

Submitter: Thomas Karwaki  
On Behalf Of:  
Committee: Joint Interim Committee On Transportation  
Funding  
Measure, Appointment or LC 2  
Topic:

Supplemental Testimony in Support of LC2 with Suggested Change

UPNA's board supports funding the maintenance of Oregon's bridges and roadways and transit as provided in LC2. LC2 extends the 50-30-20 split of revenue and so UPNA supports Portland Mayor Keith Wilson's testimony to the Joint Interim Transportation Committee.

However, UPNA requests that the US Highway 30 Bypass bridge be maintained by ODOT via seismic reinforcement or for an at-grade crossing so that it can continue to be the emergency route for the neighborhoods of St Johns and Cathedral Park (@ 15,000 persons). So UPNA requests that at least \$1 million be allocated in the final package to be acted upon during the upcoming Special Session of the Oregon Legislature.

Two of the four bridges over the BNSF railroad cut in North Portland lie within the boundaries of University Park Neighborhood Association (UPNA). One of the bridges is US 30 Bypass, or Lombard Ave. The bridge is owned by BNSF but the roadway is owned and maintained by ODOT and the sidewalk by PBOT. PBOT seismically reinforced other rail bridges in North Portland, particularly Greeley Blvd near Swan Island which led to the bridge surviving a locomotive derailment. Alternatively there are at-grade options that could be maintained or improved that could be used by emergency vehicles if there was a seismic event. Over 15,000 persons live to the west of University Park and there is no roadway that will survive a major earthquake. The only access to these 15,000+ persons will be via river for several months after an earthquake.