5-15-2003

Meeting Notes 2003-05-15 [Special Meeting]

Joint Policy Advisory Committee on Transportation

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SPECIAL MEETING

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

DATE: Thursday, May 15, 2003

TIME: 7:15 A.M.

PLACE: Council Chambers

7:15 Call to Order and Declaration of a Quorum  Rod Park, Chair

7:20 Citizen communications to JPACT on non-agenda items  Rod Park, Chair

7:25 Transportation Priorities 2004-07; Narrowing Policy Options and Decision Process (continued from May 8 meeting) – POLICY DISCUSSION  Ted Leybold (Metro)

9:00 ADJOURN  Rod Park, Chair

* Material available electronically. Please call 503-797-1916 for a paper copy
** Not all material on this agenda item is available electronically.
# Material provided at meeting.

All material will be available at the meeting.
# Request to Testify at Public Hearing

(Please print legibly)

<table>
<thead>
<tr>
<th>Date: 5-15-03</th>
<th>Name: Chris Uitterbok</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affiliation:</td>
<td>Email Address</td>
</tr>
<tr>
<td>Address: PO Box 1112</td>
<td>and/or Fax No: <a href="mailto:yamofarm@222.com">yamofarm@222.com</a></td>
</tr>
<tr>
<td>City/State/Zip: Clark, OR 97015</td>
<td>Phone No:</td>
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| Resolution or ordinance number: funding for Sonnyside Rd |
| Agenda item title or subject of testimony: ** |

<table>
<thead>
<tr>
<th>Are you in favor or opposed to the res/ord/report:</th>
<th>In favor □</th>
<th>Opposed to □</th>
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<tbody>
<tr>
<td>Would you like to be placed on the council/committee meeting notice list:</td>
<td>Yes □</td>
<td>No □</td>
</tr>
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</table>

**Would you like to be placed on this topic notice list: Yes □ No □

PLEASE READ INSTRUCTIONS FOR TESTIFYING ON REVERSE OF CARD
INSTRUCTIONS FOR TESTIFYING BEFORE COUNCIL OR COUNCIL COMMITTEE

Be prepared — Most public testimony is limited to three minutes. Be prepared to summarize your remarks to fit within the time allowed. If you plan to distribute supporting documentation or visual aids, be prepared to provide enough copies to distribute to the council or committee PLUS ONE REQUIRED COPY for the public record.

Sign up to testify — Completely fill out a testimony card, which is found on the reverse of these instructions. At the beginning of the meeting or as soon as possible thereafter, turn your testimony card in to the clerk of the council or council staff member sitting at the dais where the computer is located.

Presenting oral testimony — When called to testify, first submit to the clerk of the council or council staff member stationed by the computer, copies of any supporting documentation you wish to be entered into the record. Do not give documentation directly to councilors because it must first be marked into the record.

Then, move to a testimony table and begin your testimony by stating, “For the record, my name is ________ and my address is ________.” As you make your remarks, address the full Council as “Presiding officer and members of the council.” If you are at a committee meeting, address the Council committee members by stating “Chair (enter last name) and members of the committee.” Be sure to speak clearly and directly into the microphone.

Written testimony — If you are submitting your testimony in writing and you do not plan to make oral comments in addition to what is in writing, do not read your testimony word for word at the hearing. Rather, follow the instructions for submitting written testimony, which are available at the back of the chamber. (Comment cards are available)

Group testimony — Often times, there are many people who share your feelings. Organizing a few main speakers and asking a group to stand who share similar sentiments can make a big statement. Select several people to cover different topics to avoid excessive repetition. Repetitive testimony is generally not as effective as a well planned and coordinated presentation.

Special needs — If you require special accommodation (either ADA assistance or audio visual equipment) in order to testify, please contact council staff (telephone numbers are listed at the bottom of each agenda) at least 24 hours before the meeting with your request.
MEMORANDUM

Date: May 12, 2003

To: Metro Councilors, MPAC & JPACT Officials

From: M.R. Dick Kline

Subject: Cornelius’ MTIP Application: Highway 8 Intersection at 10th Ave.

This is a bundle of support for our City of Cornelius’ single entry for MTIP funding this year – $797,000 for “modernization” of the Intersection of (TV) Highway 8 and 10th Avenue (Cornelius-Schefflin Road). Here are letters from Cornelius’ Mayor and Council, major business and industry, social service community, and city staff appealing for your support of MTIP funding of our project this year. Support letters include:

- City Councilor & Community Development Liaison, Amy Scheckla-Cox
- Mayor Steve Heinrich, May 12, 2003
- Stewart Stiles Truck, Inc.
- Centro Cultural
- Pacific Harvest Supply Co.
- Western Farm Service, Inc.
- Truss Components of Oregon, Inc.
- Ken Leahy Construction, Inc.
- Readiness Letter from Community Development Director
- Safety Report from Fire and Police Chiefs
- Mayor Steve Heinrich, April 14, 2003
- Photos & Graphic from Public Works D

Please know that this (TV) Highway 8 and 10th Avenue (Cornelius-Schefflin) intersection is a gateway to our Main Street District – the hope of our future. It is one of two major intersections of the primary thoroughfare in Cornelius and it is dangerously dysfunctional. In its existing condition, it is a major barrier to business access & investment, safe multimodal transportation, community unity, plan implementation, and livability. There are no other resources available to help us besides this MTIP grant.

If you have any questions about our proposal, please do not hesitate to call me, Amy Scheckla Cox, our City Council Liaison to MPAC, or Richard Meyer, our Community Development Director at 503-357-9112.

Thank you for your leadership in our region. Thank you for considering our single application for MTIP funding in four years. Our region will be stronger when all of its parts are healthy and working.
May 12, 2003

Chairman Hughes and MPAC Members  
C/o Metro  
600 Northeast Grand Avenue  
Portland, Oregon 97232

RE: Cornelius Highway 8 Intersection at 10th Avenue – MTIP

Dear Mayor Hughes and Local Elected Officials:

With this letter I am writing, my goal is to clarify some details about the only project submitted for MTIP funds by Cornelius. After I read Mr. Bragdon and Mr. Parks’ memorandum on “Strategies for Transportation Priorities 2004-07,” I thought that a highlight of our Highway 8 / 10th Avenue Intersection project was due. In no description of the three policy implementation options was our $797,000 project mentioned. However, I knew that under any of the three options, surely our “modernization” Intersection project should stand out.

Our Highway 8 / 10th Avenue Intersection project may be a sleeper in name, yet it is one of two major intersections of the primary thoroughfare in Cornelius – TV Highway. TV Highway is our Main Street beginning at 10th Avenue. It is also our freight route, transit route, commercial hub, and primary route in and out of town. In its existing condition, it is our major barrier to business investment, safe pedestrian access, and community identity, livability & unity. It is the spine on the underfed body of what wants to be a complete and sustainable community.

This intersection is so dysfunctional that trucks and long vehicles have to detour through a neighborhood to avoid blocking traffic, buses drive up over curbs to avoid being trapped, cars stack up for blocks dividing the community down the middle, and pedestrians and bicyclists might as well be in a war zone. It is a top priority of our renewed community to fix this central problem. In addition, there are no other resources available to help us besides this MTIP grant.

Our project accomplishes four of the five objectives of the Metro Council for MTIP funds, as I understand them. This intersection reconstruction is one component in a five-part program of Main Street improvements approved when Metro, ODOT and the City accepted our Main Street Plan in 1998. The first element, Adair Boulevard improvements, was granted STIP funding and is being engineered this year. Clearly, this 10th Avenue Intersection project continues Metro’s prior commitment to our Main Street program.
Our Main Street District, for which this intersection serves as the gateway, is the center of our implementation of Metro's 2040 Plan. It follows through consistently with Metro land use goals, particularly the priorities on urban walkable, transit-friendly, and mixed-use centers. The project reduces significant barriers to Main Street development as well as existing and projected industrial businesses along the 10th Avenue freight route. It is located at a juncture that a recent OECDDD funded market study confirms is positioned to effect the greatest economic development and jobs of anywhere in the area. Finally, this project is critical to leveraging additional public funding, private investment and construction of the rest of our Main Street District, which is Cornelius' top capital, operational and political priority.

I thank you for your patience and support of this brand new face at MPAC meetings. In addition, thank you for your support of the complete community that Cornelius wants to be. Our region will be stronger when all of its parts are healthy and working.

Your partner in community development,

Amy Scheckla-Cox
Cornelius City Councilor
Liaison for Community Development
May 12, 2003

Mayors Rob Drake, Tom Hughes and Elected Officials
C/o Metro
600 Northeast Grand Avenue
Portland, Oregon 97232

RE:  Cornelius’ Need for Highway 8 Intersection at 10th Avenue

Dear Rob, Tom and Local Elected Officials:

I wanted to add this personal note to my letter to JPACT dated April 14 about Cornelius’ only application this year for MTIP funds. I need you to help our small community get heard in the roar of so many bigger projects from bigger cities. It is hard competing for limited funds when other improvement projects have more traffic and more sound businesses close by.

Reconstructing the 10th Avenue / TV Highway intersection in Cornelius is absolutely vital to the safety and economic survival of our community. This intersection has been a mess for years. And now that everyone is on board with our Main Street Plan, its reconstruction is all the more important. I have heard from owners of major companies both in and outside town about the barrier this intersection is to their business. Stewart Stiles Trucking, Northwest Environmental, Oregon Hazelnut Growers Association, Pacific Harvest and Western Farm Service to name a few.

Here’s the problem these companies face. When a truck turns at this intersection and an opposing lane is full, everything stops and the opposing traffic backs up further. To avoid this intersection, all semi-trailer trucks turn into a neighborhood crowded with children and day laborers, causing great potential for accidents. The congestion discourages pedestrian oriented businesses we want in this Main Street area.

I want you to know that we have a new City Council and City Manager, a strong staff and supportive community all who are taking a positive and cooperative approach to building Cornelius into a healthy, sustainable neighbor here in Washington County. But, if we are going to turn this town around, we need some outside help making key public improvements in the center of town. We have been applying for funds to fix this 10th Avenue / Highway 8 intersection sense the ‘90s as part of our Main Street District Plan. We need this tough funding decision to break our way.

Thank you for your leadership in Washington County and our region. Thank you for your personal support of me and our new Councilors now involved in County and Metro committees. And thank you for your support of the complete community that Cornelius wants to be. Our region will be stronger when all of its parts are healthy and working.

Your partner in good government,

Steve Heinrich,
Mayor of the City of Cornelius
May 12th 2003

Joint Policy Advisory Committee on Transportation
Metro
600 Northeast Grand Avenue
Portland, Oregon 97232

RE: Importance of MTIP Project in Cornelius:
    Modernization of Highway 8 Intersection at 10th Avenue

Dear JPACT Members:

Stewart-Stiles Truck Line Inc. is an Oregon family owned local trucking and warehousing business based in Cornelius Oregon. Our business is to provide full load and less than full load pick up and delivery of goods to businesses and homes in the greater Portland area. Our specialty is same day service from North to Longview Washington to Eugene Oregon including the North Oregon Coast. By combining shipments from many customers to different areas we help reduce the numbers of vehicles on the road.

The project would remove a significant barrier to our business operation and other existing and potential industrial investment in land connected through the intersection. It would provide a more efficient performing intersection where truck traffic, auto, bus and pedestrians all concentrate.
Currently, trucks and large vehicles have to detour through a residential neighborhood north of Highway 8 to avoid this intersection. The current detour is not only **poorly designed**, but is a **major safety concern**.

Looking forward we know that we need to be prepared for the next growth in the area, a major way of doing this is to improve this intersection. By improving this intersection it would improve the flow of freight between our facility and the high-tech cluster. The improvement of traffic flow will positively affect the future of the industrial base and quality of life in Western Washington County.

Please support the reconstruction of the intersection of Highway 8 and 10th Avenue in Cornelius.

Joe Darby
April 14, 2003

Joint Policy Advisory Committee on Transportation (JPACT)
Metro
600 Northeast Grand Avenue
Portland, Oregon 97232

RE: Importance of MTIP Project in Cornelius:
Highway 8 Intersection at 10th Avenue (Main Street Gateway)

Dear JPACT Members:

We wanted you to know how important this MTIP Modernization Project is to our community and by implication to the region. The modernization/reconstruction of the 10th Avenue intersection with TV Highway in Cornelius is our single entry in this year’s regional competition for MTIP grant funds. It is not only vital for safety and efficient traffic movement, but also for the economic development we have begun in the poorest, most economically depressed city in the region.

The double intersection of 10th Avenue across the Adair/Baseline couplet is one of two most important intersections in Cornelius. 10th Avenue, as it extends north as Cornelius-Schefflin Road toward Sunset Highway and south as Golf Course Road to Highway 219, is a Washington County Arterial and Freight Route in the County Transportation Systems Plan and subject of significant public investment consistent with the Regional Transportation Plan both north and south of the intersection.

Reconstruction of this intersection has been a lynch-pin in Cornelius’ economic development, land use, livability and transportation plans and strategies for at least half a dozen years. This intersection is key to two main employment/economic centers in Cornelius – our primary industrial area and central business district. Unimproved, it is a barrier to the main flow of commerce in Cornelius.

Currently, trucks and large vehicles have to detour through a residential neighborhood north of Highway 8 to avoid this intersection. 10th Avenue is a county north/south freight route serving nurseries and other agricultural industry in western Washington County and connecting trucking/warehousing industry like Stewart Stiles to the County’s high-tech cluster. Improvements are now being constructed north of Cornelius to Zion Church Road and on to Sunset Highway and are scheduled for connection south to Highway 219 south of Hillsboro. Moreover, local and regional plans call for increased freight traffic to connect the local, regional and state economy. Cornelius’ plans for further development of its industrial base, which are so vital to balancing jobs & housing and adding to our local tax base, requires increasing use of this thoroughfare to the Sunset Hwy.

It is also the west gateway to Cornelius’ Main Street District, a 2040 Plan center. This is the highest priority area for economic development in the region’s most economically distressed city. Business, pedestrian and transit access and amenities currently are poor, confused, substandard and unsafe around this crossroads and most of the way along the core Retail Sub-
district due to traffic back-ups. The intersection cannot handle even existing traffic safely, much less the multi-modal transportation called for in our 2040-consistent Main Street and Transportation System Plan.

The fact that Cornelius’ Main Street is also a state highway requires special coordinated efforts to marry the mixed, pedestrian-oriented business district objectives of our city with the efficient through-traffic objectives of the state. Those plans have been completed, unanimous support won, and public/private investments leveraged to begin successfully building the center of Cornelius’ business district. Reconstruction of this intersection will allow for safe vehicular traffic through town as well as effective local access to and from our Main Street retail center and mixed-use area. Only with this project will pedestrians, bicyclists and transit riders have clear and safe access to Main Street. Our plan for shared parking also depends upon the safe vehicle routing, access and pedestrian crossings this project provides.

This project leverages both public and private development that builds out the Main Street Plan. It is a public investment assumed in the 2002 Cornelius Retail Analysis & Business Development Program funded by OECDD. It completes the west end of the STIP funded Main Street Adair Boulevard project and sets the stage for the Baseline Boulevard element. It will relieve the stacking and crossing problems at the sites of our new Chamber of Commerce’ Visitors Center, Centro Cultural Center, Virginia Garcia Health Clinic, and some sixty businesses projected for the immediate area. Recent and current industrial developments are depending on reconstructing this intersection and have paid for related improvements along 10th Avenue. More are planned.

In short, the 10th Avenue Intersection Reconstruction project is absolutely vital for the success of our city’s most important economic and land development effort this decade.

Cornelius’ single project appears to be in the running for a “modernization” grant during the period 2004-07. We are ready to complete this project in conjunction with Main Street improvement of Adair in 2004-5. Our hope is that with this show of community commitment, JPACT and Metro will decide to fund the Highway 8 Intersection at 10th Avenue in this round of the MTIP.

Thank you all for your ongoing work for the region and for hearing the comparatively small voice of our community. Our region will be stronger when all of its parts are similarly healthy and working.

Your partner in safe, sustainable community development,

Steve Heinrich,
Mayor of the City of Cornelius
EXISTING PROBLEMS / PROPOSED SOLUTIONS EXHIBIT

**EXISTING PROBLEMS**

- Excessive stacking due to absence of right turn lane
- Large vehicles and trucks unable to make turn
- Daily stacking into travel lane
- Inadequate roadway width to allow safe vehicle turning movements and bicycle traffic
- Bus stop in traffic lane causes delays and safety hazard
- Southbound turning movement impedes eastbound traffic
- Consistent collision point
- Current large vehicle and truck bypass through residential area

**PROPOSED SOLUTIONS**

- Increase radius at southeast corner of Baseline and 10th
- Increase radius at northwest corner of Adair and 10th
- Add bicycle lanes
- Off highway bus stop at Adair and 10th
- Off highway bus stop at Baseline and 10th
- Widen 10th in couplet between Adair and Baseline
- Right turn lane on Adair westbound at 10th
- Right turn lane on Baseline eastbound at 10th
- New signalization
- Add bicycle lanes

**SOLUTION ELEMENTS**

- **INCREASE RADIUS** at southeast corner of Baseline and 10th
- **INCREASE RADIUS** at northwest corner of Adair and 10th
- **ADD BICYCLE LANES**
- **OFF HIGHWAY BUS STOP** at Adair and 10th
- **OFF HIGHWAY BUS STOP** at Baseline and 10th
- **WIDEN 10TH IN COUPLET** between Adair and Baseline
- **RIGHT TURN LANE** on Adair westbound at 10th
- **RIGHT TURN LANE** on Baseline eastbound at 10th
- **NEW SIGNALIZATION**
- **ADD BICYCLE LANES**

**City of Cornelius Public Works**

1300 S Kodiak Circle
Cornelius, OR 97113 (503) 357-3011

Robert A. Dixon, P.E.
Public Works Director City Engineer

Cornelius - Oregon Pacific Trail

**10TH AVENUE INTERSECTION IMPROVEMENTS**
May 12, 2003

Joint Policy Advisory Committee on Transportation (JPACT)
c/o Metro
600 Northeast Grand Avenue
Portland, Oregon 97232

RE: Safety at Cornelius' Highway 8 Intersection at 10th Avenue (MTIP Project)

Dear Metro Councilors and Local Representatives:

This letter is to confirm the importance of reconstructing the intersection of TV Highway and 10th Avenue – from a safety point of view. This intersection is the most congested intersection in or around the City of Cornelius. I understand that the congestion is caused primarily by an inadequate turning radius, poor sidewalk, pedestrian crossing and transit improvements, antiquated traffic signals and poor drainage & curb function.

The existing condition of this intersection was most probably a contributing factor in a dozen reported accidents in 2002 and five so far this year. These incidents include:

<table>
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<th>Year</th>
<th>Alarm #</th>
<th>Location</th>
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<tr>
<td>2002</td>
<td>0200121</td>
<td>10 Ave x Dogwood St.</td>
</tr>
<tr>
<td></td>
<td>0200167</td>
<td>S 12 Ave</td>
</tr>
<tr>
<td></td>
<td>0200199</td>
<td>14 Ave x Adair St.</td>
</tr>
<tr>
<td></td>
<td>0200283</td>
<td>S 10 Ave</td>
</tr>
<tr>
<td></td>
<td>0200297</td>
<td>601 Baseline St.</td>
</tr>
<tr>
<td></td>
<td>0200304</td>
<td>990 N Adair St.</td>
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<tr>
<td></td>
<td>0200409</td>
<td>10 Ave x Baseline</td>
</tr>
<tr>
<td></td>
<td>0200483</td>
<td>10 Ave x Adair</td>
</tr>
<tr>
<td></td>
<td>0200639</td>
<td>12 Ave x Baseline</td>
</tr>
<tr>
<td></td>
<td>0200651</td>
<td>10 Ave x Baseline</td>
</tr>
<tr>
<td></td>
<td>0200927</td>
<td>4 Ave x Baseline</td>
</tr>
<tr>
<td></td>
<td>0201018</td>
<td>1519 Adair St.</td>
</tr>
<tr>
<td>2003</td>
<td>0300062</td>
<td>10 Ave x Adair</td>
</tr>
<tr>
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<tr>
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<td></td>
<td>0300230</td>
<td>10 Ave x Alpine</td>
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<tr>
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<td>1021 Baseline</td>
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Reconstruction of this major intersection will reduce barriers to cross town, through town and Main Street business foot and vehicle traffic. This project will also save the City and County significant emergency service resources that are already taxed beyond reason.

Thank you for considering this City of Cornelius project for MTIP funding.

Sincerely,

Chris Asanovic
Fire Chief

Paul Rubenstein
Chief of Police
Dear Mr. Whisler:

This letter addresses the readiness of the City of Cornelius to complete the transportation project for which it has submitted an MTIP application for funding this winter. It is in response to your suggestion that we inform those responsible for review and ranking this round of projects about Cornelius' progress on our last project funded – Priority 2000 MTIP grant of $1.8 million for Adair Boulevard Improvements, as well as our readiness for additional grants.

Cornelius completed its Main Street (Boulevard) Plan in 1998, with the co-sponsorship of Metro, ODOT, DLCD and local organizations, consistent with and in response to 2040 Growth Management goal and state guidelines for transportation improvement and economic development. Key "regionally important" transportation improvements called for to implement this Plan included boulevard improvements to ten central blocks of Adair and Baseline (TV Highway couplet) and intersection reconstruction of three intersections of arterials that define the District, 10th Avenue, 14th Avenue and 19th/20th across the highway couplet.

In 1999, funding under MSTIP “Priorities 2000” was approved for one element of these Main Street improvements – $1.8 m for Adair Boulevard Improvements. After the award, ODOT, co-applicant with Cornelius for this funding, backed out of a commitment to match the grant with engineering because of unexpected fiscal constraints, and it took two years for Cornelius to find local resources to match the grant. We obtained permission from Washington County in August of 2001 to use TIF for our local match.

That fall, Cornelius proceeded to meet with ODOT and Metro planners and STIP staff to prepare for engineering and construction of this project and contracted with OTAC for initial drawings, updated cost-estimates and help with drafting the ODOT Prospectus required before Engineering. Much of 2002 was spent on vital related preparatory tasks:

- Finishing a 10-block LID funded Adair Street improvement project just east of the Main Street District,
- Completing an extensive community process of revising our Main Street Plan to gain full community support that had been lacking for the 1998 Plan and its projects,
- Resurrecting the Cornelius Chamber of Commerce & completing an OECDD funding Business Marketing Study for Main Street,
- Tapping an OECDD grant & loan funds to study the feasibility of constructing a Community Center on Main Street,
May 13, 2003

Joint Policy Advisory Committee on Transportation (JPACT)
Metro
600 NE Grand Avenue
Portland, OR 97232

re: Importance of MTIP Project in Cornelius: Highway 8 Intersection at 10th Avenue

Dear JPACT Members:

Centro Cultural is a leading non-profit in Washington County. For over thirty years, we have served the Hispanic population with services, including English classes, job training, computer instruction, drivers' training, information and referral, and a community kitchen. We put on region-wide events and cultural activities. 20,000 people a year attend programs and events sponsored by Centro.

Our offices are located at the center of the Cornelius Main Street District, an area planned for a mix of commercial, service, and residential use, consistent with state, regional and local plans for concentrated pedestrian-oriented urban redevelopment. Many businesses and organizations, like ours, have invested time and energy in planning to get our Main Street plans off the ground.

Unfortunately, our two main intersections are big problems. The one at 10th Avenue and TV Highway needs reconstruction. It is unsafe for the pedestrians, cars, trucks, and buses that use it. Trucks often travel through neighborhoods to avoid this intersection because the corners are tight and there are no turn lanes. Trucks and cars often back up solid for many blocks at the light, making it difficult and dangerous for people to get to and from our services. Reconstruction of this intersection is vital for the safety of this community. It provides traffic movement and the development of our city as Metro, ODOT, and our citizens have wanted for five years.

Cornelius is not a rich city. We don’t have the resources to make a grand case for our only application for transportation funds, but this relatively small regional need is a huge need for us. It is part of a plan to build a busy, friendly, safe boulevard that ties the center of Cornelius and its people together. A healthy community in Cornelius is an asset for the region as a whole. The services of our organization, along with the support of public investments such as this, make Cornelius a good, sustainable place and a credit to our area. Thank you for listening to the voice of our community. The region is stronger when all its parts are healthy and working.

Sincerely,

Sabino Sardineta
Executive Director
May 12, 2003

Dear JPACT Members,

Pacific Harvest Supply Company is an agricultural business located on the corner of N. 10th and Holladay.

Our customers and supplies come and go in large trucks due to our business being primarily wholesale.

The proposed project at the intersection of 10th Ave. and T.V. Hwy would remove a significant barrier to our customers by making a more efficient intersection where there is a large concentration of pedestrians and large vehicle traffic.

Because I have lived and/or worked in Cornelius all my life I have seen a number of serious and many minor accidents at this intersection which is a major concern.

Please help Cornelius to be a safer place to live and do business.

Thank You,

Jeff Duyck
WESTERN FARM SERVICE, INC.

May 13, 2003

Joint Policy Advisory Committee on Transportation (JPACT)
Metro
600 Northeast Grand Avenue
Portland, Or. 97232

Re: Importance of MTIP Project in Cornelius
Modernization of Highway 8 Intersection at 10th Avenue

Dear JPACT Members

Western Farm Service is a retail, wholesale distributor of agricultural products operating out of Cornelius. We cater to the local farmer supplying his chemical and plant nutrient needs, along with supplying the horticultural market with all of their needs including hard goods which consist of plastics, pots, trays, and planting medium. Western Farm Service currently employs 23 full time employees and a number of part time and seasonal individuals.

As Western Farm Service continues to grow and provide jobs to the area it is vitally important that we have easy access to our facility, both by our vehicles and by common carriers that are used to deliver product to and from our facility. This project would remove a significant barrier to our business operation and other existing and potential industrial investment in land connected through this intersection. It would provide a more efficient performing intersection where truck traffic, auto, bus, and pedestrians are all concentrated.

Currently our trucks along with other trucks and large vehicles have to detour through a residential neighborhood north of this highway 8 intersection. They have to make several 90 degree turns through these neighborhoods endangering pedestrians, children and other vehicle traffic. This is only going to get worse as more local and regional traffic is brought into the area by the improvements made north of Cornelius on Zion Church Road, and on the Sunset Highway with the connection being made to Highway 219 south of Hillsboro.

Please consider this in your decision making as you make future plans for our highway systems.

Thank you

Ken Wessels
Manager
May 13, 2003

Joint Policy Committee on Transportation
Metro
600 Northeast Grand Avenue
Portland, OR 972332

RE:  MTIP Project in Cornelius:  
     Modernization of Highway 8 Intersection at 10th Avenue

Dear JPACT Members:

Truss Components of Oregon, Inc resides at 825 N 4th Avenue in Cornelius, Oregon. We manufacture roof and floor trusses for both residential and commercial construction in Oregon and Southern Washington. We have been at this location for the last 19 years. We currently have 35 people in our organization.

The project would remove a significant barrier to our business operation and other existing and potential industrial investment in land connected through this intersection. It would provide a more efficient performing intersection where truck traffic, auto, bus and pedestrians all concentrate.

The intersection of 10th Avenue across the Adair/Baseline couplet is a very important intersection to this area. It is the gateway from our location to both TV Hwy and the Sunset Hwy. The intersections reach also extends from Golf Course Rd. to Hwy 219. Our delivery vehicles use these routes frequently. It can be extremely difficult to maneuver these intersections. This is especially true since approximately half of our deliveries are wide or oversized loads.

Currently, large vehicles have to detour through a residential neighborhood north of highway 8 to avoid this intersection. There are many nurseries, industrial, agricultural and manufacturing firms who use these routes. It would be beneficial to all these firms, as well as our community and the growth there of to have improvements made to the highway 8 intersection at 10th Avenue.

Sincerely,

Fred Prosser, President
Truss Components of Oregon, Inc.
May 13, 2003

Joint Policy Advisory Committee on Transportation (JPACT)
Metro
600 Northeast Grand Avenue
Portland, Oregon 97232

RE: Importance of MTIP Project in Cornelius:
   Modernization of Highway 8 Intersection at 10th Ave.

Dear JPACT Members:

Ken Leahy Construction, Inc. is a diversified construction company involved in,
earthwork, underground utilities, street improvement, soil amending, site development
and golf course construction.

We have several pieces of large, heavy equipment that are hauled daily in and out of our
yard on 12th avenue in the City of Cornelius. It is very important to us that we have safe
and efficient routes of transportation on the city streets as well as safe mobility in and
thru the city’s intersections.

The project would remove a significant barrier to our business operation and other
existing and potential industrial investment in land connected through this
intersection. It would provide a more efficient performing intersection where truck
traffic, auto, bus and pedestrians all concentrated.

Our hope is that you will not over look our entry for the reconstruction of the 10th avenue
intersection with TV Highway in this year’s regional competition for MTIP grant funds.
The goal of all concerned residents and business owners alike should be to provide the
city with the safest streets and intersections possible.

Sincerely,

Ken Leahy,
President/Owner
Standing at NE corner of TV Hwy (N Adair Street) & N 10th Avenue, looking south. Note traffic stacking from signal at Baseline Street, which sometimes results in partial blockage of N Adair Street's left travel lane.
Standing at NW corner of TV Hwy (Baseline Street) & N 10th Avenue, looking south. Note crowded conditions for semi-tractor trailer turning right onto 10th Ave. The gray north-bound van had to back up to allow the semi room to make the turn.
# JPACT Members and Alternates

<table>
<thead>
<tr>
<th>COURTESY TITL</th>
<th>FIRST_NAME</th>
<th>MIDDLE_NAME</th>
<th>LAST_NAME</th>
<th>ORGANIZATION REPRESENTING</th>
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<tr>
<td>The Honorable</td>
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<td>Park</td>
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Exhibit A to Resolution No. 03-3289
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