

Nomination for Liberty Regional Leadership Award

Jim Howell has tirelessly worked for sustainable transportation and Portland area livability for over five decades.

Stopping the Mt. Hood Freeway - Jim was a major mover in successfully stopping the proposed Mt. Hood Freeway through affordable and vibrant neighborhoods in SE Portland.

Building the first MAX line - Jim was the prime force behind getting regional leaders to redirect the Mt. Hood Freeway funds to our first light rail line.

Multi-destinational Suburban Transit - While at TriMet 1978-1987, Jim successfully pushed reorientation of suburban bus service to better serve local trips, interfacing with regional service at new transit centers near major activities. This was part of his campaign for a multi-destinational transit system more competitive with autos.

Multi-destinational Urban Transit - While at TriMet, Jim also led the build out of a grid service in urban neighborhoods, as second component of a multi-destinational transit system that would conveniently get people to/from destinations in addition to Downtown.

Expanding Rail Transit - Jim was a vocal and effective advocate for additional light rail lines to improve convenience and cost-effectiveness, pushing for Westside light rail, service to the airport (many years before decisionmakers found this desirable), Interstate and Milwaukie MAX. Jim also joined others pushing for Commuter Rail, which eventually led to Beaverton - Wilsonville WES.

Accessible Transit Vehicles - In the early 1990's, Jim was one of the key advocates convincing TriMet to purchase low-floor buses and light rail cars. Such designa improve access for elderly and disabled and speeds up service.

Saving Union Station for Expanding Passenger Rail - In 1990-91, Jim was one of the key players in successfully saving the second platform and passenger shelter at Union Station from demolition and securing future passenger train capacity there. At that time, conventional wisdom was passenger train service would steadily decline. Four years later, the states of Washington and Oregon would step to the plate to significantly increase service in the Pacific Northwest High Speed Rail Corridor, a program that is still expanding.

Planning and Implementing Improved Rail – through his involvement in activities, like the 1992 Oregon Rail Passenger and ODOT's multimodal Oregon Transportation Plan advisory committees, Jim has tirelessly and successfully promoted improved passenger and freight rail service to reduce the growth in highway demand. Although this work focuses mainly on intercity transportation, curtailing growth in such travel has a direct impact on maintaining livability of

neighborhoods adjacent to major highways and on people's travel choices within the metropolitan region.

Fighting the CRC Mega-bridge - Jim has tirelessly fought the current CRC project and came up with one of the most promising non-freeway oriented alternatives that other CRC critics are now promoting. As part of this, Jim introduced the notion that improvement of the rail crossing parallel to I-5 can be a significant part of a more sustainable river crossing solution and continues to lobby for various freight and passenger rail improvements to the rail crossing itself and in its vicinity.

--- Fred Nussbaum