5-13-2004

Meeting Notes 2004-05-13 [Part B]

Joint Policy Advisory Committee on Transportation

M E M O R A N D U M

METRO

TO: Rod Park, Chair, and members, JPACT
FROM: Andy Cotugno, Planning Director
DATE: May 5, 2004
SUBJECT: Update on Air Quality Transportation Control Measures (TCM)

At your April meeting, TCMs were discussed, including three strategic choices. These choices ranged from local actions only to commitments, if included in the *Second Portland Area Carbon Monoxide Maintenance Plan* (CO Plan), that would be Federally binding. These choices included:

Resolution - a statement of the region's interest in local air quality actions, but no TCMs would be included in the CO Plan; *or,*

Contingent - this approach would hold off required TCM action unless a trigger point were tripped; or,

TCMs in Plan - this approach would include TCMs in the CO Plan.

TPAC has been discussing these strategic choices, including whether any TCMs should be included in the CO Plan. The staff proposal (see pages 2 and 3 of the attached memo dated April 22) is a hybrid of the above strategies, combining aspects of each.

TPAC has asked for additional information and analysis about the contingent TCMs and full TCMs. Issues of TPAC interest include:

What is the most effective trigger for contingent TCM?;

Should the contingent TCMs be predetermined actions, or should actions be determined if conditions significantly deteriorate? ;

What would be the safest amount to commit for the transit, pedestrian and bike TCM achievement
levels and how would progress be measured?

TPAC is scheduled to conclude its recommendations later this month and JPACT will be asked for its recommendation about TCMs and the CO Plan at your June meeting. The recommendation will be sent to the Oregon Environmental Quality Commission for their consideration and adoption of the CO Plan.

M E M O R A N D U M

METRO

TO: Andy Cotugno, Chair, TPAC and members and alternates
FROM: Mark Turpel, Principal Planner
DATE: April 22, 2004
SUBJECT: CO Maintenance Plan Revision - TCM Recommendations

Background and Goal
At their February and March meetings, TPAC discussed Transportation Control Measures (TCM) as they relate to the proposed Second Portland Area Carbon Monoxide Maintenance Plan. TCMs are air quality beneficial measures that reduce vehicle use, traffic or congestion. You asked that several incremental options be brought back to TPAC for discussion. In addition, after the March TPAC meeting, JPACT discussed TCMs and the meeting summary of that discussion is attached.

At the April 30 TPAC meeting, it is my hope to complete TPAC recommendations about TCMs for referral to JPACT. These recommendations are summarized in the recommendations section below and would be acted upon in the form of a draft resolution and Attachment A (drafts of both attached). The resolution would ultimately contain all of the region's air quality recommendations although the attached only addresses TCM.

Strategic Choices
The basic choices about TCM before the region are:

Resolution - a statement of the region's interest in local air quality actions, but no TCMs would be included in the Maintenance Plan.

Contingent - this approach would hold off required TCM action unless a trigger point were tripped.

TCMs in Plan - this approach would include TCMs in the Maintenance Plan.

The pros and cons of each strategic choice are included in Exhibit 1, attached. The benefits and risks of adopting TCMs are included in Exhibit 2.

Specific TCM Aspects
The existing Maintenance Plan has non-funding and funding TCMs. A summary of both existing and possible future TCMs is included in Exhibit 3, attached. Current regulations appear to require more documentation of TCMs than those included in the current Maintenance Plan. TCMs must be described and emission reduction benefits estimated. Documentation must be provided that a jurisdiction with legal authority to implement the TCM has been adopted, along with evidence of funding, an implementation and enforcement schedule, as well as a description of a monitoring system. Exhibit 4 assesses each listed possible future TCM. Each conformity determination must demonstrate TCM compliance.

Recommendations

1. Include non-funding TCMs in resolution only. This approach would include to:
   a. continue support of efforts to develop and redevelop in centers and mixed use areas within the urban portion of the region by providing funding for and cooperating with the Transit Oriented Development program and any similar programs and projects,
   b. keep urban growth boundary and growth forecasts and allocations up-to-date and coordinated and used in future conformity determinations,
   c. maintain support for the Portland Central City Plan, including its parking regulations, to encourage transit use, walking and biking as convenient and effective methods of transportation for people within the Central City area, recognizing that auto trips and goods movement via trucks will remain an important component of travel within the Central City. Any changes to parking regulations should strive to realize or exceed the existing central city parking assumptions of the regional transportation model, especially the parking, transit pass and fareless area factors.
   d. maintain support of the Metro code provisions that regulate parking requirements for the region;
   e. increase support of the Employee Commute Option to find ways of encouraging employers to provide ECO programs and advance the participation of employees.
   f. all major roadway expansion or reconstruction shall include bicycle and pedestrian improvements to ensure that these transportation modes may be safely used;
   g. encourage the timely construction and operation of transit, increasing transit service throughout the region and including the Washington County Commuter Rail and I-205 LRT by 2009 and Milwaukie LRT by 2015.
   h. encourage the construction of 28 miles of new bicycle routes and nine miles of new pedestrian pathways in addition to those provided as part of reconstruction and expansion projects.

2. Include Light Rail Projects and ECO as Contingent TCM. This recommendation would provide for light rail projects and the ECO rule to be required TCMs if the vehicle miles traveled per capita increases more than 10 percent than the 2002 daily rate of vehicle miles per capita for the Oregon side of the Portland/Vancouver airshed for two consecutive years. Should vmt per capita exceed this 10 percent increase for two successive years, the following light rail projects and ECO rule would become required TCM for the region:
   a. Washington County Commuter Rail within six years after exceeding the 2002 vmt/capita rate;
   b. I-205 LRT within six years after exceeding the 2002 vmt/capita rate;
   c. an increase of efforts for Employee Commute programming sufficient to increase by at least 5 % per year the number of employers reached by the program. (Alternatively, to specify programs from the Regional Transportation Options Strategic Plan)
   d. an increase of funding of at least 5 % per year greater than current funding for Transit Oriented Development projects.

Should vmt/capita exceed the 2002 daily rate by 5 percent, the Standing Committee shall be convened to consider whether items 2a, b, c and d or other projects should be required until the 2002 vmt/capita level is once again attained.

3. Include Other Transit and Bicycle and Pedestrian Actions as TCM. This approach would recommend including the following in the Maintenance Plan:

a. 1.0 % annual average increase in regional transit revenue hours weighed by transit capacity provided; and

b. build at least 28 miles of bikeways or trails by the SIP horizon year, including an average of 5 miles funded in each MTIP, these facilities in addition to those required for expansion or reconstruction projects; and

c. build at least nine miles of pedestrian paths in mixed use centers by the SIP horizon year, including the funding of an average of 1 ½ miles in each MTIP, these facilities in addition to those required for expansion or reconstruction projects except where such expansion or reconstruction is located within a mixed use center.

It is also recommended that the current TCM substitution policy be continued so that should circumstances change substantially, alternative measures could be substituted. DEQ has been requested to provide information about the differences between the Portlanad area EPA approved TCM substitution process and recent EPA guidance.

I look forward to TPAC discussion and recommendations concerning TCM.

Transportation Control Measures - Strategic Choices

There are several strategic choices that the region could take. These include:

1. **Resolution** this option would not include TCMs in the air quality plans, rather, it would recommend adopting a resolution of intent that lists the air quality projects that the region wants to pursue;

Pros
- Does not make local clean air actions a Federal commitment subject to Federal review or potential third party lawsuits that could result in conformity lapse that could hinder or delay most transportation expansion projects in the region;
- Documentation of progress would not have to be periodically completed and submitted to USDOT.

Cons
- Does not guarantee priority funding and implementation of TCM projects;
- May cause region to have a clean air violation that could result in clean air sanctions against transportation as well as industrial sources. (see attachment B)

2. **Contingent TCMs** this option would include TCMs in the Maintenance plans - as a contingency (that is, it would set a trigger point which, if exceeded, would initiate the implementation of TCMs)

Pros
- Only requires TCM implementation if there is an imminent risk of a conformity lapse;
- reduces possibility of conformity lapse or third party lawsuit.

3. **TCMs in Plan** this option would continue to include TCMs in the plans, updating and revising them consistent with today's conditions.

Pros
- Guarantees funding priority for all quantified TCMs;
- Helps region avoid clean air violations;

Cons
- Subjects region to the risk of conformity lapse if timely implementation of TCMs can't be demonstrated;
- Requires documentation of timely implementation and submission to USDOT.

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Transportation Control Measures - Benefits and Risks

- Benefits of TCMs include:
  - coordination of air quality, transportation and land use policies;
  - priority funding of TCM projects;
  - clear articulation of local actions needed and local priorities;
  - more efficient use of resources, public and private
  - improved public health, including air and water quality
  - Interstate MAX and Airport MAX the equivalent of 2 Intel plants with 20,000 employees.
  - TCMs reduce both CO and Ozone, as well as other pollutants not now regulated.

- Risks associated with having TCMs include:
  - Federal funding withheld on transportation expansion projects (recent conformity example of Sunset Highway - Cornell to 217)
  - subject to third party lawsuits if not implemented.
  - subject to review and challenge of the basis of TCMs description, emission reduction benefit estimate, compliance with implementation and enforcement schedule, and adequacy of monitoring system.

- Risks associated with <u>not</u> having TCMs include*:
  - We are very close to limits on Ozone - if a violation occurs the following could be instituted.
    - LAER (lowest achieveable emission rate) pollution equipment;
    - reformulated gasoline, regional congestion pricing or equivalent;
    - new business must offset at 1.1 to 1 ratio
    - Re-institution of conformity determinations for ozone
    - impacts business as well as transportation.

* The consequences listed include those for both CO and ozone. Additional information will be developed to identify which consequences are linked to the specific pollutant. In addition, when a violation occurs, analysis is performed and review of options are considered. In 1998, when a violation occurred, after this analysis and review it was concluded that the region was implementing various measures that would bring the region back into compliance.

Transportation Control Measures - Existing and Future

Existing	Future?
Non-funding based TCMs	Non-funding TCMs
- Metro 2040 Growth Concept	- Implement Metro Growth Concept by:
· Metro Interim Land Use Measures (pop and job growth targets, parking policy and retail in employment and industrial areas);	· developing and redeveloping in centers and other mixed use areas.
· Urban growth boundary;	· use latest UGB and growth allocations when doing future conformity.
- Central City parking requirements (for CO Plan only)	· Have Central City demonstrate consistency with TAZ assumptions for parking
- Employee Commute Option (ECO) rule (for ozone Plan only)	· Continue with ECO rule
Funding based TCMs	Funding based TCMs
- Increased Transit Service	- Increased Transit Service
· 1.5 % annual average service increase;	· 1.5 % annual average capacity increase;
· complete Westside Light Rail Transit (LRT);	· Complete I-205 LRT by 2009.
· complete South/North LRT by 2007;	· Complete Milwaukie LRT by 2015.
- Bicycle and Pedestrian facilities	- Bicycle and Pedestrian facilities
· all major roadway expansion or reconstruction to include bike and ped;	· all major roadway expansion or reconstruction to include bike and ped;
· build at least 28 miles of bikeways or trails by 2006, 5 miles each TIP;	· build at least 28 miles of bikeways or trails by 2015, 5 miles each TIP;
· build at least 9 miles of major ped upgrades in mixed use, 1.5 miles per TIP.	· build at least nine miles of major ped upgrades in mixed use areas by 2015, 1.5 miles per TIP.

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Future Transportation Control Measures?

Non-funding TCMs	Comments
- Implement Metro Growth Concept by:	
· developing and redeveloping in centers and other mixed use areas.	Increases in non-single occupant vehicles can be shown for these areas, TOD program promotes these, though protocols for calculating air quality benefits not final.
· use latest UGB and growth allocations when doing future conformity.	This is already required for conformity determination.
· Have Central City demonstrate consistency with TAZ assumptions for parking	Central City Plan is scheduled for update and could involve changes, as yet unknown, to parking requirements.
· Continue with ECO rule	Required by State under OAR 340-242-0030.
Funding based TCMs	
- Increased Transit Service	
· 1.5 % annual average capacity increase;	Between 1996 and 2003, TriMet achieved an average service hour increase of 2.6%.
· Complete I-205 LRT by 2009.	RTP calls for completion by 2009, but there is no guarantee on this date.
· Complete Milwaukie LRT by 2015.	Concerns raised by Clackamas County about timely implementation, not ultimate improvement.
- Bicycle and Pedestrian facilities	
· all major roadway expansion or reconstruction to include bike and ped;	Consistent with current policy.
· build at least 28 miles of bikeways or trails by 2015, 5 miles each TIP;	Between 1999 and 2002, about 103 miles of bikeways and trails were added to the region
· build at least nine miles of major ped upgrades in mixed use areas by 2015, 1.5 miles per TIP.	Between 1997 and 2003, 10.6 miles have been constructed using MTIP funds.

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Portland Carbon Monoxide Maintenance Plan

Transportation Policy Alternatives Committee

April 30, 2004

Overview

Airshed Capacity &
Projected Emissions

Question for TPAC:
Emissions Budget Size?

Other Issues

Airshed Capacity

1999 CO Emissions = 2,805,488 lbs./day
99% Prediction Interval (1999) = 7.55 ppm

Proportion of Emissions to CO Concentration Indicates Airshed Capacity of 3,344,142 lbs./day at 9 ppm CO Std. (including 99% Prediction Interval)

Size of Motor Vehicle Emissions Budget?

Projected "On-Road" Vehicle Emissions in 2020 = ~730,941 lbs./day (w/o oxy)

Ample Safety Margin Exists

How much should be added to MVEB?

Suggested CO Emissions Budget

Set MVEB at Projected Emissions + 10% (to 2020)

Set 2020+ MVEB to accommodate growth through 2040
(1.5% an. growth after 2020)

Other approaches?

TPAC Concurrence?

DEQ Intends to Discontinue
CO Emissions Budgets for Sub Regions:

Central Business District
82nd Ave. (Division to Woodstock)

TCMs

Other CO Issues
(FYI -- No TPAC Action Needed)

Continue current Industrial Growth Allowance of 14,4880 lbs. CO/day

As On Board Diagnostics (OBD) Emissions Test predominates, switch 1981 through 1995 vehicles from Enhanced to Basic test

-- Increases CO 1.4% in 2005

-- Requires same change in Ozone Plan

Continue Contingency Plan (as amended?)

Other Issues (cont.)

Carbon Monoxide Effects of Oxy-Fuel:

On-Road: -5.1% in 2005, -1.6% in 2020
Non-Road: -16.5% in 2005, -15% in 2020
Net Effects: -5.2% in 2005, 4.5% in 2020

Oxy not needed to meet CO Std.
Oil industry wants unnecessary rqmts. removed
Possible upward pressure on fuel cost
Oxy decreases fuel "fungibility"
Oxy (ethanol) decreases MPG ~2%
Ethanol qualifies for 52¢/gal. tax credit

Other Issues (cont.)

But, Oxy-Fuel (with ethanol) has benefits:

Many think ethanol reduces Greenhouse Gases
Ethanol Oxy-Fuel reduces Air Toxics ~ 5 to 8%
Ethanol is renewable
Ethanol contributes to energy independence
Ethanol use supports agricultural markets

LETTER FROM RALEIGH

Trouble in the air

BY SAMANTHA LEVINE

RALEIGH, N.C.—For John Bibb, filling up on gas is not an errand; it's a philosophy. He takes his black 2001 Volkswagen Beetle TDI to the Han-Dee Hugo's BP station in Garner, just south of here, to use the state's first public biodiesel pump. The fuel, a mix of diesel and soybean oil, burns cleaner than regular diesel and helps reduce ozone pollution. "This is one way of making an impact," says the 34-year-old engineer, whose asthma is exacerbated by air pollution. But Bibb's efforts can only go so far. On Thursday, the Environmental Protection Agency will deem the Raleigh-Durham-Chapel Hill area—along with hundreds of metropolitan regions nationwide—in violation of new federal ozone standards. And getting out of that jam will require more than a guy with a Bug.

The so-called nonattainment designation triggers various actions, including immediate constraints on expansion of polluting industries. The designation also requires that states deliver clean air plans to the EPA by 2007. The deadline for actually meeting the clean air standard is 2009 or 2010 for most areas. Regions that fail risk losing federal transportation funding. "It's a big strike," says Pam Wall, executive director of the Greater Triangle Regional Council. Raleigh Mayor Charles Meeker claims "there is every reason to think we will come back into compliance," but politicians, business groups, environmentalists, and just plain folks have their work cut out for them.

The EPA has long sanctioned—or threatened to sanction—polluted areas under the Clean Air Act. But it was the creation of tighter rules for ozone, the main element in smog, that have landed traffic-challenged areas like Raleigh-Durham-Chapel Hill in hot water. The ingredients in ozone are organic compounds, like vapors from gas pumps, and nitrogen oxides, which are released when fossil fuels are burned, mostly by cars and trucks. The molecules react with sunlight to form ozone. Reports on the health dangers of long-term exposure to ozone prompted the EPA in 1997 to create tighter standards for ozone pollution—standards that are just now being applied after years of litigation. The list of 110 to 120 metropolitan areas that have failed to meet the new requirements will be announced this week, says Jeff Clark of the EPA's Office of Air Quality Planning and Standards.

The nonattainment label is a bitter pill for this fast-growing region. In 2000, the affected eight-county zone was home to nearly 1.3 million people, an estimated 25 percent jump over 1990; the metropolitan area's unemployment rate of 4 percent is well below the national rate of 5.7 percent. At the heart of the area's prosperity is the high-tech Research Triangle Park, which houses more than 100 companies and 38,500 employees. But the ozone problem has everyone concerned.

CHUCK LIDDY—*THE NEWS & OBSERVER*

BREATHLESS. More traffic means more pollution in Raleigh.

Companies looking to locate in nonattainment areas must pay to offset pollution they cause, while existing facilities that emit pollution and want to expand face stringent permitting requirements. "These standards are going to cast a wet blanket over some parts of our nation," warns Sen. George Voinovich, chairman of a congressional clean air subcommittee.

Choked up. But something must be done. On bad ozone days, the Raleigh skyline just about disappears in a murky haze. And ozone exposure worsens respiratory problems. Indeed, over the past 20 years, North Carolina has seen a 55 percent jump in asthma death rates, says Deborah Bryan, president of the state's chapter of the American Lung Association. For doctors like Marilyn Hicks, director of pediatric emergency medicine at Raleigh's WakeMed hospital, the trend is frightening. When she started at the hospital 18 years ago, she'd see one or two kids per week with bad wheezing. Now, she sees one every couple of hours. "It's a huge public-health issue," she says, looking at a boy in the hospital's "puffing parlor," a comfy treatment room just for asthmatic kids.

But the region has not been sitting on its hands. Indeed, the Triangle area (so named for the shape formed by drawing lines connecting its three cities—Raleigh, Durham, and Chapel Hill) has been progressive on air quality issues. "We are not starting from square one," says Jane Preyer, director of the North Carolina chapter of Environmental Defense, a national green group. Government workers ride free on Raleigh's many biodiesel transit buses. Traffic lights in Garner are being synchronized to reduce idling time. In 2002, the North Carolina legislature passed tough new rules reducing emissions from coal-burning power plants, and last month, the state petitioned the EPA to force neighboring states to reduce air pollution wafting into Tar Heel skies. Meanwhile, folks like Bibb continue helping and hoping for the best. "We need to do all we can," he says, shifting his ever present asthma inhaler inside a pocket of his black jeans. ●

Oregon Metropolitan Planning Organization Summit
June 3-4, 2004

Hosted by: METRO

Registration: To register for the summit, please complete this form and return with payment to: MPO Summit, c/o Patty Unfred Montgomery, Metro, 600 NE Grand Ave., Portland, OR 97232 or fax to (503) 797-1793. Please call Patty Unfred Montgomery, (503) 797-1941 for more registration information if needed. **Deadline to register: May 7, 2004**

Hotel: A group rate is available at the DoubleTree Hotel, Lloyd Center. The room rate is $91 plus tax. Please contact the hotel directly to make your reservations by May 7, 2004. The group rate will not be guaranteed after that date. See the attached lodging info sheet for more information.

Transportation: The DoubleTree Hotel is a 10-minute walk from Metro Regional Center or only two stops on MAX light rail to the Lloyd Center stop. Lloyd Center is within Portland's Fareless Square zone so travel to Metro or downtown is free.

Name_____ **Organization:**_____

Address: _____

Phone #: _____ **Fax:**_____ **Email:**_____

☐ **Optional "Inside Metro" Tour – June 3, 2:00-5:00pm**
Meet at Metro Regional Center. Tour includes Data Resource Center, Oregon Convention Center and Oregon Zoo. Travel by light rail.

☐ **MPO Reception – June 3, 6:00-7:30pm, Tony Roma's, Convention Center**
Includes light appetizers, no-host bar.
(Non-Summit guests welcome. Please include payment of $15 per guest.)

☐ **Summit Registration** – Includes Refreshments and Box Lunch Order **$50.00**
Please indicate lunch preference below:
Roast Beef ☐ Turkey ☐ Vegetarian ☐

Payment: $_____

Payment Method: _____ Check (Payable to Metro)
_____ Credit Card (check one): _____ MasterCard _____ Visa

Card No:_____ Expiration Date:_____

Cardholder Name:_____ Signature:_____

A G E N D A
600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736

METRO
TEL 503-797-1916 FAX 503-797-1930

Oregon Metropolitan Planning Organization
SUMMIT

Friday, June 4, 2004 - 8:00 AM to 2:00 PM
Council Chambers - Metro Regional Center

8:00	**Coffee and Informal Introductions**	
8:30	**Opening Comments**	Rod Park, JPACT Chair
8:45	**MPO Roundtable** – Top Issues in our Regions: ▪ Bend MPO ▪ Central Lane MPO ▪ Corvallis Area MPO ▪ Metro & JPACT (Portland MPO) ▪ Rogue Valley MPO ▪ Salem-Keizer Area MPO ▪ SW Washington RTC	
10:15	**Break**	
10:30	**Facilitated Discussion:** Common issues and possible actions	Kate Marx, Metro, Director of Public Affairs and Government Relations
Noon	**Lunch and Informal Discussions**	
12:30	**Lunch Speaker:** the Oregon Transportation Commission's vision for engaging MPOs	Stuart Foster, Chair Oregon Transportation Commission
1:00	**Discussion:** the emerging role of Area Commissions on Transportation in Oregon – *how will MPOs fit in?*	Bill Wagner, Cascades West ACT *(Linn, Benton and Lincoln counties)* Panelists: Richard Schmidt, Director, Salem MPO Ali Bonakdar, Director, Corvallis MPO Dan Moore, Director, Rogue Valley MPO
1:50	**Closing Comments and Next Steps**	Rod Park, JPACT Chair
2:00	**Adjourn**	

METRO

Oregon Metropolitan Planning Organization

SUMMIT

Thursday, June 3

2:00-5:00 PM

"Inside Metro" Tour

Tour will feature Metro's regional center, Oregon Convention Center and Oregon Zoo

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Thursday, June 3

6:00-7:30 PM – Tony Roma's, Convention Center
718 NE MLK Blvd., Portland

No-Host MPO Reception

Friday, June 4

8:00 AM – 2:00 PM

MPO Summit

(agenda attached)

Rose Festival Activities

Waterfront Village Opens Thursday, June 3 – Daily 11am-11pm
Friday, June 4, 9:30 pm – Waterfront Fireworks
Saturday, June 5 – Starlight Parade, Downtown, 8:30pm

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Region 1
123 NW Flanders
Portland, OR 97209-4037
(503) 731-8200
FAX (503) 731-8259

To: Joint Policy Advisory Committee on Transportation

From: Matthew Garrett, ODOT Region 1 Manager

Date: May 13, 2004

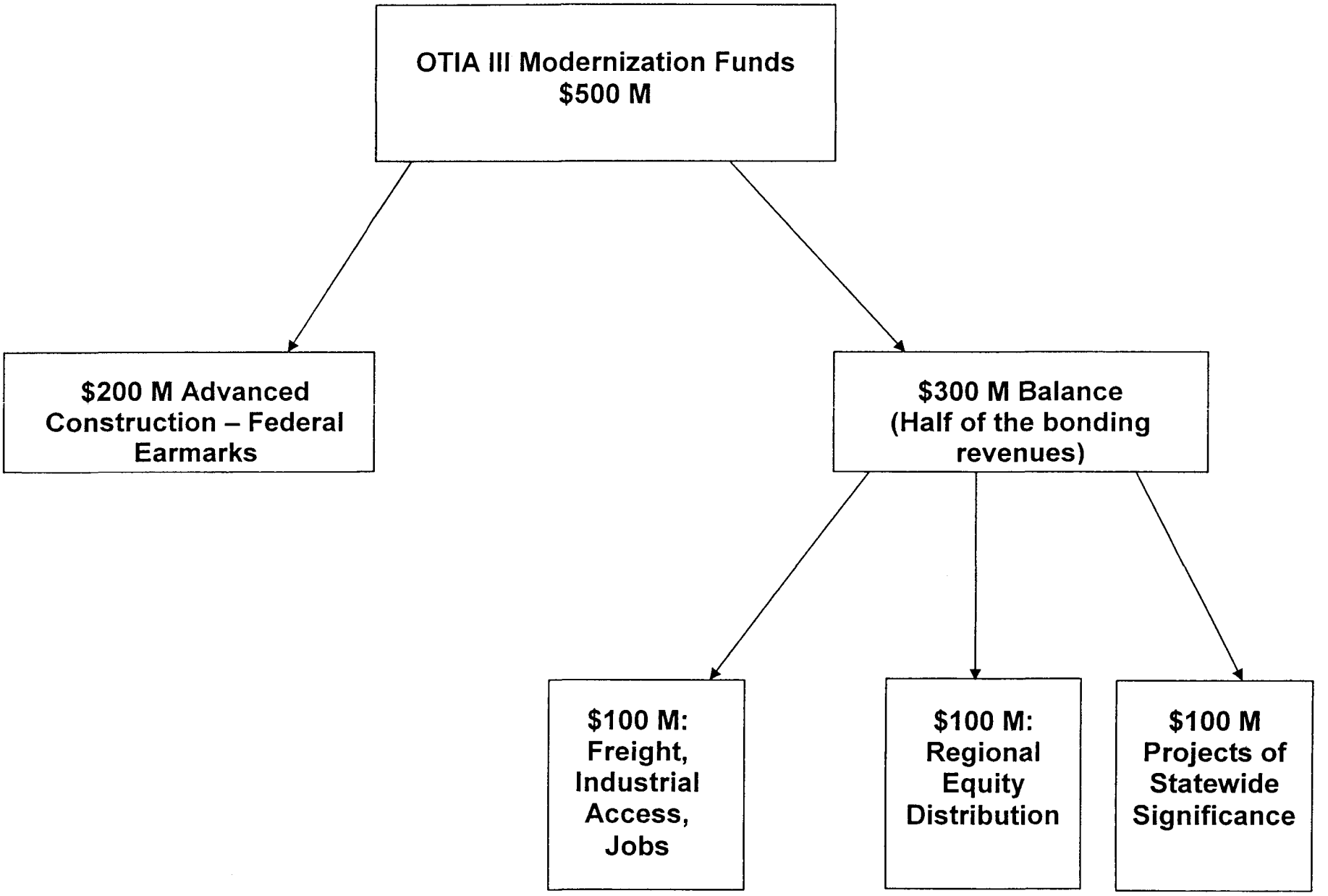
Subject: ODOT STIP/OTIA III Briefing

Please find attached materials which seek to clarify the funding categories of the OTIA III $500 million modernization program and the potential project candidates that can compete for funding. You will recall the OTIA III modernization program for 2006-2009 has three parts:

- $100 million – Freight mobility, industrial access and job creation.
- $200 million – Federal Advance construction reserved for nine OTC- requested federal earmarks.
- $200 million -- allocated for modernization projects as follows:
  - $100 million devoted to projects of statewide significance
  - $100 million split via the regional modernization equity split

Additional OTC direction unique to OTIA III:

- Projects must demonstrate direct benefit to the state highway system.
- Having a funding plan that allows the OTC to review the project against existing STIP criteria requiring priority to projects where there is local participation/match.
- Provide financial information from local government proposing a project that shows that local participation is not within the means of the jurisdiction when no match/leverage is suggested.
-



April 26, 2004

OTIA III – Modernization Categories/Project Candidates

Freight Advisory Tier I Recommended Projects * -- $59.25M

- Note: Freight Advisory Committee Tier 1 recommended projects. These projects proposed from jurisdictions in Region 1 did well ---- 10 of 14 projects in Tier 1; **$29.57M** of $59.25M total Tier 1 projects **(49.9%).**

Region	Project Name	Project Description	Rank	OTIA III $$ Request
1	US 30 Lake Yard Hub Facility Access Improvements	Improve access to the intermodal rail yard by providing an access lane on US 30 for trucks entering and/or exiting the site, adding a signal at the site entrance, and if needed constructing an on-site access road and realigning tracks.	1	$2.4M
4	US 97 Re-route: Maple Overcrossing (Redmond)	Replace planned signal at the Maple/Negus intersection with an overcrossing.	2	$9.6M
1	NE 47th Intersection and Roadway Improvements	Widen and channelize NW 47th Avenue/Cornfoot Road intersection and NE Columbia Boulevard.	3	$3.33M
1	Terminal 4 Driveway Consolidation	Consolidate driveways.	4	$1.0M
1	NE Cornfoot Air Cargo Access Improvements	Widen/channelize/signalize intersections at NE AirTrans Way/NE Cornfoot Road and at NE Alderwood Road/NE Cornfoot Road.	4	$0.834M
1	NE Alderwood Air Cargo Access Improvements	Widen/channelize/signalize intersections at NE Alderwood Road/NE Columbia Boulevard and at NE Alderwood Road/82nd Avenue.	6	$2.09M
1	North Lombard Access Improvements	Improve access and mobility of freight to Rivergate intermodal facilities and industrial areas.	7	$3.61M
1	North Leadbetter Extension Overcrossing	Extend Leadbetter to Terminal 6/Marine Drive, including a rail overcrossing.	7	$6.0M
4	US 97 @ North End of Bend	Construct grade-separated interchange somewhere between Robal Road and the northern urban growth boundary	9	$15.0M
1	East End Connector	Provide a free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205 interchange, and widen the southbound I-205 on-ramp at Columbia Boulevard.	9	$3.5M
1	West Lane Road (Scappoose)	Improve road to enhance freight movements from US30 to Scappoose Airport	11	$2.0M
5	East Beach Rail Loop Access and Road Development	Widen Columbia Avenue from the overcrossing of the UP mainline north the boundary of Port industrial properties, with a grade-separated crossing and new access roads to and adjacent to the new unit train rail loop facilities.	12	$1/95M
1	NE 257th Avenue Improvements	Improve NE 257th Avenue to major arterial standards from Division Street to Powell Valley Road.	12	$4.8M
5	Treasure Valley Renewable Resources Bio-Refinery Project	Reconstruct 6 local roads to provide access to the bio-refinery.	14	$3.13M

*** Complete Oregon Freight Advisory Committee Recommendation – (see Attachment A)**

Additional Freight/Jobs/ Industrial Lands Projects -- $100 Million

Support the OR. Freight Advisory Committee's Tier I Project list and augment with additional projects

Project Name	Total Project Cost
• Macadam/South Waterfront **(Jobs)**	$30M ($2 M interim improvement/$9M mark)
• N. Going **(Freight/Jobs/Industrial)**	$5M-$6.5M
• Shute Rd. **(Opportunity/Certified site)**	$23M -$31M (depending on r-o-w costs)
• Glencoe Interchange. **(Freight)**	$14M ($522,000 in STIP)
• I-205 Auxiliary Lanes **(Freight)**	$8M-$10M
• US 26 Cornell -185th **(Freight)**	$12M
• I-5 Wilsonville Interchange **(Freight)**	$14.5M
• SE 172nd Ave/OR 212 **(Freight)**	$15M

$200 Million – Federal Earmarks Set-a-Side

TEA 21 - Reauthorization Candidate Projects for Earmarks

Project Name	Request	TEA-LU mark
1. *Highway 217: Tualatin Valley Hwy. to US 26*	*$26.9M*	*$6.25M*
2. *I-5 Delta Park to Lombard*	*$32.8M*	*$10M*
3. *I-5 Fern Valley Interchange (phase 2)*	*$20M*	*$3M*
4. *Modoc Point – Algoma (US 97)*	*$11M*	*$2M*
5. *US 97 Redmond Re-route*	*$31.9M*	*$5M*
6. *I-5 Beltline (Springfield/Eugene)*	*$28M*	*$15M*
7. *I-5 Winchester Interchange/Bridge*	*$20M*	*$0*
8. *US 20: Pioneer Mountain-Eddyville*	*$30M*	*$7M*
9. *Emergency Bridge Repair/Replacement*	*$50M*	*$0*

• Hwy 217:	$26.9M ($6.25 M House earmark)	Gap Request $20.65M
• I-5/Delta Park:	$41M **($10 M House earmark)	Gap Request $31.0 M
		Total $51.65M

** Project in conceptual engineering phase, cost likely to increase.

Large Statewide Significant Projects -- $100 Million

OTC Approved List of Projects of Statewide Significance

Project Name

1. *I-5 Columbia River Crossing (Portland/Vancouver)*
2. *Sunrise Corridor*
3. *I-5/99w (Tualatin – Sherwood connector)*
4. *I-205 (I-5 to Columbia River)*
5. *I-405 Loop (Portland)*
6. *Hwy 20 (Pioneer Mountain to Eddyville)*
7. *Hwy 62 (Medford)*
8. *Newberg-Dundee Transportation Improvement*

- Sunrise Corridor — $32M PE and ROW ($3M House earmark)
- I-5/99W Connector — $53M (arterial connector)
- I-5 River Crossing — $75M PE/EIS ($16M House earmarks-OR/WA)
- I-205 aux lane — $8M-$10M ($1M '05 Appropriation request)

OTIA III Regional Modernization Allocation - $100M

OTIA III Modernization Equity Split Region 1 -- $38.3 Million - JPACT Share $30.6M
STIP 2008/09 Modernization Allocation $14.2 Million - JPACT Share $11.4M

Total JPACT Modernization Allocation $42M

- Sunnyside Rd. — **$8.75M** (JPACT OTIA III Commitment)
- Springwater — **$2M** (Commitment to Speaker Minnis D-STIP Section)
- I-205 LRT — **$5M** (2008 Mod Funds Committed)
- I-205 Auxiliary Lane — **$8M-10M** (Commitment to U.S. Rep. Hooley)
- Sellwood Bridge — $14-16M (EIS($4M)/PE($6M)/ROW($6M))
- Sunrise Corridor — $32M
- I-5/99W Tualatin/Sherwood — $53M
- Wilsonville Interchange — $14.5M
- I-205/Powell Interchange — $15M
- Powell–US26 to Gresham — $60M
- ODOT Pres. Projects adds — $2M

Attachment A

Oregon Freight Advisory Committee Recommendations

Oregon Freight Advisory Committee Recommendations

High Priority Freight Mobility Projects

prepared for the

Oregon Transportation Commission Meeting
Coos Bay, Oregon
April 28-29, 2004

by the

Oregon Freight Advisory Committee

April 6, 2004

Introduction

This report presents Oregon Freight Advisory Committee (FAC) recommendations for high priority freight mobility projects on Oregon's highways and local roads. The FAC is reporting these recommendations pursuant to direction in House Bill 3364 from the 2001 Oregon Legislature and House Bill 2041 from the 2003 Oregon Legislature. Included in the report are the following sections:

- Review of Legislative Direction to the FAC,
- FAC January 2003 Recommendations for the 2004-2007 Statewide Transportation Improvement Program (STIP),
- FAC Process for Identifying Project Priorities,
- FAC Recommendations, and
- Summary.

Review of Legislative Direction to the FAC

Former Oregon Department of Transportation (ODOT) Director Grace Crunican established the Oregon Freight Advisory Committee in August 1998. Three years later, the Oregon Legislature formally authorized the committee with passage of House Bill (HB) 3364 (http://www.leg.state.or.us/01orlaws/sess0200.dir/0240ses.html), which was signed into law by Governor John Kitzhaber on May 30, 2001.

House Bill 3364 included a number of provisions, including Section 3, part 3(f):

Advise the commission and regionally based advisory groups about the Statewide Transportation Improvement Program and the program's consideration and inclusion of highest priority multimodal freight mobility projects in each Department of Transportation region.

This report has been prepared pursuant to this direction. It also has been prepared pursuant to identical language in House Bill 2041, which was passed during the 2003 Legislative session and signed into law by Governor Ted Kulongoski on July 28, 2003. House Bill 2041 (http://www.leg.state.or.us/orlaws/sess0600.dir/0618ses.htm) provided additional direction regarding the definition of freight mobility projects and giving priority to such projects in developing the STIP. The bill in Section 37 defines a freight mobility project as "a project that supports the safe, reliable and efficient movement of goods between and among local, national and international markets." Section 37 goes on to state that

In developing the STIP, the Department of Transportation shall give priority to freight mobility projects that:
a) Are located on identified freight routes of statewide or regional significance;
b) Remove identified barriers to the safe, reliable and efficient movement of goods; and
c) Facilitate public and private investment that creates or sustains jobs.

The 2003 Oregon Legislature further directed the Freight Advisory Committee to develop recommendations regarding the cost of planning, development, design, and construction

of projects to be considered for funding under provisions of HB 2041, Section 11, which authorizes up to $100 million in bonding to fund projects as follows:

SECTION 11. (1) The Oregon Transportation Commission shall use $100 million of the net proceeds of bonds authorized under ORS 367.620(3)(b):
(a) For the capitalizable cost of planning, development, design and construction of projects recommended by the Freight Advisory Committee created by section 2, chapter 240, Oregon Laws 2001.
(b) To provide or improve access to industrial land sites. In selecting sites under this paragraph, the commission shall consult with the Economic and Community Development Department and local governments and shall give preference to sites for which local matching moneys are available.
(c) To provide or improve access to sites where jobs can be created.
(2) Notwithstanding ORS 366.507 (4)(b), projects selected under this section need not be equitably distributed throughout the state.

The remainder of this report summarizes the Freight Advisory Committee's work to address Legislative direction in House Bills 3364 and 2041 regarding the identification of high priority freight mobility projects, including those meeting provisions in HB 2041, Section 11.

FAC January 2003 Recommendations for the 2004-2007 Statewide Transportation Improvement Program

In 2002 and 2003, the FAC began addressing Legislative direction regarding the identification of high priority freight mobility projects in each Department of Transportation region. To take the lead responsibility for this work, the FAC identified a Freight Projects Subcommittee. The subcommittee held its first meeting in early 2002 and has met regularly since then.

One of the subcommittee's first products was a list of recommended projects for the 2004-2007 draft STIP. Development of the 2004-2007 STIP was already well underway by the time the subcommittee was formed. Thus the subcommittee reviewed projects proposed in the draft STIP, and identified those that were considered at that time to be most important for freight mobility. The subcommittee developed a list of projects, which the FAC submitted to ODOT in January 2003 as part of the public review process for the draft STIP.

A number of projects on the list were scheduled for construction or other implementation (e.g., development of concept plans or environmental documentation) in the years 2006 or 2007. These projects are discussed later in this report under "FAC Recommendations."

FAC Process for Identifying Project Priorities

The FAC's process for developing a list of high priority freight mobility projects for the 2006-2009 STIP consisted initially of obtaining input and other information from FAC members, ODOT Region staff, and regional and local transportation system plans. This resulted in a substantial number of projects that needed to be narrowed down to a number more manageable in size.

To accomplish this, the FAC in September 2003 approved a set of Eligibility Criteria and Prioritization Factors as shown in Appendix 1. These were modeled primarily after Eligibility Criteria and Prioritization Factors developed through ODOT's STIP Stakeholders process (http://www.odot.state.or.us/stip/Documents/06-09%20STIP%20Criteria%20Approved%20by%20OTC%2011-17-03.pdf). The FAC's Eligibility Criteria and Prioritization Factors were modified by incorporating considerations from HB 2041, Section 37 regarding location on freight routes, removal of barriers, and facilitation of public and private investment to create or sustain jobs.

Concerns about excessive rigidity that might occur through the strict application of the Eligibility Criteria led to the development of a series of conditions that could be met "by exception." For example, a project meeting all of the Eligibility Criteria except being identified in a regional or local plan could nonetheless be considered eligible if a process was underway or expected to begin soon to include the project in an acknowledged or adopted transportation plan.

Through application of the Eligibility Criteria, the Freight Projects Subcommittee narrowed the "universe" of projects to a list of 215. To further narrow the list, the subcommittee asked ODOT Region staff to apply the Prioritization Factors to the list of 215 projects. In Region 1, Metro's Regional Freight Committee took the lead role in applying Prioritization Factors for the part of Region 1 within Metro's boundaries. Application of the Prioritization Factors led to a list of 56 projects statewide.

In November 2003, the FAC circulated the list of 56 projects to Metropolitan Planning Organizations, Area Commissions on Transportation, the Association of Oregon Counties, and the League of Oregon Cities. For projects of interest to these and other groups, the FAC asked for more detailed Prioritization Factor information to be submitted by March 1, 2004.

Three MPOs, nearly all of the ACTs, 15 cities, 6 counties, 3 ports, numerous businesses, and several chambers of commerce and economic development groups submitted letters and other materials by the March 1 deadline. Most of the letters and other materials are available for review on the FAC Web site under "March 1 Submission Materials" at http://www.odot.state.or.us/intermodal-freight/OFAC/freight_mobility_projs.htm.

After March 1, the Freight Projects Subcommittee reviewed the materials submitted and other available information. Based on information submitted, the subcommittee agreed to add about 10 projects to the list of 56. At the same time, they decided to drop from

consideration 10 projects for which no Prioritization Factor information was submitted.[1] This resulted in a final list of 56 projects, the same number as on the initial list of projects evaluated per the Prioritization Factors.

Once the list was finalized, the subcommittee applied High (20 points), Medium (10 points), and Low (5 points) scores to each of the four Prioritization Factors for each project. Thus for any given project, a score could range from 20 points to 80 points. Altogether, nine subcommittee members provided scores for projects.

FAC Recommendations

Through application of High, Medium, and Low scores, the Freight Projects Subcommittee developed a list of roadway projects categorized in three tiers based on breaks between tiers where scores for projects above the break point differed significantly from scores for projects below the break point. The first tier includes 14 projects, the second tier includes 16 projects, and the third tier includes 26 projects. Appendix 2 includes projects in all three tiers. At its March 30, 2004 meeting, the Freight Advisory Committee approved the rankings in tiers as shown in Appendix 2.

Table 1 shows the 14 highest rated projects, their description, estimated costs, estimated funding request, rank, and location. Total cost of the 14 projects in Tier 1 is estimated at $90 million, of which about $60 million of funding is being requested.[2] About half the projects are on National Highway System intermodal connectors. These are roads linking major highways with major intermodal facilities such as marine terminals or air cargo terminals. Several projects are in the vicinity of opportunity sites for industrial or traded sector uses as defined in House Bill 2011 (http://www.leg.state.or.us/03orlaws/0800.pdf) from the 2003 Oregon Legislature. Most projects in Tier 1 are near vacant industrially zoned lands which could be the location of new job-creating businesses in the future.

Recommendation 1: The Freight Advisory Committee recommends that the first-tier projects in Table 1 be considered for funding per the provisions of House Bill 2041, Section 11.

The Freight Advisory Committee believes that projects in the second and third tiers as shown in Appendix 2, though not rated as highly as those in Tier 1, also are important to freight mobility on Oregon's highways and local roads. The second tier, for example, includes a number of projects on Oregon's interstate and other major highways which carry substantial volumes of truck traffic. Most of the remaining projects in the second tier are on National Highway System intermodal connectors or other regional or local

[1]Among the projects dropped from further consideration were several from the 2004-2007 STIP--the I-5 South Medford Interchange and the Fern Valley Interchange; these were dropped because they appear to be fully funded. Another project not considered further was the "Vancouver Rail Bridge Modernization Project." While the subcommittee agreed this project is worthy of further consideration, they decided not to evaluate it because House Bill 2041 does not include funding for rail projects nor is the project likely to be included in the STIP.

[2]The $30 million difference between total estimated cost and the total estimated funding request is attributable mostly to one project—the East End Connector; most of the funding for this project has been secured as shown in the 2004-2007 STIP (project key number: 08838).

Table 1

Freight Advisory Committee Recommendations for Highest Priority Projects

Region	Project Name	Project Description	Estimated Cost	Estimated Funding Request	Rank
1	US 30 Lake Yard Hub Facility Access Improvements (Portland)	Provide an access lane on US 30 to the intermodal rail yard, add a signal at the site entrance, and if needed construct an on-site access road and realign tracks.	$2,400,000	$2,400,000	1
4	US 97 Re-route: Maple Overcrossing (Redmond)	Replace planned signal at the Maple/Negus intersection with an overcrossing. Project is near an Opportunity Site.	$9,600,000	$9,600,000	2
1	NE 47th Intersection and Roadway Improvements (Portland)	Widen and channelize NE 47th Avenue/Cornfoot Road intersection and NE Columbia Boulevard. Project is on an NHS intermodal connector.	$4,100,000	$3,330,000	3
1	Terminal 4 Entrance Improvements (Portland)	Consolidate driveways. Project is on an NHS intermodal connector.	$1,000,000	$1,000,000	4
1	NE Cornfoot Air Cargo Access Improvements (Portland)	Widen/channelize/signalize intersections at NE AirTrans Way/NE Cornfoot Road and at NE Alderwood Road/NE Cornfoot Road. Project is on an NHS intermodal connector.	$980,000	$834,000	4
1	NE Alderwood Air Cargo Access Improvements (Portland)	Widen/channelize/signalize intersections at NE Alderwood Road/NE Columbia Boulevard and at NE Alderwood Road/82nd Avenue. Project is on an NHS intermodal connector.	$2,250,000	$2,092,000	6
1	North Lombard Access Improvements (Portland)	Improve access and mobility of freight to Rivergate intermodal facilities and industrial areas. Project is on an NHS intermodal connector and is near an Opportunity Site.	$3,610,000	$3,610,000	7
1	North Leadbetter Extension Overcrossing (Portland)	Extend Leadbetter to Terminal 6/Marine Drive, including a rail overcrossing.	$8,000,000	$6,000,000	7
4	US 97 @ North End of Bend	Construct grade-separated interchange somewhere between Robal Road and the northern urban growth boundary. Project is near an Opportunity Site.	$15,000,000	$15,000,000	9
1	East End Connector (Portland)	Provide a free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205 interchange, and widen the southbound I-205 on-ramp at Columbia Boulevard. Project is on an NHS intermodal connector.	$28,265,000	$3,500,000	9
1	West Lane Road (Scappoose)	Improve road to enhance freight movements from US30 to the Scappoose Airport	$2,000,000	$2,000,000	11
5	East Beach Rail Loop Access and Road Development (Boardman)	Widen Columbia Avenue from the over-crossing of the UP mainline north of Port of Morrow industrial properties, with a grade-separated crossing and new access roads to and adjacent to new unit train loop facilities. Project is partly on an NHS intermodal connector and is near an Opportunity Site.	$5,850,000	$1,950,000	12
1	NE 257th Avenue Improvements (Gresham)	Improve NE 257th Avenue to major arterial standards from Division Street to Powell Valley Road.	$4,800,000	$4,800,000	12
5	Treasure Valley Renewable Resources Bio-Refinery Project (Ontario)	Reconstruct 6 local roads to provide access to the bio-refinery.	$3,130,000	$3,130,000	14
		TOTAL	$90,985,000	$59,246,000	

city or county roads important for moving freight. Total estimated cost is just over $375 million for the 16 projects in the second tier.

Projects in the third tier could well rank higher in future efforts to prioritize freight mobility projects. Some of the projects in Tier 3 could be considered as complementary to projects identified in the first and second tiers, suggesting a phased approach to making freight mobility improvements. As with the first two tiers, a number of the projects in Tier 3 are important for mobility in general and have substantial merit for funding consideration from both a people and goods movement perspective. Total estimated cost is more than $1 billion for the 26 projects in Tier 3.

Maps in Appendix 3 show the location of projects in all three tiers.

Recommendation 2: The Freight Advisory Committee recommends that projects in all three tiers, as shown in Appendix 2, be considered for funding in the 2006-2009 Statewide Transportation Improvement Program.

As noted earlier in this report, in January 2003 the FAC made recommendations for the 2004-2007 STIP. Their recommendations included projects that were identified for construction or other implementation in 2006 and 2007. These included the following:

- US 26: Zigzag-Rhododendron (Region 1),
- US 30 Bypass: East Columbia Boulevard-Lombard Street Connector (Region 1),
- I-5: Beltline Highway Interchange Phase 2 (Region 2),
- US 20: Pioneer Mountain-Eddyville (Region 2),
- US 101: Pacific Way to Dooley Bridge Phases 3 and 4 (Region 2),
- I-5: Fern Valley Interchange (Region 3),
- US 101: McCullogh Bridge (Region 3),
- US 97: Modoc Point-Algoma Phase 2 (Region 4),
- US 97: Wickiup Junction Development (Region 4),
- OR 140: Doherty Slide Development (Region 4),
- OR 201: North Ontario Interchange Bridge (Region 5), and
- I-84: Eastbound Bridge at the Umatilla River, UP Railroad, and USRS Canal (Region 5).

Additionally, a review of the Final 2004-2007 STIP (Federal Submittal version) shows that several projects scheduled for construction or other implementation have slipped behind the schedule shown in the draft 2004-2007 STIP. These projects were initially scheduled for construction in 2004 or 2005 in the draft STIP, but are shown in the final STIP for construction or other implementation in 2006 or 2007.

- US 20: Philomath Couplet (Region 2),
- I-5: South Medford Interchange (Region 3), and
- US 97: Redmond Re-route Phase 1 (Region 4).

Regarding 2004-2007 STIP freight mobility projects scheduled for construction in 2006 or 2007, the FAC makes the following recommendation.

Recommendation 3: The Freight Advisory Committee recommends that the 2006-2009 Statewide Transportation Improvement Program include 2004-2007 STIP freight mobility projects scheduled for construction in 2006 or 2007.

House Bills 3364 and 2041 both direct the FAC to identify high priority projects in each ODOT Region. Appendix 4 restructures the information from Appendix 2 to show the highest priority projects in each ODOT Region. At the end of the list of projects for each ODOT Region, Appendix 4 also includes a few projects that were not prioritized but which were part of the process for identifying high priority projects. These include 1) projects from the initial "list of 56" for which no Prioritization Factor information was submitted, and 2) projects that the ACTs, MPOs, and others suggested during the public input period and which met the Eligibility Criteria but for which no Prioritization Factor information was submitted.

Summary

Over the past two years, the Freight Advisory Committee and its Freight Projects Subcommittee have devoted considerable time and effort to identifying high priority freight mobility projects per direction in House Bill 3364 from the 2001 Legislative session and House Bill 2041 from the 2003 Legislative session. The FAC worked closely with ODOT staff and others to identify a universe of possible projects, and then narrowed down this larger number of projects by applying Eligibility Criteria and Prioritization factors based on existing guidance from ODOT's STIP stakeholders process and language in HB 2041.

The culmination of the FAC's effort is a list of 56 projects categorized in three tiers. The first tier of highest priority projects consists of 14 projects associated primarily with National Highway System (NHS) intermodal connectors, industrial opportunity sites, and/or other industrial lands that could become important for creating or sustaining jobs and improving Oregon's economy. The FAC recommends this list for consideration for funding from bonding authorized by HB 2041, Section 11.

The second tier consists of 16 projects of lower priority but still important for freight mobility. Most of these projects are on Oregon's interstate or other major highways, NHS intermodal connectors, or local or regionally designated city or county roads important for freight mobility. The third tier consists of 26 projects which are important for people and goods movement and which could rank higher in future efforts to rank freight mobility projects. The FAC recommends that projects in Tiers 2 and 3, along with projects in Tier 1, be favorably considered for the 2006-2009 STIP subject to the available funding resources.

The FAC in January 2003 recommended projects for the 2004-2007 STIP, and recognizes that a number of these projects are appropriate for funding in the years 2006 and 2007 (or later) per the 2006-2009 STIP. The FAC recommends that freight mobility projects scheduled for construction or other implementation in 2006 or 2007, per the 2004-2007 STIP, be favorably considered for inclusion in the 2006-2009 STIP.

Appendix 1

Freight Mobility Project Eligibility Criteria and Prioritization Factors

(Approved by the Freight Advisory Committee, September 9, 2003)

Eligibility Criteria	Prioritization Factors
Projects can be considered for funding if they • Are modernization projects[1] on freight routes of statewide or regional significance, including ✓ highways on the State Highway Freight System as designated in the 1999 *Oregon Highway Plan*, or ✓ highways or local roads designated as National Highway System intermodal connectors, or ✓ other highways with a high volume or percentage of trucks or which are important for regional or interstate freight movements, or ✓ local freight routes designated in a regional or local transportation plan • Are estimated to cost $1 million or more[2] • Have not previously been programmed for construction in a *Statewide Transportation Improvement Program* approved by the Oregon Transportation Commission[3] • Are consistent with the applicable acknowledged Transportation System Plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any applicable adopted TSP[4] • Support 1999 *Oregon Highway Plan* policies per the provisions identified in the process approved by the OTC for the selection of projects to be included in the STIP	Priority shall be given to projects that • Would remove identified barriers to the safe, reliable, and efficient movement of goods, • Would facilitate public and private investment that creates or sustains jobs[5] • Would support multimodal freight transportation movements • Are likely to be constructed within the time frame contemplated (project readiness)[6]

[1] Other types of projects (e.g., operations or safety) may be considered if they would accomplish purposes similar to those of modernization projects or would otherwise substantially support freight mobility.

[2] A project costing less than $1 million may be considered if it meets other eligibility criteria, is critical to removing barriers to goods movement, or would otherwise substantially support freight mobility.

[3] Multi-phased projects or STIP-listed projects that have been delayed and otherwise meet the eligibility criteria may be considered. Additionally, projects that are scheduled for construction during the latter two years of an approved STIP may be considered for inclusion in future STIPs or freight mobility project listings. Costs of planning, development, and design may be included in the identification of projects eligible for funding consideration.

[4] The FAC may consider projects that are not identified in an acknowledged or adopted plan if efforts to amend the applicable planning document are underway or expected to proceed within timelines for developing state or Metropolitan Planning Organization transportation improvement programs.

[5] Examples of investment leveraging would include, but not be limited to, additional federal funds, local matching funds, donation of project right-of-way, or private-sector contributions.

[6] Project readiness is dependent on an assessment of the remaining requirements that must be met before a project can be constructed, and the likelihood that the requirements can be met and construction started within the time frame anticipated. Assessment of project readiness includes assessment of the timing and likelihood of obtaining environmental approvals.

Appendix 2

Freight Advisory Committee Recommendations for Highest Priority Freight Mobility Projects on Oregon's Highways and Local Roads

Tier 1					
Map Number*	**Region**	**Project Name**	**Project Description**	**Estimated Cost**	**Rank**
1-9	1	US 30 Lake Yard Hub Facility Access Improvements (Portland)	Provide an access lane on US 30 to the intermodal rail yard, add a signal at the site entrance, and if needed construct an on-site access road and realign tracks.	$2,400,000	1
4-3	4	US 97 Re-route: Maple Overcrossing (Redmond)	Replace planned signal at the Maple/Negus intersection with an overcrossing.	$9,600,000	2
1-19	1	NE 47th Intersection and Roadway Improvements (Portland)	Widen and channelize NE 47th Avenue/Cornfoot Road intersection and NE Columbia Boulevard.	$4,100,000	3
1-16	1	Terminal 4 Entrance Improvements (Portland)	Consolidate driveways.	$1,000,000	4
1-20	1	NE Cornfoot Air Cargo Access Improvements (Portland)	Widen/channelize/signalize intersections at NE AirTrans Way/NE Cornfoot Road and at NE Alderwood Road/NE Cornfoot Road.	$980,000	4
1-21	1	NE Alderwood Air Cargo Access Improvements (Portland)	Widen/channelize/signalize intersections at NE Alderwood Road/NE Columbia Boulevard and at NE Alderwood Road/82nd Avenue.	$2,250,000	6
1-15	1	North Lombard Access Improvements (Portland)	Improve access and mobility of freight to Rivergate intermodal facilities and industrial areas.	$3,610,000	7
1-17	1	North Leadbetter Extension Overcrossing (Portland)	Extend Leadbetter to Terminal 6/Marine Drive, including a rail overcrossing.	$8,000,000	7
4-4	4	US 97 @ North End of Bend	Construct grade-separated interchange somewhere between Robal Road and the northern urban growth boundary	$15,000,000	9
1-13	1	East End Connector (Portland)	Provide a free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205 interchange, and widen the southbound I-205 on-ramp at Columbia Boulevard.	$28,265,000	9
1-28	1	West Lane Road (Scappoose)	Improve road to enhance freight movements from US30 to Scappoose Airport	$2,000,000	11
5-2	5	East Beach Rail Loop Access and Road Development (Boardman)	Widen Columbia Avenue from the overcrossing of the UP mainline north the boundary of Port industrial properties, with a grade-separated crossing and new access roads to and adjacent to the new unit train rail loop facilities.	$5,850,000	12
1-23	1	NE 257th Avenue Improvements (Gresham)	Improve NE 257th Avenue to major arterial standards from Division Street to Powell Valley Road.	$4,800,000	12
5-3	5	Treasure Valley Renewable Resources Bio-Refinery Project (Ontario)	Reconstruct 6 local roads to provide access to the bio-refinery.	$3,130,000	14
			TIER 1 TOTAL	$90,985,000	

*Map Number in Column 1 refers to information shown on the maps in Appendix 3.

Tier 2					
Map Number*	Region	Project Name	Project Description	Estimated Cost	Rank
3-5	3	Table Rock Road, Bear Creek to Pine Street/Biddle Road (Medford)	Widen to three lanes.	$1,100,000	15
3-6	3	Table Rock Road, Pine Street/Biddle Road to Wilson Road (Medford)	Widen to five lanes.	$4,200,000	15
1-4	1	I-5/Columbia Boulevard Improvements (Portland)	Construct full direction access interchange based on recommendations from the I-5 Trade and Transportation Partnership Study.	$56,000,000	17
3-4	3	Table Rock Road and Hamrick Road Improvements (Medford)	Rehabilitate pavement and provide paved shoulders on Hamrick Road from East Pine Street to Table Rock Road. Provide a left-turn storage area on Table Rock Rd at its southern intersection with Hamrick Rd.	$1,300,000	18
3-7	3	Antelope Road, Table Rock Road to 7th Street (White City)	Widen to five lanes.	$2,900,000	19
4-7	4	Oregon 140 Projects (Klamath and Lake Counties)	Improve highway to remove length restrictions for tractor-semitrailer combinations that include a 53-foot trailer. Four sections: Bly Mountain ($8 million), Deep Creek—Warner Canyon ($22.5 million), Dougherty Slide ($9.2 million), Greaser Canyon-Blizzard Gap ($8.5 million)	$48,200,000	20
1-3	1	I-5 North Improvements (Portland)	Widen to six lanes between Lombard and the Expo Center.	$41,000,000	21
3-2	3	I-5: Myrtle Creek Curves (Myrtle Creek)	Realign mainline Interstate 5 through the hillside to alleviate significant safety problems and improve industrial access to South Umpqua Industrial Park.	$40,000,000	21
1-7	1	US 26 (Sunset Highway)/Glencoe Interchange Improvements (Washington County)	Construct new interchange.	$14,000,000	21
1-22	1	NE Columbia Boulevard/82nd Avenue (Portland)	Signalize ramps and provide additional capacity.	$1,100,000	21
1-5	1	I-84 Cascade Locks Industrial Park Interchange (Cascade Locks)	Construct new interchange to provide access to the Port of Cascades Lock industrial park.	$20,000,000	25
5-1	5	I-84 Freight Improvements (Baker, Malheur, and Union Counties)	Burnt River Canyon Section - improve alignment; Three Mile Hill Section - construct a climbing lane; Ladd Canyon Section- construct climbing lane and pursue technologies to address bridge deck freezing conditions to reduce winter related closures.	$40,400,000	26
3-1	3	I-5 Merlin Interchange (Merlin)	Relocate Highland Avenue East to reduce stacking at NB off-ramp.	$1,400,000	27
1-10	1	Sunrise Highway, Unit 1, Phase 1 (Clackamas)	Construct new four-lane facility from I-205 to OR 212/135th Avenue.	$85,000,000	28
1-6	1	I-205 Auxiliary Lanes (Clackamas County)	Construct permanent auxiliary lanes between I-5 and Stafford Road as part of a programmed preservation project on I-205 between I-5 and the Willamette River Bridge.	$8,000,000	29
1-8	1	US 26 (Sunset Highway) Improvements (Washington County)	Widen US 26 to six lanes from Cornell Road to 185th Avenue.	$12,300,000	30
			TIER 2 TOTAL	$376,900,000	

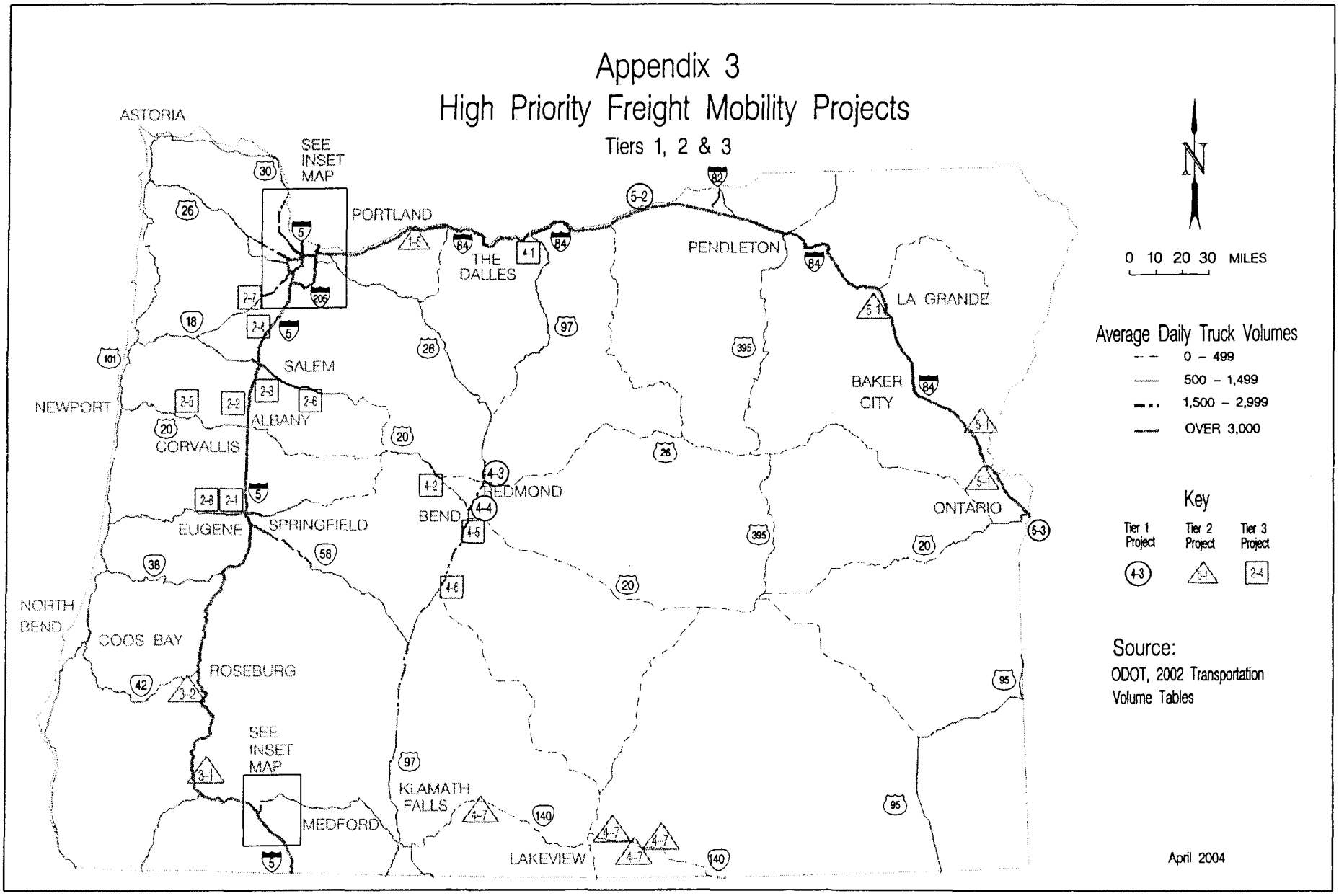
*Map Number in Column 1 refers to information shown on the maps in Appendix 3.

Tier 3					
Map Number*	**Region**	**Project Name**	**Project Description**	**Estimated Cost**	**Rank**
1-18	1	North Going Street Bridge Replacement Project (Portland)	Replace the existing bridge with a new six-lane structure.	$13,500,000	31
3-8	3	East Vilas Road, Haul Road to Crater Lake Avenue (Medford)	Widen to five lanes.	$1,600,000	32
3-3	3	OR 140 Freight Extension (Jackson County)	Modify existing intersection of Kirtland and Blackwell Roads to provide free-flow on Kirtland versus Blackwell; increase travel lane width and provide shoulders on Kirtland Road between Blackwell and High Banks; widen Ave G to improve turning movements to and from OR 62; construct southbound loop off-ramp at Blackwell Road Interchange.	$18,700,000	33
2-3	2	I-5 North Santiam Highway (OR 22) to Kuebler (Salem)	Widen freeway to six travel lanes and make improvements to North Santiam Highway and Kuebler interchanges	$65,000,000	33
1-1	1	I-5 Wilsonville Interchange	Reconstruct interchange by lengthening ramps, adding left-turn lanes, eliminating a substandard vertical curve, installing ramp metering, coordinating the traffic signal system along Wilsonville Road, and widening Wilsonville Road east and west of the interchange.	$20,900,000	33
4-1	4	I-84@US 97 (Biggs)	Reconstruct interchange at milepoint 109.	$15,000,000	36
1-27	1	I-5 to OR 99W Connector (Tualatin-Sherwood Highway Phase 1 Arterial Connection)	Construct arterial connection from I-5 to OR 99W that protects through traffic movements and provides for future expansion to an expressway or freeway.	$53,000,000	37
4-6	4	US 97: Burgess Road-Drafter Road (Wickiup Junction)	Realign highway and build grade-separated crossing from milepoint 163 to 166.	$7,300,000	37
2-7	2	OR 99W Newberg-Dundee Transportation Improvement Project	Complete location and construction EISs and construct bypass (or other build alternative).	$311,000,000	37
2-4	2	I-5@OR 214 Interchange (Woodburn)	Make interchange improvements.	$42,000,000	37
3-9	3	Coker Butte Realignment (Medford)	Move Coker Butte Road to the north, realign Crater Lake Avenue, and add a signal at the intersection of Coker Butte and OR 62.	$3,730,000	37
1-11	1	OR 217 Improvements (Beaverton-Washington County)	Widen northbound OR 217 to three lanes between OR 8 and US 26 and make ramp improvements.	$33,000,000	37
2-6	2	OR 22 Joseph Street to Stayton- Phase 2 (Stayton-Sublimity)	Widen highway, replace interchange, and repair or replace structures.	$17,000,000	43
1-25	1	SE Belmont (Morrison Bridge) Ramp Reconstruction (Portland)	Reconstruct to provide better access to the Central Eastside.	$1,500,000	43
2-1	2	I-5 Beltline Road Interchange (Eugene)	Construct northbound flyover, signalize northbound ramp terminal, and acquire right-of-way and utilities between milepoints 195.1 and 195.7.	$55,000,000	45

1-26	1	SE 172nd Avenue Improvement (Clackamas County)	Extend SE 172nd Avenue to OR 212 and signalize intersection; widen to four lanes from OR 212 to Sunnyside Road.	$15,000,000	45
2-5	2	US 20 Pioneer Mountain to Eddyville (Lincoln County)	Rebuild road on new alignment from milepoint 14.5 to 24.75.	$100,000,000	45
1-24	1	Springwater Corridor Interchange (Gresham)	Construct new interchange at US 26 to facilitate traffic movements on the Hogan Corridor and to provide access to industrial lands in the Springwater Corridor.	$25,000,000	48
3-10	3	Ross Lane, McAndrews Road to Rossanley Road (Medford)	Widen to three lanes.	$1,950,000	49
1-14	1	NE Sandy Boulevard Widening (Gresham-Fairview)	Widen to five lanes between NE 162nd to 238th Avenues.	$11,800,000	49
2-2	2	I-5 Kuebler to Illahee Crossing (Marion County)	Widen freeway to six travel lanes with necessary improvements to interchanges and structures	$120,000,000	51
4-2	4	US 20/OR 126: Sisters Couplet	Reroute highway from Cascade Street to Hood Street (eastbound) and Main Street (westbound)	$1,500,000	51
1-12	1	OR 217 Interchange Improvements (Braided Ramp Project) (Beaverton)	Improve ramps to interchanges on OR 217 between OR 10 and SW Allen Boulevard.	$15,000,000	53
1-2	1	I-5/North Macadam Access Improvements (Portland)	Construct new off-ramp from I-5 northbound to Macadam Avenue northbound.	$25,000,000	54
4-5	4	US 97 @ South End of Bend	Eliminate signals on the Bend Parkway (US 97) and make improvements to Murphy Road at the Parkway.	$15,000,000	55
2-8	2	OR 126 – West Eugene Parkway	Construct new highway alignment from railroad overcrossing west of Eugene to OR 99.	$88,000,000	56
			TIER 3 TOTAL	$1,076,480,000	

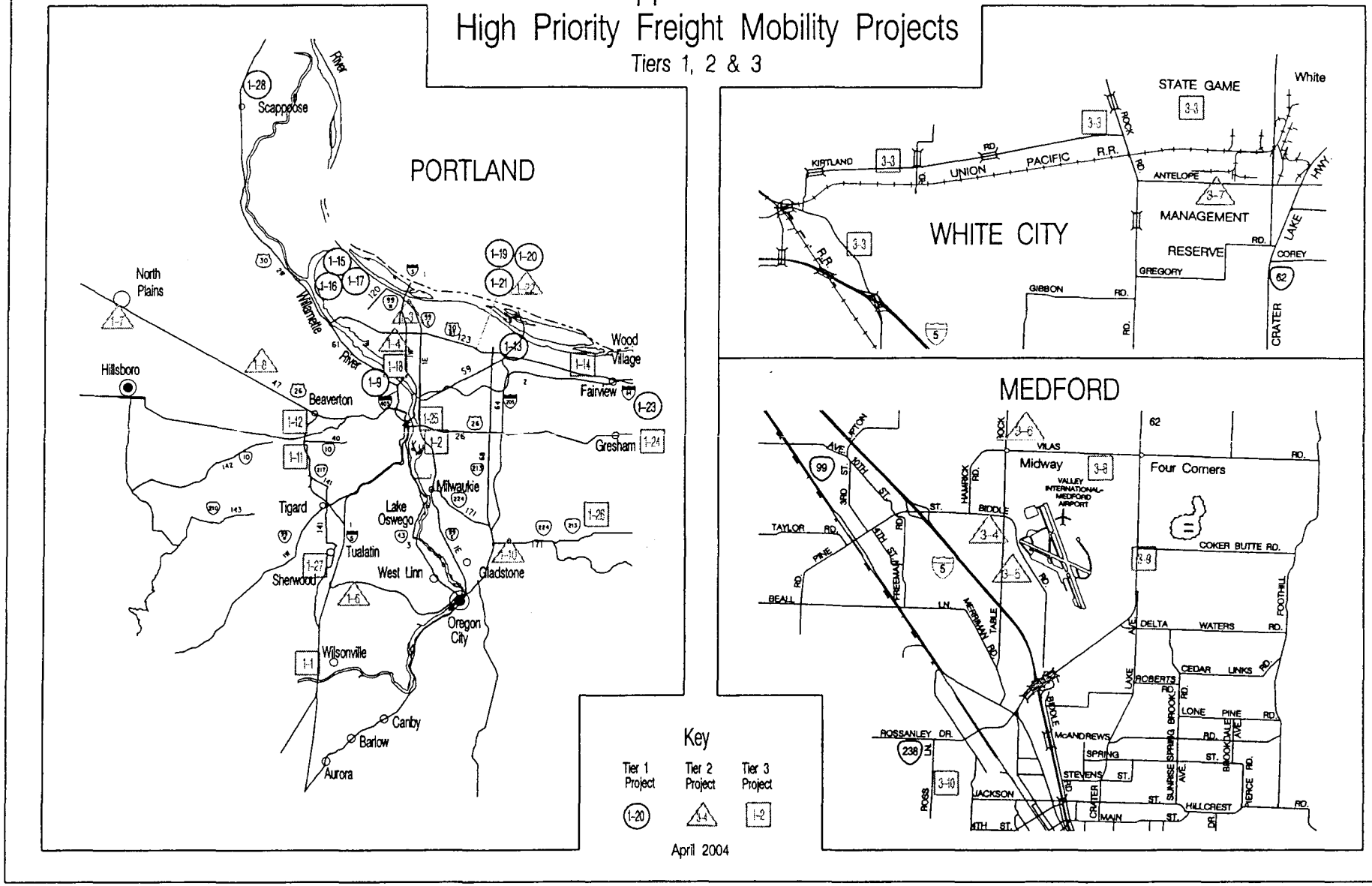
*Map Number in Column 1 refers to information shown on the maps in Appendix 3.

Appendix 3
High Priority Freight Mobility Projects
Tiers 1, 2 & 3



See Appendix 2, "Map Number" column, to identify the names of projects shown on this map.

Appendix 3
High Priority Freight Mobility Projects
Tiers 1, 2 & 3



See Appendix 2, "Map Number" column, to identify the names of projects shown on this map.

Appendix 4

High Priority Freight Mobility Projects Ranked within ODOT Regions

Region 1	
Project Name	**Project Description**
US 30 Lake Yard Hub Facility Access Improvements	Provide an access lane on US 30 to the intermodal rail yard, add a signal at the site entrance, and if needed construct an on-site access road and realign tracks.
NE 47th Intersection and Roadway Improvements	Widen and channelize NE 47th Avenue/Cornfoot Road intersection and NE Columbia Boulevard.
Terminal 4 Driveway Consolidation	Consolidate driveways.
NE Cornfoot Air Cargo Access Improvements	Widen/channelize/signalize intersections at NE AirTrans Way/NE Cornfoot Road and at NE Alderwood Road/NE Cornfoot Road.
NE Alderwood Air Cargo Access Improvements	Widen/channelize/signalize intersections at NE Alderwood Road/NE Columbia Boulevard and at NE Alderwood Road/82nd Avenue.
North Lombard Access Improvements	Improve access and mobility of freight to Rivergate intermodal facilities and industrial areas.
North Leadbetter Extension Overcrossing	Extend Leadbetter to Terminal 6/Marine Drive, including a rail overcrossing.
East End Connector	Provide a free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205 interchange, and widen the southbound I-205 on-ramp at Columbia Boulevard.
West Lane Road (Scappoose)	Improve road to enhance freight movements from US30 to Scappoose Airport
NE 257th Avenue Improvements	Improve NE 257th Avenue to major arterial standards from Division Street to Powell Valley Road.
I-5/Columbia Boulevard Improvements	Construct full direction access interchange based on recommendations from the I-5 Trade and Transportation Partnership Study.
I-5 North Improvements	Widen to six lanes between Lombard and the Expo Center.
US 26 (Sunset Highway)/Glencoe Interchange Improvements	Construct new interchange.
NE Columbia Boulevard/82nd Avenue	Signalize ramps and provide additional capacity.
I-84 Cascade Locks Industrial Park Interchange	Construct new interchange to provide access to the Port of Cascades Lock industrial park.
Sunrise Highway, Unit 1, Phase 1	Construct new four-lane facility from I-205 to OR 212/135th Avenue.
I-205 Auxiliary Lanes	Construct permanent auxiliary lanes between I-5 and Stafford Road as part of a programmed preservation project on I-205 between I-5 and the Willamette River Bridge.
US 26 (Sunset Highway) Improvements	Widen US 26 to six lanes from Cornell Road to 185th Avenue.
North Going Street Bridge Replacement Project	Replace the existing bridge with a new six-lane structure.
I-5 Wilsonville Interchange	Reconstruct interchange by lengthening ramps, adding left-turn lanes, eliminating a substandard vertical curve, installing ramp metering, coordinating the traffic signal system along Wilsonville Road, and widening Wilsonville Road east and west of the interchange.
I-5 to OR 99W Connector (Tualatin-Sherwood Highway Phase 1 Arterial Connection)	Construct arterial connection from I-5 to OR 99W that protects through traffic movements and provides for future expansion to an expressway or freeway.

OR 217 Improvements	Widen northbound OR 217 to three lanes between OR 8 and US 26 and make ramp improvements.
SE Belmont (Morrison Bridge) Ramp Reconstruction	Reconstruct to provide better access to the Central Eastside.
SE 172nd Avenue Improvement	Extend SE 172nd Avenue to OR 212 and signalize intersection; widen to four lanes from OR 212 to Sunnyside Road.
Springwater Corridor Interchange	Construct new interchange at US 26 to facilitate traffic movements on the Hogan Corridor and to provide access to industrial lands in the Springwater Corridor.
NE Sandy Boulevard Widening	Widen to five lanes between NE 162nd to 238th Avenues.
OR 217 Interchange Improvements (Braided Ramp Project)	Improve ramps to interchanges on OR 217 between OR 10 and SW Allen Boulevard.
I-5/North Macadam Access Improvements	Construct new off-ramp from I-5 northbound to Macadam Avenue northbound.
	Other Projects Not Ranked*
I-5 Interstate Bridge Widening	Improve the I-5/Columbia River bridge and I-5 from the bridge to Columbia Boulevard based on recommendations from the I-5 Trade and Transportation Partnership Study.
I-84 Troutdale Interchange Improvement	Improve the Troutdale Interchange.
Sunrise Highway Right-of-Way Preservation, Unit 2	Acquire right-of-way for new four-lane facility from Rock Creek to 242nd Avenue.
I-205/OR 213 Interchange Improvement	Reconstruct I-205 southbound off-ramp to OR 213.
OR 213 Improvements	Provide dual northbound and southbound left turn lanes and modify signal at OR 213/Molalla Avenue, provide additional travel lanes in each direction from Molalla Avenue to Canyon Ridge Drive, and widen to three lanes between Canyon Ridge Drive and Henrici Road.
Region 2	
Project Name	**Project Description**
I-5 North Santiam Highway (OR 22) to Kuebler	Widen freeway to six travel lanes and make improvements to North Santiam Highway and Kuebler interchanges
OR 99W Newberg-Dundee Transportation Improvement Project	Complete location and construction EISs and construct bypass (or other build alternative).
I-5@OR 214 Interchange	Make interchange improvements.
OR 22 Joseph Street to Stayton-Phase 2	Widen highway, replace interchange, and repair or replace structures.
I-5 Beltline Road Interchange	Construct northbound flyover, signalize northbound ramp terminal, and acquire right-of-way and utilities between milepoints 195.1 and 195.7.
US 20 Pioneer Mountain to Eddyville	Rebuild road on new alignment from milepoint 14.5 to 24.75.
I-5 Kuebler to Illahee Crossing	Widen freeway to six travel lanes with necessary improvements to interchanges and structures
OR 126 – West Eugene Parkway	Construct new highway alignment from railroad overcrossing west of Eugene to OR 99.
	Other Projects Not Ranked*
Beltline Phase 3	Continue widening of Beltline Highway with structure improvements and interchanges at appropriate locations.

Region 3	
Project Name	**Project Description**
Table Rock Road, Bear Creek to Pine Street/Biddle Road	Widen to three lanes.
Table Rock Road, Pine Street/Biddle Road to Wilson Road	Widen to five lanes.
Table Rock Road and Hamrick Road Improvements	Rehabilitate pavement and provide paved shoulders on Hamrick Road from East Pine Street to Table Rock Road. Provide a left-turn storage area on Table Rock Rd at its southern intersection with Hamrick Rd.
Antelope Road, Table Rock Road to 7th Street	Widen to five lanes.
I-5: Myrtle Creek Curves	Realign mainline Interstate 5 through the hillside to alleviate significant safety problems and improve industrial access to South Umpqua Industrial Park.
I-5 Merlin Interchange	Relocate Highland Avenue East to reduce stacking at NB off-ramp.
East Vilas Road, Haul Road to Crater Lake Avenue	Widen to five lanes.
OR 140 Freight Extension	Modify existing intersection of Kirtland and Blackwell Roads to provide free-flow on Kirtland versus Blackwell; increase travel lane width and provide shoulders on Kirtland Road between Blackwell and High Banks; widen Ave G to improve turning movements to and from OR 62; construct southbound loop off-ramp at Blackwell Road Interchange
Coker Butte Realignment	Move Coker Butte Road to the north, realign Crater Lake Avenue, and add a signal at the intersection of Coker Butte and OR 62.
Ross Lane, McAndrews Road to Rossanley Road	Widen to three lanes.
	Other Projects Not Ranked*
I-5 Fern Valley Interchange	Widen and possible realignment of the interchange.
I-5 South Medford Interchange	Relocate and construct new interchange.
OR 62 Units 2 and 3	Improve OR 62 traffic flows.
Region 4	
Project Name	**Project Description**
US 97 Re-route: Maple Overcrossing (Redmond)	Replace planned signal at the Maple/Negus intersection with an overcrossing.
US 97 @ North End of Bend	Construct grade-separated interchange somewhere between Robal Road and the northern urban growth boundary
Oregon 140 Projects	Improve highway to remove length restrictions for tractor-semitrailer combinations that include a 53-foot trailer. Four sections: Bly Mountain ($8 million), Deep Creek--Warner Canyon ($22.5 million), Dougherty Slide ($9.2 million), Greaser Canyon-Blizzard Gap ($8.5 million)
I-84@US 97 (Biggs)	Reconstruct interchange at milepoint 109.
US 20/OR 126: Sisters Couplet	Reroute highway from Cascade Street to Hood Street (eastbound) and Main Street (westbound)
US 97 @ South End of Bend	Eliminate signals on the Bend Parkway (US 97) and make improvements to Murphy Road at the Parkway.

Region 5	
Project Name	**Project Description**
East Beach Rail Loop Access and Road Development	Widen Columbia Avenue from the overcrossing of the UP mainline north the boundary of Port industrial properties, with a grade-separated crossing and new access roads to and adjacent to the new unit train rail loop facilities.
Treasure Valley Renewable Resources Bio-Refinery Project	Reconstruct 6 local roads to provide access to the bio-refinery.
I-84 Freight Improvements	Burnt River Canyon Section - improve alignment; Three Mile Hill Section – construct a climbing lane; Ladd Canyon Section- construct climbing lane and pursue technologies to address bridge deck freezing conditions to reduce winter related closures.
	Other Projects Not Ranked*
Umatilla Port of Entry Improvements	Improve internal/external circulation, including making improvements to interchange ramps and/or relocating the facility.
US 26 Forest Boundary-Unity Forest Wayside	Reconstruct, realign, and add passing lanes from milepoint 204.89 to 222.23.
Baker City Municipal Airport Industrial Road Improvements	Construct additional access to the airport and adjacent industrial property.

*Other projects not ranked include 1) projects from the initial "list of 56" for which no Prioritization Factor information was submitted, and 2) projects that the ACTs, MPOs, and others suggested during the public input period and which met the Eligibility Criteria but for which no Prioritization Factor information was submitted.

OREGON FREIGHT ADVISORY COMMITTEE

Tom Zelenka
The Schnitzer Group
Chairman

Susie Lahsene
Port of Portland
Vice Chair

April 6, 2004

Stuart E. Foster, Chairman
Oregon Transportation Commission
355 Capitol Street NE, Room 135
Salem, Oregon 97301-3871

Dear Chairman Foster:

With the attached report, the Oregon Freight Advisory Committee (FAC) presents its recommendations on high priority freight mobility projects for the Commission's consideration in developing the 2006-2009 Statewide Transportation Improvement Program and meeting the provisions of House Bill 2041, Section 11, from the 2003 Oregon Legislative Session.

House Bill 3364 from the 2001 Oregon Legislative Session and House Bill 2041 from the 2003 Oregon Legislative Session direct the Freight Advisory Committee to advise the Commission and regionally based advisory groups about the Statewide Transportation Improvement Program and the program's consideration and inclusion of highest priority multimodal freight mobility projects in each Department of Transportation region.

Additionally, the 2003 Oregon Legislature directed the FAC to develop recommendations regarding the cost of planning, development, design, and construction of projects to be considered for funding under House Bill 2041, Section 11.

After several years of developing, reviewing, and evaluating a list of projects pursuant to direction in House Bills 3364 and 2041, the FAC met on March 30, 2004, to formalize its recommendations. The attached report summarizes the process to develop these recommendations, including the FAC's efforts to obtain public input.

The FAC has developed its list of recommended projects in tiers. The first tier, shown in Table 1 and Appendix 2 of the attached report, includes 14 projects which the FAC is recommending as its highest priority for funding consideration under House Bill 2041, Section 11. The second tier, shown in Appendix 2, includes 16 projects of the next highest priority; this is followed by a third tier which includes 26 projects. The FAC recommends all three tiers of projects for consideration in the 2006-2009 Statewide Transportation Improvement Program and encourages the Commission to fund as many of the listed projects as possible given the resources available.

Thank you for providing the FAC with the opportunity to present its recommendations. Please let me know if I can answer questions or otherwise assist.

Sincerely,

Tom Zelenka

Tom Zelenka, Chairman
Oregon Freight Advisory Committee

Fall/Winter 2003

Highway 217 Corridor Study

Like the entire region, Washington County has experienced unprecedented growth during the last 20 years – and the county is still growing. New residents and businesses create new demands – from moving freight to additional bus riders – on the transportation system.

Highway 217, the major north-south route for the county, operates near capacity during rush hour and can be especially congested when a minor accident occurs or even when it rains.

Because of growing demands on Highway 217, Metro, in partnership with the cities of Beaverton, Lake Oswego and Tigard; Washington County, the Oregon Department of Transportation and TriMet, is undertaking a study of the Highway 217 Corridor. The 18-month study, guided by a Policy Advisory Committee that includes business representatives, residents and elected officials, will consider improvements to make Highway 217 function more efficiently while minimizing impacts to surrounding communities.

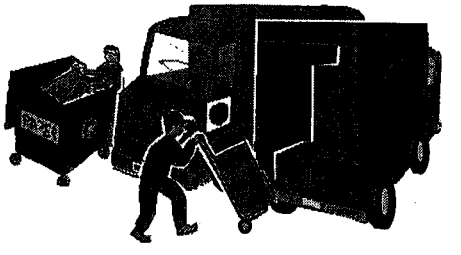
Study goal

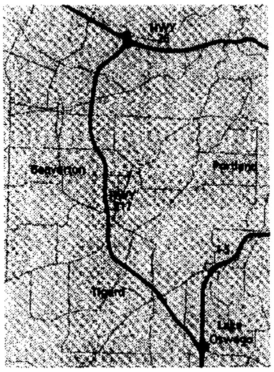
The goal of the study is to develop transportation strategies that can be implemented during the next 20 years to provide for efficient movement of goods and people along the corridor while supporting economically dynamic and attractive regional and town centers and respecting the livability of nearby communities.

The study will look at ways to:

- engage community members in discussions about possible improvements and develop widely supported projects that include financing and phasing plans
- support and enhance regional and town centers by improving bike, pedestrian, roadway and transit access to centers and connections across the highway
- enhance the function of Highway 217 as a major thoroughfare that serves key regional destinations
- promote the safety of all modes and develop alternatives that are cost effective
- support the pivotal role that Highway 217 plays in the economy of the region by enhancing the efficient movement of goods, services and people along the corridor
- minimize impacts to neighborhoods and the natural environment
- consider a range of lane-types, including carpool and peak hour priced lanes, and enhanced transit service.

The Policy Advisory Committee and technical staff will work together to develop criteria to measure how well each alternative achieves project goals.





Study organization

An advisory committee of technical staff from each of the jurisdictions will meet regularly to review technical documents, study options and designs and findings.

The Policy Advisory Committee will meet once a month throughout the study to review findings, make recommendations and advise staff on public outreach. The committee also will hear public comment and make final study recommendations to the Metro Council and local jurisdictions.

Get involved

As the study progresses, there will be many opportunities for you and other community members to get involved. Study staff will provide information and ask for feedback through workshops and open houses, meetings with neighborhood and civic organizations, public opinion research and one-on-one meetings. To join the mailing list for notices of future meetings and public comment opportunities, call Kristin Hull at (503) 797-1864 or send an e-mail to hull@metro.dst.or.us.

Policy Advisory Committee meetings are held from 4:30 to 6:30 p.m. on the third Wednesday of each month at the Beaverton City Library, 12375 SW Fifth St., and are open to the public. Visit Metro's web site at **www.metro-region.org** for meeting information.

PAC members

Brian Moore – PAC chair, Tigard City Council, PGE
Frank Angelo – Westside Economic Alliance Transportation Committee chair
Dan Aberg – Westside Transportation Alliance
Steve Clark – Community Newspapers, Westside Economic Alliance
Domonic Biggi – Beaverton Chamber of Commerce, Beaverton Foods
Nathalie Darcy – Garden Home resident
Rob Drake – mayor of Beaverton, member of Metro's Joint Policy Advisory Committee on Transportation
Matthew Garrett – ODOT Region [illegible]
Kent Haldorson – citizen representative north of Highway 217
S. Joan Hamrick – citizen representative south of Highway 217
Van Hooper – [illegible] Food Systems
Carl Hosticka – Metro councilor, District 3 [illegible]
James A. Johnson – frequent user of Highway 217
John Kaye – Tektronix
George Machan – Cornforth Consultants, Inc.
Jim Persey – Greenway Neighborhood Association Committee chair
Lynn Peterson – Lake Oswego City Council
Jack Reardon – Washington Square
Dick Schouten – Washington County Board of Commissioners
Dennis Thomas – Beaverton School District

Timeline

The study will be completed in two consecutive phases beginning in September 2003.

Fall 2003	Winter 2003-04	Spring 2004	Summer 2004	Fall 2004	Winter 2005
Organize study and review value pricing technology →	Develop initial alternatives →	Finalize initial alternatives and begin analysis →	Complete analysis →	Public input and refinement of alternatives →	Detailed study and selection of preferred alternative

HIGHWAY 217 CORRIDOR STUDY

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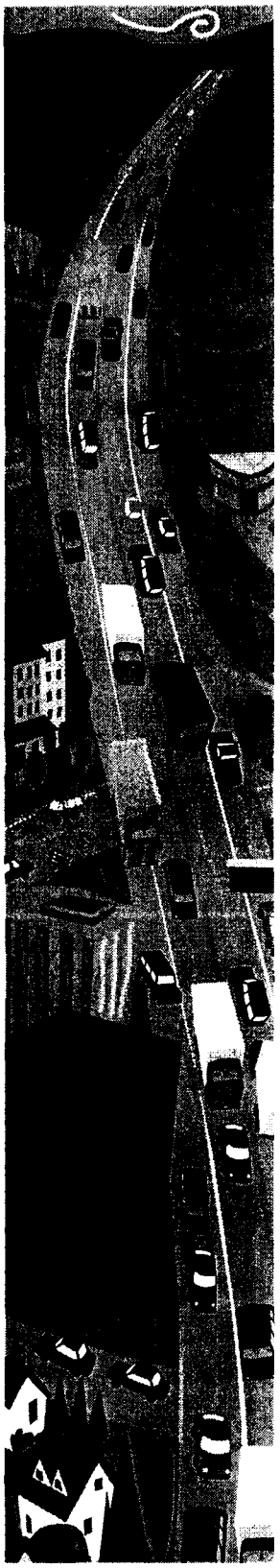


For more information, call Kristin Hull at (503) 797-1864, send e-mail to hull@metro.dst.or.us. Visit Metro's web site at www.metro-region.org.

HIGHWAY 217 CORRIDOR STUDY

Phase One Highway 217 Corridor Study Options

The Highway 217 Policy Advisory Committee, a committee of community members, business representatives and elected officials, has approved a range of alternatives to be considered during the first phase of the Highway 217 Corridor Study. The first phase will include preliminary technical and environmental analysis of each option. In fall 2004, community members will be invited to review the analysis and help the committee select which options should be carried forward to the second phase.

Expected to recommend transportation improvements for the Highway 217 corridor in the spring 2005, the study is a cooperative effort by Metro, the cities of Beaverton, Lake Oswego and Tigard, Washington County, the Oregon Department of Transportation and TriMet.

Seven options have been selected for study. In addition to these options, the study will identify needed bike, pedestrian and local street connections in the corridor. These improvements will be considered in addition to the baseline option.

Baseline option

The baseline option helps determine the benefits of each alternative by offering a base for comparison. It assumes construction of improvements that are adopted as part of the region's financially constrained transportation plan. The financially constrained plan includes road, transit, bike and pedestrian projects expected to be constructed in the next 20 years given current funding streams. Because these improvements are likely to be constructed, they are included as the base for each of the options that will be studied.

The baseline option would include:

- additional northbound lane on Highway 217 from Canyon Road to US 26
- additional lanes on US 26 from the Sylvan interchange to Highway 217 (under construction)
- additional lanes on US 26 from Highway 217 to Murray Boulevard
- roadway improvements throughout the corridor planned by local jurisdictions
- transit service increases
- commuter rail service from Wilsonville to Beaverton during rush hour.

Four-lane plus transit and interchange improvements option

The four-lane option does not include new lanes on Highway 217 except a new northbound lane from Canyon Road to US 26 that has already been funded. This option attempts to meet transportation demand in the corridor by improving ramps, increasing transit service and constructing improvements to other streets that are in the region's preferred transportation plan. The region's preferred plan includes projects that are not expected be constructed unless new funding sources are identified.

This option also would include building braided ramps or consolidating interchanges by connecting them with frontage roads. These solutions seek to address the merge and weave problem that has been identified by both technical analysis and community observation as a cause of accidents and slow traffic on Highway 217.

The four-lane plus option would include:

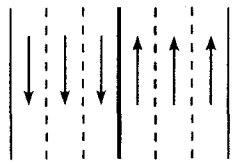
- four through lanes from Canyon Road to I-5 on Highway 217 (no additional through lanes)
- six through lanes north of Canyon Road to U.S. 26, as currently constructed or funded
- improvements to streets that cross or parallel Highway 217 that are included in the region's preferred transportation plan
- either braided ramps or consolidated interchanges at some locations on the highway
- additional bus service such as new light-rail feeder routes, new connections between centers and capital improvements to make bus service function better
- more frequent headways and longer hours of operation for commuter rail between Wilsonville and Beaverton.

Braided ramps separate traffic that is trying to exit from entering traffic by creating a bridge for traffic entering the freeway that does not descend to the freeway until it has crossed over traffic exiting the freeway. In this way, traffic engineers "braid" ramps with some traffic crossing over and some crossing under to prevent accidents and slowing traffic.

Another way to address merge/weave conflicts is **consolidating interchanges** and connecting them with frontage roads. This solution has been applied at Canyon Road and the Beaverton-Hillsdale Highway on Highway 217 where access to two streets has been combined into one interchange. Drivers entering Highway 217 going north from Beaverton-Hillsdale Highway use a frontage road to enter at the Canyon Road entrance. Frontage roads are less expensive to construct than braided ramps but require more right of way. They also remove local trips from the freeway by providing a parallel off-freeway connection between streets.

SIX LANE OPTIONS

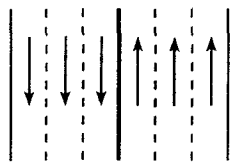
Six-lane option without interchange improvements



The six-lane option would include:

- six through lanes (three in each direction) on Highway 217 from US 26 to I-5
- existing on and off ramp system with auxiliary lanes
- improvements included in the baseline option.

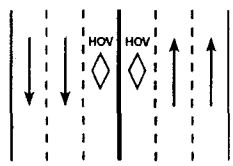
Six-lane plus option



The six-lane plus option would include:

- six lanes (three in each direction) on Highway 217 from US 26 to I-5
- braided ramps or consolidated interchanges
- improvements included in the baseline option.

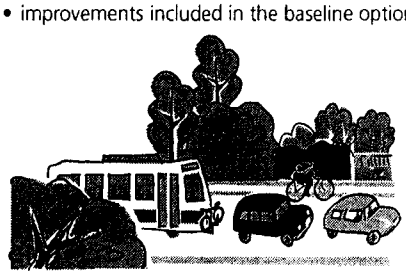
Carpool lane option



Carpool lanes, like those on I-5 between 405 and the Interstate Bridge, are lanes restricted to automobiles carrying two or more people and buses during rush hours. Carpool lanes are an incentive to carpool or take transit. A bypass lane on ramps for carpools could be constructed to further reduce delay for carpools. Carpool lanes are sometimes referred to as high-occupancy vehicle (HOV) lanes.

The carpool lane option would include:

- six lanes (three in each direction) on Highway 217 from US 26 and I-5
- one lane in each direction would be reserved for carpools during rush hours
- two express bus routes that would use the carpool lane to provide service between key corridor destinations
- braided ramps or consolidated interchanges
- improvements included in the baseline option.



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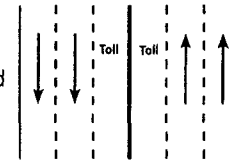
Rush-hour toll lane option



In other cities, a concept called rush-hour tolling, or value pricing, has been successfully implemented to give drivers another option to sitting in traffic and to help fund construction of new lanes. In this case, rush-hour tolling would include building a new lane on Highway 217 that drivers would pay a fee to use during the peak hours.

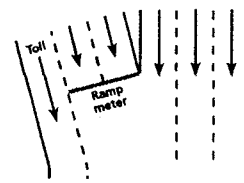
The toll would only be applied to the new lane and would be assessed electronically without requiring drivers to stop at a tollbooth. The toll would vary so that it would cost more to use the lane when the highway is most congested.

The rush-hour toll lane option would include:

- six lanes (three in each direction) on Highway 217 from US 26 and I-5
- one lane in each direction would be a rush-hour toll lane
- two express bus routes that would use the tolled lane to provide service between key corridor destinations
- braided ramps or consolidated interchanges
- improvements included in the baseline option.

The rush-hour toll lane could include an extra lane on freeway ramps to allow those using the toll lane to bypass the queue at the ramp meter or a ramp that provides direct access to the toll lane.

Ramp meter bypass option



Another way to apply the rush-hour tolling concept would be to offer drivers a choice to wait at ramp meters as they do today or pay a toll to avoid waiting on the ramp. This option would include a new lane on the freeway that would be open to all traffic. Like rush-hour tolling, tolls would be assessed electronically without requiring drivers to stop at a tollbooth and would vary based on the level of congestion.

The ramp meter bypass option would include:

- six lanes (three in each direction) on Highway 217 from US 26 and I-5
- an extra tolled lane on entrance ramps
- two new express bus routes that would use the ramp meter bypass and provide service between key corridor destinations
- braided ramps or consolidated interchanges
- improvements included in the baseline option.

NOT SELECTED FOR STUDY AT THIS TIME

Eight-lane option

The committee decided not to include an eight-lane option at this time because it would have significant environmental and neighborhood impacts and would cost about twice as much as a six-lane option. The committee will consider studying it in the second phase if projected traffic demand cannot be met with the other options.

Forming an Area Commission on Transportation in the Portland Metro area

In 2003, in response to guidelines adopted by the Oregon Transportation Commission, JPACT considered options for formation of an ACT in the Portland Metro area. This is intended to follow-up on that discussion with a proposal on how to proceed.

1. JPACT Membership - Two citizen positions are proposed for addition to JPACT. Both positions would be confirmed by the Metro Council for a two-year term. Nominations would be solicited from JPACT members, interested organizations and the general public. A subcommittee of the Metro Council and JPACT would screen the candidates and submit the proposed appointments to the Metro Council. Selection would be based upon the qualifications of individuals best determined capable of representing a broad constituency based upon demonstrated leadership in one or more interest group organizations. Every effort would be made to rotate representation over time to provide for appointments from throughout the region. Members would be expected to communicate regularly with appropriate organizations that their seat is intended to represent.

   A. Business Representative: this position would represent businesses at large, with an emphasis on knowledge of the general transportation needs of business, goods movement and economic trends in the region. Candidates for this seat would be a prominent citizen serving concurrently in a business leadership role that represents a major segment of the business community.

   B. Environmental Representative: this position would represent environmental concerns, with an emphasis on environmental matters that are related to transportation. Candidates for this seat would typically be prominent citizen activists serving concurrently in a leadership role with an organization that represents a major segment of the environmental community.

   C. Regional Freight Advisory Committee

      It is proposed that a formal freight advisory committee be organized as a Subcommittee of TPAC. Pending concurrence of this direction, there would be further consideration of membership composition. The intent would be to provide for representation from government organizations with freight responsibilities, trucking, railroads, marine shippers and key industry sectors with shipping needs. The Committee would be charged with providing input on the upcoming freight origin-destination study, input on development of trucks street design standards, input on designation of freight routes in the RTP, recommendation of critical freight improvement projects and evaluation of freight projects submitted for funding.

Upon concurrence of these changes, the region would seek an interim designation by the Oregon Transportation Commission as an ACT for the Metro jurisdictional boundary, pending resolution of the Act designation for the larger region.

2. ACT designation for the larger geographic area

   Determination of the appropriate boundary for an ACT larger than the Metro Boundary is not obvious and requires a more deliberate process. It is proposed that this question be integrated with Metro's initiation of a reassessment of the 2040 Growth Concept, including an assessment of alternative futures addressing the relation between the Metro region and our neighboring jurisdictions. Through this examination, carried out in close cooperation with these jurisdictions, it is possible to evaluate the relationship between transportation improvements that connect the region to these jurisdictions and the resulting interrelationship of growth patterns. The logical area with a common interest should be proposed as an ACT with concurrence of all the affected parties. Assistance from ODOT will be needed to evaluate these interrelationships and establish approaches for involvement of representatives from the surrounding area.

   Upon conclusion, there should also be consideration of realignment of the ODOT Region boundaries, the potential for realignment of neighboring ACT boundaries and the appropriate boundary for the MPO.

Bylaws
of the
Bi-State Coordination Committee

Role

The Bi-State Coordination Committee replaces the Bi-State Transportation Committee. Further the Bi-State Coordination Committee shall abide by the Bi-State Coordination Committee Charter that is incorporated into these bylaws as Attachment A.

The Committee will review all issues of major bi-state significance for transportation and land use. In addition, when economic development or environmental justice issues are directly related to transportation or land use issues of bi-state significance, the Committee may also review and make recommendations concerning these topics to the appropriate agencies. The Committee will present advisory actions to Southwest Washington Regional Transportation Council (RTC) and Metro's Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. The Committee will advise the appropriate local and regional governments on issues of bi-state land use issues. On economic development or environmental justice issues related to transportation or land use issues of bi-state significance, the Committee may provide recommendations to the appropriate agencies.

Each member agency shall have the responsibility to identify items over which it has direct responsibility that have bi-state significance to the Committee. Timely information about decisions to be made should be provided to the Committee so that recommendations can be made and forwarded in a timely manner prior to agency action.

The Committee holds no regulatory authority, but builds and sustains regional dialogue and works together on solving problems related to evolving linkages among transportation, land use, and economic development. Member jurisdictions retain their full existing authorities, but consider carefully and give weight to Committee recommendations. Jurisdictions also agree, according to their authorities, to create their own strategies and plans that contribute to managing land uses and economic development to protect transportation investments throughout the corridor.

JPACT and RTC Board shall take no action on an issue of bi-state transportation significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation. Any member of JP ACT or the RTC Board may request referral of an item for consultation prior to action, but it takes a majority of the JPACT or RTC Board to refer an item to the Bi-State Coordination Committee. The Bi-State Coordination Committee members may also select items for consideration.

Membership

Membership will be drawn from member agencies serving on JPACT and RTC Board and consist of elected officials as well as leadership from key agencies and organizations. Committee membership includes: Cities of Portland and Vancouver; Clark and Multnomah Counties; one smaller city each in Multnomah and Clark Counties; Oregon Department of Transportation; Washington State Department of Transportation; Ports of Vancouver and Portland; Tri-Met; C-Tran; and Metro. Each agency shall select their member for the Bi -State Coordination Committee and shall also identify an alternate. Membership will be valid as long

as the member is a member of JPACT and the RTC Board or appointed by JPACT or RTC Board.

The Committee may, as desired, create ex-officio (non-voting) memberships for state and federal agency representatives. The Bi-State Coordination Committee may create working groups on a topical basis that involve other elected officials and business or community representatives as needed. Membership will be valid as long as the member is a member of JPACT and the RTC Board or appointed by JP ACT or RTC Board.

Chair and Vice Chair

The Bi-State Coordination Committee shall elect its Chair and Vice-Chair. The Chair and Vice-Chair shall not be representatives of the same state.

Voting

Each member will have one vote. A simple majority vote is needed to pass an action item. A quorum is needed for a vote to be valid.

Quorum

A quorum is defined 2/3 of total membership, with no less than four members from each state.

Subcommittees

The Bi-State Coordination Committee may create subcommittees to review major issues of bi-state significance. Such subcommittees shall include members of the Committee, but may also include representatives from the business community, citizens and interest groups involved with the issue.

Reporting

The Bi-State Coordination Committee shall alert JPACT and the RTC Board on issues of bi-state significance and schedule upcoming action items.

The Bi-State Coordination Committee shall submit an annual report to JPACT and RTC Board that highlights the committee's major accomplishments and progress over the last year. The report will be distributed to JPACT and RTC Board one year after the date of their first meeting and annually on each subsequent year.

Minutes of each meeting shall be taken and shall be distributed for approval at the subsequent Bi-State Coordination Committee meetings. **Amendment**

Any amendment to this agreement shall require the approval of JPACT, the Metro Council and RTC Board.

Termination

Termination of this agreement and the Bi-State Coordination Committee will require written notice sixty (60) days prior to the termination date proposed by JP ACT or RTC Board.

Meeting Location

Meetings will alternate between sites in Oregon and Washington.

Public Notice

The public shall be notified of the Bi-State Coordination Committee meetings consistent with other public meeting notices required by Metro or RTC.

Administrative Support

Metro and RTC shall share in the costs for administrative support and staffing to the Bi-State Coordination Committee.

Budget/Expenses

Expenses for conducting Bi-State Coordination Committee meetings shall be equally shared between Metro and the RTC.

Charter
Establishing Bi-State Coordination Committee

October 23, 2003 – As Discussed with Bi-State Transportation Committee and Revised

Committee Charter Text

Purpose: This charter defines voluntary participation by jurisdictions within the cross-Columbia River area of the I-5 corridor between Clark County in Washington and Multnomah County in Oregon. This region is linked by economic development and land use objectives, which also drive a shared objective to preserve and add to critical transportation investments. The existing Bi-State Transportation Committee has been constructive in addressing bi-state transportation issues within the corridor. This charter expands the scope of the bi-state effort to include both transportation and land use. Review of land use and transportation issues of bi-state significance may prompt review of these topics in the context of economic development, environmental, and environmental justice issues. It also ensures that regionally significant aspects of transportation – highway, bridge, transit, freight rail, and transportation system and demand management – are considered.

The new Committee, the Bi-State Coordination Committee, replaces the Bi-State Transportation Committee. It serves as a forum to share information, coordinate review, and discuss implications of significant legislative land use and transportation issues which may have environmental, economic development and environmental justice implications for actions taken within the corridor. It encourages regional collaboration to facilitate decision making by individual jurisdictions on issues affecting the broader corridor. The results of the Committee's deliberations are advisory to the Southwest Washington Regional Transportation Council (RTC), Metro's Joint Policy Advisory Committee on Transportation (JPACT), and Metro, on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee advises the local and regional governments appropriate to the issue.

The Committee holds no regulatory authority, but builds and sustains regional dialogue and works together on solving problems related to evolving linkages among transportation, land use, and economic development. Member jurisdictions retain their full existing authorities, but consider carefully and give weight to Committee recommendations. Jurisdictions also agree, according to their authorities, to create their own strategies and plans that contribute to managing land uses and economic development to protect transportation investments throughout the corridor.

Membership: The Bi-State Coordination Committee consists of elected officials from the jurisdictions within the corridor, as well as leadership from key agencies and organizations. The membership structure includes:

- Cities of Portland, OR and Vancouver, WA
- Clark and Multnomah Counties
- One smaller city each in Multnomah and Clark Counties

- Oregon Department of Transportation
- Washington State Department of Transportation
- Ports of Vancouver and Portland
- Tri-Met
- C-Tran
- Metro

The Committee may, as desired, create ex-officio (non-voting) memberships for state and federal agency representatives. Input from other interests in the corridor, such as communities, businesses, and civic and interest groups, is actively sought by the Committee to augment the perspectives of members. Such additional stakeholder involvement is to be obtained through encouraging public comment and input, and through project-level involvement and existing or new working groups or subcommittees, advisory to the Bi-State Coordination Committee. Member organizations provide leadership-level representatives, and participate actively and consistently in Committee meetings and activities. The Committee is primarily staffed by RTC and Metro professionals, calling on land use and economic development resources from each jurisdiction as needed. Meetings are noticed and open to the public, and the Committee meets regularly at intervals determined in its bylaws.

Geographic Scope: The Committee's focus is the area of the I-5 corridor bounded in the south by the Fremont Bridge on I-405, and in the north by 179th Street. Its scope to the west extends to include important freight transport and economic development activities, especially along the river. Consideration of the area east of the immediate corridor extends as far as I-205, as indicated by linkages and impacts to I-5 corridor investments and communities.

Agenda Setting: The Committee work plan will define issues to be addressed, including significant baseline policy issues for the region such as comprehensive and subarea plans and interchange management plans. Members bring, prior to adoption, significant management plans to the Committee for review. More specific projects and policy issues are nominated by each jurisdiction that desires Committee review, and the Committee establishes its agenda collaboratively. The committee does not address issues related to quasi-judicial applications for specific land use projects, once applications are submitted.

Decision-Making Process: Committee decisions on its recommendations are made by consensus, or if necessary a majority vote of its quorum membership, defined as 2/3 of total membership. Such decisions on Committee recommendations are advisory to JPACT/Metro, RTC, and local and regional agencies, and have no legal or regulatory authority. The Committee's process for introducing and agreeing on revisions to this charter, including changes to membership, is also by consensus or majority vote. All such revisions at the charter level are adopted by member jurisdictions and organizations by resolutions or letters of intent to change the charter.

Oregon
Theodore R. Kulongoski, Governor

Oregon Department of Transportation
ODOT Region 1
123 NW Flanders St
Portland, OR 97209
Telephone (503)731-8200
FAX (503)731-8259

DATE: April 28, 2004

TO: TPAC

FROM: Robin McArthur, AICP
Planning and Development Manager

SUBJECT: Coordinating Bicycle and Pedestrian Improvements with Pavement Preservation Projects

Purpose: The purpose of this memo is to initiate dialogue on how to incorporate planned bicycle and pedestrian elements into ODOT preservation projects.

Background: ODOT is responsible for maintaining approximately 7,475 miles of highways throughout the state of Oregon. In Region 1, we maintain 750 roadway miles. To extend the service life of these facilities, there is a constant need to maintain and upgrade the pavement. This is a costly endeavor that averages $62.5 million per year statewide for non-interstate highways alone.

ODOT relies on a pavement preservation management system to provide data on which facilities need to be paved when. Each region is given a lane-mile target and a dollar figure to address preservation issues. Region 1 has a paving target of 118 lane miles and $12,750,000 per year for fiscal years 2008 and 2009.

ODOT preservation dollars can only be spent on pavement; they cannot be used for new signals, adding lanes or bicycle and pedestrian amenities. This makes sense from the standpoint of effectively managing pavement condition. It does not, however, provide sufficient flexibility to incorporate other important elements into pavement preservation projects.

To be responsive to community concerns, we have launched a comprehensive effort to work with our regional and local partners to integrate, where appropriate, pedestrian and bicycle elements into preservation projects through the use of other funding sources.

As we prepare for the '06-'09 State Transportation Improvement Program (STIP) update, ODOT is scoping a number of preservation projects for the '08-'09 time frame. Preservation projects in the '06-'07 years have already been scoped and programmed in the '04-'07 STIP. Where it is appropriate, the scoping teams are assessing the feasibility and costs associated with adding other modal elements to our preservation projects.

This effort involves:

1) Working with Metro to align the STIP and MTIP update cycles.
2) Scoping proposed ODOT preservation projects to identify the cost and feasibility of adding planned bicycle and pedestrian features along highway segments where it appears feasible/warranted/desirable.
3) Identifying possible funding sources that could be used to add bicycle and pedestrian features to preservation projects.
4) Collaborating with TPAC/JPACT and our local partners to agree on which projects should be targeted for enhancement given limited resources.

Possible Funding Sources:

SWIP (Sidewalks With Preservation): ODOT established this program as a way to add sidewalks to pavement preservation projects without diluting the resources targeted for pavement upgrades. Each region is given an annual allocation. Traditionally, decisions about where to spend the money have been made by our District Maintenance staff and Bicycle Coordinator.

For example, in 2004, $130,000 was allocated to enhance the SE Powell, Blvd. Preservation project between the Ross Island Bridge and SE 50th Avenue. In FY 2005, $538,000 will be allocated to a sidewalk infill project in Tigard along HW 99W. Several projects are under consideration for the FY 2005 dollars and in FY 2007, we have programmed $713,000 to be used in conjunction with a preservation project along McLoughlin Blvd. in Clackamas County from Kellogg Creek to Naef Road. SWIP dollars are intended to improve sidewalks. They cannot be used to address such issues as stormwater drainage or bridge construction.

We invite your input on how to use SWIP dollars for projects scheduled in FY 2008 and 2009.

ODOT Bicycle and Pedestrian Grants: Dollars in this program are allocated through a statewide competitive process. Grants are good for pedestrian and bicycle projects on state and local facilities. The deadline for applications is June 30th for FY 2006-2007 projects. Five million dollars is available statewide. Applications should be sent to ODOT District Maintenance Offices for review. They will then be forwarded to Michael Ronkin, ODOT's bicycle and pedestrian coordinator, and the Bicycle and Pedestrian Advisory Committee for final decisions.

This source of funds is listed here for information. Whereas the next solicitation round would be available to integrate with our FY 2008-2009 preservation projects, currently the program is seeking applications for FY 2006-2007. Michael may be reached at (503) 986-3555. The website is: www.odot.state.or.us/techserv/bikewalk/index.htm.

Transportation Enhancements (TE): This is a federal program that requires a 10.27% non-federal match. TE Funds may cover a variety of transportation related projects including bicycle and pedestrian improvements, safety education for bicycle and pedestrians, and acquisitions of scenic easements. The next application announcement is expected in late May 2004 for construction in '07 and '08. Notice of Intent to apply form due July 2, 2004. Applications will be due in early September 2004. TPAC and JPACT will be asked to forward eligible candidates. Bill Barber, (503) 797-1758, will coordinate applications in the Metro area. Pat Fischer is the ODOT lead and she may be reached at (503) 986-3528.

Metro Transportation Priorities Dollars: Transportation Priority dollars may be used to fund bicycle and pedestrian projects. Solicitation for the current cycle began this month and applications are due on June 30th. Contact Ted Leybold at (503) 797-1759 for more information.

Local Dollars: Local jurisdictions may also set aside funds to integrate bicycle and pedestrian improvements into ODOT preservation projects. Often these funds may be used as the local match for some of the programs mentioned above.

Preservation Projects Being Scoped for '08-'09 in Region 1
(See map, attached.)

Please note that the following list of preservation projects are being scoped at this time to assess costs, feasibility, amount of development work needed, etc. We always scope more projects than we can afford to do and winnow the list once scoping is completed. We will make those decisions in June and publish a list of preservation projects that will be circulated in the draft '06-'09 STIP this summer.

Likely Candidates for Bike/Pedestrian Improvements:

- US 26, Powell Blvd, from SE 52nd Avenue to I-205
  (RTP Street Designation: Regional Street. City TSP designations are for a City walkway for the length of the segment, and City bikeway from 71st Avenue east (as in RTP). Powell-Foster Corridor Plan and RTP call for streetscape plan.)
- US 30 Bypass, Lombard/Killingsworth Streets, from 60th to 82nd Avenues
  (RTP Street Design: Urban Road. City TSP: walkway and bikeway.)
- US 30 Bypass-Lombard Street, from St. Johns Bridge to MLK Blvd (Adopted streetscape plan calls for sidewalks and nine curb extensions, three of which may be converted to median islands depending on gap analysis and sight distance issues to be determined, and bikelanes for about 10 blocks from Ida to Portsmouth).

- US 30, Yeon Avenue, from I-405 to Kittridge-Portland
  (City Walkway, no City bike designation. Possible sidewalk only on one side due to R-O-W constraints and proximity to railroad tracks)
- OR 99E, from Redwood Street to Molalla River Bridge-Canby
  (TSP calls for bikelanes and sidewalks along full length of 99E. First need to address unresolved access management issues.)
- OR 211= Main Street, from OR 213 to the "Y"-Molalla
  (Special Transportation Areas and two Urban Transportation Areas were proposed in City TSP. City has expressed interest in doing a streetscape design plan with ODOT to accommodate Highway segment designations and to develop a uniform cross-section and design for future development along the Hwy. Plan should address drainage issues).
- OR 213, from I-205 to Monte Carlo
  (Add sidewalks where needed from I-205 to Conway. Safety project form Conway to Henrici should accommodate modal needs).

Un-likely Candidates for Bike/Pedestrian Improvements:

- US 26, Sunset Highway from Glencoe to Cornell
- US 26, Mt. Hood, MP 39 to 41.6, Welches
- OR 211, from the Junction of Hwy 171 to the Junction of US 26 in Sandy (MP –0.23-5.94)
- OR 213, from Spangler Road to Mulino
- OR 224, from the Junction of 224/212 to Eagle Creek/Hwy 211
- OR 35, Mt. Hood Hwy, from the junction of US 26 to MP 73.79

Next Steps:

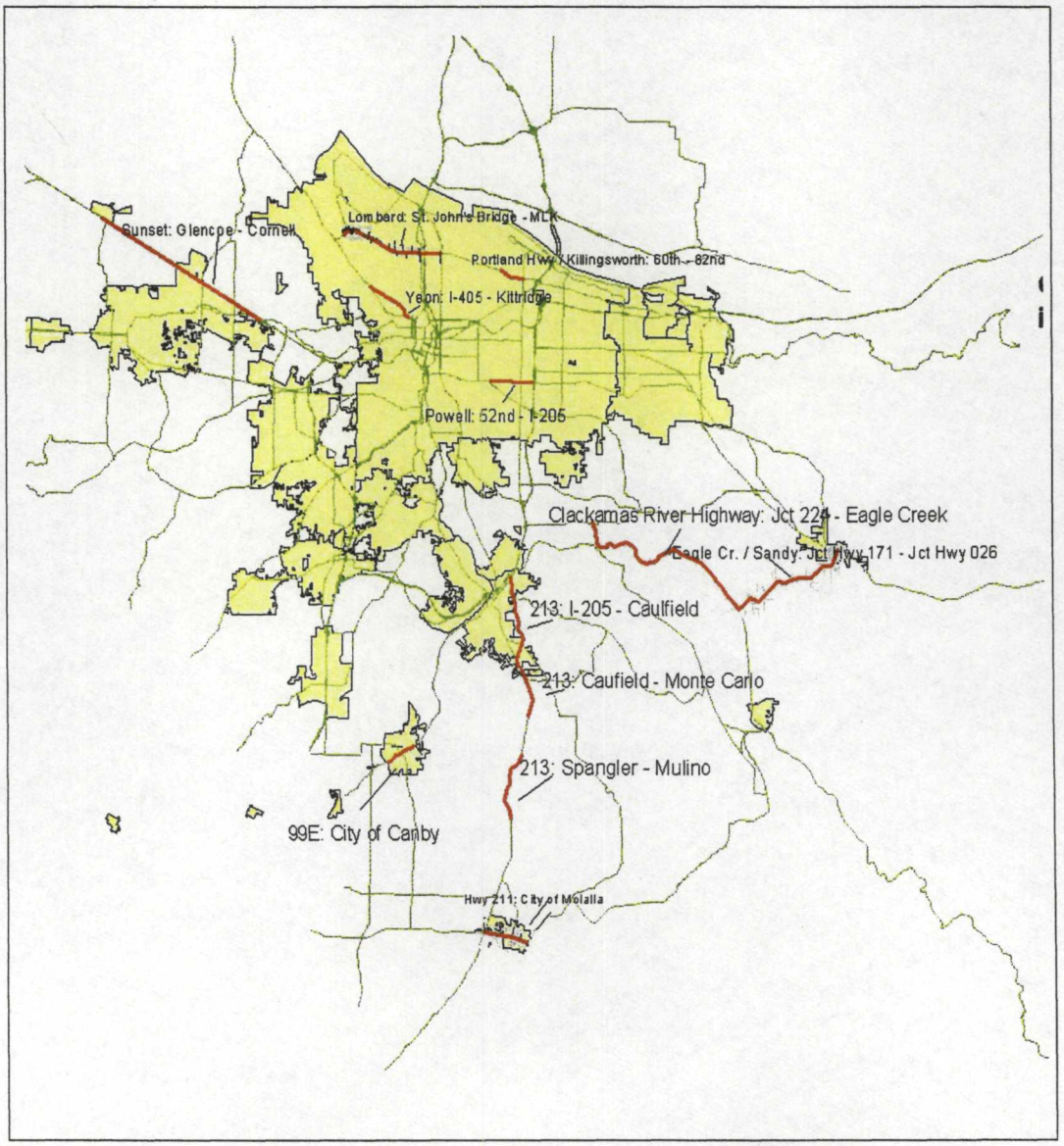
ODOT is asking local jurisdictions and TPAC members to:

(1) Review and comment on the above list of preservation projects.
(2) Collaborate on a funding strategy to integrate other modal elements into preservation projects.
(3) Work with us to resolve drainage, right-of-way, environmental, maintenance, and other issues that may arise on these projects.

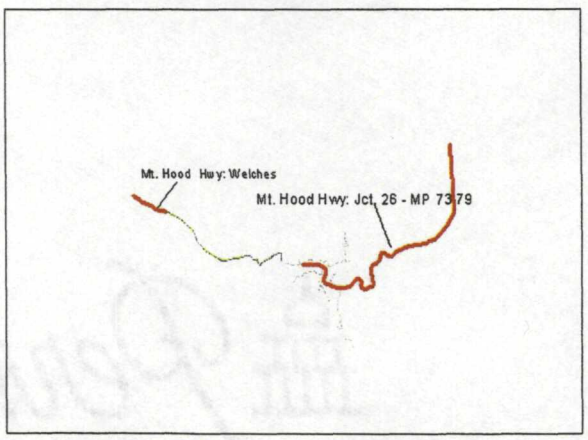
Thank you.

STIP/preservationenhancment

Preservation Overlay Candidates in Region 1 for '06 - '09 STIP



Metropolitan Area



Mt Hood Area

Draft 4-19-04
Robinson
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COMMITTEE TITLE **JPACT**

DATE **May 13, 2004**

NAME	AFFILIATION
Andy Cotugno	metro
Rod Park	Metro Council
MATTHEW GARRETT	ODOT
FRED HANSEN	TRIMET
Maria Rojo de Steffey	Mult Co
Rod Monroe	Metro Council
Annette Liebe	DEQ
[illegible]	Clackamas County
Dean Lookingbill	RTC (alt. for Vancouver Mayor Pollard)
Don Wagner	WSDOT
Larry Haverkamp	Cities Mult. Co.
KARL ROHDE	C^3
Bill Wyatt	Port of Portland
[illegible]	Port of Portland
Robin McArthur	ODOT
OLIVIA CLARK	TRIMET
Kathy Busse	Wash. Co.
Karen Schilling	Multnomah County

COMMITTEE TITLE **JPACT**

DATE **May 13, 2004**

NAME	AFFILIATION
John Kidd	Clackamas County
Dave Nordberg	DEQ
John Frost	Port of Vancouver
Lynne Griffith	C-TRAN
Scott Patterson	C-TRAN
Mark Turpel	Metro
John Gillam	City of Portland
Ron Papsdorf	City of Gresham
Greg Miller	AGC
Dale Hines	WSDOT
Mike Clark	WSDOT
Bridget Wieghart	Metro
KRISTIN HILL	METRO
Lynn Peterson	City of Lake Oswego