiency reasons. The current configuration is a hazard to navigation. The tug & barge industry made this abundantly clear to the Coast Guard at its "Truman-Hobbs" hearing last year. The swing span was built in 1908 and is much too narrow for today's barge freight, and because of its close proximity to the I-5 crossing, the navigational difficulty is compounded. The distance between the bridges is barely adequate to allow the difficult maneuvers required to safely negotiate the bridge openings. Although the rail bridge opening is reasonably well lined up with the I-5 lifts (both are near the Washington shore), captains do not call for these lifts when they can be avoided, nor are they allowed to use them during the peak traffic periods of morning and evening "rush hour" (6:30-9 AM and 2:30-6PM). So they usually navigate under the I-5 bridges' higher spans toward the middle of the river, which require tows to make a difficult "S" turn to line up with the narrow rail bridge opening. This maneuver becomes more dangerous as river levels rise and currents increase. When the river reaches 6 feet at the Vancouver gauge, the maneuver (through the high span) becomes too dangerous, and captains use the I-5 lifts. In years of high run-off, the river can remain above 6 feet for 6 or 7 months at a time.
- b) The dangers to tug & barge tows from a miscalculated maneuver are obvious and immediate, with the possibilities for loss of life and property a constant consideration for towboat captains. With increasing I-5 traffic, there has been increased pressure on captains to avoid using the lifts, and in 1999 the Coast Guard extended the length of rush-hour closures of the lifts. Thus the danger of a miscalculation has steadily increased. If a

tow were to hit and disable the rail bridge (the closest alternative is east of The Dalles, at Wishram), the cost to the regional economy could be enormous. We are very much concerned that if the BNSF bridge is not modified, a major incident here will inevitably be part of our future.

- c) This project would not only remove a hazard to navigation, but it would also remove an obstacle to the efficient movement of freight and surface traffic on the I-5 crossing. A lift opening on the BNSF rail bridge placed more toward the middle of the river would allow marine traffic to nearly always avoid using the I-5 lifts. WSDOT calculated that the current average annual cost of lifts in I-5 traffic delay is about \$0.8 million and will steadily increase to a projected cost of \$12 million by 2021. Currently a lift causes about 20 minutes in mid-day traffic delay, but by 2021 the mid-day delay could exceed 90 minutes. We anticipate about 275 lifts in 2004 (the current average). Clearly there will be more in the future.
- d) The I-5 lifts are truly an anachronism on the interstate highway system. Nowhere else in the country do we have an interstate highway that is closed down for such lifts. We have had three years of low water in the Columbia, so we have not had to use the lifts. However, that is changing. This year's snow pack looks to be back up to near or in some places above normal. That means we will again have lifts.

2. *The project supports public and private investment that creates or sustains jobs:*

- a) Although doing the project itself will naturally have some short-term benefits to the local economy, the real benefits come from increased transportation efficiency and the removal of a hazard to navigation. Both have significant beneficial effects to jobs in the region.
- b) The U.S. Commerce Department is forecasting a doubling of international trade by 2020. The increase will have significant impacts on our region, and economic benefits depend greatly on whether we can maintain an efficient transportation system. Census research indicates a historically high population increase over this same period, particularly in this region. Surface transportation infrastructure is already stretched to the limit. The current level of planned infrastructure improvements cannot possibly mitigate the impact of a doubling of the number of trucks and trains. The state doesn't have the estimated \$8 billion in today's dollars necessary to arrest the degradation of our roads and bridges. At \$32 million per lane mile to construct new roads, certainly less expensive options are preferable.
- c) A partial solution could be to take advantage of the barging capacity surplus. Think of it as a truck and rail multiplier. Each fully loaded grain barge contains the equivalent of 35 rail cars or 116 truckloads of grain. A typical 4-barge tow carries the equivalent of 1.4 unit trains or a string of semi-trucks stretching over five miles long. Barging is the most cost efficient mode of transportation. In order to maintain a healthy export economy, we will need to ensure that we can maintain our transportation efficiency, and to do that, we need to modify the Vancouver rail bridge and remove the I-5 lift bottleneck.

- d) Key findings of the Truman-Hobbs Coast Guard study were:
- Highway traffic congestion on I-5 will spread into the mid-day period when there is currently no restriction on bridge lifts.
 - Commercial barge traffic and the number of commercial bridge lifts will continue to increase from an average of about 275 per year to about 400 per year in 2021.
 - Bridge lifts during mid-day periods will significantly increase congestion by forming traffic queues that take a longer time to dissipate. These longer periods of traffic delay combined with a higher percentage of truck traffic in the mid-day period result in higher estimates of travel delay costs. In today's dollars, the benefits are estimated to increase from about \$.8 million in 2002 to nearly \$12 million in 2021.
 - There are nearly \$85 million in cumulative benefits in today's (real) dollars for the 20 year period from 2002 to 2021. The present value of these benefits using the federally specified discount rate of 7 percent is nearly \$32 million.
 - Given the increasing cost of congestion from bridge lifts, doing nothing could result in future pressure on elected officials to further restrict highway bridge lifts. Further restriction would add additional backup of commercial barge navigation in increase the safety risk by further limiting barge operations in daylight hours.
- e) Although the Truman-Hobbs study recognized the need to modify the rail bridge for safety reasons, Coast Guard headquarters decided that under its current interpretation of Truman-Hobbs regulations, the economic benefits to I-5 traffic could not be counted as part of the cost/benefit analysis. Thus, headquarters did not approve the study's recommendation (also noting the absence of a major barge/bridge collision in the recent past and declining to consider the increasing risk factors). Clearly, the economic impact to the I-5 corridor is highly significant, and whether or not the Coast Guard should have considered this economic factor, it is surely one of the reasons Metro should be recommending the project to the Freight Advisory Committee. Transportation efficiency translates directly into jobs, especially in this region so dependent on exports.

3. *The project supports multi modal freight movements:*

- a) The towboat industry plays an important role in the safe, reliable and efficient movement of goods, and we urge Metro to recognize the importance of the Vancouver rail bridge project not only to continued safe and reliable barge transportation, but also to the efficiency of I-5 surface transportation. Over 40% of U.S. wheat exports move on the Columbia River system. I-5 is an important crossroad for north-south and east-west freight movement. The Vancouver rail bridge is critical to north-south and east-west freight shipments and to high-speed passenger rail interests of the states of Oregon and Washington. Both crossings are key facilities connecting the Interstate system and the freight rail system with deep-water shipping and upriver barging, and this multi-modal intersection is the most significant freight center along I-5 between California and Washington.
- b) The benefits of the project are certainly multi-modal. The towboat industry benefits both from the elimination of a hazard to navigation, but also from the increased efficiency of

eliminating a bottleneck. If the project is constructed, towboat captains will no longer have to wait for lifts at I-5. There will be no restrictions at I-5, for the wide or high spans can be used at all times of the day. The morning and afternoon lift restrictions will no longer cause delays in barge traffic, no matter the river level.

- c) Certainly I-5 freight and other surface traffic will also benefit substantially from the absence of lifts, as pointed out above, but also there will be some benefit to rail traffic from the replacement of the current “swing” opening with a lift. We believe that a modern lift span can be operated with greater efficiency than the older swing-type opening, demanding less time for a tow than is currently needed. This means, of course, that the rail bridge would also be able to accommodate rail traffic more quickly. In addition, because tug captains now must arrange for lifts at both the I-5 and rail bridges, and both must be in the open position before the captain can begin the passage, the total time required for a rail bridge opening would likely be less in the future when I-5 lifts are not involved.

4. The project can be constructed beginning in 2006:

Once the region formally supports this project as a high priority freight transportation project, we expect that our Congressional delegations (both Oregon’s and Washington’s) will seek authorizing approvals and appropriate funding earmarks. Although the project will require specific authorizing legislation because of its continuing Truman-Hobbs characteristics, such legislation will likely be speedily crafted, since it has been done before, and the feasibility has been recognized by both the Coast Guard and Congress. As under any Truman-Hobbs procedure, this project would be a “turn-key” Coast Guard operation, with the agency supervising the project, from the environmental impact statement work to contracting the engineering and construction work. Funding may indeed be largely a federal matter, but because so much of the benefit is to I-5 freight mobility, there may well be a local (Oregon & Washington) component to the funding package.

We believe that the project could very well be built in 2006 if it is authorized in 2004.

John Gray - Freight Project List: Addendum to Comments

From: <jonesdi@pop.mts.kpnw.org>
To: <trans@metro.dst.or.us>, <halverbk@att.net>
Date: 1/5/2004 12:44 PM
Subject: Freight Project List: Addendum to Comments

Hello,

I e-mailed a lengthy request to have the N Going/Greeley Interchange Upgrade added to the Freight Project List that you are taking comments on through today. I left out a significant point which I would like to add to the response to question 1:

The Interstate and Going intersection functions at a Level of Service D or F during the PM Peak. This is projected to worsen with the addition of density in the area and an increase in the number of trucks accessing the UP Albina Railyards from Interstate 5. Moving the trucks (and other through traffic) to Greeley and Going should improve the Level of Service at the Interstate and Going intersection as capacity and restricted access allow traffic on Greeley and Going to flow at a higher speed. This benefits neighborhood residents as well by improving the flow on Interstate Avenue which is very congested during the PM Peak.

I hope that Metro in conjunction with the City of Portland's Bureau of Transportation and the Portland Development Commission can provide the data to substantiate these arguments.

Sincerely,
Brad Halverson

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1/8/2004

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KPFF CONSULTING ENGINEERS

VICE PRESIDENT
JIM EDWARDS
BIRTCHEP PROPERTY SERVICES

SECRETARY
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BETTY ATTEBERRY
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SUSTAINING MEMBERS

AMBERGLEN BUSINESS CENTER
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EQUITY OFFICE
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INSIGNIA/ESG
INTEL CORPORATION
MELVIN MARK COMPANIES
NIKE, INC.

PACTRUST
PORTLAND GENERAL ELECTRIC
PROVIDENCE HEALTH SYSTEM
PS BUSINESS PARKS
QWEST COMMUNICATIONS
STANDARD INSURANCE COMPANY
TEKTRONIX, INC.
TRAMMELL CROW RESIDENTIAL
VERIZON NORTHWEST



January 5, 2004

John Gray
Transportation Department
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Freight Mobility Projects

The Westside Economic Alliance (Alliance) strongly supports targeting transportation funding to projects that will support freight mobility in Oregon. These types of projects are absolutely critical to the economic health of the state. We believe that efforts such as this will assist economic development by retaining jobs and creating new jobs throughout the state. Our members rely on major state routes such as US 26, Highway 217 and Interstate 5 to move their products and provide access to their facilities for customers and employees. Accordingly, the Alliance would like to express its support for the following High Priority Freight Mobility Projects that are being considered by the Oregon Freight Advisory Committee.

US 26 Improvements

- US 26 – widen US 26 to six lanes from Cornell Road to 185th Avenue
- US 26 – Construct new interchange at Glencoe Road

Both projects will enhance a critical transportation corridor for job access and freight distribution for the high technology sector in Hillsboro and the agricultural community in the Hillsboro/North Plains area. The widening of US 26 from Cornell Road to 185th Avenue will compliment a committed OTIA II project that is widening US 26 from Murray Blvd. to Cornell Road. The Alliance strongly supports this improvement because of the additional transportation capacity it will provide to the thousands of jobs in the Hillsboro area.

OR 217 Improvements

- OR 217 – widen northbound OR 217 to three lanes between OR 8 and US 26 and make ramp improvements.
- OR 217 – Interchange improvements at either Allen or Denny.

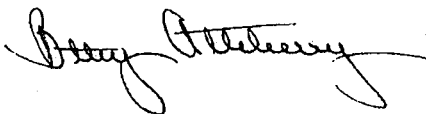
The OR 217 Corridor is the critical north-south connection between US 26 and Interstate 5 in Washington County. As such, OR 217 plays an absolutely essential role in serving freight mobility between these two facilities. Congestion on OR 217 is leading to significant delays and is impacting the movement of freight through the corridor. The Alliance supports efforts to improve traffic flow in this critical corridor. In particular, the OR 217 improvements to widen the facility to three lanes between OR 8 and US 26 will assist in traffic flow and access to other state facilities. This project will also compliment the overall transportation improvements that were constructed with the Westside Corridor (LRT) Project.

Interstate 5 to OR 99W Connector Improvements

- I-5 to 99W Connector – construct arterial connection from I-5 to OR 99W.

This project will serve the growing industrial area in the Tualatin / Sherwood area. Currently, freight movement in this corridor is required to use Tualatin-Sherwood Road, an arterial that is seriously congested for most of the workday. Tualatin-Sherwood Road is the only east-west access for freight traffic using Interstate 5. The addition of a new I-5 to 99W connector south of Tualatin-Sherwood Road will provide a more direct route to Interstate 5 and will reduce reliance on a single arterial to serve a large industrial area.

Thank you for the opportunity to comment on the Freight Mobility Priorities. The Alliance supports transportation improvements that will promote economic development in Oregon. If you have any questions regarding our comments, please call me at 503-968-3100.



EXECUTIVE DIRECTOR

WASHINGTON SQUARE

10200 SW Nimbus Avenue, Suite G-3, Portland, Oregon 97223

Phone: 503.968-3100 ■ Fax: 503.624-0641 ■ E-mail: westside@westside-alliance.org ■ URL: www.westside-alliance.org

John Gray - Freight Project Submission

From: Brad & Katrina Halverson <halverbk@att.net>
To: <trans@metro.dst.or.us>
Date: 1/4/2004 11:12 PM
Subject: Freight Project Submission

January 4, 2004

Hello,

I would like to suggest adding a project to the Freight Mobility Project List. The City of Portland's Transportation System Plan (TSP) list of improvements includes Project #30016: Going/Greeley, N: Climbing Lane and Interchange Improvements. This need for this project has dramatically increased since the construction of Interstate MAX light rail in the area. The reduction of through travel lanes to one each way on North Interstate Avenue makes truck traffic more noticeable and increases the congestion because of addition of two traffic signals in the stretch between North Greeley Avenue and North Going Street.

As Chairman of the Interstate MAX Advisory Committee and Vice-Chairman of the Overlook Neighborhood Association (the Project is within the boundaries), the question I have heard over and over from neighbors both for and against the light rail project is: where will the trucks go? Now that light rail construction is essentially over, the City has changed the truck route status of Interstate Avenue between Greeley and Going from major to minor. Meanwhile, North Greeley Avenue has been upgraded from a minor truck route to a major route. North Greeley is a four-lane road with no access points running below the residential part of the neighborhood next to the Union Pacific Albina Railyards between Interstate Avenue and Going Street. North Going Street also has four or even five lanes and no access between Interstate Avenue and Greeley Avenue. It is a major truck route as well.

I believe this project meets the eligibility criteria in the following ways: it is a modernization project of a local freight route running between Interstate 5 and the Union Pacific Albina Railyards; it is estimated to cost \$2 million to construct; (I think) it has not been listed on any previous STIP; it is listed in the City of Portland's TSP; and it supports the 1999 Oregon Highway Plan policies for inclusion in the STIP.

The following information is related to the question listed at the beginning of each section:

"1. How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?" and "3. How would the project support multimodal freight transportation improvements?"

The rebuilt Interstate Avenue has one through travel lane in each direction, turn lanes, bicycle lanes, on-street parking, sidewalks and

two light rail tracks within 100 feet of right-of-way. Two traffic signals have been added between Going Street and Greeley Avenue to control access across the light rail tracks. This requires truck drivers which takes extra time and generates increased amounts of noise and air pollution if they have to stop for the two new signals. Speed limits on this section are 35 MPH but are rarely achieved due to traffic and signals.

North Greeley Avenue between Interstate Avenue and Going Street has a speed limit of 45 MPH but traffic often travels at higher speeds. A similar situation exists on North Going Street between Greeley Avenue and Interstate Avenue then onto Interstate 5: a speed limit of 40 MPH.

Currently, traffic is not allowed to turn from westbound Going Street to southbound Greeley Avenue to traverse from Interstate 5 to the UP Albina (intermodal) Railyards. Even if it was allowed to do so, the offramp is probably inadequate for trucks. The reverse movement is legal but still is inadequate for trucks. The proposed project would rectify these inadequacies allowing freight (and auto) traffic to use this interchange to bypass the section of Interstate Avenue between Greeley Avenue and Going Street. Combining this upgrade with the increased real travel speeds on Going Street and Greeley Avenue versus Interstate Avenue would allow for faster movement of freight between Interstate 5 and the Albina (intermodal) Railyards.

"2. How does the project facilitate public and private investment that creates or sustains jobs?"

Interstate Avenue, Greeley Avenue, Going Street and Interstate 5 in this area are within the Interstate Corridor Urban Renewal Area (ICURA). There is potential to use tax-increment financing (TIF) to pay for a portion of the project. Also, the development of an alternative option for trucks and other through traffic that removes it from Interstate Avenue will improve the livability of the area. The zoning in this region has been changed to increase the density in association with transit-oriented development spurred by light rail. At the moment, hundreds of trucks use Interstate Avenue between Greeley and Going which make it very difficult to enjoy the immediate vicinity unless one is indoors. Rerouting these trucks out of the area will dramatically lower the noise and air pollution thereby enhancing the desirability of the area. Eventually this help increase property values which will generate more TIF dollars and then general fund property taxes. This is the primary goal of the urban renewal district. Construction of Interstate MAX (which was supported by funding from the state) will not result in maximized potential for the neighborhood, city and state until the trucks are given a suitable alternative route to Interstate Avenue wherever possible. Members of the Overlook Neighborhood Association (OKNA) have voted repeatedly to support efforts to improve the Going/Greeley interchange as well.

"4. What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?"

I do not believe this project will require an Environmental Impact

Statement. I think the land is already owned by the City of Portland. The City's Bureau of Environmental Services is preparing to build a sewer connector line near the project so coordination of the two would be necessary. The project should be ready for construction by 2006 if the funding is approved.

Thank you for the opportunity to provide input. Please contact me if you have any questions. I look forward to hearing your response.

Sincerely,
Brad Halverson
4227 N Court Ave
Portland, OR 97217
503-282-2755
brad.a.halverson@kp.org

City of Oregon City



City Hall
320 Warner Milne Road
P.O. Box 3040
Oregon City, OR 97045
(503) 657-0891
Fax (503) 657-7026

OFFICE OF MAYOR AND CITY COMMISSIONERS

January 2, 2004

John Gray
Metro
600 NE Grand Avenue
Portland, OR 97232

Subject: Comment on Freight Priorities

Dear John:

Thank you for the opportunity to comment on the freight priorities for the Portland metropolitan region, particularly relative to the funding that the Oregon Legislature approved for freight mobility projects earlier this year.

We have reviewed the list of eligible projects that are currently being considered for funding. We are concerned that improvements to OR Highway 213 are not being considered. This highway serves not only Oregon City, but also southern Clackamas County where significant freight activity occurs not only for goods but also for logging. There are two locations on OR 213 that need attention because of congestion:

- 1) The Interstate 205 and OR 213 interchange needs improvements as identified in the 2000 Highway 213 Urban Corridor Design Study. That study includes interchange concepts with phasing plans. Funding is requested for at least refining a preferred concept for the interchange or, preferably, for constructing Phase 1 improvements.
- 2) The remaining three-lane segment on OR 213 in Oregon City needs to be widened to a five-lane section. Funding is requested for preliminary engineering and construction to widen the highway between Meyers Road and Canyon Ridge Drive.

Please note that the City has recently designated over 200 acres of land for industrial purposes just south of the Hwy. 213 - Beavercreek interchange, across from Clackamas Community College. Also, Metro is considering adding more land to Oregon City's UGB in order to meet the regional need for more industrial lands. The City will also be considering designating this area as a "Regionally Significant Industrial Area" (RSIA). It would thus seem consistent with state, regional and local goals to support improvements to the OR 213 corridor.

PRESERVING THE PAST, BUILDING THE FUTURE

We realize that, as always, there are more needs than available funding. However, we are very concerned that others may not be as aware of the needs for OR 213 as we are, given the fact that the highway passes through our growing community. As Oregon City's elected officials, we are taking this opportunity to call your attention to OR 213, which serves as the primary link between the many growing communities in southern Clackamas County and I-205. Thank you for your consideration on this matter.

Very truly yours,

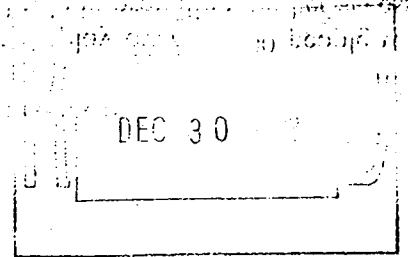
Mayor Alice Norris
On Behalf of the City Commission



THREE OAKS DEVELOPMENT COMPANY

December 22, 2003

Councilor David Bragdon, Presiding Officer
Councilor Rod Monroe, JPACT Chair
METRO
600 NE Grand Ave.
Portland, OR 97232



Re: North Lombard Overcrossing Project

Dear Councilors:

Three Oaks Development Co. strongly urges your consideration of projects that improve freight mobility in the corridor as you develop recommendations for the \$100M for freight improvements from the Oregon Transportation Investment Act III. As the deliberations on freight project funding progresses from JPACT and the Metro council to the Oregon Freight Advisory Committee, we urge your support for strategic transportation investments in the Columbia Corridor.

The Columbia Corridor is home to over 2900 businesses that employ over 98,000 people with a payroll of \$31 billion. Most of these businesses have a critical role in providing market access for industries in the rest of the region. This role makes these businesses heavily reliant on the transportation system for their operations. Efficiencies in the transportation system mean increased productivity which translates to cost savings to the industries they serve throughout the metro area. Strategic transportation investments in the Columbia Corridor are a key to the economic health for the businesses of the Portland metropolitan region.

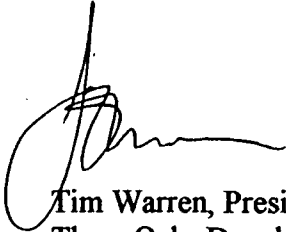
The following set of improvements are critical for improved freight mobility in the corridor and have been vetted through a number of studies produced by the City of Portland, ODOT, the Port of Portland and METRO.

- Columbia/Killingsworth Eastend connector- \$3.5 M for the remaining unfunded work under the rail crossing
- N. Lombard access improvements in Rivergate- \$ 3.6 M for widening N. Lombard adjacent to the remaining large undeveloped site
- N. Leadbetter extension - \$8 M for rail overcrossing in Rivergate property across from T-6
- NE 47th intersection improvements - \$ 4.1 M to improve access to air cargo operations at PDX
- Cornfoot access improvements - \$ 1 M for intersection improvements at NE Airtrans way/ Cornfoot and NE Alderwood/NE Cornfoot
- NE Alderwood improvements- \$2.3 M for intersection improvements at NE Alderwood/NE Columbia and NE Alderwood /NE 82nd
- NE Columbia Blvd/82nd Ave -\$1.1M to signalize ramps and provide additional capacity

12031 NE MARX STREET • PO BOX 30929 • PORTLAND, OR 97294-3999 • 503-256-2002 • FAX 503-254-2796
www.threecoaks.com

We recognize the difficulty in allocating scarce resources to meet the freight transportation needs of the region and the state. However, we appreciate your attention to needs of this corridor as it continues grow to support the market access needs of the region's industries.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tim Warren', with a large, stylized initial 'T'.

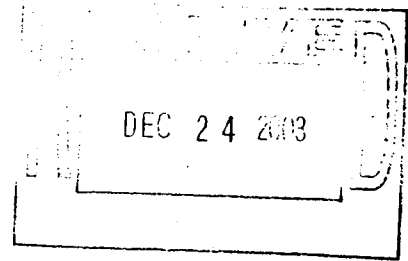
Tim Warren, President
Three Oaks Development Co.

CC Tom Zelenka, Oregon Freight Advisory Committee Chair
Jim Francisconi, City of Portland Commissioner
Stuart Foster, Oregon Transportation Commission Chair
Bill Wyatt Port of Portland Executive Director

 PANATTONI®

December 23, 2003

Councilor David Bragdon, Presiding Officer
Councilor Rod Monroe, JPACT Chair
METRO
600 NE Grand Ave.
Portland, OR 97232



Re: North Lombard Overcrossing Project

Dear Councilors:

Panattoni Development Company strongly urges your consideration of projects that improve freight mobility in the corridor as you develop recommendations for the \$100M for freight improvements from the Oregon Transportation Investment Act III. As the deliberations on freight project funding progresses from JPACT and the Metro council to the Oregon Freight Advisory Committee, I urge your support for strategic transportation investments in the Columbia Corridor.

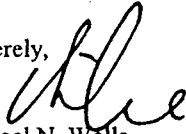
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The following set of improvements are critical for improved freight mobility and have been vetted by the City of Portland, ODOT, the Port of Portland and METRO.

- Columbia/Killingsworth Eastend connector- \$3.5 M for the remaining work under the rail crossing
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- Cornfoot access improvements - \$ 1 M for intersection improvements at NE Airtrans way & Cornfoot
- NE Alderwood improvements- \$2.3 M for intersection improvements at NE Alderwood & NE 82nd
- NE Columbia Blvd/82nd Ave -\$1.1M to signalize ramps and provide additional capacity

I recognize the difficulty in allocating scarce resources to meet the freight transportation needs of the region and the state. However, your attention to needs of this corridor leads to additional jobs.

Sincerely,



Michael N. Wells
Partner

c: Tom Zelenka, Oregon Freight Advisory Committee Chair
Jim Francisconi, City of Portland Commissioner
Stuart Foster, Oregon Transportation Commission Chair
Bill Wyatt, Port of Portland Executive Director



INDUSTRIAL WASTEWATER
TREATMENT SYSTEMS

STEAM
CLEANERS

PRESSURE
WASHERS

Councilor David Bragdon, Presiding Officer
Councilor Rod Monroe, JPACT Chair
METRO
600 NE Grand Ave.
Portland, OR 97232

EIVER



EC 26 2003

Re: North Lombard Overcrossing Project

Dear Councilors:

The Columbia Corridor Association strongly urges your consideration of projects that improve freight mobility in the corridor as you develop recommendations for the \$100M for freight improvements from the Oregon Transportation Investment Act III. As the deliberations on freight project funding progresses from JPACT and the Metro council to the Oregon Freight Advisory Committee, we urge your support for strategic transportation investments in the Columbia Corridor.

The Columbia Corridor is home to over 2900 businesses that employ over 98,000 people with a payroll of \$31 billion. Most of these businesses have a critical role in providing market access for industries in the rest of the region. This role makes these businesses heavily reliant on the transportation system for their operations. Efficiencies in the transportation system mean increased productivity which translates to cost savings to the industries they serve throughout the metro area. Strategic transportation investments in the Columbia Corridor are a key to the economic health for the businesses of the Portland metropolitan region.

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- NE Columbia Blvd/82nd Ave -\$1.1M to signalize ramps and provide additional capacity

We recognize the difficulty in allocating scarce resources to meet the freight transportation needs of the region and the state. However, we appreciate your attention to needs of this corridor as it continues grow to support the market access needs of the region's industries.

Sincerely,

Mark Hagg
Pres.

Cc: Tom Zelenka, Oregon Freight Advisory Committee Chair
Jim Francisconi, City of Portland Commissioner
Stuart Foster, Oregon Transportation Commission Chair
Bill Wyatt Port of Portland Executive Director

89 NE COLUMBIA BLVD. • PORTLAND, OR 97211 • (503) 283-4011
www.americanequipmentco.com

EVERGREEN EAGLE PDX
5330 NE Courier Ct. Suite B
Portland Or, 97218
Phone (503)249-4455

December 22, 2003

Councilor Rod Park
 METRO
 600 NE Grand Ave.
 Portland, OR 97232

Dear Councilor Park,

As you consider recommendations to the Oregon Freight Advisory Committee for the \$100M allocated to freight projects from the Oregon Transportation Investment Act III, we would like to express strong support for a small set of improvements that will significantly improve access to and from air cargo operations off of Columbia Blvd.

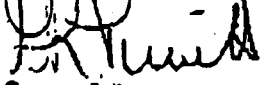
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- NE Columbia Blvd/82nd Ave -\$1.1M to signalize ramps and provide additional capacity

Columbia Corridor has distinctive needs and transportation issues based on business/industrial uses, and its function as a gateway for trade to national and international markets. These uses rely heavily on efficient freight accessibility and mobility via the road network. Constraints on the road system in heavily dependent airfreight areas have a direct impact on businesses bottomline and cost of goods. My business is serving the air cargo market of this region. Air Cargo activity is highly dependent upon the landside transportation system for good access to shippers, freight forwarders, reload facilities and the air cargo terminals. The majority of the region's air related facilities is located in the Columbia Corridor and relies heavily on Columbia Blvd, as well as the arterial system of Alderwood, Cornfoot, and NE 47th.

Columbia Blvd and the arterials accessing it are important for efficient freight movement in this region. Today, traffic accessing I-205 from Columbia Blvd backs up over a mile during the pm peak. This back-up affects our access onto Columbia and our ability to meet the restricted times for airline departures. As a result, traffic from businesses serving air cargo must face delays or seek time consuming alternatives.

My business provides aircraft ground handling services. We serve 7 air cargo carriers and employ one hundred eighty personnel. Improved freight mobility for air cargo activities will help industries like mine thrive and grow in this region. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state. We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Sincerely,



Gregory L. Pruitt
NW Region Director
Evergreen-Eagle

CC Tom Zelenka, Oregon Freight Advisory Committee Chair
Jim Francoconi, City of Portland Commissioner
Stuart Foster, Oregon Transportation Commission Chair
Bill Wyatt Port of Portland Executive Director



Revised

December 22, 2003

Councilor Rod Park
METRO
600 NE Grand Ave.
Portland, OR 97232

Dear Councilor Park,

As you consider recommendations to the Oregon Freight Advisory Committee for the \$100M allocated to freight projects from the Oregon Transportation Investment Act III, we would like to express strong support for a small set of improvements that will significantly improve access to and from air cargo operations off of Columbia Blvd.

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- NE Alderwood improvements- \$2.3 M for intersection improvements at NE Alderwood/NE Columbia and NE Alderwood /NE 22nd
- NE Columbia Blvd/32nd Ave - \$1.1M to signalize ramps and provide additional capacity

Columbia Corridor has distinctive needs and transportation issues based on business/industrial uses, and its function as a gateway for trade to national and international markets. These uses rely heavily on efficient freight accessibility and mobility via the road network. Constraints on the road system in heavily dependent airfreight areas have a direct impact on businesses' bottomline and cost of goods. My business is serving the air cargo market of this region. Air Cargo activity is highly dependent upon the landside transportation system for good access to shippers, freight forwarders, reload facilities and the air cargo terminals. The majority of the region's air related facilities is located in the Columbia Corridor and relies heavily on Columbia Blvd, as well as the arterial system of Alderwood, Cornfoot, and NE 47th.

Columbia Blvd and the arterials accessing it are important for efficient freight movement in this region. Today, traffic accessing I-205 from Columbia Blvd backs up over a mile during the pm peak. This back-up affects our access onto Columbia and our ability to meet the restricted times for airline departures. As a result, traffic from businesses serving air cargo must face delays or seek time consuming alternatives.



My business provides transportation logistics as well as local cartage and serves several industries and employs 60 employees. Improved freight mobility for air activities industries like mine thrive and grow in this region. Further, addressing the needs of this area through strategic investments in transportation infrastructure is critical to maintaining the "economic engine", the role Columbia Corridor serves for the City, the metropolitan region and the state. We appreciate your consideration of these important projects for funding through from the \$100M freight funds from the '03 Oregon Transportation Investment Act.

Sincerely,
Jack Charbonneau
General Manager
BAX Global Inc.
5330 NE Courier Ct., Ste A
Portland, Oregon 97218

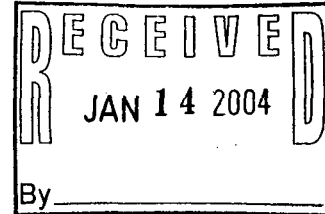
CC Tom Zelenka, Oregon Freight Advisory Committee Chair
Jim Francisconi, City of Portland Commissioner
Stuart Foster, Oregon Transportation Commission Chair
Bill Wyatt Port of Portland Executive Director



Member of Matsushita Group
ISO-9002 Certified

Matsushita Electronic Materials, Inc.

4114 Heather Street
Forest Grove, OR 97116
Tel (503) 357-8895
Fax (503) 357-8868



January 14, 2004

Mr. Martin Callery, Chair
OTIA-3 Freight Projects Subcommittee
Oregon International Port of Coos Bay
Coos Bay, Oregon 97420-0311

RE: OTIA-3 Freight Project Proposal - Widening of Hwy. 26 from Cornell to 185th

Dear Mr. Callery:

I am writing in support of funding for the Hwy. 26 widening from Cornell to 185th Avenue in Washington County through OTIA-3.

Located at 4114 Heather Street, Forest Grove, our business employs 130+ employees and generated approx. \$19 million in sales last year from the production of Copper Clad Laminate and Prepreg. For our business to be successful we need safe, reliable and efficient roadway access to our site. Increasing congestion and delay on Hwy. 26 between Cornell and 185th are making it increasingly difficult to transport goods into and out of our site as well as impeding through-freight movement along the highway. Without the widening of Hwy. 26 from Cornell to 185th Avenue to three lanes in each direction, congestion will become worse and severely limit our ability to efficiently operate in this area.

We recognize that there are more transportation needs throughout the state than can be funded through OTIA-3, however, we believe that the widening of Hwy. 26 is an important statewide freight need that merits funding through OTIA-3. Thank you for considering this project for OTIA-3 funding.

Sincerely,


Red Goodrich
Director of Operations

Cc: Bridget Wiegart, Metro Regional Freight Advisory Committee
Clark Berry, Washington County Planning



THE
BOOKIN
GROUP

Land Use &
Institutional
Planning

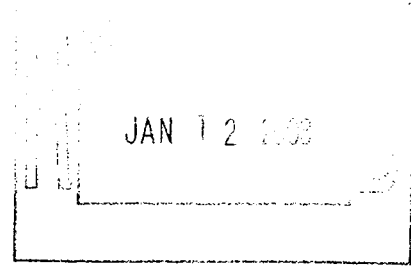
Policy Analysis

Project
Management

Group
Facilitation

January 5, 2004

Councilor David Bragdon, Presiding Officer
Councilor Rod Monroe, JPACT Chair
METRO
600 NE Grand Ave.
Portland, OR 97232



Re: North Lombard Over-Crossing Project

Dear Councilors:

As the Columbia Corridor Association's (CCA) delegate to MTAC, I strongly urge your consideration of projects that improve freight mobility in the corridor as you develop recommendations to the Oregon Freight Advisory Committee for the \$100M for freight improvements from the Oregon Transportation Investment Act III.

The largest industrial area in the state, the Columbia Corridor is home to over 2,900 businesses that employ over 98,000 people with an annual payroll of \$31 million. Most of these businesses have a critical role in providing market access for industries in the rest of the region. This role makes these businesses heavily reliant on the transportation system for their operations. Efficiencies in the transportation system mean increased productivity which translates to cost savings to the industries they serve throughout the metro area. Strategic transportation investments in the Columbia Corridor are a key to the economic health of the region and the state.

The following set of improvements are critical for improved freight mobility in the corridor and have been vetted through a number of studies produced by the City of Portland, ODOT, Port of Portland and METRO.

- Columbia/Killingsworth East-End Connector- \$3.5 M for the remaining unfunded work under the rail crossing.
- N. Lombard Access Improvements in Rivergate- \$ 3.6 M for widening N. Lombard adjacent to the remaining large undeveloped site.
- N. Leadbetter Extension - \$8 M for rail over-crossing in Rivergate property across from T-6NE 47th Intersection Improvements - \$ 4.1 M to improve access to air cargo operations at PDX.
- Cornfoot Street Access Improvements - \$ 1 M for intersection improvements at NE Airtrans Way/ Cornfoot and NE Alderwood/NE Cornfoot.
- NE Alderwood Improvements- \$2.3 M for intersection improvements at NE Alderwood/NE Columbia and NE Alderwood /NE 82nd Avenue.
- NE Columbia Blvd/82nd Ave -\$1.1M to signalize ramps and provide additional capacity.

I recognize the difficulty in allocating scarce resources to meet the freight transportation needs of the region and the state. However, I appreciate your attention to needs of this corridor as it continues grow to support the market access needs of the region's industries.

Sincerely,

Beverly Bookin
Beverly Bookin, AICP, Principal
The Bookin Group

1020 SW Taylor
Suite 760
Portland, Oregon
97205

Telephone
503.241.2423

Facsimile
503.241.2721



1880 NE Elrod Drive Portland Oregon 97211
(503) 281-5675 FAX (503) 281-0392

Board President
J. Tim Warren

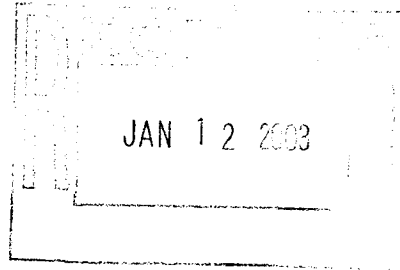
Board Supervisors
Larry Cooper
Grant Zadow

Executive Director
Bob Eaton

Deputy Director
Dave Hendricks

January 5, 2004

David Bragdon, President
METRO
600 NE Grand Avenue
Portland OR 97232



Dear President Bragdon,

The Multnomah County Drainage District #1 is a special service district whose mission reads:

The Multnomah County Drainage District protects lives, property and the environment through innovative, proactive leadership that assures a reliable, well-managed flood plain.

The District is responsible for flood protection of people and property within a twenty-five square mile managed flood plain along the Columbia River. The District works in a spirit of collaboration and mutual respect with commercial, industrial and agricultural business owners, residential associations, government bodies, environmental and business groups and regulatory agencies that each have an interest in the success of these efforts. The value of properties within the District's boundaries is estimated at \$10 billion and, because of the District's management of levee and stormwater conveyance systems, landowners are eligible for FEMA backed flood insurance to protect their investments.

We urge support of several projects offered by the Port of Portland and the Columbia Corridor Association for funding through The Oregon Transportation Investment Act III.

Generally, we support any improvement to ground transportation within the Columbia Corridor. We work in the area and see the increased traffic tie-ups and congestion brought on by successful business growth in the area. This creates traffic delays and impacts our ability to efficiently go about our routine business, especially worrisome when an emergency response is required. Were there to be a flood event, efficient evacuation of the Corridor would be highly unlikely. So any improvements would be critical to the future safety of Corridor residents and employees.

Specifically, the projects that most directly affect our ability to serve the public are:

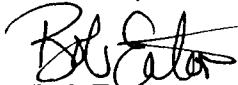
- NE 47th intersection improvements - Work in this area along the mainstream of the Columbia Slough will not only improve transportation but also stabilize the bank of

the waterway, decreasing likelihood of sloughing of roadway fill into the water which then must be dredged out to maintain channel integrity.

- Cornfoot Road access improvements – This work would have the same bank stabilization benefits as noted above.

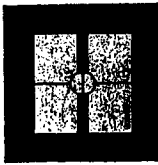
We appreciate your consideration for funding these important projects.

Sincerely,

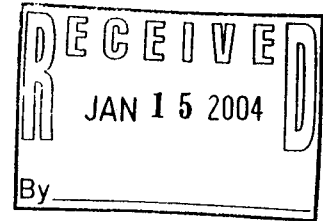


Bob Eaton
Executive Director

Cc: Tom Zelenka, Chair Oregon Freight Advisory Committee
Jim Francesconi, Commissioner City of Portland
Rex Burkholder, Councilor
Stuart Foster, Chair Oregon Transportation Commission
Bill Wyatt, Executive Director Port of Portland
Patti McCoy, Executive Director Columbia Corridor Association



January 13, 2004



Mr. Marin Callery, Chair
OTIA-3 Freight Projects Subcommittee
Oregon International Port of Coos Bay
Coos Bay, OR 97420-0311

RE: OTIA-3 Freight Project Proposal – Widening of Highway 26 from Cornell Road to 185th Avenue

Dear Mr. Callery:

I am writing to encourage your support for funding the widening of Highway 26 from Cornell Road to 185th Avenue in Washington County through OTIA-3. You have no doubt received several letters of support for this project from various private and public entities both within and outside the Hillsboro area. The key concerns raised by area businesses, such as the need for improved freight mobility, creating and sustaining jobs, and supporting the economy, apply to local jurisdictions as well.

I cannot emphasize enough the vital importance to the City of Hillsboro for expediting improvements along this corridor. It is the primary connection to the rest of the Portland metropolitan region for the transport of goods and services not only for the Westside and the rest of Washington County, but coastal regions in Tillamook and Clatsop counties as well.

As always, there are more transportation needs than available funding. However, the widening of Highway 26 is an important statewide freight need than merits funding through OTIA-3.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Tom Hughes".

Tom Hughes, Mayor

Cc: Bridget Wieghart, Metro Regional Freight Advisory Committee
Clark Berry, Washington County Planning



January 15, 2004

Mr. Martin Callery, Chair
OTIA-3 Freight Projects Subcommittee
Oregon International Port of Coos Bay
Coos Bay, Oregon 97420-0311

RE: OTIA-3 Freight Project Proposal - Widening of Hwy. 26 from Cornell to 185th

Dear Mr. Callery:

I am writing to express Intel Corporation's support of funding for the widening of Highway 26 from Cornell Road to 185th Avenue in Washington County.

Intel employs more than 14,000 in the Hillsboro area and we're particularly attuned to the traffic problems on Highway 26. Our employees struggle with the traffic on a daily basis. This is despite our corporate traffic reduction efforts, which include subsidized public transit passes, carpooling programs and alternate start time programs. To account for the congestion enroute to the airport, we've also been forced to move up our shipping times on three separate occasions in the past six years from our Hawthorn Farms facilities. This is having a bottom-line impact on our ability to get our products to the airport and to the global marketplace.

The expansion of Highway 26 from Cornell to 185th appears to be exactly the type of project the OTIA-3 was crafted to support. This expansion will remove identified barriers to the safe, reliable, and efficient movement of goods and it will facilitate the growth of employment opportunities in the region. Thank you for your consideration of this critical project for OTIA-3 funding.

Sincerely,

Jonathan Williams
Government Affairs Manager

Cc: Bridget Wiegart, Metro Regional Freight Advisory Committee
Clark Berry, Washington County Planning



February 12, 2004

The Honorable Stuart Foster, Chair
Oregon Transportation Commission Members
355 Capitol Street NE – Room 101
Salem, OR 97301

Dear Chair Foster and Commissioners:

On behalf of the Joint Policy Advisory Committee on Transportation (JPACT), the purpose of this letter is to provide support for the local small and big bridge project applications in the Portland metropolitan area to OTIA III under your consideration for funding.

JPACT is aware that the OTC is currently evaluating the recommendations submitted by the Highway Bridge Rehabilitation and Replacement (HBRR) and Oregon Freight Advisory Committees (FAC) for small and big bridge project applications to OTIA III for your consideration.

Big Bridge Category

HBRR has a long standing policy of splitting bridge funding into Big Bridge and Small Bridge categories, with Big Bridges receiving 23% of the funds and Small Bridges 77% of the funds. ODOT, cities and counties have historically agreed to this funding split. JPACT supports preserving the 23% Big Bridge funding share of the \$300 million of OTIA III and supports funding for Multnomah County's applications for the Sauvie Island Bridge for \$25 million, the Sellwood Bridge for \$43 million and the Ferry Street Bridge (Eugene) for \$800,000. The Sauvie Island Bridge is the only access to the island, a mainly exclusive farm area and freight thoroughfare with a bridge sufficiency rating of 6 and Multnomah County's top transportation priority.

Sellwood Bridge

Multnomah County and the City of Portland recently sent a joint letter to the FAC and OTC to clarify that the Sellwood Bridge's ability to handle freight traffic is not in conflict with the City of Portland's plan for Tacoma Street. The City of Portland's TSP identifies Tacoma Street as both a Community Corridor and a Minor Truck Street. The Tacoma Main Street Plan recognizes that the street design needs to support its current role as a through route for vehicles. It also acknowledges the desire to provide a high quality bicycle and pedestrian atmosphere along Tacoma Street.

Including freight traffic in the vehicle mix is not in conflict with the City of Portland's Tacoma Main Street Plan, and is accommodated by the plan. The Sellwood Bridge project clearly meets the criteria as established in HB 2041. Current ADT is approximately 33,000 vehicles with freight traffic comprising 4% (1,300 trucks) of the traffic. This is consistent with Tacoma Street's designation as a Minor Truck Street.

Furthermore, the Sellwood Bridge provides a direct connection between the Major Truck Streets of Highways 43 (Macadam Avenue) and 99E (McLoughlin Boulevard). It also provides direct access to the North Milwaukie Industrial Area located immediately south of Tacoma Street between 17th and 28th Avenues.

The Sellwood Bridge currently has weight restrictions, limiting type 3 trucks (dump trucks) to 21 tons (25 tons is the legal limit) and type 3S2 trucks (semi-trucks) to 32 tons (40 tons is the legal limit). Although we do not have projections of how many trucks might use the Sellwood Bridge once improvements are made, it is safe to assume that removing weight limits alone on types 3 and 3S2 trucks, the volume of trucks would increase above the current volume of 1,300 trucks daily. These trucks are already on the road, utilizing out-of-direction routes, causing time delays in the delivery of freight. The Sellwood Bridge is in need of replacement with a bridge sufficiency rating of 2. The Sellwood Bridge should not be held to a different standard than any other of the projects under your consideration.

The region is also actively responding to concerns raised by trucking interests in the region to address a perceived conflict between providing Boulevard or Main Street improvements on truck routes. While there is no inherent conflict in accommodating both safe pedestrian and bicycle facilities and truck access on the same road facility, funding has been identified to study the regional street design guidelines for Boulevard and Main Street improvements on truck routes to ensure that truck movements are adequately accommodated. Any design recommendations identified in this study will be incorporated into the regional street design guidelines for Boulevard and Main Street improvements.

Small Bridge Category

Multnomah, Washington and Clackamas Counties and the Cities also have a number of pending small bridge applications. JPACT supports Small Bridges in the region that have been recommended for OTIA III funding based upon the ranking system developed by the HRBB Committee.

Thank you for the opportunity to share our comments with you and your fellow Commissioners.

Sincerely,

David Bragdon

Rod Park

Metro Council President

Metro Council District 1
Chair, Joint Policy Advisory Committee on Transportation

OTIA Local Bridge Priorities - Portland Metropolitan Counties

HBRR Rank	Jurisdiction	Bridge	ODOT	
			HBRR Committee Recommendation	TPAC Recommendation
1	Multnomah County	Sauvie Island Bridge	\$25,000,000	\$25,000,000
3	Multnomah County	Sellwood Bridge		\$43,000,000
60	Portland	Foster Rd./Johnson Creek	\$1,421,000	\$1,421,000
106	Portland	NE 33rd./RR O'Xing	\$1,839,000	\$1,839,000
115	Portland	N. Burgard St./RR O'Xing	\$1,445,000	
Multnomah County TOTAL			\$29,705,000	\$71,260,000
6	Lake Oswego	S. Shore Blvd./Oswego Canal	\$1,462,000	\$1,462,000
25	Clackamas County	Johnson Creek Blvd./Johnson Creek	\$1,985,000	\$1,985,000
33	Clackamas County	Robbins Rd./Molalla River	\$3,565,000	\$3,565,000
49	Clackamas County	NE 33rd Ramp/Tualatin River	\$6,329,000	\$6,329,000
50	Clackamas County	Mulino Rd./Milk Creek	\$4,925,000	\$4,925,000
59	Clackamas County	Ten Eyck Rd./Sandy River	\$3,606,000	\$3,606,000
67	Clackamas County	Market Rd. 14/Tualatin Rive	\$4,530,000	\$4,530,000
73	Clackamas County	Dhooge Rd./Milk Creek	\$1,123,000	\$1,123,000
112	Clackamas County	FAS A 629/Clackamas River	\$7,375,000	
Clackamas County TOTAL			\$34,900,000	\$27,525,000
16	Washington County	Timber Rd./Beaver Creek	\$735,000	\$735,000
29	Cornelius	Susbauer Rd./Council Creek	\$2,283,000	\$2,283,000
72	Washington County	Scholls Fery Rd./Tualatin River	\$8,331,000	\$8,331,000
73	Washington County	Cornelius Schefflin Rd./Council Creek	\$841,000	\$841,000
86	Washington County	Timber Rd./Nehalem River	\$1,159,000	\$1,159,000
88	Washington County	Vernonia Rd./Nehalem River	\$1,186,000	\$1,186,000
107	Washington County	Spiesschaert Rd./Council Creek	\$1,859,000	\$1,859,000
121	Washington County	Greener Rd./Dairy Creek	\$755,000	
Washington County TOTAL			\$17,149,000	\$16,394,000
Tri-County GRAND TOTAL			\$81,754,000	\$115,179,000

AMENDMENT NO. _____

Calendar No. _____

Purpose:

IN THE SENATE OF THE UNITED STATES—108th Cong., 2d Sess.

S. 1072

To authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.

Referred to the Committee on _____
and ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by

Viz:

1 At the end of subtitle F of title V, insert the fol-
2 lowing:

3 **SEC. ____ . CREDIT FOR MAINTENANCE OF RAILROAD**
4 **TRACK;**

5 (a) CREDIT FOR MAINTENANCE OF RAILROAD
6 TRACK.—

7 (1) IN GENERAL.—Subpart D of part IV of
8 subchapter A of chapter 1 (relating to business-re-
9 lated credits) is amended by adding at the end the
10 following new section:

1 **“SEC. 45I. RAILROAD TRACK MAINTENANCE CREDIT.**

2 “(a) **GENERAL RULE.**—For purposes of section 38,
3 the railroad track maintenance credit determined under
4 this section for the taxable year is 50 percent of the
5 amount of qualified railroad track maintenance expendi-
6 tures paid or incurred by an eligible taxpayer during the
7 taxable year.

8 “(b) **LIMITATION.**—The credit allowed under sub-
9 section (a) shall not exceed the product of—

10 “(1) \$20,000, and

11 “(2) the number of miles of railroad track
12 owned or leased by the taxpayer as of the close of
13 the taxable year.

14 “(c) **QUALIFIED RAILROAD TRACK MAINTENANCE**
15 **EXPENDITURES.**—For purposes of this section, the term
16 ‘qualified railroad track maintenance expenditures’ means
17 expenditures (whether or not otherwise chargeable to cap-
18 ital account) for maintaining railroad track (including
19 roadbed, bridges, and related track structures) owned or
20 leased as of January 1, 2004, by the taxpayer of Class
21 II or Class III railroads (as determined by the Surface
22 Transportation Board).

23 “(d) **CONTROLLED GROUPS.**—For purposes of sub-
24 section (b), rules similar to the rules of paragraph (1) of
25 section 41(f) shall apply for purposes of this subsection.

1 “(e) BASIS ADJUSTMENT.—For purposes of this sub-
2 title, if a credit is allowed under this section with respect
3 to any railroad track, the basis of such track shall be re-
4 duced by the amount of the credit so allowed.

5 “(f) APPLICATION OF SECTION.—This section shall
6 apply to qualified railroad track maintenance expenditures
7 paid or incurred during taxable years beginning after De-
8 cember 31, 2003, and before January 1, 2009.

9 “(g) ELIGIBLE TAXPAYER.—For purposes of this
10 subsection, the term ‘eligible taxpayer’ means—

11 “(1) any person who transports property using
12 the rail facilities of the taxpayer or who furnishes
13 railroad-related property or services to the taxpayer,
14 and

15 “(2) any Class II or Class III railroad.”.

16 (2) LIMITATION ON CARRYBACK.—Section
17 39(d) (relating to transition rules), as amended by
18 section 5453, is amended by adding at the end the
19 following new paragraph:

20 “(14) NO CARRYBACK OF RAILROAD TRACK
21 MAINTENANCE CREDIT BEFORE EFFECTIVE DATE.—
22 No portion of the unused business credit for any
23 taxable year which is attributable to the railroad
24 track maintenance credit determined under section

1 45G may be carried to a taxable year beginning be-
2 fore January 1, 2004.”.

3 (3) CONFORMING AMENDMENTS.—

4 (A) Section 38(b) (relating to general busi-
5 ness credit), as amended by section 5253 of this
6 Act, is amended by striking “plus” at the end
7 of paragraph (18), by striking the period at the
8 end of paragraph (19) and inserting “, plus”,
9 and by adding at the end the following new
10 paragraph:

11 “(20) the railroad track maintenance credit de-
12 termined under section 45I(a).”.

13 (B) Subsection (a) of section 1016 is
14 amended by striking “and” at the end of para-
15 graph (27), by striking the period at the end of
16 paragraph (28) and inserting “, and”, and by
17 adding at the end the following new paragraph:

18 “(29) in the case of railroad track with respect
19 to which a credit was allowed under section 45I, to
20 the extent provided in section 45I(e).”.

21 (4) CLERICAL AMENDMENT.—The table of sec-
22 tions for subpart D of part IV of subchapter A of
23 chapter 1, as amended by this Act, is amended by
24 inserting after the item relating to section 45H the
25 following new item:

“Sec. 45I. Railroad track maintenance credit.”.

1 (5) EFFECTIVE DATE.—The amendments made
2 by this section shall apply to taxable years beginning
3 after December 31, 2003.

4 (b) RAILROAD REVITALIZATION AND SECURITY IN-
5 VESTMENT CREDIT.—

6 (1) IN GENERAL.—Subpart D of part IV of
7 subchapter A of chapter 1 (relating to business-re-
8 lated credits) is amended by adding at the end the
9 following new section:

10 **“SEC. 45J. RAILROAD REVITALIZATION AND SECURITY IN-**
11 **VESTMENT CREDIT.**

12 “(a) GENERAL RULE.—For purposes of section 38,
13 the railroad revitalization and security investment credit
14 determined under this section for the taxable year is the
15 amount of qualified project expenditures paid or incurred
16 by an eligible taxpayer during the taxable year.

17 “(b) QUALIFIED PROJECT EXPENDITURES.—For
18 purposes of this section, the term ‘qualified project ex-
19 penditures’ means expenditures (whether or not otherwise
20 chargeable to capital account) with respect to rail lines
21 which are included in a State rail plan (within the mean-
22 ing of section 22101 of title 49, United States Code) for—

23 “(A) planning and environmental review,

24 “(B) rail line rehabilitation,

1 “(C) upgrades and development of rail
2 lines,

3 “(D) projects for safety and security with
4 respect to rail lines,

5 “(E) passenger equipment acquisition with
6 respect to rail lines,

7 “(F) rail station improvement, and

8 “(G) intermodal facilities development.

9 An expenditure shall not be a qualified project ex-
10 penditure unless there is a written agreement be-
11 tween a State and the owner of the infrastructure
12 improved by the expenditures regarding the use and
13 ownership of such infrastructure, including com-
14 pensation for such use and assurances regarding the
15 capacity of such infrastructure.

16 “(c) LIMITATIONS.—

17 “(1) IN GENERAL.—The credit allowed under
18 subsection (a) shall not exceed 50 percent of the
19 amount allocated to such project under this sub-
20 section.

21 “(2) NATIONAL LIMITATION.—There is a rail-
22 road revitalization and security investment credit
23 limitation of \$167,000,000 for each calendar year.

24 “(3) ALLOCATION OF LIMITATION.—The limita-
25 tion under paragraph (2) shall be allocated by the

1 Secretary to each State with a State rail plan (with-
2 in the meaning of section 22101 of title 49, United
3 States Code) based on the following considerations:

4 “(A) the number of rail miles in active use
5 in the State;

6 “(B) the number of rail cars loaded in the
7 State;

8 “(C) the number of railroad and public
9 road grade crossings in the State;

10 “(D) the number of intercity passenger rail
11 miles; and

12 “(E) the number of intercity passenger
13 embarkations.

14 “(d) ELIGIBLE TAXPAYER.—For purposes of this
15 section, the term ‘eligible taxpayer’ means a taxpayer who
16 is an employer for purposes of the Railroad Retirement
17 Act of 1974 and who is a carrier for purposes of the Rail-
18 way Labor Act (unless such person is a commuter rail pas-
19 senger transportation (as defined in section 24102 of title
20 49, United States Code) operator of a State or local au-
21 thority (as defined in section 5302 of such title) or an
22 Alaska railroad or its contractor).

23 “(e) CONTROLLED GROUPS.—For purposes of sub-
24 section (b), rules similar to the rules of paragraph (1) of
25 section 41(f) shall apply for purposes of this subsection.

1 “(f) BASIS ADJUSTMENT.—For purposes of this sub-
2 title, if a credit is allowed under this section with respect
3 to any railroad track, the basis of such track shall be re-
4 duced by the amount of the credit so allowed.

5 “(g) APPLICATION OF SECTION.—This section shall
6 apply to qualified railroad track maintenance expenditures
7 paid or incurred during taxable years beginning after De-
8 cember 31, 2003, and before January 1, 2009.

9 “(h) CREDIT TRANSFERABILITY.—

10 “(1) IN GENERAL.—Any credit allowable under
11 this section may be transferred (but not more than
12 once) as provided by the Secretary, and the deter-
13 mination as to whether the credit is allowable shall
14 be made without regard to the tax-exempt status of
15 the transferor.

16 “(2) MINIMUM PRICE FOR TRANSFER.—No
17 transfer shall be allowed under this subsection un-
18 less the transferor receives compensation for the
19 credit transfer equal to at least 50 percent of the
20 amount of credit transferred. The excess of the
21 amount of credit transferred over the compensation
22 received by the transferor for such transfer shall be
23 included in the gross income of the transferee.”.

24 “(2) LIMITATION ON CARRYBACK.—Section
25 39(d) (relating to transition rules), as amended by

1 subsection (a), is amended by adding at the end the
2 following new paragraph:

3 “(16) NO CARRYBACK OF SECTION 45J CREDIT
4 BEFORE EFFECTIVE DATE.—No portion of the un-
5 used business credit for any taxable year which is
6 attributable to the credit determined under section
7 45J(a) may be carried back to a taxable year begin-
8 ning on or before the date of the enactment of sec-
9 tion 45J.”.

10 (3) CONFORMING AMENDMENTS.—

11 (A) Section 38(b) (relating to general busi-
12 ness credit), as amended by subsection (a), is
13 amended by striking “plus” at the end of para-
14 graph (19), by striking the period at the end of
15 paragraph (20) and inserting “, plus”, and by
16 adding at the end the following new paragraph:

17 “(21) the railroad revitalization and security in-
18 vestment credit determined under section 45J(a).”.

19 (B) Subsection (a) of section 1016 is
20 amended by striking “and” at the end of para-
21 graph (28), by striking the period at the end of
22 paragraph (29) and inserting “, and”, and by
23 adding at the end the following new paragraph:

1 “(30) in the case of qualified projects with re-
2 spect to which a credit was allowed under section
3 45J, to the extent provided in section 45J(f).”.

4 (4) CLERICAL AMENDMENT.—The table of sec-
5 tions for subpart D of part IV of subchapter A of
6 chapter 1, as amended by subsection (a), is amended
7 by inserting after the item relating to section 45I
8 the following new item:

 “Sec. 45J. Railroad revitalization and security investment cred-
 it.”.

9 (5) EFFECTIVE DATE.—The amendments made
10 by this section shall apply to taxable years beginning
11 after December 31, 2003.

12 **SEC. ____.** **CONSISTENT AMORTIZATION OF PERIODS FOR**
13 **INTANGIBLES.**

14 (a) **START-UP EXPENDITURES.**—

15 (1) **ALLOWANCE OF DEDUCTION.**—Paragraph
16 (1) of section 195(b) (relating to start-up expendi-
17 tures) is amended to read as follows:

18 “(1) **ALLOWANCE OF DEDUCTION.**—If a tax-
19 payer elects the application of this subsection with
20 respect to any start-up expenditures—

21 “(A) the taxpayer shall be allowed a deduc-
22 tion for the taxable year in which the active
23 trade or business begins in an amount equal to
24 the lesser of—

1 “(i) the amount of start-up expendi-
2 tures with respect to the active trade or
3 business, or

4 “(ii) \$5,000, reduced (but not below
5 zero) by the amount by which such start-
6 up expenditures exceed \$50,000, and

7 “(B) the remainder of such start-up ex-
8 penditures shall be allowed as a deduction rat-
9 ably over the 180-month period beginning with
10 the month in which the active trade or business
11 begins.”.

12 (2) CONFORMING AMENDMENT.—Subsection (b)
13 of section 195 is amended by striking “AMORTIZE”
14 and inserting “DEDUCT” in the heading.

15 (b) ORGANIZATIONAL EXPENDITURES.—Subsection
16 (a) of section 248 (relating to organizational expenditures)
17 is amended to read as follows:

18 “(a) ELECTION TO DEDUCT.—If a corporation elects
19 the application of this subsection (in accordance with reg-
20 ulations prescribed by the Secretary) with respect to any
21 organizational expenditures—

22 “(1) the corporation shall be allowed a deduc-
23 tion for the taxable year in which the corporation be-
24 gins business in an amount equal to the lesser of—

1 “(A) the amount of organizational expendi-
2 tures with respect to the taxpayer, or

3 “(B) \$5,000, reduced (but not below zero)
4 by the amount by which such organizational ex-
5 penditures exceed \$50,000, and

6 “(2) the remainder of such organizational ex-
7 penditures shall be allowed as a deduction ratably
8 over the 180-month period beginning with the month
9 in which the corporation begins business.”.

10 (c) TREATMENT OF ORGANIZATIONAL AND SYNDICA-
11 TION FEES OR PARTNERSHIPS.—

12 (1) IN GENERAL.—Section 709(b) (relating to
13 amortization of organization fees) is amended by re-
14 designating paragraph (2) as paragraph (3) and by
15 amending paragraph (1) to read as follows:

16 “(1) ALLOWANCE OF DEDUCTION.—If a tax-
17 payer elects the application of this subsection (in ac-
18 cordance with regulations prescribed by the Sec-
19 retary) with respect to any organizational
20 expenses—

21 “(A) the taxpayer shall be allowed a deduc-
22 tion for the taxable year in which the partner-
23 ship begins business in an amount equal to the
24 lesser of—

1 “(i) the amount of organizational ex-
2 penses with respect to the partnership, or

3 “(ii) \$5,000, reduced (but not below
4 zero) by the amount by which such organi-
5 zational expenses exceed \$50,000, and

6 “(B) the remainder of such organizational
7 expenses shall be allowed as a deduction ratably
8 over the 180-month period beginning with the
9 month in which the partnership begins busi-
10 ness.

11 “(2) DISPOSITIONS BEFORE CLOSE OF AMORTI-
12 ZATION PERIOD.—In any case in which a partner-
13 ship is liquidated before the end of the period to
14 which paragraph (1)(B) applies, any deferred ex-
15 penses attributable to the partnership which were
16 not allowed as a deduction by reason of this section
17 may be deducted to the extent allowable under sec-
18 tion 165.”.

19 (2) CONFORMING AMENDMENT.—Subsection (b)
20 of section 709 is amended by striking “AMORTIZA-
21 TION” and inserting “DEDUCTION” in the heading.

22 (d) EFFECTIVE DATE.—The amendments made by
23 this section shall apply to amounts paid or incurred after
24 the date of the enactment of this Act.

New amendment to S. 1072 proposed: Should JPACT support?

A bipartisan floor amendment, to be led by Sen. Carper (D-DE), would establish new tax incentives to fund rail infrastructure improvements, including track improvements, intermodal facilities, and other eligible freight and passenger rail investments. The package would allow states and railroads to jointly develop rail projects. The funding to support these credits would not take money away from the highway trust fund, and would be entirely offset.

Today, in concert with the rail industry's "Rail Day on the Hill," STPP released a new analysis illustrating two emerging trends that underscore the need to expand rail capacity. First, freight shipments are expected to increase tremendously as the economy and population grow, as much as 57% by 2020. The second trend the report looks at is the shrinking of the nation's air service. The report cites an AASHTO analysis concluding that dedicated federal investment in the nation's rail infrastructure could take 15 million trucks per year off our highways and save drivers nearly \$20 billion per year in time and fuel costs. In addition, reduced wear and tear on highways would save \$17 billion in repairs, and shippers would enjoy \$25 billion in costs savings which could be passed on to consumers. Visit www.transact.org for the full text of the Decoder.

RESOURCES:

For a sample letter to Members of Congress about the new STPP report, "The State of the Nation's Intercity Rail," visit http://www.transact.org/library/rail_sample_ltr.doc

To see the language of the Carper amendment to create a rail title, Credit for Maintenance of Railroad Track, visit http://www.transact.org/library/senate_rail_amendment.pdf

Find the updates on TEA-21 renewal and links to key Congressional committees at www.tea3.org.

Join the ANTC coalition to receive updates and find other groups in your state, along with other state-specific statistics, at <http://www.transact.org/states/default.asp>.

TO REPORT BACK OR FOR MORE INFORMATION:

Contact Andrea Broaddus at the Surface Transportation Policy Project



METRO

February 12, 2004

The Honorable Stuart Foster, Chair
Oregon Transportation Commission Members
355 Capitol Street NE – Room 101
Salem, OR 97301

Dear Chair Foster and Commissioners:

On behalf of the Joint Policy Advisory Committee on Transportation (JPACT), the purpose of this letter is to provide support for the local small and big bridge project applications in the Portland metropolitan area to OTIA III under your consideration for funding.

JPACT is aware that the OTC is currently evaluating the recommendations submitted by the Highway Bridge Rehabilitation and Replacement (HBRR) and Oregon Freight Advisory Committees (FAC) for small and big bridge project applications to OTIA III for your consideration.

Big Bridge Category

HBRR has a long standing policy of splitting bridge funding into Big Bridge and Small Bridge categories, with Big Bridges receiving 23% of the funds and Small Bridges 77% of the funds. ODOT, cities and counties have historically agreed to this funding split. JPACT supports preserving the 23% Big Bridge funding share of the \$300 million of OTIA III and supports funding for Multnomah County's applications for the Sauvie Island Bridge for \$25 million, the Sellwood Bridge for \$43 million and the Ferry Street Bridge (Eugene) for \$800,000. The Sauvie Island Bridge is the only access to the island, a mainly exclusive farm area and freight thoroughfare with a bridge sufficiency rating of 6 and Multnomah County's top transportation priority.

Sellwood Bridge

Multnomah County and the City of Portland recently sent a joint letter to the FAC and OTC to clarify that the Sellwood Bridge's ability to handle freight traffic is not in conflict with the City of Portland's plan for Tacoma Street. The City of Portland's TSP identifies Tacoma Street as both a Community Corridor and a Minor Truck Street. The Tacoma Main Street Plan recognizes that the street design needs to support its current role as a through route for vehicles. It also acknowledges the desire to provide a high quality bicycle and pedestrian atmosphere along Tacoma Street.

Attention to JPACT on the application
The big and small bridge projects that we request your approval for funding are reflected on the attached list.

Committee the
based on the relative needs of these two categories

In addition, the Sellwood Bridge and is consistent with the Attorney advice that all

OTIA III bridge projects must provide cars and trucks. a freight function.

Including freight traffic in the vehicle mix is not in conflict with the City of Portland's Tacoma Main Street Plan, and is accommodated by the plan. The Sellwood Bridge project clearly meets the criteria as established in HB 2041. Current ADT is approximately 33,000 vehicles with freight traffic comprising 4% (1,300 trucks) of the traffic. This is consistent with Tacoma Street's designation as a Minor Truck Street.

Furthermore, the Sellwood Bridge provides a direct connection between the Major Truck Streets of Highways 43 (Macadam Avenue) and 99E (McLoughlin Boulevard). It also provides direct access to the North Milwaukie Industrial Area located immediately south of Tacoma Street between 17th and 28th Avenues.

The Sellwood Bridge currently has weight restrictions, limiting type 3 trucks (dump trucks) to 21 tons (25 tons is the legal limit) and type 3S2 trucks (semi-trucks) to 32 tons (40 tons is the legal limit). Although we do not have projections of how many trucks might use the Sellwood Bridge once improvements are made, it is safe to assume that removing weight limits alone on types 3 and 3S2 trucks, the volume of trucks would increase above the current volume of 1,300 trucks daily. These trucks are already on the road, utilizing out-of-direction routes, causing time delays in the delivery of freight. The Sellwood Bridge is in need of replacement with ~~a~~ ^{an} existing bridge sufficiency rating of 2. The Sellwood Bridge should not be held to a different standard than any other of the projects under your consideration.

The region is also actively responding to concerns raised by trucking interests in the region to address a perceived conflict between providing Boulevard or Main Street improvements on truck routes. While there is no inherent conflict in accommodating both safe pedestrian and bicycle facilities and truck access on the same road facility, funding has been identified to study the regional street design guidelines for Boulevard and Main Street improvements on truck routes to ensure that truck movements are adequately accommodated. Any design recommendations identified in this study will be incorporated into the regional street design guidelines for Boulevard and Main Street improvements.

Small Bridge Category

Multnomah, Washington and Clackamas Counties and the Cities also have a number of pending small bridge applications. JPACT supports Small Bridges in the region that have been recommended for OTIA III funding based upon the ranking system developed by the HRBB Committee.

Thank you for the opportunity to share our comments with you and your fellow Commissioners.

Sincerely,

David Bragdon

Rod Park

Metro Council President

Metro Council District 1

Chair, Joint Policy Advisory Committee on Transportation

Attachment

cc JPACT

Schedule
2004 Washington D.C. Visit
Portland Metropolitan Transportation Officials
March 2 – 4, 2004

DRAFT

March 2, 2004

5:00 p.m. Arrive in Washington, DC

7:00 p.m. **Delegation Dinner**
Phoenix Park Hotel
520 North Capitol Street, NW
Washington, DC 20001
Beth Deehan
(202) 737-9556

March 3, 2004

8:00 a.m. **Planning meeting**
Longworth House Building Cafeteria

9:00 a.m. Meeting with Congressional Staffers
Location to be determined

10:00 a.m. **Congressman Greg Walden**
1404 Longworth Building
Transportation: Brian Hard
202-226-7330

10:30 a.m. **Congressman David Wu**
1023 Longworth Building
Transportation: Kelly Scannell, Brian Branton
Contact: 202-225-0855

11:30 a.m. **Congressman Peter DeFazio**
2134 Rayburn Building
Transportation: Kathy (Weatherly) Dedrick
Contact: 202-225-6416

12:00 p.m. **Luncheon**
Location to be determined
(Potential speaker Joyce Rose)

Wednesday, March 3, 2004 (continued).

2:00 p.m.

Congressman Earl Blumenauer
2446 Rayburn Building
Transportation: Maria Zimmerman, Amy Scarton
Contact: 202-225-4811

4:00 p.m.

Congressman Brian Baird
1421 Longworth Building
Transportation: Joel Rubin
Contact: 202-225-3536

5:00pm

Congresswoman Hooley
2430 Rayburn Building
Transportation: Mark Dedrick
Contact: 202-225-5711

5:30 p.m.

Congressional Reception
Phoenix Park Hotel
520 N Capitol Street, NW
Washington, DC

March 4, 2004

9:00 a.m.

Hold for Murray or Wyden

10:30 a.m.

Senator Gordon Smith
404 Russell Building
Transportation: Wally Hsueh
Contact: 202-224-3753

11:30 a.m.

Hold for Murray or Wyden

Other Events

National Association of Counties	February 27-Mar 2, 2004
JPACT trip	March 2-4, 2004
National League of Cities	March 5-9, 2004
APTA Legislative Conf.	March 7-10, 2004

Washington, DC JPACT Visit
March 2-4, 2004
Attendees

Metro

Commissioner Rod Park
Commissioner Rex Burkholder
Andy Cotugno
Richard Brandman

ODOT

Commissioner Gail Achterman
Jason Tell

TriMet

Fred Hansen
Olivia Clark
Neil McFarlane

Clackamas County

Commissioner Bill Kennemer
Commissioner Larry Sowa
John Rist

Washington County

Commissioner Tom Brian
Commissioner Roy Rogers
Dennis Mulvihill
Kathy Busse

City of Gresham

Councilor Larry Haverkamp
Ron Papsdorf
John Dorst

City of Lake Oswego

Councilor Karl Rohde
Councilor Lynn Peterson

Port of Portland

Rick Finn

City of Portland

Laurel Wentworth

City of Wilsonville

Mayor Charlotte Lehan
Danielle Cowan

Portland State University

Jay Kenton
Debbie Murdock

City of Milwaukie

Mayor James Bernard (spouse)

City of Hillsboro

Mayor Tom Hughes

Clark County, Washington

Commissioner Betty Sue Morris

City of Vancouver

Thayer Rorabaugh

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
Retreat
February 2, 2004

MEETING SUMMARY

Chair Rod Park began the retreat at 7:36 a.m. and welcomed all attendees. He provided a brief historical account of JPACT and indicated that he would like to see the JPACT Retreat end with agreement on priorities for future JPACT meetings. He closed by introducing Michael Jordan, Chief Operating Officer, with Metro and indicated that Michael would be the acting Facilitator.

Michael Jordan accorded thanks to all for attending and then presented the JPACT Retreat agenda (included as part of the meeting record). He also said that he would like the retreat discussion to determine some "Bedrock Principles" for JPACT.

Andy Cotugno presented the 2004 Report to JPACT PowerPoint presentation (included as part of this meeting record). His presentation described the funding challenges to addressing regional transportation needs including:

- 1) Impact of growth will lead to increased population, vehicle use and freight movement which will equal congestion;
- 2) System performance without modifications will lead to a reduction of 24% in the average vehicle speed, an increase of 27% in the average travel time, an increase of 146% in miles of congested freeway and an increase of 310% in miles of congested arterials;
- 3) Vehicle hours of delay would increase 734% by 2020;
- 4) Impact on business in 2020 without modifications would result in increased costs for employees and freight, typical truck trips would take 11 minutes longer in 2020 and would make 3 fewer deliveries per day and would result in a decrease in reliability of travel times;
- 5) A view to the future: protecting reliability for commercial traffic is possible by maintaining off-peak mobility, addressing key choke points, tolerating some congestion during peak hours and providing "real-time" traffic information;
- 6) Priority projects by cost and category include transit capital projects - \$3.14 billion, bike and pedestrian - \$237 million, boulevard - \$166 million, highway/freight and road capacity - \$3.93 billion and other projects - \$111 million;
- 7) Funding challenges include increasing maintenance costs, facility expansion not keeping pace with growth, inflation decreases purchasing power and funding sources are static;
- 8) Effect of fuel efficiency and inflation on gas tax revenue shows a decrease of 1.3¢;
- 9) Oregon auto taxes are among lowest in nation;
- 10) 20-year funding need of \$7.6 billion and shortfall of \$4.40 billion; and
- 11) 2040 Growth Concept.

Michael Jordan asked for comments regarding the 2040 Growth Concept. Committee members noted the following planning issues:

- Define the fundamental principles that JPACT can agree upon to provide the basis for further work on the RTP, MTIP, lobbying priorities, etc.
- Provide analysis of Urban Growth Boundary decisions and processes.
- Determine what is working and not working with the Regional vision
- Determine the definition of "regional" projects and how best to address regional vs. local projects
- Address the lack of government structure to deal with multi-regional needs
- Link transportation and development strategies to unique partners, i.e. education community
- Determine effects of growth on other entities such as water districts, etc.
- Metro needs to be more responsible for UGB analysis resulting in expansions
- Importance of keeping air quality in attainment even as transportation and land use decisions grow
- 2040 plan relation to economy and freight and important to tie plans and priorities to the economy and jobs in order to address issue of increase freight movement
- Important to prioritize infrastructure and road maintenance
- Determine how to identify freight projects with the greatest economic significance to the region vs. those that are principally expanded capacity for auto travel that will simply lead to more auto congestion. Better understand freight generally
- Consider maximizing the use of Flex-funds on alternative modes; develop alternate highway funding sources to allow this commitment.

Tom Kloster presented a map detailing traffic counts around the Portland Metro region and further detailing Metro's sphere of influence.

The committee began to discuss the ACT question and listed items of importance to review including:

- Much about JPACT has worked well. Don't make organizational changes that lose these assets.
- Continue to evaluate the relationship between the Metro region and surrounding communities in terms of travel and economic interrelationships
- Continue to evaluate the relationship to surrounding communities and the affect of land use and transportation policies including Metro's sphere of influence and its effects on jurisdictions located outside of the UGB including expansion to the north
- Determine how best to address issue of satellite cities
- Important to have better conversations with the state
- Under the lead of ODOT and the OTC, initiate a dialogue with surrounding communities to evaluate how to coordinate mutual issues of interest
- Continue to consider the merits of adding business and/or interest group representation on JPACT. Incorporate business and the environmental community in the dialogue. DEQ is willing to have their membership be ex-officio to allow adding a business representative
- Consider a model with parallel responsibilities – JPACT business to be voted on by JPACT members, ACT business to be voted on by ACT members.

- Don't allow an organizational structure to develop that results in dueling priorities – one by the MPO and one by the ACT.
- Important to unify MPO and ACT priorities
- Bring specific proposals back to JPACT to vote up or down.
- ACTs are an effective communication tool between local community and legislature
- Form committee to study ACT option made up of JPACT, OTC, and Stakeholders remembering that diversity is important

Andy Cotugno presented Exhibits A and C of Resolution No. 04-3409 for federal reauthorization (included as part of the meeting record).

The committee reviewed and identified the following items:

- Determine role of elected officials, staff, business and citizens
- Determine priorities for infrastructure, whether located within the cities or in the outlying counties
- Discuss the JPACT and OTC disconnect
- Proceed with federal resolutions; add language indicating Mega-projects category is supported with the understanding there are increased revenues to accommodate the program without undue impact on formula programs; that the Mega-projects category is developed into a merit-based program with the same rigor as New Starts; that the Metropolitan Congestion Relief program is based upon increased revenue and not at the expense of formula programs.
- Develop a script for the federal visit prior to the dry-run JPACT meeting on February 23, listing speakers and topics. Limit the speakers to 3-5. Try to get appointments in a larger conference room.
- Schedule the requested meeting with Congressman Blumenauer.
- Important to have community backing for prioritized projects in addition to determining how to prioritize whether it is based upon the importance to the region or the likelihood of funding
- Important to include Clark County and Washington Delegates in the conversation
- Select examples of proposed projects that will resonate with the target audience

The committee paused for lunch and heard guest speaker Adam Davis summarize his findings regarding survey results and Focus Groups relating to the potential for a ballot measure.

Michael Jordan turned the agenda to the relationship between Metro, its regional partners and the State Legislature.

The committee members reviewed and identified the following items:

- Work with ODOT to determine how to fund the adopted regional highway priorities through a combination of federal earmarks, regular federal formula programs (through the STIP) and through the various OTIA categories.

- Work with ODOT to define how ODOT funds are suballocated throughout the state, the share that comes to Region 1 and whether the Region 1 share is fair.
- Open a dialogue with the OTC about funding suballocations.
- Plan a JPACT trip to Salem similar to the annual Washington D.C. trip
- Get clear support of all regional Representatives and Senators
- Important to coordinate with other groups (AOC, LOC, OTA, AAA, etc.)
- Give a clear message to the Governor and state legislature
- Determine a multi-session strategy
- Perhaps create a small task force to create an agenda; Metro to coordinate meetings to discuss strategy
- Important to provide outreach/education to legislative candidates and newly-electeds

Andy Cotugno presented the Transportation Investment Task Force information (included as part of the meeting record).

The committee reviewed and discussed a regional ballot measure and identified the following items:

- Return to JPACT with a work program that identifies time and resources required to develop a ballot measure in '06 or '08, which would include necessary outreach to select a program of projects (important to mobilize 18-34 year-old voters; it should include accountability, oversight and provide a stair-step approach as well as clearly specifying benefits
- Continue to work in partnership with the private-sector members of the Transportation Investment Task Force.

Michael Jordan stated that the issues discussed and brought forward would need to continue to be aired. He suggested that additional retreats be planned.

Chair Rod Park accorded thanks to Metro staff and all JPACT members and guests present for their contributions. He further indicated that additional discussion would need to occur at each subsequent JPACT meeting in order to continue analyzing issues raised. He suggested the possibility of subcommittees in order to alleviate the number of issues left for the majority of the committee. He concluded that JPACT would continue to circle back on the issues until they were all adequately addressed.

CONCLUSIONS AND FOLLOW-UP ACTIONS

Federal

- A. Proceed with federal resolutions; add language indicating Mega-projects category is supported with the understanding there is increased revenues to accommodate the program without undue impact on formula programs; that the mega-projects category is developed into a merit-based program with the same rigor as New Starts; that the Metropolitan Congestion Relief program is based upon increased revenue and not at the expense of formula programs.

- B. Develop a script for the federal visit prior to the dry-run JPACT meeting on February 23, listing speakers and topics. Limit the speakers to 3-5. Try to get appointments in a larger conference room.
- C. Schedule the requested meeting with Congressman Blumenauer.

State Legislature

- A. Seek the assistance of the various government lobbyists to develop an approach to pursuing a state legislative program.
- B. Join in on-going efforts to put together a gas-tax package in support of operations & maintenance needs. Determine how to help advance the agenda. Work with ODOT, the Governor's office, Legislative leadership, AOC and LOC.
- C. Consider participating with an updated statewide Roads Finance Study.
- D. Determine the key JPACT priority to include in a state-funding package.
- E. Include in the strategy appropriate interface with Portland area legislative candidates before and after elections.
- F. Don't pursue changes to the formula that suballocates state funds to regions through the Legislature.

ODOT

- A. Work with ODOT to determine how to fund the adopted regional highway priorities through a combination of federal earmarks, regular federal formula programs (through the STIP) and through the various OTIA categories.
- B. Work with ODOT to define how ODOT funds are suballocated throughout the state, the share that comes to Region 1 and whether the Region 1 share is fair.
- C. Open a dialogue with the OTC about funding suballocations.

Transportation Ballot Measure

- A. Return to JPACT with a work program to develop a ballot measure in '06 or '08 that includes necessary outreach to select a program of projects.
- B. Continue to work in partnership with the private-sector members of the Transportation Investment Task Force.

JPACT organization and membership

- A. Much about JPACT has worked well. Don't make organizational changes that lose these assets.
- B. Continue to evaluate the relationship between the Metro region and surrounding communities in terms of travel and economic interrelationships.
- C. Under the lead of ODOT and the OTC, initiate a dialogue with surrounding communities to evaluate how to coordinate mutual issues of interest.
- D. Continue to consider the merits of adding business and/or interest group representation on JPACT. Incorporate business and the environmental community in the dialogue. DEQ is willing to have their membership be ex-officio to allow adding a business representative.
- E. Consider a model with parallel responsibilities – JPACT business to be voted on by JPACT members, ACT business to be voted on by ACT members.
- F. Don't allow an organizational structure to develop that results in dueling priorities – one by the MPO and one by the ACT.
- G. ???Bring specific proposals back to JPACT to vote up or down.

Planning Issues

- A. Define the fundamental principles that JPACT can agree upon to provide the basis for further work on the RTP, MTIP, lobbying priorities, etc.
- B. Tie our plans and priorities to the economy and jobs.
- C. Continue to evaluate the relationship to surrounding communities and the affect of land use and transportation policies.
- C. Determine how to identify freight projects with the greatest economic significance to the region vs. those that are principally expanded capacity for auto travel that will simply lead to more auto congestion. Better understand freight generally.
- D. Consider setting a higher standard for air quality than the minimum federal standard.
- E. Consider maximizing the use of Flex-funds on alternative modes; develop alternate highway funding sources to allow this commitment.



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

February 11, 2004
(Senate)

STATEMENT OF ADMINISTRATION POLICY
S. 1072 - Safe, Accountable, Flexible, and Efficient Transportation Equity Act
(Senator Inhofe (R) Oklahoma and 3 cosponsors)

The Administration supports enactment of a six-year highway, highway safety, and transit authorization bill and procedural efforts that would limit consideration of extraneous amendments and bring the bill to an up or down vote. Such a multi-year authorization would provide States and localities with predictable funding that enhances long-term transportation planning. The Administration's proposal, as modified by the President's FY 2005 Budget, would provide \$256 billion over six years, an historically high level of investment for highways and transit. This proposal represents a \$45 billion, or 21 percent, increase over the Transportation Equity Act for the 21st Century (TEA-21), the six-year bill enacted in 1998.

The Administration believes that surface transportation reauthorization legislation should exhibit spending restraint and adhere to the following three principles: (1) transportation infrastructure spending should not rely on an increase in the gas tax or other Federal taxes; (2) transportation infrastructure spending should not be funded through bonding or other mechanisms that conceal the true cost to Federal taxpayers; and (3) highway spending should be financed from the Highway Trust Fund, not the General Fund of the Treasury. All spending for highways should be authorized and appropriated from the Trust Fund and derived from taxes imposed on highway use, thereby maintaining the link between Trust Fund revenues and highway spending.

However, the bill pending before the Senate authorizes: \$262 billion on highways and highway safety, which is \$50 billion above the President's request, and \$56 billion on mass transit, which is \$12 billion above the President's request. In total the Senate bill authorizes \$318 billion in spending on highways, highway safety, and mass transit over the next six years, a full \$62 billion above the President's request for the same period.

The Administration's proposed authorization level of \$256 billion over six years is consistent with the three principles listed above. We support a responsible six-year bill and support many of the provisions contained in this legislation. However, we oppose S. 1072 and the pending substitute because their spending levels are too high and they violate these principles discussed above. Accordingly, if legislation that violates these principles (such as this legislation, which authorizes \$318 billion) were presented to the President, his senior advisors would recommend that he veto the bill.

In addition, the Administration opposes inclusion in a surface transportation bill of unrelated provisions regarding Amtrak. Any legislation regarding the future of Amtrak should be considered separately and should provide for meaningful reforms, such as those proposed by the Administration. If surface transportation legislation containing such provisions were presented to the President, his senior advisors would recommend that he veto the bill.

The Administration wants to work closely with Congress to achieve an acceptable bill and recommends attention to the following areas.

Safety. The Administration appreciates the creation of a new Highway Safety Improvement Program (HSIP) and a strong safety belt incentive program, but believes the bill should also require States that have not enacted primary safety belt laws or achieved safety belt use rates of 90 percent to spend no less than 10 percent of core highway safety construction HSIP funds on behavioral safety projects eligible under the Section 402 program. In addition, the Administration opposes limiting a State's flexibility to use HSIP funds by requiring mandatory set-asides for rail-highway grade crossings or safe routes to schools. The Administration believes that several programs of the National Highway Traffic Safety Administration (NHTSA) should be consolidated and a portion of those funds should be used to reward States that aggressively reduce fatalities in the manner proposed by Section 2001(a) of the Administration's proposal. Also, language similar to that included in the Administration's proposal on providing for NHTSA-administered highway safety data grants should be added to help States improve their data to reasonable standards.

Environmental Provisions. The Administration opposes substantially broadening the list of eligible projects for Congestion Mitigation and Air Quality (CMAQ) funding because many of these new projects would have minimal air quality benefits. Eligibility for CMAQ funds should be limited to projects that achieve air quality benefits, particularly because the number of Clean Air Act nonattainment areas, which need this type of funding, will increase. The Administration believes that the bill should improve project delivery while protecting our environment. The bill should include a 180-day statute of limitations for legal challenges following final agency approval of highway and transit projects. This limit is necessary to reduce litigation uncertainty that can impede project development for years. The bill should also avoid adding new requirements to the transportation planning process, and integrate the transportation planning process with other environmental review processes to reduce redundancies.

With respect to project review under the National Environmental Policy Act, the bill should clarify the authority of State and local governments to be joint lead agencies, with the U.S. Department of Transportation, in preparing environmental documents. The Administration also notes that section 1511 is inconsistent with the President's proposal in SAFETEA, and encourages the Senate to adopt the President's proposal.

The Administration also believes that the bill should clarify standards pertaining to public park and recreation lands, wildlife and waterfowl refuges, and historic sites -- commonly referred to as "Section 4(f)." A clarification of the Section 4(f) definition of "prudent" is needed to forestall confusing standards applied unevenly by the Federal Courts of Appeals. In addition, the bill should address the overlap between Section 4(f) and Section 106 of the National Historic Preservation Act to decrease project delays and uncertainty.

In addition, the Administration believes that the bill should not include a mandatory two percent set-aside from the Surface Transportation Program (STP) to support a highway stormwater discharge mitigation program. Stormwater discharge mitigation costs are already eligible under STP.

New Regulatory Mandates. The Administration strongly opposes the numerous

mandated rulemakings for NHTSA and the FMCSA. These provisions predetermine timetables and outcomes without adequate grounding in science, engineering and proof of net safety benefits. By prescribing specific requirements and mandating priorities, these provisions will delay or interfere with ongoing safety initiatives and may have the unintended consequence of redirecting agency resources away from programs that will do more overall good for safety. The Administration also objects to the inclusion of: (1) costly and burdensome provisions of the bill requiring FMCSA to issue medical certificates to 6.5 million commercial drivers while limiting the performance of medical examinations to physicians alone; and (2) the bill's expansion of hours-of-service safety exemptions.

Financing and Freight Mobility. The Administration appreciates the bill's expansion of the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program by lowering the project threshold and broadening the list of eligible projects to include freight projects. However, the Administration opposes removing the TIFIA program requirement that a borrower have a dedicated source of revenue for repaying its TIFIA loan. Likewise, the Administration opposes allowing railroads to use Federal grants to pay the credit risk premium or repay Railroad Rehabilitation and Improvement Financing loans.

The Administration supports amending the bill to give States the ability to manage congestion and raise additional revenue by allowing drivers of single occupant vehicles to use High Occupancy Vehicle lanes by paying tolls. The Administration also supports amending the bill to provide States flexibility to implement variable tolls on interstates for congestion management or air quality improvement purposes. In addition, the Administration supports amending the bill to incorporate the Administration's proposal to amend the Internal Revenue Code to permit the issuance by State and local governments of "private activity bonds" for highways and surface freight transfer facilities.

Public Transportation Programs. Aside from concerns about overall funding levels, the Administration is pleased that the bill includes provisions to improve human service transportation coordination and expand the "New Starts" program, but is disappointed by the omission of a performance incentive program to reward transit agencies based on increases in transit ridership.

Accountability and Oversight. The Administration is pleased that the bill includes stringent project management and financial plan requirements which were requested by the Administration. Improved accountability and focused oversight by the Federal Highway Administration will help maximize the effective use of available funds.

Funding Firewalls and Guarantees. The Administration supports a separate category or "firewalls" for determining the level of spending from the Highway Trust Fund, but only in the context of the Administration's proposal for annual statutory limits on discretionary spending. In addition, the Administration does not propose the creation of "firewalls" for general fund spending on such critical areas as defense and homeland security, and therefore opposes such treatment for general fund spending on mass transit programs.

Byrd Test Change. The Administration opposes weakening the Byrd Test to compare spending authority to current resources plus four years, rather than two years, of estimated future revenue. The Byrd Test was established at the creation of the Highway Trust Fund in 1956 to

ensure that future revenues would be sufficient to cover outstanding spending authority. The Byrd Test has been successful in ensuring the Highway Trust Fund's solvency for nearly 50 years, and modification could allow levels of spending that cannot be sustained by estimated revenues to the Highway Trust Fund.

Park Roads. The Administration supports the funding level for park roads, but opposes the provisions of section 1806 of the bill that establish a park funding priority system that would reduce the Administration's ability to implement the President's Park Legacy Program. Allocation of park road funding should be consistent with the sound asset management approach on which the President's Park Legacy Program is based and which is currently used by the National Park Service, in a manner that will best address the needs of all parks, not just a few.

Cross-Border Transportation. The Administration opposes the bill's provisions defining foreign trucks and buses engaged in the cross-border transportation of cargo and passengers into the United States as "imports." Existing statutory provisions already address cross-border transportation safety, and the revised definition would significantly disrupt the almost \$2 billion daily cross-border movement of goods.

MAGLEV. The Administration opposes the continued authorization of funding for Magnetic Levitation Transportation Technology Deployment (MAGLEV). The Administration's SAFETEA proposal did not seek funding for MAGLEV and believes funds can be better spent investing in the Nation's public transportation systems.

Budget Estimates and Enforcement

This bill would affect direct spending and receipts. It is critical to exercise responsible restraint over Federal spending in a manner that ensures deficit reduction and the Administration looks forward to working with Congress to control the cost of this bill. The Budget Enforcement Act's pay-as-you-go requirements and discretionary spending caps expired on September 30, 2002. The President's FY 2005 Budget includes a proposal to extend the discretionary caps through 2009, a pay-as-you-go requirement that would be limited to direct spending, and a new mechanism to control the expansion of long-term unfunded obligations. OMB's cost estimate of this bill currently is under development.

* * * * *

JPACT Briefing Paper
Re-Submittal of Air Quality Conformity Determination
for the
2004 RTP and 2004-2007 MTIP
February 12, 2004

- ❖ On January 15, 2004 JPACT recommended approval of the *Air Quality Conformity Determination* of the 2004 RTP and 2004-2007 MTIP. Metro Council also approved the *Determination* on January 15 and the *Determination* was forwarded to USDOT for concurrence.
- ❖ On February 5, 2004 the USDOT informed Metro that the *Determination* could not be approved. They cited concerns with the public comment period. (While earlier drafts of the *Determination* included information about the assumptions and methods, they did not include air quality modeling results. Partial results were made available on January 9, the remainder of the results on January 14 and JPACT and Metro Council approval occurred on January 15.) The USDOT asked that a revised document with clarifications about emission credits and transportation control measures be produced and a new public review and comment period be provided for at least a 14 day period.
- ❖ Without a conformed RTP and MTIP, most all federal transportation projects cannot be advanced. A project that could be delayed is the US Highway 26/Cornell to Highway 217 improvement that was scheduled for a March 11 bid date.
- ❖ A revised *Determination* has been completed to be responsive to USDOT concerns and a new public review and comment period will be opened tomorrow, February 13, 2004 and will extend to February 27, 2004 at 3 pm. A public hearing is scheduled before the Metro Council on February 26.
- ❖ It is proposed that JPACT take action this issue via a telephone vote on March 1 (with all public comments and any responses provided to JPACT from those received by February 27). The Metro Council could then consider action on March 4. If both JPACT and the Metro Council approve a resolution concerning the *Determination*, it could be forwarded to USDOT for concurrence.

COMMITTEE TITLE JPACT

DATE February 12, 2004

NAME	AFFILIATION
Andy Cooper	Mehr
Roy Rogers	
Ji Franzen	City of Multnomah
JB All	Metro Council
KARL RONDE	CS
Maria Rojo de Jeffery	Multnomah County
Annette Liebe	DEQ
Judie Stanton	Clark County
Lenny Haverkamp	Cities of Mult. Co
Bill Wyatt	Port of Portland
Eric Konigsmeyer	Clatsop Co
Rod Monroe	Metro Council
ROB DRAKE	CITIES OF WASHINGTON COUNTY
FRED HANSEN	TRIMET
MATT GARRETT	ODOT
Rod Park	Metro Council
LAUREL WENTWORTH	PORTLAND
Kathy Basse	Washington Co.

COMMITTEE TITLE JPACT

DATE February 12, 2004

NAME

AFFILIATION

Ed Abrahamson	Multnomah County
Jim BERNARD	City of Milw. JPACT (Alternate)
Sean Costingbill	RTC
Ron Papsdorf	City of Gresham
Susie LaSene	Part of Portland
John Wiebke	Clatsop Co.
Phil Selinger	City of Hillsboro
Olivia Clark	TRI MET
Robin McArthur	TRI MET
Richard Buchanan	ODOT
Deborah Murdoch	Metro
ROBERT BERTINI	PSU
Jeff King	PSU
MARK TURREL	City of Milwaukee
Jed Leybold	METRO
Kim Ellis	"
Greg Miller	Metro
	AGC

