

2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

PROJECT NOMINATION NARRATIVE

Green Economy & Freight Initiatives

North Burgard-Lombard (“Around the Horn”) Project: North Time Oil Road-Burgard Street Intersection Improvements

Process

1. **Describe the process used to narrow potential project nominations (per Appendix A)**

The Portland Freight Committee (PFC) was the primary review body for evaluating and recommending candidate green economy & freight projects for 2014-15 Regional Flexible Fund allocation. The PFC is advisory to the Portland City Council on issues related to freight mobility and its membership includes over 40 representatives of freight service providers, shippers, port, rail, trade associations and businesses directly related to multi-modal freight activities. Beginning in January 2011, the PFC initiated the process of reviewing each of the 131 previously ranked capital projects in the Portland Freight Master Plan to identify potential nominations for 2014-15 Regional Flexible Funds Allocation. This process resulted in the recommendation of two candidate projects from the Freight Master Plan and one Port of Portland project:

- North Time Oil Road-Burgard Street Intersection Improvements (PBOT)
- North Portland Road/Columbia Boulevard Intersection Improvements (PBOT)
- Cathedral Park Whistle Free Zone/Bradford Street Rail Realignment (Port)

On June 2, 2011, the Portland Bureau of Transportation held a public meeting to receive input on the three candidate freight projects. In July 2011, the PFC ranked the three candidate freight projects by order of priority and selected the North Time Oil Road-Burgard Street Intersection Improvement project as the first ranked priority for receiving 2014-15 RFF Allocation. On August 17, 2011, the Portland City Council passed a resolution nominating the North Time Oil Road-Burgard Street Intersection Improvement project for FY 2014-15 Regional Flexible Funds.

2. **Describe how you coordinated with regional agencies (e.g. Transit, Port, ODOT, Metro, Freight Rail operators, ODOT Region 1, Regional Safety Committee, and Utilities if critical to use of right-of-way) and how it impacted the project location and design.**

As described above, the Portland Freight Committee was the primary review body for coordinating the project nomination process with the various regional agencies (see attached PFC membership roster in Exhibit C). The Port of Portland, ODOT, Metro, and the class I freight railroads (UP and BNSF) are all represented on the PFC and have at varying degrees participated in the process of identifying candidate RFF freight projects. PBOT staff also actively participates on Metro’s Regional Freight Technical Advisory Committee to coordinate and provide technical input on the nomination of candidate freight projects.

3. Provide a list of stakeholders consulted or targeted during your local process and provide a summary of comments received at your public meeting or other public engagement activities. Please include contact information.

- See attached PBOT public meeting notice for candidate freight projects (Exhibit A)
- See attached Portland Freight Committee recommendation letter (Exhibit B)
- See attached Portland Freight Committee roster and interest groups (Exhibit C)
- See attached Portland City Council Resolution (Exhibit D)
- See attached public meeting notes (Exhibit E)

Location

1. Describe how you identified the location for the project and how the criteria and regional and local data support this location as your top priority.

The N. Burgard-Lombard “Around the Horn” project is part of the designated National Highway System (NHS) freight route that provides direct access to the surrounding industrial properties including the Port’s Terminal 4, Schnitzer Steel and NW Container Services. This project is classified as a Priority Truck Street and previously ranked as a tier 1 priority project in the Portland Freight Master Plan. The Portland Freight Committee considered each of the 131 capital projects identified in the Freight Master plan and selected the N. Burgard-Lombard project as the 1st priority for receiving 2014-15 RFF Allocation.

Project definition

Base project information

1. **Corresponding RTP project number:** 30080
2. **Project sponsor agency:** City of Portland
3. **Contact information:** Robert Hillier, PBOT Freight Planning Coordinator (503 823-7567)
4. **Description of project extent, design elements and how measurement of project effectiveness after construction is to be completed. (Metro staff is available to help design measurement methodologies for post-construction project criteria performance)**

The N. Burgard-Lombard “Around the Horn” project includes the segment on N. Lombard Street from the Union Pacific Railroad Bridge to the intersection of N Columbia Boulevard. This segment includes several key intersections that provide direct access to the surrounding industrial properties including the Port’s Terminal 4, Schnitzer Steel and NW Container Services, and is a designated National Highway System Connector Route, and a Priority Truck Street in the Portland Freight Master Plan. The segment south of the Columbia/Lombard intersection narrows from 4 lanes to two lanes with narrow or no

shoulders, no turn lanes and two 90-degree turns with poor sight distance. The Burgard-Lombard project is a key element in implementing the St. Johns Truck Strategy and identified as a Tier 1 priority project in the Freight Master Plan. The St. Johns Truck Strategy calls for improving freight mobility on the designated freight route connecting the St. Johns Bridge to the Rivergate Industrial District, while also discouraging non local truck traffic on the neighborhood street network that impact the livability and function of the St. Johns neighborhood area and town center.

Project Design Elements

For the 2014-15 Regional Flexible Fund proposal, the Burgard-Lombard project is being phased to focus on targeted improvements that provide the most cost effective design solutions that also implement the goals of the St. Johns Truck Strategy. This project will focus improvements along the Time Oil/Burgard intersection to improve sight distance and mainline system performance, reduce travel delays and vehicular conflicts between trucks and autos, and improve ingress/egress to the NW Container Service property. Project design elements include:

- Widen the existing 28-foot asphalt roadway for a total of 835 lineal feet of N Burgard Road at the intersection of N Time Oil Road. Increase existing asphalt pavement to 50-foot wide to include 38 feet of travel lanes (two 12-foot travel lanes and one 14-foot left turn lane)
- The additional two left turn pockets on N Burgard Rd are to accommodate truck turning movements onto northbound N Time Oil Rd and into the NW Container Services site
- Add two 6-foot wide bicycle lanes
- Add two 10.5-foot wide sidewalk corridors (6-foot wide sidewalks and 4.5-foot wide landscape area)
- New curbs on both sides of the roadway
- Add stormwater pipe system to existing system and new water quality improvements
- Additional signage and roadway striping improvements
- Time Oil Road is privately owned and will be designed as a private commercial driveway improvement to include concrete driveway drops and sidewalks.

Estimated Project Cost

Updated cost estimates for widening an 835 foot segment of N Burgard Rd at the Time Oil intersection were recently prepared by PBOT Engineering staff. The following cost estimate summary reflects current street design standards, stormwater treatment requirements, project overhead and 3-year inflation and contingency costs (a more detailed cost estimate Excel spreadsheet is attached to this narrative):

Construction:	\$ 922,955
Engineering and Management:	\$ 586,986
Right-of-way	\$ 216,799
Contingency:	<u>\$ 903,324</u>
Total Project Estimate:	\$ 2,630,064

5. Purpose and need statement (highlight most relevant criteria):

The purpose of this project is to improve freight mobility and industrial land access along a designated freight route in a regionally significant industrial district. The needs addressed with this project include reducing freight delay, improving mainline system performance, and improving safety along a high volume NHS freight route.

Highest Priority Criteria

6. Reduces freight delay

The Burgard/Lombard roadway segment is part of the designated freight route connecting the St. Johns Bridge to the Rivergate Industrial District and Interstate 5. Recent traffic counts show the roadway carries about 9,000 vehicles per day and that trucks make up about 40 percent of the total traffic along this segment of N Burgard. This project will reduce freight delay and truck queuing by widening and adding left turn pockets on N Burgard to accommodate both east and westbound turning movements onto northbound Time Oil Rd and the NW Container Services intermodal facility. These improvements will improve mainline system performance by reducing conflicts between turning and passing trucks and other vehicles and by improving sight distance at the Time Oil intersection.

7. Increases freight access to industrial lands and employment centers

This project is located in a regionally significant industrial district (Rivergate) which contains some of the highest concentrations of industrial-sector employment in the region. Rivergate is Oregon’s primary gateway for international trade containing about half of the marine terminals and over three fourths of the marine terminal acreage in the Portland Harbor. This segment of N Burgard/Lombard provides access Terminal 4, Northwest Container Services (a major intermodal truck-to-rail distribution facility), Schnitzer Steel, Northwest Pipe, and other existing and future industrial employment centers.

8. Expands opportunities to EJ/underserved communities

This project is located in North Portland (US Census Tract # 41.01) which contains a workforce population with a significantly higher and growing percentage of African-American (12 percent) and Latino populations (24 percent) and lower income households compared with the rest of Multnomah County, which has a 6 percent African-American and 10 percent Latino populations, respectively. This project will serve the EJ community in North Portland by providing multi-modal commuting options to the major employment centers in the Rivergate District.

High Priority Criteria

9. Improves safety by reducing conflicts with trucks, auto and active transportation modes

This project improves auto safety by separating turning trucks with passing vehicles. This project also improves safety for active transportation modes by providing bicycle and pedestrian improvements along this segment of Burgard/Lombard where none currently exist.

10. Reduces air toxics and particulate matter

Improving mainline system performance by separating turning and passing trucks and other vehicles will reduce emissions along this segment of Burgard/Lombard. This project also supports the St Johns Truck Strategy of reducing the negative air quality impacts of non-local freight traffic using neighborhood streets.

11. Reduces land use conflicts and emissions to EJ communities

As previously noted, the surrounding neighborhood contains a significantly higher percentage of African-American, Latino and lower income households compared with the rest of Multnomah County. This project is one of several truck street improvements recommended in the St Johns Truck Strategy for reducing non-local through trucks from using the Columbia Way-Fessenden Street-St. Louis Avenue corridor as a short cut to the St. Johns Bridge. Making the recommended improvements on the designated Burgard/Lombard freight route will reduce the incentive for using the local street system for non-local freight use. This will reduce emissions and increase safety for the EJ community located along the Columbia Way-Fessenden Street corridor.

12. Increases freight reliability

Separating turning and passing trucks and other vehicles will increase freight reliability for the businesses located within this regionally significant industrial district. This project also reinforces to the freight/trucking community the primary function of the Burgard/Lombard street segment as the designated freight route connecting the St. Johns Bridge to the Rivergate District and I-5.

Priority Criteria

13. May not get funding otherwise

There are limited funding sources available for this type of freight improvement project. Two grant proposals have previously been requested for this project with no success:

- 1) PBOT 2008-11 MTIP request for final design engineering and right-of-way acquisition.
- 2) Joint PBOT/Port of Portland 2009 TIGER grant application for project construction.

If approved for funding, this project will advance an essential freight street improvement needed to implement the long-term strategy of the St. Johns Truck Strategy.

14. Can leverage (or prepare for) other funds

Funding this request will both leverage and complement previously awarded MTIP projects for implementing the long-term strategy of the St. Johns Truck Strategy:

- 1) N. Portland Rd/Columbia Blvd intersection project (Planning and Design Phase)
- 2) N. Lombard/St. Louis/Ivanhoe/Philadelphia intersection project (Construction Phase)

15. Reduce need for highway expansion

As part of the NHS freight network, this project provides a key link to a wide variety of intermodal freight and rail shippers and port terminal operations in Rivergate and the Portland Harbor area. This project provides direct access to NW Container Services which provides direct line-haul (truck to rail) service with the Class I railroads for short haul containerized cargo. Improving access to these intermodal facilities helps reduce the need for highway expansion.

16. Includes multi-modal elements

There are currently no bicycle or pedestrian facilities along this segment of Burgard/Lombard, which are designated as a City Bikeway and City Walkway in the Portland Transportation System Plan. This project will include bicycle and pedestrian system improvements that will ultimately connect to the existing bicycle and pedestrian system located along N. Columbia Blvd and the N. Lombard Street Overpass.

Exhibit A: PBOT Public Meeting Notice for Candidate Green Economy & Freight Projects

**May 17, 2011
FOR IMMEDIATE RELEASE**

Contact:

Dan Anderson
503-823-3723
dan.anderson@portlandoregon.gov

Transportation bureau announces public meeting to discuss potential green economy and freight projects

PORTLAND, Ore. -- The Portland Bureau of Transportation will convene a public meeting to receive input on potential applications for federal transportation funds for green economy and freight projects under Metro's Regional Flexible Funds (RFF) program. The meeting is scheduled for June 2 from 9:30 to 10:30 a.m. in the Lovejoy Room (2nd Floor) of City Hall at 1221 SW Fourth Avenue.

Metro forecasts that \$70.7 million in federal Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funds will be allocated to the Portland region in fiscal years 2014 and 2015. While some of these funds have already been dedicated to construction of rail transit projects or will fund other transportation programs, \$22.5 million is available for local projects. Of that amount \$5.125 million is designated for Green Economy and Freight projects, which are projects that support the development of the region's economy through investment in green infrastructure and key freight projects and programs. Portland will receive approximately \$2.363 million of Green Economy and Freight project funding.

Projects must meet the criteria described in Metro's 2014-15 project nomination process guidelines. These guidelines and further information about the regional allocation process can be downloaded from www.oregonmetro.gov/regionalflexiblefund (also attached).

Beginning in January 2011, City staff has been working with the Portland Freight Committee and the Port of Portland to identify potential projects. The Portland Freight Committee is comprised of representatives appointed by the Mayor that include: multi-modal freight service providers, shippers, trade associations, businesses and government agencies involved with multi-modal freight activities.

City staff has developed three candidate projects based in part on input from the Portland Freight Committee (attached). At the June 2 meeting, staff will present these projects to a wider audience for consideration and comment. Members of the public will also have the opportunity to suggest alternative projects. On June 17, The City will submit summaries of up to three candidate projects to Metro.

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Exhibit B: PFC Recommendation Letter



PORTLAND FREIGHT COMMITTEE

August 17, 2011

Dear Mayor Adams and City Council Members:

Beginning in January 2011, the Portland Freight Committee (PFC) and PBOT staff initiated the process of reviewing the previously ranked capital projects in the Portland Freight Master Plan to identify potential nominations for 2014-15 Regional Flexible Funds Allocation. This process resulted in the recommendation of two candidate projects from the Freight Master Plan and one Port of Portland project for the Green Economy & Freight category:

- North Time Oil Road-Burgard Street Intersection Improvements
- North Portland Road/Columbia Boulevard Intersection Improvements
- Cathedral Park Whistle Free Zone/Bradford Street Rail Realignment (Port)

After considerable discussion, the PFC ranked the North Time Oil Road-Burgard Street Intersection Improvement project highest. This was a difficult decision to make since all three projects improve freight mobility and enhance neighborhood livability in St. Johns. However, the anticipated \$2.4 million allocated to the City of Portland for green economy & freight projects limited our recommendation to only one capital project to receive RFF funding.

The North Time Oil Road-Burgard Street Intersection project will improve freight mobility in a regionally significant industrial district by widening and adding left turn pockets on N Burgard to accommodate truck turning onto northbound Time Oil Rd and the NW Container Services intermodal facility. The primary purpose of these improvements is to increase mainline system performance by reducing conflicts between turning and passing trucks and other vehicles and by improving sight distance at the Burgard/Time Oil intersection. This project will also advance an essential freight street improvement needed to implement the long-term St. Johns Truck Strategy, a goal of which is to eliminate through-freight on N Fessenden St.

The North Time Oil Road-Burgard Street Intersection project best meets the ten priority criteria for Green Economy and Freight Initiatives fund. It was ranked highest by the PFC, advances the St. Johns Truck Strategy, and is clearly needed to anyone willing to stand on the side of Burgard Rd.

Therefore, the Portland Freight Committee respectfully requests the North Time Oil Road-Burgard Street Intersection Improvement project be recommended for 2014-15 Regional Flexible Funds Allocation.

Respectfully yours,

Corky Collier
Chair

Jeff Swanson
Vice Chair

PFC Members:

Adam Winston
Adams, Sam
Bernie Bottomly
Bill Burgel
Bob Short
Bob Wilhem
Brad Roos
Brock Nelson
Bruce Halperin
Bruce Halperin
Catherine Ciarlo
Charlie Tindall
Corky Collier
Dale Kawata
Dan Spahr
Deborah Redman
Debra Dunn
Dick Swennes
Elizabeth Wainwright
Gary Eichman
Gillam, John
Greg McGann
Jeff Swanson
Jerry Grossnickle
John Trumbull
Judith Fouts
Kathryn Williams
Kevin Johnson
Kountz, Steve
Lanny Gower
Lee Johnson
Linda Sprau
Marie Dodds
Matt Hoffmann
Megan Colerick
Monica Isbell
Nick Fortey
Pete George
Pia Welch
Rob Mathers
Robert Hillier
Robert Russell
Ryan Gillett
Sorin Garber
Steve Bates
Susie Lahsene
Terry Finn
Tom Dechenne
Tony Coleman
Tracy Whalen
Wayne Kingsley

PFC Interest Group:

Addison Jacobs
Andrew Johnsen
Ann Harcrow
Bertelsen, April (PDOT)
Bridget Wieghart
Chris Monsere
Chris Smith
Curt McCracken
Dave Panchot
Dean Kampfner
Deena Platman
Denyse C. McGriff
Doug Polk
Duane Furukawa
Geller, Roger
Gene Caudill
Gerik Kransky
Hope, Mark
James Dibble
Jane McFarland
Jason A. Tell
Jeff Wannamaker
John Bliss
JOHN FRATT
Karen Schilling
Katy Brooks
Kelly Scannell Brooks
Kristine Kennedy
Kurt Malmedal
Kurt Widmer
Larry Paulson
Lenny Anderson
Lidwien Rahman
Mara Gross
Mark Lear
Mark Twietmeyer
Matthew L. Garrett
Michael Bufalino
Mike Abendhoff
Patty Penick
Paul Harryman
Peter Finley Fry
Phillip S. Moore
Ray Guimary
Rian Windsheimer
Robin McArthur
Ron Borowski
Ruth Lane
Scott Drumm
Shamus Lynsky
Shannon McCord

Sharon Nasset
Smith, Jeff
Steve Giering
Steve Sieber
Sue Keil
Terry Oftedal
Thomas J. Picco
Tina Kotek
Tom Miller
Virginia Chapman
Wayne Plaster
William Barnes

Exhibit D and E: Portland City Council Resolution and Public Meeting Notes

RESOLUTION No.

Nominate four projects for FY 2013-14 and FY 2014-15 Regional Flexible Funds (Resolution)

WHEREAS, the Regional Flexible Fund allocation is the regional process to identify which transportation projects and programs will receive regional flexible funds; and

WHEREAS, Regional Flexible Funds are federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds allocated to the Portland Region every two years; and

WHEREAS, Metro anticipates that the region will receive \$70 million in federal STP and CMAQ funds for fiscal years 2013-14 and 2014-15; and

WHEREAS, the Joint Policy Committee on Transportation (JPACT) and Metro Council adopted Resolution no. 10-4160 which sets a policy framework affirming a two-step process, establishes new project focus areas, sets funding targets and directs the development of a new collaborative process for nominating projects for funding; and

WHEREAS, JPACT and Metro Council established a focus area called "Active Transportation and Complete Streets" and have set a target of \$16.875 million for the region and a suballocation to the City of Portland of \$6.6 million; and

WHEREAS, JPACT and Metro Council established a focus area called "Green Economy and Freight Initiatives" and have set a target of \$5.125 million for the region and a suballocation to the City of Portland of \$2.36 million; and

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland nominates four projects for FY 2013-14 and FY 2014-15 Regional Flexible Funds as described on Exhibit A.

BE IT FURTHER RESOLVED that the Council directs PBOT to dedicate \$750,000 for safety improvements at pedestrian crossings on Barbur Blvd between SW 19th Ave and SW 26th Ave with the source of the funds being ODOT, grants, project savings and/or PBOT safety accounts.

BE IT FURTHER RESOLVED that the Council directs PBOT to dedicate \$500,000 from grants and/or General Transportation Revenues for design and/or construction of segments of the Sullivan's Gulch Trail on existing public right-of-way.

Adopted by the Council,

Mayor Sam Adams
Prepared by: Paul Smith
Date Prepared: August 5, 2011

LaVonne Griffin-Valade
AUDITOR OF THE CITY OF PORTLAND
By

Deputy



Notes from Meeting No. 96
Portland Freight Committee
June 2, 2011
7:30 AM, Lovejoy Room, (City Hall)

In Attendance:

Members: Steve Bates (Redmond Heavy Hauling), Corky Collier (Columbia Corridor Association), Tom Dechenne (Norris Beggs & Simpson), Marie Dodds (AAA Oregon/Idaho), Debra Dunn (Oregon Trucking Association), Sorin Garber (T.Y. Lin International), Jerry Grossnickle (Bernert Barge Lines), Bruce Halperin (Modern Fuel Sales), Monica Isbell (Starboard Alliance Co), Rob Mathers (Kinder-Morgarn), Bob Short (CalPortland), Jeff Swanson (Schnitzer Steel Industries), Elizabeth Wainwright (Merchant Exchange), Pia Welch (Fedex Express), Tracy Ann Whalen (Private Citizen)

Associate Members: Tony Coleman (ODOT), John Gillam (PBOT), Kevin Johnson (PDC), Steve Kountz (Bureau of Planning & Sustainability), Susie Lahsene (Port of Portland), Deborah Redman (Metro).

Staff: Bob Hillier (PBOT).

Guests: Kristine Kennedy (Morgan Industrial), James Dibble (EVRAZ, Inc.), Jim Kennison (Franz Bakery), Kathryn Williams (Port), Philip Healey (Port), Peter Koonce (PBOT), Genk Kransky.

Reports

- The N. Vancouver Ave Bridge is now open to all traffic.
- The N. Lombard Street Slough Bridge is currently closed to all traffic for construction and a detour route is currently in place. The bridge is expected to reopen in September 2011.
- The N. Burgard Street Bridge project will be going out to bid within the next week. Construction will begin this summer and last for 15 months. The bridge will remain open during construction.
- The N. Portland Rd/Columbia Blvd intersection improvement project will hold the first Stakeholder Committee meeting on June 16th from 6:00 – 8:30 p.m. in the BES Water Pollution Control Laboratory. The planning phase of this project will be complete in March 2012.
- ODOT provided a summary and map of the 2011 Northwest Oregon Construction projects.

12th Avenue Overcrossing Project Update

- Peter Koonce and Ellen Vanderslice provided a summary of the project status to date.
- PFC members requested another project update at the July 7 meeting.

Outer Powell Update

- John Gillam provided a status report of the Outer Powell Street Project.
- PBOT staff previously met with Steve Bates to identify potential design issues affecting over-dimensional vehicles. No design issues or concerns impacting freight mobility were identified.

2014-14 Regional Flexible Fund Program

- Bob Hillier provided a summary of the three candidate projects and provided handouts to committee members.
- The City of Portland region is expected to receive \$2.363 million for green economy/freight projects.
- Bob Hillier reported that a public meeting to discuss candidate green economy freight projects will begin immediately after the PFC meeting is adjourned at 9:30 a.m.

Adjourn Portland Freight Committee at 9:30 AM

**Portland Bureau of Transportation Public Meeting to Discuss Candidate Green Economy
and Freight Projects for 2014-15 Regional Flexible Fund Program
(Summary Meeting Notes)**

- The public meeting started at 9:30 AM on June 2, 2011, Lovejoy Room, (City Hall).
- In Attendance:
 - Corky Collier (Columbia Corridor Association)
 - Jeff Swanson (Schnitzer Steel Industries)
 - Pia Welch (Fedex Express)
 - Susie Lahsene (Port of Portland)
 - Kathryn Williams (Port of Portland)
 - Philip Healey (Port of Portland)
 - Bob Hillier (PBOT)
 - Peter Finley Fry
 - Erik Palmer
 - Andrew De Veux
 - Barbara Quinn (submitted written comment; attached)
 - Joe Adamski (submitted written comment; attached)
 - Didrik Johnck (submitted written comment; attached)
- Project maps and summary handout materials describing the candidate projects were available at the meeting. PBOT staff provided a brief summary of the 2014-15 Regional Flexible Funds Program timeline and project selection criteria established by Metro. For the 2014-15 RFF allocation, the City of Portland is expected to receive \$2.363 million for green economy/freight projects.
- PBOT and Port of Portland staff presented an overview of the three candidate green economy/freight projects. The candidate projects were recommended by the Portland Freight Committee and the Port of Portland based on a review of projects identified in the Portland Freight Master Plan, Regional Transportation Plan, Port of Portland Transportation Improvement Plan, and the Portland River Plan.
- The three candidate green economy/freight projects are:
 - N. Time Oil Road-Burgard Street Intersection Improvements
 - N. Portland Road/Columbia Blvd Intersection Improvements
 - Cathedral Park Whistle Free Zone/Bradford Street Rail Realignment
- Erik Palmer, Andrew De Veux and Barbara Quinn spoke in support of the Cathedral Park Whistle Free Zone project.
- A general discussion ensued among the attendees during the remainder of the public meeting on how the individual projects were identified, the individual merits of each of the candidate projects, and how they address the project selection criteria established by Metro.
- No other candidate green economy/freight projects were proposed during the public meeting.
- The public meeting adjourned at 10:30 A.M.
- PBOT received e-mails/letters supporting the Cathedral Park Whistle Free Zone/Bradford Street Rail Realignment project from the following individuals:
 1. Bill & Courtney Aronson, 7114 N Mohawk Ave., Portland
 2. Brian Barker, 8739 North Crawford Street, Portland
 3. Didrik Johnck, 9540 N. Edison St., Portland
 4. Joe Adamski, 7430 N Burr Ave., Portland
 5. Barbara Quinn, Friends of Cathedral Park Neighborhood Association