

RESOLUTION

WHEREAS, Tom Brian has been a member of the Joint Policy Advisory Committee on Transportation (JPACT) for awhile; and

WHEREAS, his participation has contributed greatly to the spirit of regional cooperation; and

WHEREAS, Tom has traded the "Tigard Triangle" for the "Salem Shuffle" and we look forward to "knowing someone" in the legislature; now therefore

BE IT RESOLVED, that JPACT extends to Tom Brian its gratitude and best wishes.

Date

*Richard Waker
Chairman, JPACT*

RESOLUTION

WHEREAS, Vern Veysey has been a member of the Joint Policy Advisory Committee on Transportation (JPACT) for a long, long, long time; and

WHEREAS, his participation has contributed greatly to the spirit of regional cooperation; and

WHEREAS, Vern has served dutifully and cheerfully, never complaining about the bridges he's had to cross (or burning them either for that matter), now therefore

BE IT RESOLVED, that JPACT extends to Vern Veysey its gratitude and best wishes.

Date

*Richard Waker
Chairman, JPACT*

LETTERS RECEIVED SINCE DECEMBER 8
JPACT MEETING RELATING TO PROPOSED
BI-STATE STUDY ARE ENCLOSED FOR
YOUR INFORMATION.

JEFFREY L. MILLER, AIA
ARCHITECT

325 N.W. TWENTY-FIRST AVE. SUITE 204
PORTLAND, OREGON 97204
503/222-2234

RECEIVED DEC 6 1988

December 5, 1988

JPAK
c/o Mr. Andy Cotugno
Transportation Dept. of Metro
2000 S. W. 1st
Portland, OR 97201

Dear Mr. Cotugno:

As an architect and a graduate of The School of Urban Studies at Boston University and a student of urban planning at Massachusetts Institute of Technology, I would like to go on record as being very much opposed to the concept of a beltway linking Hillsboro with Vancouver.

Perhaps the Portland metropolitan area's greatest "livability" asset is the proximity of a highly developed urban environment to that of the open spaces of rural, semi-rural and forested lands. Sadly, in the last two decades we have seen urban sprawl push these two very different environments further and further apart with strip development and often times poorly conceived commercial, industrial and retail "parks", all designed specifically to respond to the requirements of the automobile. When there is so much inner-urban land underused and misused it is tragic to see our magnificent countryside for which our state is so well known, paved over for automobile storage. (Roads, parking lots, driveways and garages cover more land than any other use in the developed suburban metro area.)

The area to the northwest of our city is the last area left unscathed in this way. Mostly due to the existence of Forest Park, this is the city's last uninterrupted link to the wilderness. It is a life line that allows Oregon native flora and fauna to come directly into our city. It is unique. It is something no other major city in America can claim.

To sever this life line with a beltway will not only end the world's only inner urban wilderness but will urbanize the city's last tract of inner-urban countryside.

Furthermore a beltway will further encourage the "livability confounding" practice of commuting allowing people to live in one place and work a long ways off, the downfall of the once "oasis paradise" which has become Los Angeles.

Mr. Andy Cotugno
December 5, 1988
Page - 2

A freeway would further decentralize the metropolitan area, further deteriorate air quality, further indebt the state, further diminish an urban environment's most valuable amenity, "open space" and destroy Portland's last inner urban rurality.

A good city grows upward not outward. People go where access is easy. A freeway connecting Hillsboro to Vancouver will only further disperse urban dwellers and encourage the patchwork development of our most pristine suburban sector.

Sincerely,

A handwritten signature in cursive script, appearing to read "JL Miller".

Jeffrey L. Miller

JLM:ts

308 NE 124th Avenue
Vancouver, WA 98684
December 6, 1988

Joint Policy Advisory Committee
on Transportation
Metro
2000 SW 1st Avenue
Portland, OR 97201-5398
Attn: Mr. A. Cotugna

Gentlemen:

You should know that not everyone in Clark County supports the study of a possible third bridge which the Intergovernmental Resource Center is proposing. Up to now, there has been little in the way of public participation in the decision to go forth with this study. In fact, to many of us, it appears that the study - and project - may be railroaded through with little thought given to consequences or reasonable alternatives.

My concerns are several. The route that is most discussed for this third bridge is one that would cut through the Vancouver Lake lowlands. This area has what is probably the most valuable wildlife habitat in Clark County. Any discussion of the use of public transportation to relieve the congestion on the I-5 bridge has been little and late. I fear that a third bridge in this vicinity would increase development and destroy the wildlife habitat. I ask you to not approve funding of this study at this time.

Should you decide to fund it, please attach several conditions to it. Insist on extensive public participation. Insist that public transportation and a light rail system be given at least equal, if not more, weight than a highway through the Vancouver Lake lowlands. Insist that the wetlands and wildlife habitat be protected. Insist that secondary effects and development pressure be thoroughly studied.

Thank you for your consideration of my concerns.

Sincerely,

Gretchen Starke

Gretchen Starke

1 RECEIVED DEC 8 1988

2900 N. W. Alpine Lane
Camas, WA 98607
December 6, 1988

Joint Policy Advisory Committee on Transportation
2000 S. W. First Avenue
Portland, OR 97201

Re: Item on agenda for 12-8-88 meeting regarding approval of regional
position on bi-state study of a third bridge over the Columbia River

Gentlemen:

It is my sincere hope that those appointed to make the bi-state study of
a third river crossing will do very thorough research into all aspects
of such a crossing and that the study will not be dominated by any special
interest groups.

Hopefully, there will be a citizens' advisory committee made up of a widely
diverse group of people. Also, an open invitation to the public should be
extended in order that anyone who is interested may be included in the citizens'
advisory group.

There are many alternatives to consider such as light rail and the possibility
of a new by-pass freeway leading from Woodburn extending northward on the
west side of Beaverton and crossing the river near Longview to connect with
I-5 north of Longview.

My deep concern is that there is a special interest group in Vancouver which
is seeking a third river bridge with its northern end located in the Vancouver
Lake lowlands to facilitate industrialization of that area. I firmly believe
that the wetlands in that area should be preserved and the beauty and tranquility
of Vancouver Lake be preserved. A bridge in that area would certainly impact
these sensitive areas contained therein.

Very sincerely,

Mrs. Rosalee MacRae

Mrs. Rosalee MacRae

cc: IRC of Clark County

112588

RECEIVED NOV 30 1988

TO JPAC:

We are opposed to any freeway plans in this area.

A freeway would adversely affect the human population as well as the abundant wildlife in this unique area. Unique because it has so far escaped the plight of Gresham & Beaverton, and is not yet a mess of industrial parks and high cost crowded housing units.

I cannot see what gain from a freeway except possibly big business and contractors. Freeways never seem to cure problems, they only create more.

Please rip this idea in the bud, and turn your attention towards alternative means or ways of transportation. And on this subject -

how do they get away with over-
populating the "Rock Creek" (ie Ticky-
Tacky-Town) area with housing & condos
and no roads to handle them? Isn't
there something in County planning
codes that should prevent this?

Thanks for your time.

Sincerely,

Elaine & Edward Perkins
17885 NW Stillmead Rd
Hd OR 97231 (Burlington Area)

1 RECEIVED JAN 9 1989

Matt Hieter
1700 N.W. 98 th st.
Vancouver Wa. 98665

Metro Svc. Dist.
2000 S. W. 1 st. st.
Portland, Ore. 97201

Dear Metro:

I would like to register my support for the proposed freeway that would connect I 205 to U.S. 217 across the Columbia river.

If you could send me a map of the proposed freeway ,and a schedule of upcoming meetings , and any other information concerning , It would be appreciated.

THANKS:


Mr. Matt Hieter



Clark County Natural Resources Council

1 RECEIVED JAN 5 1989
CC:RB

December 21, 1988

Joint Policy Advisory Committee
on Transportation
Metro
2000 S. W. First Avenue
Portland, Oregon 97201-5398

Attn: Mr A. Cotugno

Dear Mr. Cotugno,

I am writing to you in regard to the possibility of funding for a Bi-State transportation study which is being recommended by the Intergovernmental Resource Center here in Vancouver, Washington. We are one of the many organizations in our community that thinks such a study should only be undertaken following the determination of how our region is expected, and desirably, directed to grow, and what objectives and problems of transportation are to be addressed. The objectives of this particular study are unclear, confusing the two issues of congestion reduction with the creation of new development opportunities. We believe that adding more freeways will not be in the long-term best interests of either Portland or Vancouver, and we further believe that any study being done should focus on the possibility of expanding a light and heavy rail system into Clark County.

Thank you very much for your consideration.

I would appreciate any information you might send me on future meetings of your advisory committee.

Sincerely,

Lynda Sacamano

Lynda Sacamano
Chairman
Clark County Natural
Resources Council

Mail to:

Lynda Sacamano
11523 S.E. Evergreen Hwy.
Vancouver, Wash 98664

Forest Park Neighborhood Association

1819 Northwest Everett, #205
Portland, Oregon 97209

December 6, 1988

The Honorable Wade Byers, Jr.
Cities in Clackamas County
Mayor of Gladstone
8377 Cason Road
Gladstone, Oregon 97027

Dear Mayor Byers,

The Forest Park Neighborhood Association, at its December 5th meeting, voted overwhelmingly (by 94%) for the following resolution:

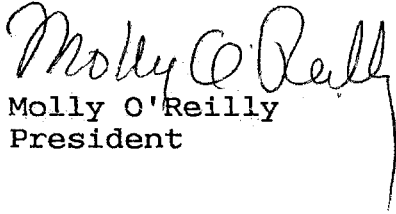
The Forest Park Neighborhood Association wishes to go on record opposing the plan to construct a freeway across the west hills north of US 26 and wishes to express its desire to support the plans to study the land use question as a whole prior to committing itself to one specific transportation mode.

Neighbors expressed strong concerns about damage to valuable natural areas and parks, accelerated development of lands planned to remain farm and forest and rural, congestion of arterial roads directly into Portland resulting from such development, little apparent need for such a thoroughfare, and projected high costs of such a freeway.

As a result the Board of the Forest Park Neighborhood Association strongly urges you to reject funding the comprehensive study proposed by the IRC at the J-PACT meeting later this week. If one of the most frequently mentioned options to be studied is unacceptable before the examination process begins, the purpose of such a study becomes highly questionable. We are also concerned about undertaking a major study having the specific goal of siting a bridge and its connecting arterials.

Instead, we encourage you to focus energy and study funds as recommended by T-PACT. We also urge you to examine a known problem: I-5 congestion to Vancouver. This is a problem of concern to all metro area residents. Light rail in that corridor is feasible and would be an effective means of moving large numbers of people in an established transit corridor.

Regards,

A handwritten signature in cursive script that reads "Molly O'Reilly". The signature is written in dark ink and is positioned above the printed name and title.

Molly O'Reilly
President

RESOLUTION NO.

*Adopt the Policy and Procedures Guide for the Oregon Convention Center Area, and direct that detailed study and development of further plans will be prepared in accordance with this directive

WHEREAS, the Metropolitan Service District (Metro), the Committee on Regional Convention, Trade and Spectator Facilities, and Metro's Advisory Committee on Design and Construction requested the Portland Development Commission to prepare an area development strategy for the Oregon Convention Center area; and

WHEREAS, the Proposed Oregon Convention Center Area Development Strategy (Area Development Strategy), completed in January 1988 by the Portland Development Commission in coordination with the Portland Bureau of Planning and Portland Office of Transportation, has inventoried existing conditions and proposed both short and long term projects to facilitate redevelopment of the area; and

WHEREAS, the Area Development Strategy report recommended policies regarding transportation, land use, urban design, and economic development for the study area; and

WHEREAS, study and analysis of the location and purposes of an urban renewal district are underway, and further public input is desired in the refinement of any final goals and policies; and

WHEREAS, the Portland Development Commission and Portland Bureau of Planning are continuing efforts to refine design guidelines for eventual adoption; and

WHEREAS, many public and private development actions in the Convention Center area are imminent and guidelines representing the City of Portland's intentions for development in the Convention Center area are desirable to guide such development (for reference see the Area Development Strategy Executive Summary: Figure A - Area Development Concept map attached hereto); and

WHEREAS, the Portland Development Commission has endorsed the Policy and Procedures Guide as an overall guide for the Convention Center area and the study and development of an urban renewal plan, and has further recommended favorable action by the Planning Commission and Design Commission and encouraged adoption by Council; and

WHEREAS, the City Planning Commission has found the policy recommendations consistent with the Central City and Comprehensive Plans and endorsed the policy and procedural recommendations as a guide for the further study and development of an urban renewal plan, transportation projects, and design guidelines and recommended adoption of these policy and procedural recommendations by the City Council, and

WHEREAS, the City Design Commission has reviewed the design guidelines and standards proposed in the Policy and Procedures Guide and endorsed the recommendations as a guide for further development of design guidelines and standards; and

WHEREAS, the Council has considered such recommendations and has reviewed the policy and procedural recommendations and does now desire to formally approve them; now therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PORTLAND, that the policies and procedures attached hereto as Exhibit 1 are hereby approved, and shall be used as an overall guide for the Oregon Convention Center area, and that detailed study and development of further plans will be prepared in accordance with this directive.

Exhibit 1

OREGON CONVENTION CENTER AREA POLICIES AND PROCEDURES GUIDE

Policies

Economic Development

1. The Oregon Convention Center shall be the focus of new industry in the area, and public actions shall be undertaken to support maximizing its utilization and regional job potential.

Efforts shall be undertaken to secure at least one headquarters hotel in the immediate vicinity of the Convention Center.

Other support industries and businesses shall be encouraged to locate in the area and to upgrade existing facilities.

Take action to improve and add regional and local transportation and circulation access as a key to successfully supporting the economic development potential of the area, recognizing the inter-relationship to the City's air quality, transit, and street system efficiency objectives.

2. Secondary job production in the vicinity of the Convention Center and Lloyd Center is recognized as a major economic growth opportunity, and shall be facilitated.

Encourage lodging, entertainment, restaurant, and retail development and upgrading in the corridor between the Convention Center and Lloyd Center.

Foster higher density office and residential development in the Convention Center area as mutually supportive of the job growth policy, hotel market, and retail opportunity.

Develop all-weather cultural, entertainment and recreation opportunities to complement and strengthen Portland's tourism and foster a more active neighborhood feeling.

Urban Design and Land Use

1. The vision for the built environment in the Convention Center area includes a more urban character, overall district identity emphasizing both the area's unique neighborhood qualities and its new central city role, and land uses supportive of the convention center environment.

Provide an enjoyable and active pedestrian environment.

Promote design continuity and a distinctive character within the Convention Center area. Development of sub-areas within the Area

Development Strategy study area should encourage unique, yet complementary design character.

Encourage complementary and diverse land use activities in the Convention Center area.

2. Upgrade the setting and environment of the Convention Center area in support of visitor attractiveness. Encourage an efficient and appropriately scaled built environment.

Maintain and modify existing public facilities and improvements to be consistent with the more urban context and new role for the area.

Support residential clusters and free-standing projects, as well as a neighborhood environment with quality amenities.

Efforts shall be initiated to significantly upgrade the area around the Steel Bridgehead as a gateway to the Convention Center, and to install pedestrian connections to and overlook improvements at the Willamette River adjacent to the Convention Center.

Streetscape improvements shall be upgraded, particularly along Holladay Street (the transit and pedestrian "spine" of the area) and Union/Grand Avenues (the primary vehicular roadways serving the Convention Center). Standards for the design and quality of materials shall be developed for streetscapes and their furnishings.

The location of entertainment, retail support, and cultural and recreational opportunities, both downtown and within the area adjacent to the Convention Center and along Holladay Street is encouraged. Major public attractors proposed for the Convention Center area should be consistent with the community-wide strategies discussed in the Portland Public Attractors study of August 1988.

Transportation and Circulation Systems

1. The location of the Convention Center and new central city role for its surrounding area requires a revised circulation system that integrates transit, pedestrians, bicycles, local and through traffic as well as regional access.

Maximize the potential of LRT and other transit services to provide regional access and central city access to the Convention Center area.

Improve regional traffic access for the current and expanding activities planned for the Convention Center area.

Develop a circulation system that distinguishes the intended functions of Convention Center area streets and to the extent possible separates conflicting functions and combines only compatible functions.

Develop a circulation system that provides safe and adequate traffic flow and that is logical and easily understandable to visitors of the Convention Center area.

Develop a pedestrian facility network that provides attractive linkages to key destinations including transit services.

Develop a bicycle facility network that provides access within and mobility through the Convention Center area.

Develop a circulation system that accommodates the planned development activities of the Convention Center area and is compatible with the adjacent neighborhoods.

Develop a phased transportation facilities improvement program that coordinates short-term improvements with long-term improvements.

Procedures

The following procedures, at minimum, shall be followed in the ongoing development of regulations, plans, or amendments designed to implement recommendations in the Area Development Strategy.

Economic Development

As per the Area Development Strategy, other prior recommendations, and City of Portland Resolution No. 34110, dated May 28, 1986, the Portland Development Commission will proceed with an urban renewal eligibility analysis and an urban renewal plan and report for an area to include at least that area studied in the Area Development Strategy. Public input will be solicited on both the program proposed in the strategy plan and possible extensions in purpose and geographic scope.

In recognition of the advantage and opportunity to follow the opening of the Convention Center with proposed improvements as soon as financially feasible, the urban renewal plan should be prepared and presented for adoption in time for the 1989 tax roll to be certified.

Urban Design and Land Use

In concert with recommendations in the Central City Plan and Area Development Strategy, design guidelines will be prepared by the Portland Bureau of Planning for review and approval by the Design Commission, review and advice by the Planning Commission and review and adoption by City Council in early 1989. Design standards which revise Title 33, Planning and Zoning of the Municipal Code will be prepared, if necessary, for formal review shortly thereafter following mandated review requirements.

Skybridges, building lines and setbacks, facade treatments, required uses, building stepbacks, parking, streetscapes, signage and superblocks have all

been identified for special design consideration to develop a cohesive urban context.

Although not inclusive of all issues requiring further analysis, the following represent the items where the greatest degree of consensus is currently available.

1. Expand the application of the Required Retail Opportunity Area in the Central City Plan to apply 50% minimum frontage along the east side of Union Avenue and both sides of Grand Avenue between Glisan and Multnomah Streets, as well as Oregon Street between Union and Grand Avenues. Apply a 75% minimum frontage along Holladay Street between Union and Ninth Avenues.
2. Apply the Downtown policy on encroachments in the public right-of-way to the Convention Center area for skybridges.
3. Build-to lines should be as established in the Central City Plan with one addition. The east side of Union Avenue between Glisan and Multnomah Streets should be added for developments exceeding one floor in height, and/or 10,000 square feet in floor plate.
4. Setbacks of building lines along Holladay Street are necessary and shall be defined in the development of a new street cross-section currently under consideration.
5. To promote a sense of openness, avoid a "Wall Street" feeling, and provide a special character in the core of the area, buildings should introduce a building setback of at least 20 feet at a height which creates a sense of street enclosure. The height will vary depending on street width including sidewalks (right-of-way), but generally street walls should be about as high as the right-of-way is wide. Application of this or a similar guideline to streets other than Holladay will require further analysis.
6. Facade treatment at ground level should be highly transparent, with weather protection (canopies and awnings) encouraged. The building base at the setback should be delineated.
7. Special district signage guidelines should be considered which promote a more urban and pedestrian character.
8. Guidelines for parking facilities should include measures for improving their visual appearance.
9. Modifications to the Superblock Development Regulations should generally limit building towers to the original 200-foot square blocks in an effort to retain historical context, visual coherence, and sunlight. Where superblocks adjoin Holladay Street, required plazas should be near or accessible from Holladay Street. In an effort to preserve sunlight on Holladay Street, the preparation of final design guidelines and regulations should consider alternative proposals and an analysis thereof. Diagonal pedestrian access from Holladay Street to the Lloyd

Center entrance at Ninth and Multnomah should be sought, as should a continuation of that diagonal axis to the intersection of Grand and Oregon.

Transportation and Circulation Systems

The following procedures and improvement elements are recommended in order to attain the general transportation planning policies described previously. The Arterial Street Classification Policy of the City will be amended in the near future to reflect the policies, procedures, and improvements listed below:

1. Develop a circulation system that is based on the development of an arterial "ring road" concept consisting of Lloyd Boulevard, 15th/16th Avenues, Broadway/Weidler, and Williams Avenue.
2. Provide greater utilization of Interstate Avenue and Lloyd Boulevard for arterial traffic movements.
3. De-emphasize the excessive use of one-way streets which require travelers to take different routes on return trips from access trips in Convention Center area, e.g. 11th, 13th, 15th, 16th, Oregon, and Lloyd. Improved directional signage should be installed.
4. Identify Ninth Avenue and Hassalo/Multnomah as the traffic facilities internal to the Convention Center area which provide the primary vehicular access routes to commercial destinations.
5. To the extent possible, provide freeway access and egress facilities onto the arterial ring road and limit parking, loading and minor access driveways on the ring road.
6. Construct freeway access improvements contained in Phase I of the ODOT I-5 Greeley-Banfield Project, i.e. Steel Bridge-Glisan Connection, Holladay off-ramp realignment, Grand Avenue on-ramp improvements, Glisan Street off-ramp removal, Third Avenue on-ramp removal, Steel Bridge on-ramp removal and other associated project elements.
7. Opportunities for improved capacity and operations of freeway access from I-5 and I-84 shall be identified.
8. I-5 should remain in its present alignment within the Convention Center area, with enhancements, such as covering and/or depressing the freeway where feasible and minimizing the impact of local ramp connections consistent with good access to the Convention Center area.
9. For future improvement projects for I-5, special design attention should be paid to potential pedestrian/bicycle connections to the waterfront above or below the freeway, design of structures to minimize their height and make them aesthetically attractive, noise and visual buffers from adjacent areas, and enhancing views of natural and man-made objects from the freeway.

10. Emphasize Holladay Street as a transit/pedestrian, local traffic activity spine that connects the Convention Center, Coliseum, and Lloyd Center, and reverses its direction to one-way eastbound between 1st and 13th Avenues.
11. Reduce the pedestrian barriers posed by the Union/Grand couplet by improving pedestrian crossings and streetscape improvements.
12. Provide a "boulevard treatment" for Lloyd Boulevard between the Steel Bridge and 12th Avenue which accommodates bicycle movements and pedestrians separately.
13. Continue study for the vintage trolley and Central City transit loop to connect public attractors with the Central City area.
14. Reduce potential for through traffic infiltration in adjacent neighborhood areas from development activities of the Convention Center area through transportation management plans and by street design in conjunction with the development review process.
15. Develop a permanent Coliseum Transit Center to improve operations for bus and LRT services and provide a pedestrian linkage between the Memorial Coliseum and the Convention Center.
16. Develop alignment and station location plans for the North Corridor LRT in the Convention Center area.
17. Emphasize the role of the Steel Bridge to interconnect activities in the Convention Center area with Downtown by accommodating transit, local access traffic, and pedestrians.
18. Develop feasibility studies as required and preliminary engineering plans based upon the concept plans of the Strategy for: a) Steel Bridgehead area, b) Hassalo/Multnomah connection, c) Holladay Street, d) decoupling of 15th/16th Avenues, and e) decoupling of Broadway/Weidler between 16th and 24th Avenues.
19. Develop a parking management program for the Convention Center area that promotes increased transit ridership, enhances air quality, balances parking supplies with street capacities and enhances the urban character of the area.

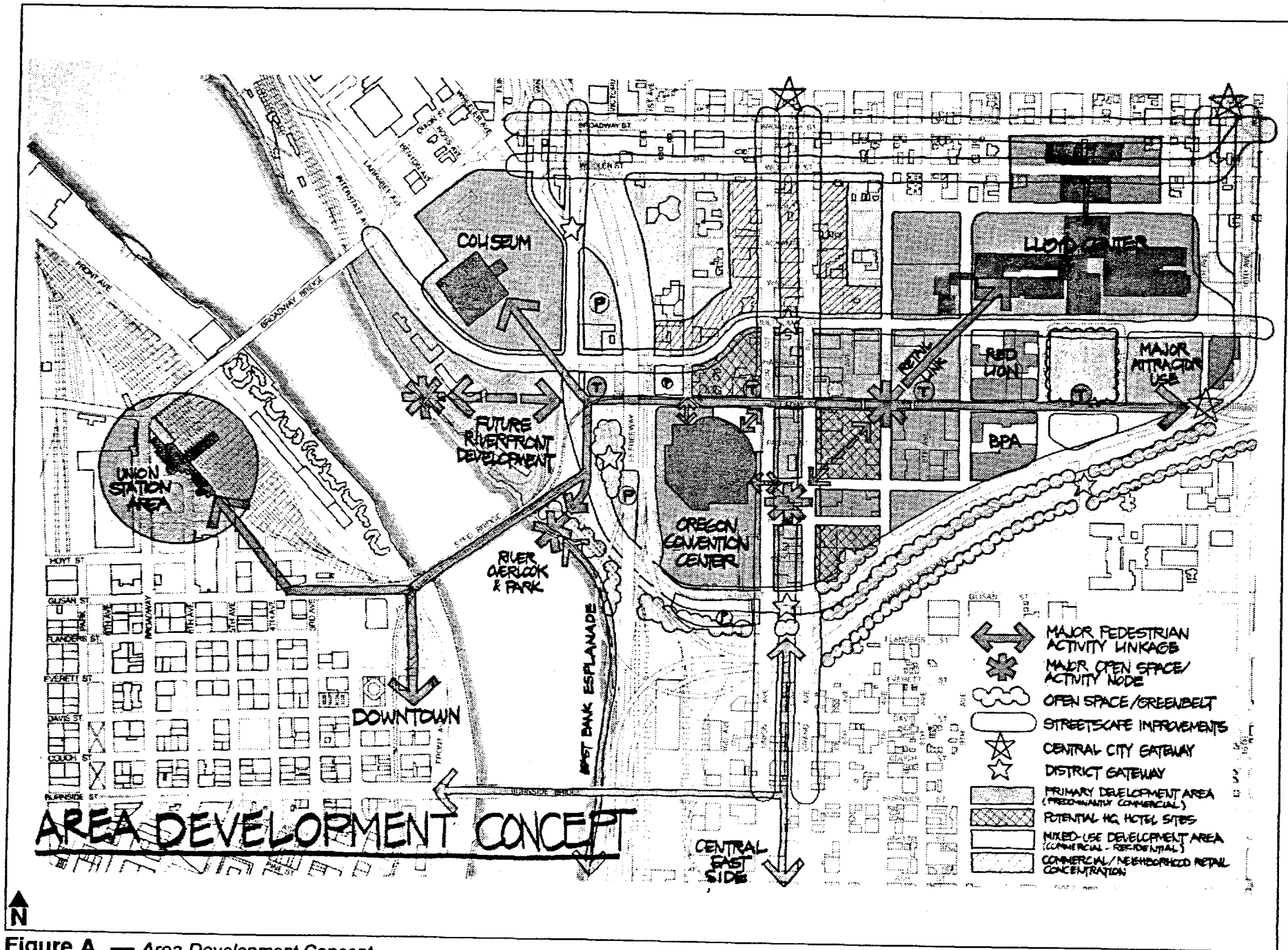


Figure A — Area Development Concept

COMMITTEE MEETING TITLE

JPACT

DATE

1/12/89

NAME

AFFILIATION

M- LARRY COLE	CITIES OF WASHINGTON COUNTY
MA- Bill Stark	Cities of Clackamas County
M- Valerie Anderson	Multnomah County
MA- Don Adams	ODOT
M- Gary Demich	WSDOT
M- Marjorie N. Schunke	Cities of Multnomah County
M- Scott A. Collier	Vancouver
MA- BOB POST	TRI-MET
M- George Van Bergen	Metro
MA- Nick NIKKILA	DEQ
M- Bonnie Hays	Washington County
M- Jim Larcher	Metro
G- D. Feeney	T-M
Julie Chapman	Metro
M- Mike Pagoda	Metro
MA- Carter MacNichol	Port
G- Eleanor Roosevelt	WASH DC
G- David Knechen	
G- Lee LaFontaine	Public Transit Div.
G- FELICIA TRADER	PORTLAND
Marilyn Rosta	Metro
G- Ramsey Weit	Multnomah County
G- Ted Spencer	ODOT

COMMITTEE MEETING TITLE

JPACT

DATE

1/12/89

NAME

AFFILIATION

G- RICHARD NOSS

CITIES OF E. MULT. CO.

G- Molly O'Reilly

Forest Park N Hood Assn

G- Peter F Fry

CEIC

G- Wink Brooks

City of Hillsboro

G- TOM VANDERLANDEN

CLACKAMAS COUNTY

G- BRUCE WARNER

WASH. CO.

G- Roger Buchanan

Metro Councilor Dist. 10

G- RICHARD DEULIN

METRO COUNCIL - DIST. 9

M- JOHN C. MAGNAND

Clark Co Council

M- Ed Lindquist

Clackamas County

M- Earl Blumener

City of Portland