

## **Summary of Comment Letters Received On State Bond Program Funding**

October 24, 2001

Metro received 33 comment letters through October 24, 2001 on one project eligible for the ODOT state bond program for Transportation Investment Act funds. All letters specifically addressed the Columbia/Killingsworth East End Connector project (also referred to as the East Columbia-Lombard Connector project).

The letters focused on the need for improvements on Columbia Boulevard for auto, freight and airfreight access, including a separated intersection and railroad crossing. They noted that the Port of Portland and City of Portland have also committed funding to address the transportation problems in this area.

The comments stressed this is a priority project for businesses in the Columbia Corridor and it is the only major freight project being considered for funding under the Oregon Transportation Investment Act.

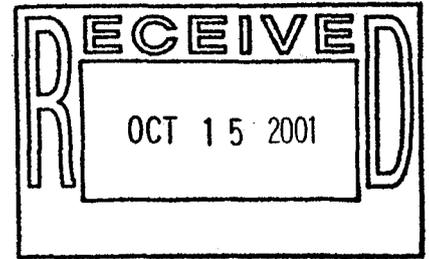
In many cases, duplicate letters were sent to Councilors Bragdon and Monroe. However, only one letter was placed into the comment record for each business.

Any other comment letters received after October 24 will be given to JPACT members and the public at the meeting of the Joint Policy Advisory Committee on Transportation on November 1, 2001.



**METRO**

# Portland Freightliner, Inc.



9622 N.E. Vancouver Way, Portland, Oregon 97211  
P.O. Box 17218, Portland, Oregon, 97217-0218  
503/283-0345 FAX: 503/283-2011

October 11, 2001

Councilor Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 NE Grand Ave.  
Portland, Oregon 97232-2736

RE: East Columbia-Lombard connector Project

Dear: Councilor Rod Monroe

I would like to express support for funding the East Columbia-Lombard connector project using Transportation Investment Act (TIA) funds. This project has been Identified as a priority project in the Columbia Corridor Transportation Plan and has Continued to be a high priority for the Columbia Corridor Association.

The east Columbia-Lombard Connector Project is critical to providing good access to Columbia boulevard businesses and for industries that need to access airfreight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5 million to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the PM peak hour. An alternatives analysis has been completed for this project and design and construction are ready to begin.

It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However it is important that the limited monies that are available be equitably distributed throughout the Metro region. The east Columbia-Lombard Connector Project is a priority project for businesses in the Columbia Corridor and is the only major freight project being considered for funding under the Oregon Transportation Investment Act.

We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

A handwritten signature in cursive script that reads "Michael T. McBride".

Michael McBride  
General Manager

cc: ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy

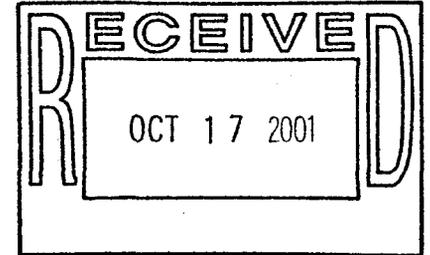


**COLUMBIA CORRIDOR**  
A S S O C I A T I O N

October 11, 2001

Councilor Rod Monroe, JPACT Chairman  
Metro  
600 NE Grand Ave.  
Portland, OR 97232-2736

RE: East Columbia-Lombard Connector Project



Dear Councilor Monroe:

I am writing on behalf of the Columbia Corridor Association to express our enthusiastic support for funding the East Columbia-Lombard Connector Project using Oregon Transportation Investment Act (OTIA) funds. This project has been a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for our business association and its members.

The East Columbia-Lombard Connector Project is absolutely essential to providing good access to Columbia Boulevard businesses and for industries that need to access air freight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5 million of the total project cost to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained—and pedestrian/bicycle access is dangerous if not non-existent at this intersection, and traffic accessing I-205 from Columbia Boulevard backs up well over a mile during the PM-peak hours. An alternatives analysis has been completed for this project, and design and construction are ready to begin.

CCA does recognize that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed throughout the Metro region. The East Columbia-Lombard Connector Project is a priority project for businesses in the Columbia Corridor and is the only major freight project being considered for funding under the Oregon Transportation Investment Act. Further, it was identified as a funding priority in the last MTIP cycle, and has waited over a decade for funding.

We respectfully request your recommendation to make this project a reality through the 2001 Oregon Transportation Investment Act.

Regards,

Patti McCoy  
Executive Director

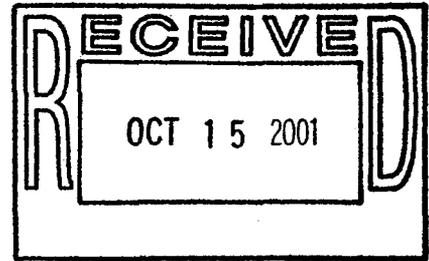
cc: ODOT Region 1 Planning and Development Manager David Williams  
ODOT Director Bruce Warner  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt

**JUBITZ™**

5440 S.W. Westgate Drive, Suite 150 / Portland, OR 97221-2413  
Phone: 800-848-2540

**CORPORATION**

October 11, 2001



**Councilor Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 N.E. Grand Ave.  
Portland, OR 97232-2736**

**Re: Support for the NE Columbia/Killingsworth Connector**

**Dear Councilor Monroe:**

**For the past ten years, the Jubitz Corporation has been involved with city and county governments, neighborhood and business groups, recreational users and bike advocates, trying to improve east-west traffic flow in the Columbia Corridor.**

**These groups have been asked, in numerous meetings, to identify the number one problem in achieving that goal. Overwhelmingly, the bottleneck at the east end of NE Columbia Blvd has been named *the* problem. It creates slowdowns and hazards at the I-205 and NE Killingsworth juncture. It backs up traffic on Columbia Blvd. Pedestrians cross over the Union Pacific tracks because they cannot safely walk through the underpass at N.E. 92<sup>nd</sup> Street.**

**We recognize the current funding shortfall. However, with the commitment of both City and Port of Portland dollars, and the availability of Transportation Investment Act monies, now is the time to act on the connector project.**

**The Columbia Corridor area will play an important role in the economic recovery of the region but it requires infrastructure investment to prepare for that growth. We urge Metro to make that commitment.**

**Sincerely,**

**Rex Gilley  
Jubitz Corporation**

**Cc: City of Portland Commissioner Charles Hales  
ODOT Region 1 Planning and Development Manager David Williams  
Port of Portland Executive Director Bill Wyatt**

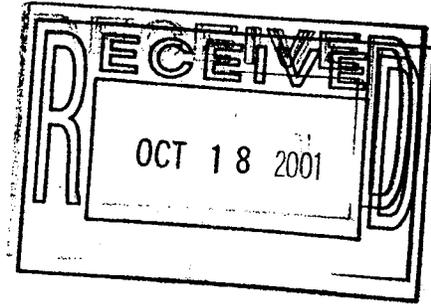


LETTER OF SUPPORT FOR  
EAST COLUMBIA-LOMBARD CONNECTOR PROJECT

10011 S.E. Division, Ste. 101  
Portland, OR 97266  
503/254-1200  
FAX 503/254-1567

16701 S.E. McLoughlin Blvd.  
Milwaukie, OR 97267  
503/654-3600  
FAX 503/652-9945

**Councilor Rod Monroe, JPACT Chairman**  
**Metro Regional Center**  
600 NE Grand Ave.  
**Portland, OR 97232-2736**  
10.12.01



RE: East Columbia-Lombard Connector Project

Dear : Mr. Monroe,

I would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

The East Columbia-Lombard Connector Project is critical to providing good access to Columbia Boulevard businesses and for industries that need to access airfreight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5 million to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the PM peak hour. An alternatives analysis has been completed for this project and design and construction are ready to begin.

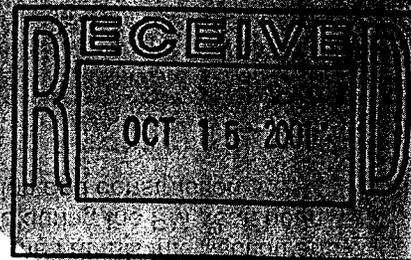
It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed throughout the Metro region. The East Columbia-Lombard Connector Project is a priority project for businesses in the Columbia Corridor and is the only major freight project being considered for funding under the Oregon Transportation Investment Act.

We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

Adam Clement  
Recruiter: Portland Machining Industry

cc: ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy



October 12, 2001

Councilor Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

**RE: East Columbia-Lombard Connector Project**

Dear Mr. Monroe

I would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

The East Columbia-Lombard Connector Project is critical to providing good access to Columbia Boulevard businesses and for industries that need to access airfreight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5 million to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the PM peak hour. An alternatives analysis has been completed for this project and design and construction are ready to begin.

It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed throughout the Metro region. The East Columbia-Lombard Connector Project is a priority project for businesses in the Columbia Corridor and is the only major freight project being considered for funding under the Oregon Transportation Investment Act.

We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

Bill DeWitt  
Facility Manager

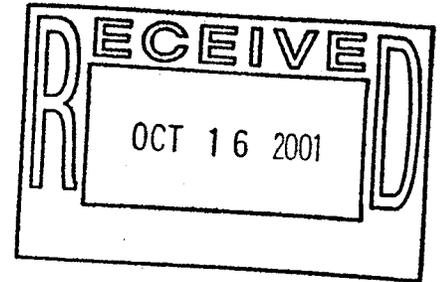
Cc: ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy

Dynea Overlays  
2301 N. Columbia Blvd.  
Portland, OR 97217

phone: 503-289-1111 fax: 503-978-2607



October 12, 2001



Councilor Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 NE Grand Ave  
Portland, OR 97232-2736

RE: Columbia/Killingsworth East End Connector project

Dear Mr. Monroe:

I would like to express support for funding the Columbia/Killingsworth East End Connector project using House Bill 2142 funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

The Columbia/Killingsworth East End Connector project is critical to providing good access to Columbia Boulevard businesses and for industries that need to access airfreight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5 million to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the PM peak hour. An alternatives analysis has been completed for this project and it is ready to start design and construction.

It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed through the Metro region. The Columbia/Killingsworth East End Connector project is a priority project for businesses in the Columbia Corridor.

We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Improvement Act.

Sincerely,

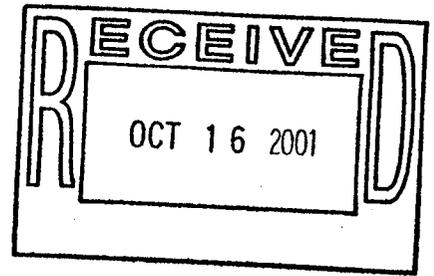
A handwritten signature in cursive script, appearing to read 'Scott A. Satterlee'.

Scott A. Satterlee  
Director of Operations  
Boyd Corporation  
Northwest Division

Cc: ODOT Region 1 Planning and Development Manager, David Williams  
City of Portland Commissioner, Charlie Hales  
Port of Portland Executive Director, Bill Wyatt



**HARSCH**  
INVESTMENT PROPERTIES



October 12, 2001

Councilor Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

Re: East Columbia-Lombard Connector Project

Dear Councilor Monroe:

I would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

The East Columbia-Lombard Connector Project is critical to providing good access to Columbia Boulevard businesses and for industries that need to access airfreight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5 million to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the p.m. peak hours. An alternative analysis has been completed for this project and design and construction are ready to begin.

It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed throughout the Metro region. The East Columbia-Lombard Connector Project is a priority project for businesses in the Columbia Corridor and is the only major freight project being considered for funding under the Oregon Transportation Investment Act.

We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

Steven A. Roselli  
Senior Leasing Manager

cc: Mr. David Williams, ODOT Region I Planning & Development Manager  
Commissioner Charlie Hales, City of Portland  
Mr. Bill Wyatt, Executive Director, Port of Portland  
Ms. Patti McCoy, Executive Director, Columbia Corridor Association



# COLUMBIA RIVER

CUSTOMS BROKERS & FORWARDERS ASSOCIATION, INC.

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October 15, 2001

Councilor David Bragdon  
Metro Council Presiding Officer  
Councilor Rod Monroe  
Metro Councilor and JPACT Chairman  
Metro Regional Center  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

Dear Councilor Bragdon and Councilor Monroe:

I am writing to express the strong support of the Columbia River Customs Brokers and Forwarders Association (CRCBFA) for constructing the East Columbia-Lombard Connector using state transportation bond funds. In particular, we urge the Joint Policy Advisory Committee on Transportation (JPACT) to recommend \$20 million for this project to the Oregon Transportation Commission.

Trade has historically played a significant role in the development and growth of this state. In 2000, international trade was 18 percent of our gross state product and was the fastest growing segment of this state's economy. The Portland area is the gateway for Oregon's access to national and international markets. It is the 3<sup>rd</sup> largest exporting region in the nation, even though it is only the 26<sup>th</sup> largest population center.

The distribution of freight has been a strategic advantage for this region. Two Class 1 rail carriers, north/south and east interstate freeway access, and our river and international air system have provided a strong foundation for the region's and state's economic base. Further deterioration of the transportation system would put our economy at risk.

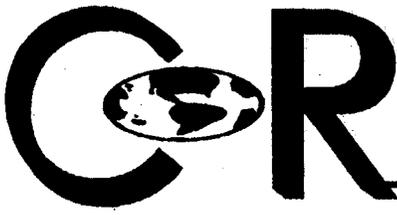
The East Columbia-Lombard Connector will improve a serious bottleneck that now impedes traffic access from the Columbia Corridor to I-205. As you know, over 2,900 businesses with 50,000 employees are located in the Columbia Corridor, one of the region's most important industrial sanctuaries. Many of these businesses handle international freight either for export to overseas markets or for inland transportation elsewhere in the United States. They require safe and efficient access to I-205 in order to reach their foreign and domestic destinations.

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A. C. Wilson  
American Brokerage, Intl.  
Edward M. Jones & Co., Inc.  
Fritz Companies, Inc.  
Gene Brosterhous Customs Broker  
James J. Boyle & Co., Inc.  
N.I. Logistics American Corp.  
R • Total Logistics Resource  
Western Overseas

AllPorts Forwarding, Inc.  
Circle International, Inc.  
Exel Global Logistics  
Fujitrans USA Inc.  
Geo. S. Bush & Co., Inc.  
Kintetsu World Express (USA) Inc.  
Nippon Express USA, Inc.  
Tower Group International  
Yusen Air & Sea Service, Inc.

Always At Your Service  
Danzas AEI Intercontinental  
Expeditors International  
Gallagher Transport International  
Global Trading Resources, Inc.  
L. D. Tonsager & Sons, Inc.  
Oregon International Airfreight Co.  
W.J. Byrnes & Co., Inc.



# COLUMBIA RIVER

CUSTOMS BROKERS & FORWARDERS ASSOCIATION, INC.

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The members of CRCBFA appreciate your consideration of this request and hope that JPACT will be able to support this particular project to facilitate trade in the Portland-Vancouver region.

Sincerely,

Barbara Klausman

President

Columbia River Customs Brokers & Forwarders Assn

cc: Mr. Steven Corey  
Chair, Oregon Transportation Commission  
Room 101  
355 Capitol Street, NE  
Salem, Oregon 97301-3871

Mr. David Williams  
Manager, Region 1 Planning and Development  
Oregon Department of Transportation  
123 NW Flanders  
Portland, Oregon 97209

Commissioner Charlie Hales  
City of Portland  
Room 210  
1221 SW 4<sup>th</sup> Avenue  
Portland, Oregon 97204

Mr. Bill Wyatt  
Executive Director  
Port of Portland  
Post Office Box 3529  
Portland, Oregon 97208

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A. C. Wilson  
American Brokerage, Intl.  
Edward M. Jones & Co., Inc.  
Fritz Companies, Inc.  
Gene Brosterhaus Customs Broker  
James J. Boyle & Co., Inc.  
N.I. Logistics American Corp.  
TLR • Total Logistics Resource  
Western Overseas

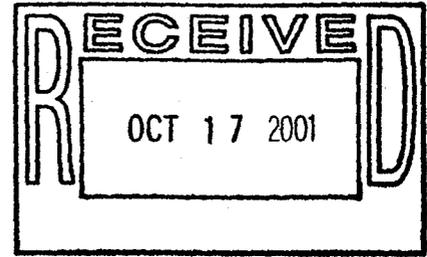
AllPorts Forwarding, Inc.  
Circle International, Inc.  
Exel Global Logistics  
Fujitrans USA Inc.  
Geo. S. Bush & Co., Inc.  
Kintetsu World Express (USA) Inc.  
Nippon Express USA, Inc.  
Tower Group International  
Yusen Air & Sea Service, Inc.

Always At Your Service  
Danzas AEI Intercontinental  
Expeditors International  
Gallagher Transport International  
Global Trading Resources, Inc.  
L. D. Tonsager & Sons, Inc.  
Oregon International Airfreight Co.  
W.J. Byrnes & Co., Inc.



**BOYD COFFEE COMPANY**

19730 N.E. Sandy Boulevard  
P.O. Box 20547  
Portland, Oregon 97294  
(503) 666-4545  
FAX: (503) 669-2223  
TELEX: 151716 BOYDTODAY



October 15, 2001

**Councilor Rod Monroe, JPACT Chairman**  
**Metro Regional Center**  
600 NE Grand Ave.  
Portland, OR 97232-2736

RE: East Columbia-Lombard Connector Project

Dear : Councilor

I would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

The East Columbia-Lombard Connector Project is critical to providing good access to Columbia Boulevard businesses and for industries that need to access airfreight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5 million to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the PM peak hour. An alternatives analysis has been completed for this project and design and construction are ready to begin.

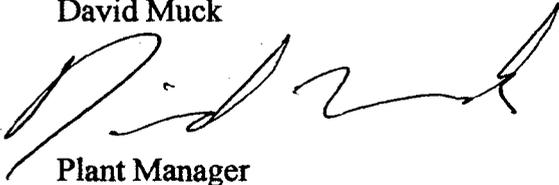
It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed through the Metro region. The East Columbia-Lombard Connector Project is a priority project for businesses in the Columbia Corridor and is the only major freight project being considered for funding under the TIA.



**We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Improvement Act.**

**Sincerely,**

**David Muck**

A handwritten signature in black ink, appearing to read 'D. Muck', written in a cursive style.

**Plant Manager**

**cc: ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy**



The Halton Company

October 15, 2001

Mr. Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

OCT 17 2001

Dear Mr. Corey and Members of the Commission:

On behalf of The Halton Company, I am writing to express our support for funding the East Columbia Blvd. – Lombard Connector Project (near I-205) using Transportation Investment Act (TIA) funds. This project was identified as a priority project in the Columbia Corridor Transportation Plan and as a member of the committee that formulated the Plan, I still believe that this project is critical to the future of transportation in the Columbia Corridor.

Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. As a company that moves large construction equipment on a daily basis through this area, The Halton Company believes that the railroad underpass is a severe safety hazard due to the narrow lanes and the curve in the road at the underpass. Heavy haul trucks, up to 125 feet in length, must either detour this area or create a severe safety hazard to other vehicles using the underpass at the same time

The East Columbia Blvd. – Lombard Connector Project is critical to providing good access to Columbia Boulevard businesses and for industries that need to access airfreight facilities. At the same time it leverages the use of Northeast Lombard (US 30) which is an underutilized four-lane highway. The Port of Portland and the City of Portland have already committed close to \$5 million to address the problem based upon their assessment of the need for this project to be completed. An alternatives analysis has been completed for this project and design and construction are ready to begin.

It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed throughout the Metro region. The East Columbia Blvd. – Lombard Connector Project is a priority project for businesses in the Columbia Corridor and is the only major freight project being considered for funding under the Oregon Transportation Investment Act.

**Portland**  
P.O. Box 3377  
Portland, OR 97208  
(503) 288-6411  
Fax # (503) 281-9458  
1-800-452-7676  
[www.haltonco.com](http://www.haltonco.com)

**Salem**  
3850 Turner Rd., S.E.  
Salem, OR 97302  
(503) 364-0602  
Fax # (503) 364-9527

**The Dalles**  
1238 W. 2nd  
The Dalles, OR 97058  
(541) 296-4642  
Fax # (541) 296-1733

**Longview**  
1205 Baltimore  
Longview, WA 98632  
(360) 423-5760  
Fax # (360) 423-5292

I appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

A handwritten signature in black ink, appearing to read "Chuck Harrison". The signature is stylized with a large, looping initial "C" and a long horizontal stroke at the end.

Chuck Harrison  
Environmental & Facilities Mgr.

cc: ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy

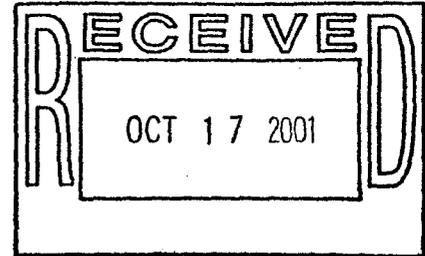


# SCHNITZER STEEL PRODUCTS CO.

12005 N Burgard Road, Portland, Oregon 97203  
P.O. Box 10047, Portland, Oregon 97296-0047  
(503) 224-9900 FAX (503) 286-6948

October 15, 2001

Councilor Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736



**SUBJECT: East Columbia-Lombard Connector Project**

Dear Councilor Monroe:

We would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

The East Columbia-Lombard Connector Project is critical to providing good access to Columbia Boulevard businesses and for industries that need to access airfreight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5 million to address the problem. Columbia Boulevard is currently a two-lane road that connects with I-205 through a signaled intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the afternoon peak hour. An alternatives analysis has been completed for this project and design and construction are ready to begin.

It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed through the Metro region. The East Columbia-Lombard Connector Project is a priority project for businesses in the Columbia Corridor and is the only major freight project being considered for funding under the TIA.

We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Improvement Act.

Sincerely,

**SCHNITZER STEEL PRODUCTS CO.**

MATHEW J. CUSMA  
Environmental Administrator

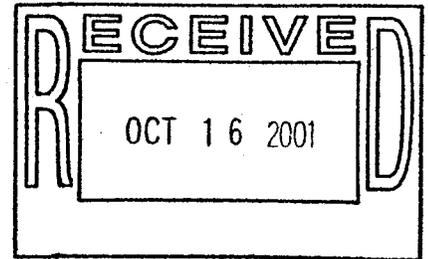
cc: ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy



121 SW MORRISON STREET, SUITE 200 • PORTLAND, OREGON 97204  
PHONE: (503)223-7181 • FAX: (503)273-0256

**NORRIS  
BEGGS &  
SIMPSON**  
REALTORS

New America International



October 15, 2001

Councilor Rod Monroe  
JPACT Chairman  
Metro Regional Center  
600 NE Grand Avenue  
Portland, OR 97232-2736

Re: East Columbia – Lombard Connector Project

Dear Mr. Monroe:

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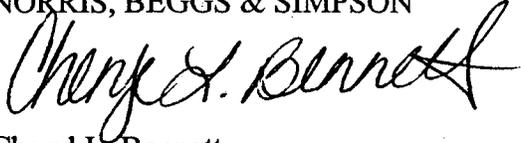


East Columbia – Lombard Connector Project  
October 15, 2001  
Page 2

We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

NORRIS, BEGGS & SIMPSON

A handwritten signature in black ink, appearing to read "Cheryl L. Bennett". The signature is fluid and cursive, written over the printed name.

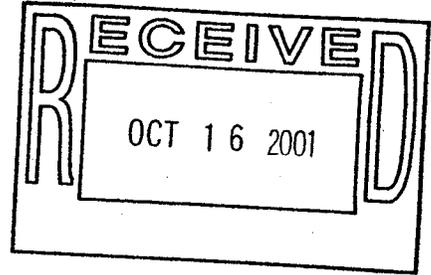
Cheryl L. Bennett  
Property Manager

CLB/mpt  
columbia.doc

cc: Charlie Hales, City of Portland Commissioner  
Patti McCoy, CCA Executive Director  
David Williams, ODOT Region 1 Planning and Development Manager  
Bill Wyatt, Port of Portland Executive Director



FIRST INDUSTRIAL REALTY TRUST, INC.  
5835 N.E. 122 Ave.  
Suite 140  
Portland, Oregon 97230  
503/262-0900  
Fax 503/262-0901



October 15, 2001

Councilor Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

RE: East Columbia-Lombard Connector Project

Dear Councilor Monroe:

I would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

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We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

FIRST INDUSTRIAL REALTY TRUST

A handwritten signature in black ink, appearing to read "Brian Bennett", with a stylized flourish at the end.

Brian Bennett  
Regional Manager

cc: ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy



October 15, 2001

OCT 19 2001

Councilor David Bragdon  
Metro Council Presiding Officer  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

RE: East Columbia-Lombard Connector Project

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We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,



Leland O. Johnson  
President

cc: ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy

# FUJITSU MICROELECTRONICS, INC.

GRESHAM MANUFACTURING DIVISION

21015 S.E. Stark Street, Gresham, OR 97030

Telephone: (503) 669-6000 Facsimile: (503) 669-6109

www.gmd.fujitsu.com

FUJITSU

October 16, 2001

OCT 18 2001

Councilor David Bragdon, Metro Council Presiding Officer  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

Councilor Rod Monroe, Metro Councilor and JPACT Chairman  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

RE: East Columbia-Lombard Connector Project

Dear Councilor Bragdon and Councilor Monroe:

I would like to express our strong enthusiasm for constructing the E. Columbia Boulevard-Lombard Street Connector using ODOT bond program funds. The project is critical to maintaining good access to Columbia Blvd. businesses and for industries exporting and importing goods through out the region via air freight. The E. Columbia-Lombard intersection has been identified repeatedly as a transportation bottleneck that must be solved to keep goods moving on the system.

The current problem is acute. Traffic accessing I-205 from Columbia Blvd. backs up over a mile during the PM peak. As a result, traffic from businesses on Columbia Blvd. has to seek alternative routes to access the freeway. Columbia Blvd. is a two-lane facility that connects with I-205 through a signalized intersection at a rail road underpass. The intersection is very close to the I-205 interchange, limiting turning movements and constraining traffic flow. The proposed project that you would help fund would improve access from Columbia Blvd. to US 30 (Killingsworth St.) and I-205 through improved interchanges at 87th Ave. at Columbia Blvd. and Killingsworth St.

The Port of Portland, City of Portland and ODOT have completed studies of the problem to identify the best alternative for construction. A new connection at 87<sup>th</sup> Ave. best meets freight traffic and multi-modal objectives.

The Columbia Corridor has distinctive needs and transportation issues based on its business/industrial uses and its function as a gateway for trade to national and international trade. These uses rely heavily on efficient freight accessibility and mobility.

My business is served by the air cargo market of this region. Air Cargo activity is highly dependent upon the landslide 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 are located in the Columbia Corridor and rely heavily on Columbia Blvd and I-205.

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.

I appreciate your consideration of this important project.

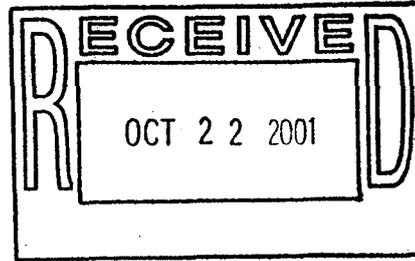
Sincerely,



Kristopher A. Grudt  
Director, Materials  
Fujitsu Microelectronics Inc.

CC: Oregon Transportation Commission Chair Steven Corey  
ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt

William R. Maris  
Chief Financial Officer  
and Treasurer



October 16, 2001

Councilor Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232

Dear Rod:

We have not seen each other for some time, and I considered giving you a call. Instead, however, I decided that a letter would be less of an interruption to your schedule.

The economic downturn is going to be deep, and I know you are concerned. As we allocate Oregon's precious transportation dollars, I appeal for emphasis on projects which improve the odds against a bleak mid-term economic (a.k.a. public revenue base) outlook. Enhancing service, employee, and freight flows at critical junctures will provide the most help. Focused projects will keep our economy going in spite of Boeing, Freightliner, PDX, and now Nike/Addidas (Indonesia) implications. Focused projects will help assure that our future tax base supports the livability goals that are high on everyone's agenda.

One project is particularly critical to accomplishing the above: The East Columbia-Lombard Connector using "TIA" funds. Please lend your firm support to this project. And please do so even though the project is of no direct benefit to Market Transport's immediate interests. The bigger economic picture counts now, for all of us.

You have the details on the foregoing project from countless sources, so I will not recap. Thanks for taking the time to read this. If you have any questions, please give me a call, and please voice your support for the project.

Best Regards,

A handwritten signature in black ink, appearing to be "W. Maris".

503-283-2405

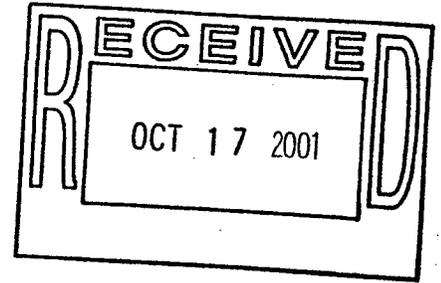
Member: Col. Corridor Assn.  
Metro TPAC, Citizen Rep.  
RBAT, Exec. Council  
I-5 Corridor (Phase I)



October 16, 2001

**Councilor Rod Monroe, JPACT Chairman**

Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736



Dear Councilor Monroe:

I would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

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We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,  
SERBACO, INC.

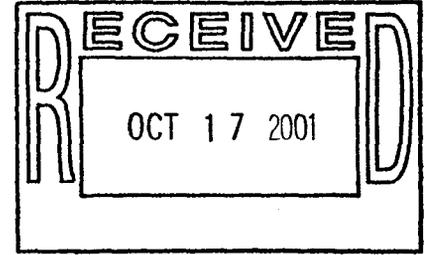
Carol M. Duby  
Secretary-Treasurer



# Portland Chamber

October 16, 2001

Councilor Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 N.E. Grand Ave.  
Portland, OR 97232-2736



RE: East Columbia-Lombard Connector Project

Dear Councilor Monroe:

On behalf of the Portland Metropolitan Chamber of Commerce I would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

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We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

Donald S. McClave  
President and  
Chief Executive Officer

cc: David Williams, Planning and Development Manager, ODOT Region 1  
Charlie Hales, Commissioner, City of Portland  
Bill Wyatt, Executive Director, Port of Portland  
Patti McCoy, Executive Director, CCA  
Kim Kimbrough, President/CEO, Association for Portland Progress

Portland Metropolitan Chamber of Commerce  
221 N.W. Second Avenue  
Portland, Oregon 97209-3999  
503 228 9411 Fax 503 228 5126  
Internet <http://www.pdxchamber.org>  
e-mail [chamber@pdxchamber.org](mailto:chamber@pdxchamber.org)



California Tank Lines, Inc.

P.O. BOX 6245 STOCKTON, CA 95206  
(209) 466-3554 (209) 466-1855 FAX

**Chemical  
Transfer**

CHEMICAL TRANSFER COMPANY, INC.

P.O. BOX 6036 STOCKTON, CA 95206  
(209) 466-3554 (209) 466-1855 FAX

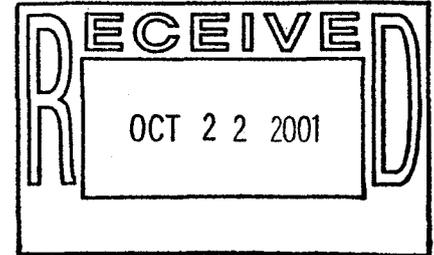
4317 DOWNEY ROAD, VERNON, CA 90058  
(800) 568-9204 (323) 826-9779 (323) 826-9741

5753 N.E. 92ND DRIVE, PORTLAND, OR 97220  
(800) 545-4565 (503) 254-6886 (503) 254-6755 FAX

October 16, 2001

Councilor Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 NE Grand Avenue  
Portland, OR 97232-2736

Re: Columbia/Killingsworth East End Connector Project



Dear Councilor Rod Monroe:

I would like to express our support for funding the Columbia/Killingsworth East End Connector project using House Bill 2142 funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan.

Our corporation has been in the chemical tanker transportation industry for over 50 years and we have the following two facilities located at 5741 NE 92<sup>nd</sup> Drive in Portland: Chemical Transfer Company, Inc. and Superior Tank Wash, Inc. Our business at this location includes the bulk transportation of chemicals and the cleaning of tank trailers and tank containers. Although we have conducted business in Portland for the past several years, we have been at this current location since 1999 and we currently have 35 employees and independent contractors and are continuing to grow. On any given day we can experience 60 to 80 tanker trucks and trailers coming in and out of our facilities and we have had true concerns at this intersection both from a safety and flow standpoint.

We feel that the Columbia/Killingsworth East End Connector is critical in providing good and safe access for our employees and customers. Being in the transportation business, we feel that the current problem is severe. Turning movements and traffic flow are severely constrained at this intersection and can back up over a mile during peak hour.

We understand that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. The Columbia/Killingsworth East End Connector project is a priority for businesses and growth in the Columbia Corridor.

We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Improvement Act.

Sincerely,

Greg C. Teter  
Corporate Vice-President

gct/ma

cc: David Williams - ODOT Region 1 Planning & Development Manager  
Charlie Hales - City of Portland Commissioner  
Bill Wyatt - Port of Portland Executive Director



# Portland Chamber

October 16, 2001

Councilor David Bragdon  
Metro Council Presiding Officer  
Metro Regional Center  
600 N.E. Grand Ave.  
Portland, OR 97232-2736

OCT 17 2001

RE: East Columbia-Lombard Connector Project

Dear Councilor Bragdon:

On behalf of the Portland Metropolitan Chamber of Commerce I would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

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We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

Donald S. McClave  
President and  
Chief Executive Officer

cc: David Williams, Planning and Development Manager, ODOT Region 1  
Charlie Hales, Commissioner, City of Portland  
Bill Wyatt, Executive Director, Port of Portland  
Patti McCoy, Executive Director, CCA  
Kim Kimbrough, President/CEO, Association for Portland Progress

Portland Metropolitan Chamber of Commerce  
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Portland, Oregon 97209-3999  
503 228 9411 Fax 503 228 5126  
Internet <http://www.pdxchamber.org>  
e-mail [chamber@pdxchamber.org](mailto:chamber@pdxchamber.org)

One World Trade Center  
121 S.W. Salmon Street, Suite 1100  
Portland, Oregon 97204 USA  
503 471-1399 Fax: 503 675-9068

Pacific Northwest International Trade Association

October 16, 2001

OCT 16 2001

Councilor David Bragdon, Metro Council Presiding Officer  
Councilor Rod Monroe, Metro Councilor and JPACT Chairman  
Metro Regional Center  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

Dear Councilor Bragdon and Councilor Monroe:

I am writing to express the strong support of the Pacific Northwest International Trade Association (PNITA) for constructing the East Columbia-Lombard Connector using state transportation bond funds. In particular, PNITA urges the Joint Policy Advisory Committee on Transportation (JPACT) to recommend \$20 million for this project to the Oregon Transportation Commission.

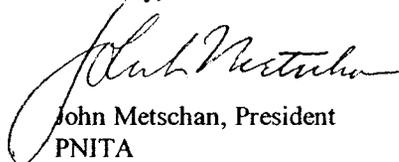
Trade has historically played a significant role in the development and growth of this state. In 2000, international trade was 18 percent of our gross state product and was the fastest growing segment of this state's economy. The Portland area is the gateway for Oregon's access to national and international markets. It is the 10<sup>th</sup> largest exporting region in the nation, even though it is only the 26<sup>th</sup> largest population center.

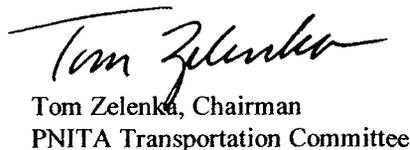
The distribution of freight has been a strategic advantage for this region. Two Class 1 rail carriers, north/south and east interstate freeway access, and our river and international air system have provided a strong foundation for the region's and state's economic base. Further deterioration of the transportation system would put our economy at risk.

The East Columbia-Lombard Connector will improve a serious bottleneck that now impedes traffic access from the Columbia Corridor to I-205. As you know, over 2,900 businesses with 50,000 employees are located in the Columbia Corridor, one of the region's most important industrial sanctuaries. Many of these businesses handle international freight either for export to overseas markets or for inland transportation elsewhere in the United States. They require safe and efficient access to I-205 in order to reach their foreign and domestic destinations.

The PNITA members appreciate your consideration of this request and hopes that JPACT will be able to support this particular project to facilitate trade in the Portland-Vancouver region.

Sincerely,

  
John Metschan, President  
PNITA

  
Tom Zelenka, Chairman  
PNITA Transportation Committee

cc: Mr. Steven Corey, Chair, Oregon Transportation Commission  
Mr. David Williams, Manager, Region 1, Oregon Department of Transportation  
Commissioner Charlie Hales, City of Portland  
Mr. Bill Wyatt, Executive Director, Port of Portland



TRACTOR



WHERE SERVICE AND QUALITY ARE A CUSTOM

Councilor Rod Monroe, JPACT Chairman  
 Metro Regional Center  
 600 NE Grand Ave.  
 Portland, OR. 97232-2736

October 16, 2001

Dear Mr. Monroe,

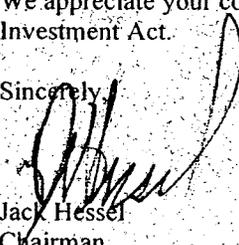
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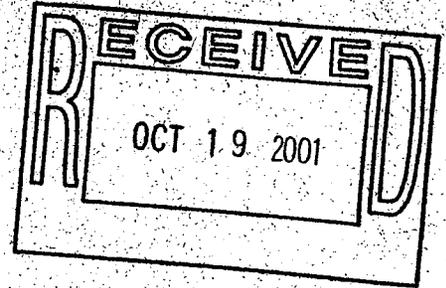
We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

  
 Jack Hessel  
 Chairman

JH/cg

Cc: ODOT Region 1 Planning and Development Manager David Williams  
 City of Portland Commissioner Charlie Hales  
 Port of Portland Executive Director Bill Wyatt  
 CCA Executive Director Patti McCoy



**PORTLAND**  
 P.O. Box 20069  
 Portland, Oregon 97294  
 1425 N.E. Columbia Blvd.  
 Portland, Oregon 97211  
 503/289-1103



**BEND**  
 20434 N.E. Cady Way  
 Bend, Oregon 97701  
 541/389-5869



**MEDFORD**  
 5000 Crater Lake Ave.  
 Central Point, Oregon 97502  
 541/772-4706



**ALBANY AREA**  
 33965 Hwy. 99E  
 Tangent, Oregon 97389  
 541/928-2685



**EUGENE**  
 680 Seneca Road  
 Eugene, Oregon 97402  
 541/484-5424

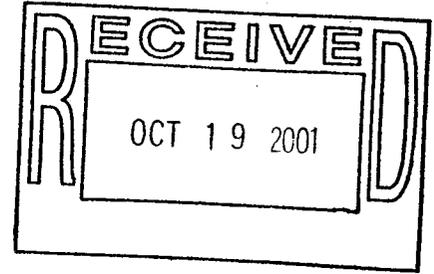


October 17, 2001

**Councilor Rod Monroe, JPACT Chairman****Metro Regional Center**

600 NE Grand Ave.

Portland, OR 97232-2736



RE: East Columbia-Lombard Connector Project

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We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

Lou Broline

Plant Manager

cc: ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy





October 17, 2001

Councilor David Bragdon, Metro Council Presiding Officer  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

Councilor Rod Monroe, Metro Councilor and JPACT Chairman  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

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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 are located in the Columbia Corridor and rely heavily on Columbia Blvd and I-205.

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.

I appreciate your consideration of this important project.

Sincerely,

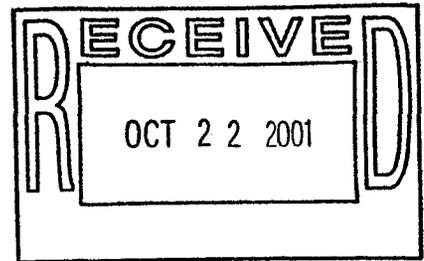
Steve Selvester  
Traffic Coordinator

CC: Port of Portland Executive Director Bill Wyatt  
Oregon Transportation Commission Chair Steven Corey  
ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales

The Forward Looking Infrared Company

tc advertising

October 17, 2001



Councilor Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 N.E. Grand Avenue  
Portland, OR 97232-2736

RE: Columbia/Killingsworth East End Connector project

Dear Mr. Monroe:

I would like to express support for funding the Columbia/Killingsworth East End Connector project, using House Bill 2142 funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan, and has continued to be a high priority for the Columbia Corridor Association.

The Columbia/Killingsworth East End Connector project is critical to providing good access to Columbia Boulevard businesses and for industries that need to access air freight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5-million to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection, and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the PM peak hour. An Alternatives Analysis has been completed for this project, and it is ready to start design and construction.

It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed through the Metro region. The Columbia/Killingsworth East End Connector project is a priority project for businesses in the Columbia Corridor.

We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Improvement Act.

Sincerely,

A handwritten signature in black ink, appearing to read "Bryan Constable".

Bryan Constable  
Vice President/Division Manager

Cc: ODOT Region I Planning and Development Manager, David Williams  
City of Portland Commissioner, Charlie Hales  
Port of Portland Executive Director, Bill Wyatt



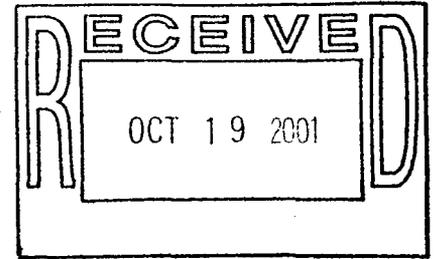


## INDEPENDENT DISPATCH, INC.

214 N.E. MIDDLEFIELD ROAD • PORTLAND, OR 97211-1299  
(503) 285-4251 • FAX (503) 285-4035

October 18, 2001

Councilor Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 NE Grand Ave  
Portland, OR 97232-2736



RE: East Columbia-Lombard Connector Project

Dear: Mr. Monroe

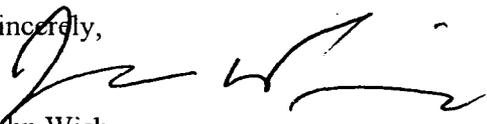
I would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

The East Columbia-Lombard Connector Project is critical to providing good access to Columbia Boulevard businesses and for industries that need to access airfreight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5 million to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the PM peak hour. An alternatives analysis has been completed for this project and design and construction are ready to begin.

It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed throughout the Metro region. The East Columbia-Lombard Connector Project is a priority project for businesses in the Columbia Corridor and is the only major freight project being considered for funding under the Oregon Transportation Investment Act.

We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

  
John Wish  
Director of Trucking Services  
Independent Dispatch, Inc

cc: ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy

**Delta Air Lines**  
7000 NE Airport Way, #2119  
Portland, OR 97218

OCT 22 2001

October 18, 2001

Councilor David Bragdon, Metro Council Presiding Officer  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

Councilor Rod Monroe, Metro Councilor and JPACT Chairman  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

RE: East Columbia-Lombard Connector Projector

Dear Councilor Bragdon and Councilor Monroe

I would like to express our strong enthusiasm for constructing the E. Columbia Boulevard-Lombard Street Connector using ODOT bond program funds. The project is critical to maintaining good access to Columbia Blvd. Businesses and for industries exporting and importing goods throughout the region via air freight. The E. Columbia-Lombard intersection has been identified repeatedly as a transportation bottleneck that must be solved to keep goods moving on the system.

The current problem is acute. Traffic accessing I-205 from Columbia Blvd. Backs up over a mile during the PM peak. As a result, traffic from businesses on Columbia Blvd. has to seek alternative routes to access the freeway. Columbia Blvd. Is a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass. The intersection is very close to the I-205 interchange, limiting turning movements and constraining traffic flow. The proposed project that you would help fund would improve access from Columbia Blvd. To US 30 (Killingsworth St.) and I-205 through improved interchanges at 87<sup>th</sup> Ave. At Columbia Blvd. And Killingsworth St.

The Port of Portland, City of Portland and ODOT have complete studies of the problem to identify the best alternative for construction. A new connection at 87<sup>th</sup> Ave. Best meets freight traffic and multi-modal objectives.

The Columbia Corridor has distinctive needs and transportation issues based on its business/industrial uses and it function as a gateway for trade to national and international trade. These uses rely heavily on efficient freight accessibility and mobility.

**My business is serving the air cargo market of this region. Air Cargo activity is highly dependent upon the land side transportation system for good access to shippers, freight forwarders, reload facilities and the air cargo terminals. The majority of the regions air related facilities are located in the Columbia Corridor and rely heavily on Columbia Blvd. And I-205.**

**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.**

**I appreciate your consideration of this important project.**

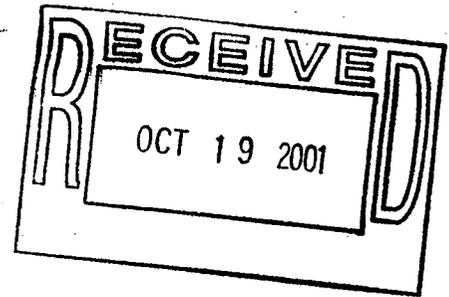
**Sincerely,**

A handwritten signature in black ink, appearing to read "Don Kildal". The signature is fluid and cursive, with a large initial "D" and "K".

**Don Kildal  
Delta Air Lines - Manager Cargo Services**

**CC: Oregon Transportation Commission Chair Steven Corey  
ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt**

**Wick's Airfreight, Inc.**



October 19, 2001

Councilor David Bragdon, Metro Council Presiding Officer  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

Councilor Rod Monroe, Metro Councilor and JPACT Chairman  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

RE: East Columbia-Lombard Connector Project

Dear Councilor Bragdon and Councilor Monroe:

I (We) would like to express our strong enthusiasm for constructing the E. Columbia Boulevard-Lombard Street Connector using ODOT bond program funds. The project is critical to maintaining good access to Columbia Blvd. businesses and for industries exporting and importing goods through out the region via air freight. The E. Columbia-Lombard intesection has been identified repeatedly as a transportation bottleneck that must be solved to keep goods moving on the system.

The current problem is acute. Traffic accessing I-205 from Columbia Blvd. backs up over a mile during the PM peak. As a result, traffic from businesses on Columbia Blvd. has to seek alternative routes to access the freeway. Columbia Blvd. is a two-lane facility that connects with I-205 through a signalized intersection at a rail road underpass. The intersection is very close to the I-205 interchange, limiting turning movements and constraining traffic flow. The proposed project that you would help fund would improve access from Columbia Blvd. to US 30 (Killingsworth St.) and I-205 through improved interchanges at 87th Ave. at Columbia Blvd. and Killingsworth St.

The Port of Portland, City of Portland and ODOT have completed studies of the problem to identify the best alternative for construction. A new connection at 87<sup>th</sup> Ave. best meets freight traffic and multi-modal objectives.

The Columbia Corridor has distinctive needs and transportation issues based on its business/industrial uses and its function as a gateway for trade to national and international trade. These uses rely heavily on efficient freight accessibility and mobility.

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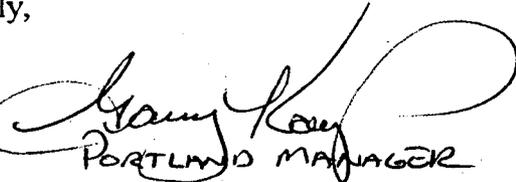
related facilities are located in the Columbia Corridor and rely heavily on Columbia Blvd and I-205.

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 (I) appreciate your consideration of this important project.

Sincerely,

NAME  
TITLE



PORTLAND MANAGER

CC: Oregon Transportation Commission Chair Steven Corey  
ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt

tc advertising

October 19, 2001

To Whom It May Concern:

**Vertis, Inc.** , formerly know as **Treasure Chest Advertising Company** and **TC Advertising**, is located at 6031 N.E. 92<sup>nd</sup> Drive, one and half (1 ½) blocks down from the intersection of N.E. Columbia Blvd./ N.E. Killingsworth St.

**Vertis, Inc. - Portland Division**

We are a printing company, printing Retail and Newspaper inserts. The Portland Division first started up here in 1980 in one (1) building on Marx Ave. and 92<sup>nd</sup> Drive, with one (1) printing press and few employees. Along the way, we moved to our current address, have grown into five (5) buildings, eight (8) press lines now; employing anywhere from 250 to 280 full time, and 20 to 70 temporary employees, running 24 hours a day/seven (7) days a week. That's 21 years of having to have both our employees and the companies that deliver paper and other material - and the ones that have to pickup finished products - fight everyday, the traffic mess trying to get in and out of the plant.

Not only is the current intersection at N.E. 92<sup>nd</sup> and N.E. Columbia, getting to N.E. Killingsworth, difficult for trucks and cars to get in and out of, in the 12 years that I've worked here, there has been quite a few very serious accidents. In addition, it is extremely dangerous for the folks that don't drive to get from Killingsworth to Columbia - then have to go under the railroad bridge to 92<sup>nd</sup> - where there is no sidewalk and it is extremely narrow. The back-up along both the South and North-bound I-205 Freeway off-ramps, is awful during peak times. I come from Vancouver going south and it can be backed up almost to the Airport Way on-ramp.

I understand the cost involved in a project of this size and scope, however, now is the time to get this done. I have been hearing and reviewing some of the different proposals over the last few years, with Tri-Met, Port of Portland and a few others.

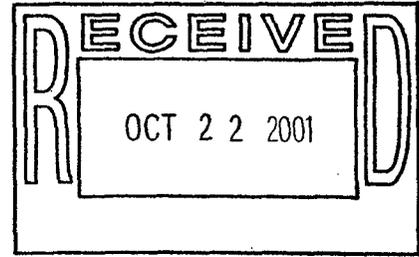
I urge favorable consideration for a project serving an area that is projected to be a major economic growth for the state in the coming years. We can't afford to wait any longer; the time is now, before the cost goes up even higher.

Thank you for your time,



Mike Butler  
Vertis, Inc.  
Environmental and Safety Coordinator





October 19, 2001

Councilor Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 NE Grand Avenue  
Portland, OR 97232-2736

**RE: East Columbia-Lombard Connector Project**

Dear Councilor Monroe:

We would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

The East Columbia-Lombard Connector Project is critical to providing good access to Columbia Boulevard businesses and for industries that need to access airfreight facilities. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the PM peak hour.

As real estate brokers actively involved in the industrial zone at the East end of Columbia Boulevard, we hear the objections from potential tenants to the traffic in the area on a regular basis. Because of these congestion issues, this area, which would otherwise be considered a prime airport location, is often a last alternative for many companies wishing to locate near Portland International Airport.

It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed throughout the Metro region. The East Columbia-Lombard Connector Project is a priority project for businesses in the Columbia Corridor and is the only major freight project being considered for funding under the Oregon Transportation Investment Act.

We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,  
Grubb & Ellis Company

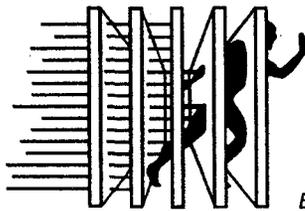


**Tom Talbot**  
Senior Vice President  
(503) 972-5515



**Steve Barragar**  
Sales Associate  
(503) 972-5516

cc: ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy



BEYOND LIMITATIONS<sup>SM</sup>

OCT 24 2001

22 October 2001

Councilor David Bragdon  
Metro Council Presiding Officer  
Metro Regional Center  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

**LETTER OF SUPPORT FOR  
EAST COLUMBIA-LOMBARD CONNECTOR PROJECT**

Dear Councilor Bragdon:

Please support funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has is an issue of great concern for the Columbia Corridor Association.

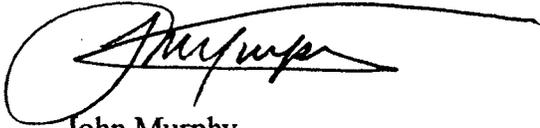
The East Columbia-Lombard Connector Project is critical to providing good access to Columbia Boulevard businesses. It is also crucial for industries that need to access airfreight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5 million to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the PM peak hour. An alternatives analysis has been completed for this project and design and construction are ready to begin.

It is a well-known fact there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, the limited monies that are available need to be equitably distributed throughout the Metro region. The East Columbia-Lombard Connector Project is a pivotal project for businesses in the Columbia Corridor and is the *only* major freight project being considered for funding under the Oregon Transportation Investment Act.

PORTLAND HABILITATION CENTER, INC.

I appreciate any assistance you can provide to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

A handwritten signature in black ink, appearing to read "John Murphy", with a large, sweeping flourish extending to the right.

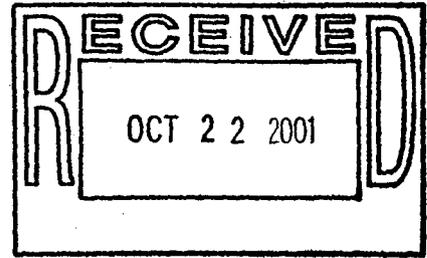
John Murphy  
President, Portland Habilitation Center, Inc.

cc: ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy



## **Oregon Fresh Farms, Inc.**

6849 NE Columbia Blvd. Portland, OR 97218  
Telephone (503) 281-7646 or 1-877-673-4665  
FAX (503) 282-5115



Dear Sirs or Madame,

I would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

The East Columbia-Lombard Connector Project is critical to providing good access to Columbia Boulevard businesses and for industries that need to access airfreight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5 million to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the PM peak hour. An alternatives analysis has been completed for this project and design and construction are ready to begin.

It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed throughout the Metro region. The East Columbia-Lombard Connector Project is a priority project for businesses in the Columbia Corridor and is the only major freight project being considered for funding under the Oregon Transportation Investment Act.

We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely

Bernie Calcagno, President  
Oregon Fresh Farms

cc: ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy

October 23, 2001

Councilor  
David Bragdon  
Metro Council Presiding Officer  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

OCT 24 2001

Dear David,

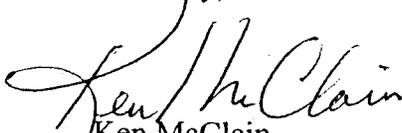
I would like to express support for funding the East Columbia Killingsworth Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Association.

The East Columbia-Lombard Connector Project is critical to providing good access to Columbia Boulevard businesses and for industries that need to access airfreight facilities.

The current problem is acute and the Port of Portland and the city of Portland, and have already committed close to \$5 million to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the PM peak hour. An alternatives analysis has been completed for this project and design construction are ready to begin.

It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed throughout the Metro region. The East Columbia-Lombard Connector Project is a priority project for businesses in the Columbia Corridor and is the only major freight project being considered for funding under the Oregon Transportation investment Act.

Sincerely,

  
Ken McClain  
HR Manager

## **Summary of Comment Letters On State Bond Program Funding Received after October 24, 2001**

October 31, 2001

Metro received 7 more letters after October 24 (attached) on one project eligible for the ODOT state bond program for Transportation Investment Act funds. All letters specifically addressed the Columbia/Killingsworth East End Connector project (also referred to as the East Columbia-Lombard Connector project).

In addition, Metro received copies of 25 letters that were sent to the Oregon Transportation Commission. All of these letters were also sent to the Metro Council. A list of letters mailed to the Oregon Transportation Commission are attached in Section 2 of this document.

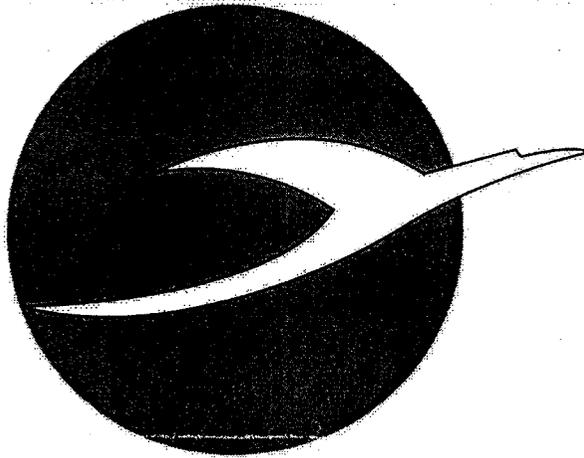
All the letters focused on the need for improvements on Columbia Boulevard for auto, freight and airfreight access, including a separated intersection and railroad crossing. They noted that the Port of Portland and City of Portland have also committed funding to address the transportation problems in this area.

The comments stressed this is a priority project for businesses in the Columbia Corridor and it is the only major freight project being considered for funding under the Oregon Transportation Investment Act.

In many cases, duplicate letters were sent to Councilors Bragdon and Monroe. However, only one letter was placed into the comment record for each business.

The attached comment letters are being distributed to JPACT members and the public at the meeting of the Joint Policy Advisory Committee on Transportation (JPACT) on November 1, 2001.

**Comment Letters Received  
by the Metro Council  
After October 24, 2001**



OCT 22 2001

October 18, 2001

Councilor David Bragdon, Metro Council Presiding Officer  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

Councilor Rod Monroe, Metro Councilor and JPACT Chairman  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

RE: East Columbia-Lombard Connector Project

Dear Councilor Bragdon and Councilor Monroe:

Trade has historically played a significant role in development and growth of this state. In 2000, international trade was 18% of our gross state product and was the fastest growing segment of this state's economy. The Portland area is the gateway for business access to national and international markets. It is the 10<sup>th</sup> largest exporting region in the nation even though it is the 26<sup>th</sup> largest population center.

Distribution of freight has been a strategic advantage for this region. The close proximity of two Class 1 rail carriers with north/south and east interstate freeway access and our river and international air system have provided a strong foundation for the region's and state's economic base. Further deterioration of the transportation system for moving products to market puts our economy at risk.

As you consider how to allocate state bond funds, give serious attention to projects that are critical for moving freight to national and international markets, specifically the East Columbia Boulevard-Lombard Street Connector.

The E. Columbia-Lombard Connector will improve traffic access from Columbia Blvd. to I-205. Traffic accessing I-205 from Columbia Blvd. backs up over a mile during the PM peak. As a result, traffic from businesses on Columbia Blvd. (including most air cargo businesses) has to seek an alternative route to the freeway. Columbia Blvd. is a two lane facility connecting with US 30 Bypass through an intersection at a rail road overpass. The intersection is very close to the I-205 interchange, limiting turning movements and constraining traffic flow. The improvements will improve access from Columbia Blvd. to US 30 Bypass and I-205 by improving the connection at 82<sup>nd</sup> Ave.

Thank you for your efforts to facilitate trade.

Sincerely,



R. Lance Pattock

Tricor America Station Manager

CC: Oregon Transportation Commission Chair Steven Corey  
ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt

**RAMIS**  
**CREW**  
**CORRIGAN &**  
**BACHRACH, LLP**  
ATTORNEYS AT LAW

OCT 23 2001

October 22, 2001

1727 N.W. Hoyt Street  
Portland, Oregon 97209

(503) 222-4402  
Fax: (503) 243-2944

JEFF H. BACHRACH  
JOHN C. CALDWELL  
CHARLES E. CORRIGAN\*  
STEPHEN F. CREW  
HEIDI T. DECKER\*\*\*  
MARTIN C. DOLAN  
DANA L. KRÄWCZUK  
SHAWN A. NOLAN  
TODD W. O'BRIEN\*\*\*\*  
T. CHAD PLASTER\*  
TIMOTHY V. RAMIS  
PAUL D. SCHULTZ  
WILLIAM J. STALNAKER  
NELSON L. WALKER

DOMINIC G. COLLETTA\*\*  
JARY FIRESTONE\*  
NANCY S. TAUMAN  
OF COUNSEL

**OREGON CITY OFFICE**

Practicing as  
**HIBBARD CALDWELL**  
**SCHULTZ RAMIS**  
**& CREW**  
1001 Molalla Ave., Suite 200  
P.O. Box 1960  
Oregon City, OR 97045  
(503) 656-5200  
Fax: (503) 656-0125

Councilor David Bragdon  
Metro Council Presiding Officer  
Metro Regional Center  
600 NE Grand Avenue  
Portland, OR 97232

Re: *East Columbia-Lombard Connector Project*

Dear Councilor Bragdon:

I would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

The East Columbia-Lombard Connector Project is critical to providing good access to Columbia Boulevard businesses and for industries that need to access airfreight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5 million to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the PM peak hour. An alternatives analysis has been completed for this project and design and construction are ready to begin.

It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed throughout the Metro region. The East Columbia-Lombard Connector Project is a priority project for businesses in the

\*Also Admitted To Practice In Washington \*\*Also Admitted To Practice In California

\*\*\*Also admitted to Practice in Utah \*\*\*\*Also Admitted to Practice in New Jersey

Councilor David Bragdon

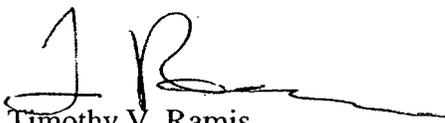
October 22, 2001

Page2

Columbia Corridor and is the only major freight project being considered for funding under the Oregon Transportation Investment Act.

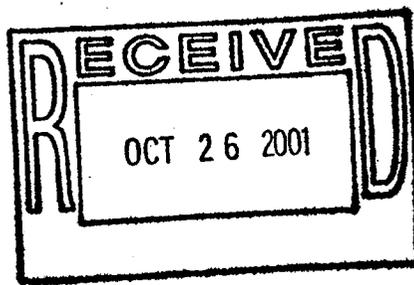
We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Very truly yours,

  
Timothy V. Ramis

tvf/columbiacorridor/board/MetroCommLt1

cc: David Williams, ODOT Region 1 Planning & Development Manager  
Commissioner Charlie Hales, City of Portland  
Bill Wyatt, Port of Portland Executive Director  
Patti McCoy, CCA Executive Director.



ITT Technical Institute  
ITT Educational Services, Inc.

October 22, 2001

Councilor Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 NE Grand Avenue  
Portland, OR 97232-2736

Steven Corey, Chair  
OR Transportation Commission  
355 Capitol Street NE Room 101  
Salem, OR 97301-3871

Councilor David Bragdon  
Metro Council Presiding Officer  
Metro Regional Center  
600 NE Grand Avenue  
Portland, OR 97232-2736

RE: East Columbia-Lombard Connector Project

Dear Sirs:

I would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

The East Columbia-Lombard Connector Project is critical to providing good access to Columbia Boulevard businesses and for industries that need to access airfreight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5 million to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the PM peak hour. An alternatives analysis has been completed for this project and design and construction are ready to begin.

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We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

Edward Yakimchick  
Director  
ITT Technical Institute

cc: David Williams, Region 1 Planning & Development Manager, ODOT; Commissioner Charlie Hales, City of Portland; Bill Wyatt, Executive Director, Port of Portland; Patty McCoy, Executive Director, Columbia Corridor Association

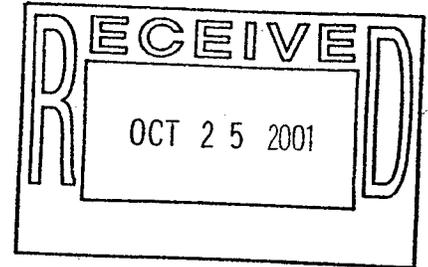


CITY OF  
**PORTLAND, OREGON**  
OFFICE OF PUBLIC UTILITIES

**Jim Francesconi, Commissioner**  
1221 S.W. Fourth Avenue  
Portland, Oregon 97204-1994  
(503) 823-3008  
FAX: (503) 823-3017

Tuesday, October 23, 2001

Councilor Rod Monroe  
METRO REgional Center  
600 NE Grand Ave  
Portland, OR 97232-2736



Dear Rod:

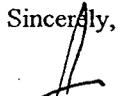
I would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

The East Columbia-Lombard Connector Project is critical to providing good access to Columbia Boulevard businesses and for industries that need to access airfreight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5 million to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the PM peak hour. An alternatives analysis has been completed for this project and design and construction are ready to begin.

It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed throughout the Metro region. The East Columbia-Lombard Connector Project is a priority project for businesses in the Columbia Corridor and is the only major freight project being considered for funding under the Oregon Transportation Investment Act.

We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

  
Jim Francesconi  
Commissioner

JLF/dld

cc: ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy

*Thanks, Rod. Hope  
you are well.*  


# AIRBORNE EXPRESS®

OCT 29 2001

October 25, 2001

Councilor David Bragdon, Metro Council Presiding Officer  
Councilor Rod Monroe, Metro Councilor and JPACT Chairman  
Metro Regional Center  
600 NE Grand Ave  
Portland, OR 97232-2736

RE: East Columbia-Lombard Connector Project

Dear Councilor Bragdon and Councilor Monroe:

I would like to express my strong enthusiasm for constructing the E. Columbia Boulevard-Lombard Street Connector using ODOT bond program funds. The project is critical to maintaining good access to Columbia Blvd. businesses and for industries exporting and importing goods throughout the region via air freight. The E. Columbia-Lombard intersection has been identified repeatedly as a transportation bottleneck that must be solved to keep goods moving on the system.

The current problem is acute. Traffic accessing I-205 from Columbia Blvd. backs up over a mile during the PM peak. As a result, traffic from businesses on Columbia Blvd. have to seek alternative routes to access the freeway. Columbia Blvd. is a two-lane facility that connects with I-205 through a signalized intersection at a rail road underpass. The intersection is very close to the I-205 interchange, limiting turning movements and constraining traffic flow. The proposed project that you would help fund would improve access from Columbia Blvd. to US 30 (Killingsworth St.) and I-205 through improved interchanges at 87<sup>th</sup> Ave. at Columbia Blvd. and Killingsworth St.

The Port of Portland, City of Portland and ODOT has completed studies of the problem to identify the best alternative for construction. A new Connection at 87<sup>th</sup> Ave. best meets freight traffic and multi-modal objectives.

The Columbia Corridor has distinctive needs and transportation issues based on its business/industrial uses and its function as a gateway for trade to national and international trade. These uses rely heavily on efficient freight accessibility and mobility.

My business is serving the air cargo market of this region. Air Cargo activity is highly dependent upon the landslide 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 are located in the Columbia Corridor and rely heavily on Columbia Blvd. and I-205.

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.

I appreciate your consideration of this important project.

Regards,

AIRBORNE EXPRESS

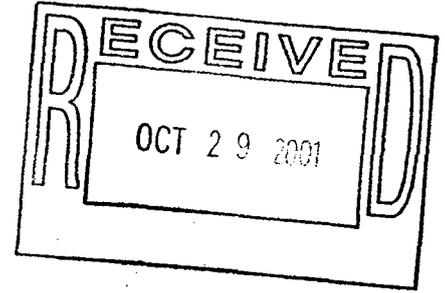
  
Ardeen Porter  
District Field Services Manager

Cc: Oregon Transportation Commission Chair Steven Corey  
ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt



10510 N. Vancouver Way  
Portland, OR 97217

October 26, 2001



Councilor Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 NE Grand Ave  
Portland, OR 97232-2736

RE: East Columbia-Lombard Connector Project

Dear Councilor Monroe:

I would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

The East Columbia-Lombard Connector Project is critical to providing good access to Columbia Boulevard businesses and for industries that need to access airfreight facilities. The current problem is acute and the Port of Portland and the City of Portland have already committed close to \$5 million to address the problem. Columbia Boulevard is currently a two-lane facility that connects with I-205 through a signalized intersection at a railroad underpass close to the I-205 interchange. Turning movements and traffic flow are severely constrained at this intersection and traffic accessing I-205 from Columbia Boulevard backs up over a mile during the PM peak hour. An alternatives analysis has been completed for this project and design and construction are ready to begin.

It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed through the Metro region. The East Columbia-Lombard Connector Project is a priority project for businesses in the Columbia Corridor and is the only major freight project being considered for funding under the TIA.

We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Improvement Act.

Sincerely,

Gerald K. Martin  
Distribution Center Manager  
Yellow Freight System, Inc.

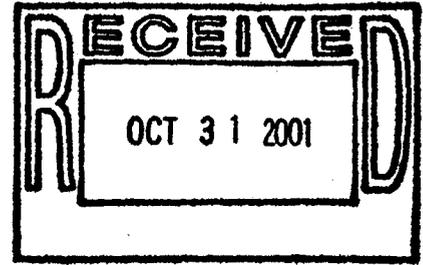
cc: ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy



John L. Jersey & Son, Inc.  
EXCAVATING & GRADING  
7015 NE 42nd Avenue • Portland, Oregon 97218  
(503) 287-4185 • FAX (503) 287-0646

Safety First

October 29, 2001



Councilor Rod Monroe, JPACT Chairman  
Metro Regional Center  
600 NE Grand Ave.  
Portland, OR 97232-2736

RE: East Columbia-Lombard Connector Project

Dear Councilor Monroe:

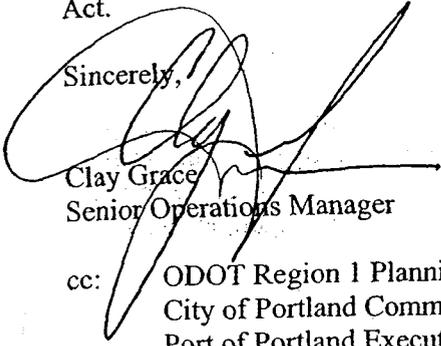
I would like to express support for funding the East Columbia-Lombard Connector Project using Transportation Investment Act (TIA) funds. This project has been identified as a priority project in the Columbia Corridor Transportation Plan and has continued to be a high priority for the Columbia Corridor Association.

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It is recognized that there is not enough money to fund the huge transportation infrastructure needs in the Portland area. However, it is important that the limited monies that are available be equitably distributed throughout the Metro region. The East Columbia-Lombard Connector Project is a priority project for businesses in the Columbia Corridor and is the only major freight project being considered for funding under the Oregon Transportation Investment Act.

We appreciate your consideration to make this project a reality through the 2001 Oregon Transportation Investment Act.

Sincerely,

  
Clay Grace  
Senior Operations Manager

cc: ODOT Region 1 Planning and Development Manager David Williams  
City of Portland Commissioner Charlie Hales  
Port of Portland Executive Director Bill Wyatt  
CCA Executive Director Patti McCoy

We Move The Earth

**Comment Letters  
Received by the Oregon  
Transportation Commission  
October 17 – 31, 2001**

Letters Received by the Oregon Transportation Commission  
Re: East Columbia – Lombard Connector Project  
(and Letters of Acknowledgement Sent by Patrick Cooney)

---

Brian Bennett  
Regional Manager  
First Industrial Realty Trust, Inc.  
5835 NE 122<sup>nd</sup> Avenue, Suite 140  
Portland, OR 97230

Steven A. Roselli  
Senior Leasing Manager  
Harsch Investment Properties  
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Portland, OR 97208

Chuck Harrison  
Environmental and Facilities Manager  
The Halton Company  
P. O. Box 3377  
Portland, OR 97208

Ken McClain  
HR Manager  
YoCream International  
5858 NE 87<sup>th</sup> Avenue  
Portland, OR 97220-1312

Mathew J. Cusma  
Environmental Administrator  
Schnitzer Steel Products Co.  
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Portland, OR 97296-0047

Carol M. Duby  
Secretary-Treasurer  
Serbaco, Inc.  
P. O. Box 301007  
Portland, OR 97294-9007

Patti McCoy  
Executive Director  
Columbia Corridor Association  
P. O. Box 55651  
Portland, OR 97238

Cheryl L. Bennett  
Property Manager  
Norris Beggs & Simpson Realtors  
121 SW Morrison Street, Suite 200  
Portland, OR 97204

Donald S. McClave  
President and Chief Executive Officer  
Portland Metropolitan Chamber of  
Commerce  
221 NW Second Avenue  
Portland, OR 97209-3999

David Muck  
Plant Manager  
Boyd Coffee Company  
P. O. Box 20547  
Portland, OR 97294

Scott A. Satterlee  
Director of Operations  
Boyd Corporation  
6136 NE 87<sup>th</sup> Avenue  
Portland, OR 97220

Timothy V. Ramis  
Ramis, Crew, Corrigan & Bachrach, LLP  
Attorneys at Law  
1727 NW Hoyt Street  
Portland, OR 97209

Adam Clement  
Portland Machining Industry Recruiter  
Express Professional Staffing  
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Portland, OR 97266

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Distribution Center Manager  
Yellow Freight System, Inc.  
10510 N. Vancouver Way  
Portland, OR 97217

Jack Hessel, Chairman  
Hessel Tractor  
P. O. Box 20069  
Portland, OR 97294

Lou Broline  
Plant Manager  
Owens – Illinois Glass Containers  
P. O. Box 20067  
Portland, OR 97220

Leland O. Johnson  
President  
Jet Delivery Service  
P. O. Box 20245  
Portland, OR 97220

John Wish  
Director of Trucking Services  
Independent Dispatch, Inc.  
214 NE Middlefield Road  
Portland, OR 97211-1299

John Murphy  
President  
Portland Habilitation Center, Inc.  
5312 NE 148<sup>th</sup> Avenue  
Portland, OR 97230

William R. Maris  
Chief Financial Officer and Treasurer  
Market Transport, Ltd.  
110 North Marine Drive  
Portland, OR 97217-8097

Tom Talbot, Senior Vice President &  
Steve Barragar, Sales Associate  
Grubb & Ellis Company  
100 SW Broadway, Suite 1000  
Portland, OR 97205

Bryan Constable, Vice  
President/Division Manager &  
Mike Butler, Environmental and Safety  
Coordinator  
TC Advertising/Vertis, Inc.  
6031 NE 92<sup>nd</sup> Drive  
Portland, OR 97220

Greg C. Teter  
Corporate Vice-President  
California Tank Lines, Inc.  
P. O. Box 6245  
Stockton, CA 95206

Bernie Calcagno, President  
Oregon Fresh Farms, Inc.  
6849 NE Columbia Boulevard  
Portland, OR 97218

COMMITTEE TITLE JPACT

DATE 11-01-01

NAME	AFFILIATION
✓ Rod Monroe	Metro Council
✓ Vera Katz	City of Portland
✓ Rex Burkholder	Metro Council
✓ Eric Kennemer	Clatsop Co.
✓ Maria Rios de Jeffrey	Multnomah County
✓ Larry Haverkamp	Gresham - Mult. Co. Cities
✓ CRAIG PRIDEMORE	CLARK Co.
✓ R. Elallal	VANCOUVER
✓ ROB DRAKE	CITIES OF WASH. COUNTY
✓ Kay Van Sickle	ODOT
✓ Stephanie Hallock	ODEQ
✓ Roy Rogers	WASH. County
✓ Bill Chappell	POP
✓ KARL RONDE	e <sup>3</sup>
✓ FRED HANSEN	TRI-MET
✓ Andy Co. for pm	Metro
✓ Lynn Peterson	Tri-Met
✓ Robin Roberts	Gov Office

COMMITTEE TITLE JRACT

DATE 11-01-01

NAME

AFFILIATION

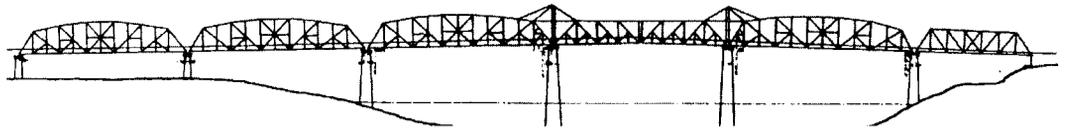
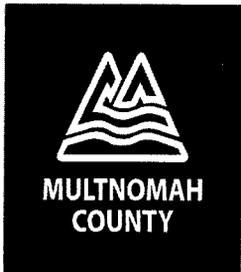
Nancy Kraushaar	City of Oregon City
Ross Williams	CST/CLF
Deb Wallace	WSDOT
Clark Benny	Wash. Co
Danielle Cowan	City of Wilsonville
Shell Romero	Multnomah County - Rojo de Steffen's Office
Brian Newman	Milwaukie
Linda Floyd	City of Wilsonville / SMART
Charlotte Lehan	City of Wilsonville
Mike McKillip	City of Tualatin
Bobby Attebovce	Westside Economic Alliance
Jean Coakley	RJC
Bridget Whigham	Metro
Richard Franklin	Metro
Kathy Lehtola	Washington County
Lou Oger	Tualatin
John Hill	Clatsop County
Karen Schilling	Multnomah County

COMMITTEE TITLE JFACT

DATE 11-01-01

NAME	AFFILIATION
FRANCINE FLOYD	METRO
Gal Achterman	Oregon Transportation Comm'n
Dave Williams	ODOT
Bill STEWART	THE OREGONIAN
Dave Lohman	Port of Portland
BUSIE LAHSENE	Port of Portland
Dick Steinbrugge	City of Portland
JOHN MORGAN	CITY OF WILSONVILLE
CONNIE KRATONIL	PARSONS BRINCKERHOFF
BERNIE BOTTOMLEY	Tri-met
Josh Alpert	Charlie Hales' office
John Gillam	City of Portland
Robin Katz	Port of Portland
THAYLOR ROZABAUGH	City of Vancouver
Neil McFarlane	Tri Met
DENNIS LIVELY	CITY OF MILWAUKIE
Gary Katsion	Kittelson & Associates, Inc.
Ed Abushamsan	Multnomah County





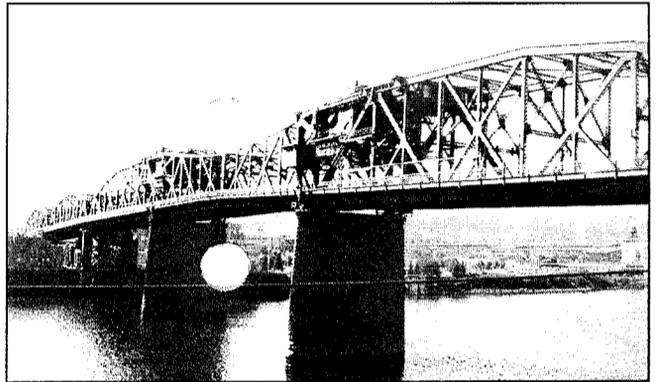
# BROADWAY BRIDGE

October 2001

◀ NEWSLETTER ▶

## Broadway Bridge requires major repairs in 2003-04 On-line/telephone survey to collect public input is available through Nov. 11

The Broadway Bridge is no longer the shiny, new bridge that it once was. The historic structure built in 1912 and linking NE Portland with downtown, is showing signs of wear and tear after almost a century of use. One of six Willamette River bridges maintained by Multnomah County, the Broadway handles 30,000 vehicle crossings per day, as well as 1,500 cyclists and many pedestrians.



### Needs List Is Long

The county has identified \$54 million in repair needs for the Broadway Bridge. There is \$18.5 million available for repairs, and fundraising efforts continue. This project will investigate correcting the following problems:

- Failing paint system
- Corroding under deck structure
- Worn deck grating
- Deteriorating concrete deck and sidewalks
- Inadequate storm water collection system
- Deficient pedestrian stair towers
- Obsolete lift span locks and centering devices
- Outdated electrical control system

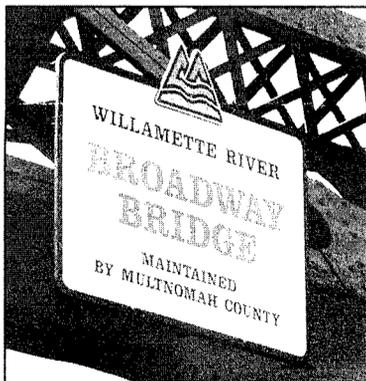
### Construction Approach Trade-Off

The construction method and schedule determines the amount of repair work that can be completed with available funds. When a bridge is closed to the public during construction, more funding can be devoted to the repairs instead of traffic control. However, this approach results in disruption to businesses and inconvenience to the public. This is the trade-off that the county is wrestling with: getting as much work done as possible with a limited budget while minimizing the impacts to people who use the bridge.

## County Weighing Options— You Help Decide!

### Alternatives Under Consideration

The Board of County Commissioners is weighing construction alternatives and is scheduled to make a decision this December. Public input is invited in the decision-making process. Construction would begin in Spring 2003 for each of the following alternatives.



#### Condensed Schedule

- Duration—up to 15 months (current budget)
- Bridge closed to all traffic
- Safer for workers and the public
- 25% more work completed for given funds

#### Extended Schedule

- Duration—up to 27 months (current budget)
- Limited traffic—one lane in each direction
- Three month total shutdown -occasional others
- 25% less work completed for given funds



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Public Affairs Office  
501 SE Hawthorne Blvd., 6<sup>th</sup> Floor  
Portland, OR 97214

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## ECRWSS POSTAL CUSTOMER

Check out the Broadway Bridge survey: [www.co.multnomah.or.us](http://www.co.multnomah.or.us) 503-988-LINK



### BROADWAY BRIDGE SURVEY

Go online or call and give us  
your opinion!

[www.co.multnomah.or.us](http://www.co.multnomah.or.us)

**503-988-LINK**

Available in Spanish—*Se habla español*  
(survey ends Nov. 11, 2001)

## MAKE YOUR VOICE HEARD!

Multnomah County is using a new public involvement approach with the Broadway Bridge project. From October 20 - November 11, 2001, a survey will be available to the public over the telephone or on-line via the county's website. Which construction approach do you think the county should follow?

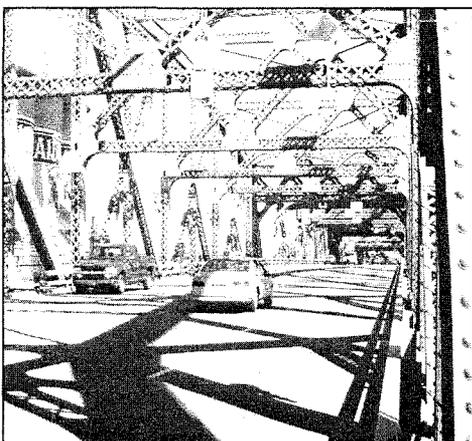
[www.co.multnomah.or.us](http://www.co.multnomah.or.us)

**503-988-LINK**

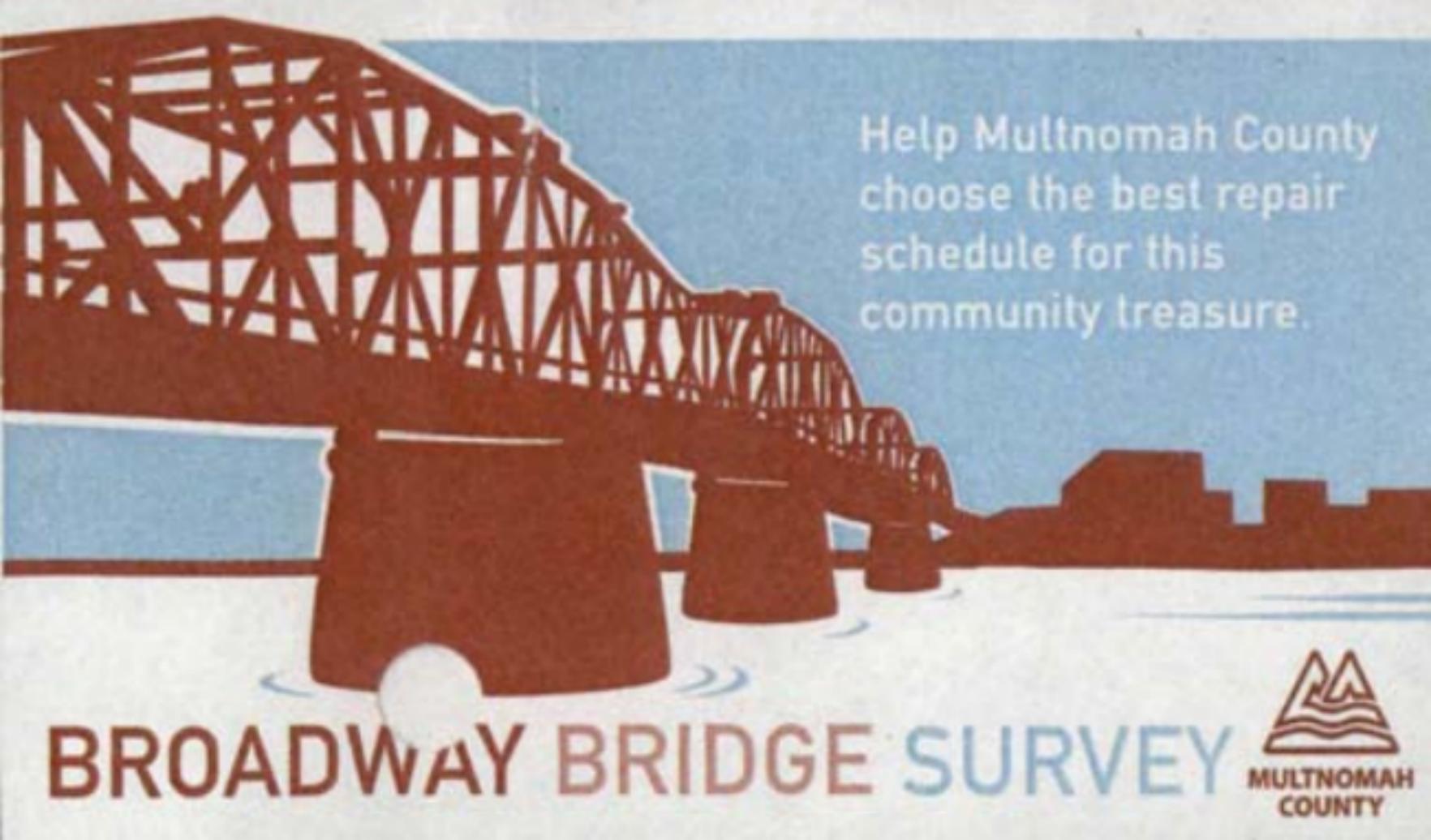
For more information about this and other county bridge projects, contact:

- Public Affairs Office: 503-988-6804
- Bridge Construction Line: 503-988-4884
- County bridge website:  
[www.co.multnomah.or.us/bridge/](http://www.co.multnomah.or.us/bridge/)

## Broadway Bridge to close in early 2002 for up to 4 weeks



**A** new paint job isn't the only improvement the Broadway Bridge needs. The mechanical parts that allow the bridge to open and close are worn and in danger of malfunctioning. Repair of these anchor and operating struts is critical to the bridge's operation (the bridge opens seven times per month on average). Unfortunately, these mechanical repairs cannot wait until 2003 when repainting and other work will be done; they will require the bridge to close for up to four consecutive weeks in January and February 2002. A construction start date and detour plans will be announced later this year.



Help Multnomah County  
choose the best repair  
schedule for this  
community treasure.

**BROADWAY BRIDGE SURVEY**



# BROADWAY BRIDGE PAINTING and DECK PROJECT

Multnomah County has \$18.5 million to pay for some critical Broadway Bridge repairs in 2003. A choice must be made soon whether to close the bridge or keep it partially open during construction. Please respond to our survey. Give us your thoughts anytime from October 20 to November 11.

Call (503) 988-LINK or  
go to [www.co.multnomah.or.us](http://www.co.multnomah.or.us).

Se habla español.



MULTNOMAH  
COUNTY