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9-9-2004

## Meeting Notes 2004-09-09

Joint Policy Advisory Committee on Transportation

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MS RENEE CASTILLA  
METRO  
600 NE GRAND AVE  
PORTLAND OR 97232

**METRO**

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

**MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**

**DATE: Thursday, September 9, 2004**

**TIME: 7:15 a.m.**

**PLACE: Metro Regional Center, Council Chambers**

7:15	Call to Order and Declaration of a Quorum	Rod Park, Chair
7:20	Citizen communications to JPACT on non-agenda items	Rod Park, Chair
7:25	* Review of Minutes – <u>APPROVAL REQUESTED</u>	Rod Park, Chair
7:30	* State Legislative Concepts - <u>DISCUSSION</u>	Andy Cotugno (Metro)
7:50	* State Freight Route Comment letter - <u>APPROVAL REQUESTED</u>	Bridget Wiegart (Metro)
8:00	* Draft Staff Recommendations for Narrowing the MTIP Applications for further consideration - Draft 1 <sup>st</sup> Cut List - <u>DISCUSSION</u>	Ted Leybold (Metro)
8:40	# October 14-15, 2004 MPO Summit in Eugene - <u>INFORMATIONAL</u>	Rex Burkholder (Metro)
8:50	* Columbia River Crossing Task Force - <u>INFORMATIONAL</u>	Rex Burkholder (Metro)
9:00	ADJOURN	Rod Park, Chair

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- \* Material available electronically. Please call 503-797-1916 for a paper copy
  - \*\* Material to be emailed at a later date.
  - # Material provided at meeting.
- All material will be available at the meeting.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
August 12, 2004

<u>MEMBERS PRESENT</u>	<u>AFFILIATION</u>
Rod Park	Metro Council
Matthew Garrett	Oregon Department of Transportation (ODOT – Region 1)
Fred Hansen	TriMet
Rob Drake	City of Beaverton, representing Cities of Washington County
Rod Monroe	Metro Council
Bill Kennemer	Clackamas County
Stephanie Hallock	Oregon Department of Environmental Quality (DEQ)
Don Wagner	Washington State Department of Transportation (WSDOT)
Roy Rogers	Washington County
Jim Francesconi	City of Portland
Larry Haverkamp	City of Gresham, representing Cities of Multnomah County
Karl Rohde	City of Lake Oswego, representing Cities of Clackamas County
Rex Burkholder	Metro Council
Bill Wyatt	Port of Portland

<u>MEMBERS ABSENT</u>	<u>AFFILIATION</u>
Maria Rojo de Steffey	Multnomah County
Judith Stanton	Clark County
Royce Pollard	City of Vancouver

<u>ALTERNATES PRESENT</u>	<u>AFFILIATION</u>
Dean Lookingbill	SW Washington RTC

<u>GUESTS PRESENT</u>	<u>AFFILIATION</u>
Kathy Busse	Washington County
Laurel Wentworth	City of Portland
Richard Gray	City of Portland
Steve Clark	Community Newspapers
Edward Barnes	Washington State Department of Transportation (WSDOT)
Mark Garrity	Washington State Department of Transportation (WSDOT)
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Dick Pedersen	Oregon Department of Environmental Quality (DEQ)
Ron Papsdorf	City of Gresham
Jim Leahy	
John Rist	Clackamas County
Karen Schilling	Multnomah County
Olivia Clark	TriMet

## GUESTS PRESENT

## AFFILIATION

Phil Selinger	TriMet
Ann Gardner	Schnitzer Investment
Jef Dalin	City of Cornelius
Robin Katz	Port of Portland
Lenny Anderson	Swan Island TMA
Rebecca Eistminger	Port of Vancouver
John Fratt	Port of Vancouver
Danielle Cowan	City of Wilsonville
Jeff King	City of Milwaukie
Rob De Graff	Oregon Department of Transportation
Deborah Murdock	Portland State University
Lainie Smith	Oregon Department of Transportation (ODOT - Region 1)
Mike Clark	Washington State Department of Transportation

## STAFF

Richard Brandman	Renée Castilla	Andy Cotugno	Tom Kloster	Ted Leybold
Lance Lindahl	Randy Tucker	Mark Turpel	Patty Unfred	Montgomery

### I. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Rod Park called the meeting to order and declared a quorum at 7:19 a.m.

### II. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

There were no citizen communications.

### III. REVIEW OF MINUTES

ACTION TAKEN: Mr. Fred Hansen moved to approve the meeting minutes of June 10, 2004. The motion passed.

ACTION TAKEN: Councilor Rex Burkholder moved and Commissioner Roy Rogers seconded the motion to approve the meeting minutes of July 8, 2004 as amended. The motion passed.

### IV. RESOLUTION NO. 04-3469 UPDATED BYLAWS FOR THE TPAC THAT FORMALIZE NEW TECHNICAL SUBCOMMITTEES

Tom Kloster presented Resolution No. 04-3469 (included as part of this meeting record).

Commissioner Roy Rogers directed the committee members to Article V of Exhibit A. He expressed concern that establishing subcommittees without bylaws may make the subcommittees seem unprofessional.

Mr. Tom Kloster stated that any of the subcommittees that are established without bylaws would be viewed as short-term committees set up for specific purposes and would end in less than six months.

Chair Rod Park stated that the language could be rephrased to say that a subcommittee could not be formed without bylaws if the committee was going to operate for longer than six months.

Mr. Matthew Garrett stated that it was important that the purpose and responsibility of the temporary subcommittees be transparent.

Mr. Tom Kloster stated that there are committees that TPAC wanted to sanction officially and require bylaws of them. He directed the committee members to Exhibit A.

Mr. Don Wagner asked that the Port of Vancouver be listed as a non-voting associate member and have a place at the table.

Mr. John Fratt, Port of Vancouver, stated that he participates through the Bi-State committee of JPACT but would like to be able to participate at the TPAC table.

Chair Rod Park asked staff for explanation of the distinction between the Port of Portland and their status with TPAC vs. the Port of Vancouver.

Mr. Tom Kloster stated that there are other committees in Washington where the Port of Vancouver has a voice.

Chair Rod Park stated that it was important to formalize the ties through bi-state coordination, thereby formalizing the Port of Vancouver's status on TPAC and having the Port of Portland included in Washington's committees.

ACTION TAKEN: Mr. Don Wagner moved and Councilor Rex Burkholder seconded the motion to add the Port of Vancouver as a non-voting associate member. The motion passed.

ACTION TAKEN: Commissioner Roy Rogers moved and Mr. Matthew Garrett seconded the motion to add the importance of transparency to the subcommittees. The motion passed.

ACTION TAKEN: Commissioner Roy Rogers moved and Mr. Matthew Garrett seconded the motion to approve Resolution No. 04-3469. The motion passed.

V. RECOMMENDATIONS TO JPACT FOR NARROWING THE TRANSPORTATION  
ENHANCEMENT APPLICATIONS FOR FURTHER CONSIDERATION

Ted Leybold presented recommendations to JPACT for narrowing the transportation enhancement applications for further consideration (included as part of this meeting record).

Chair Rod Park asked for explanation regarding the TE process and if it was different than normal.

Ted Leybold explained that during the MTIP process staff receives full applications that are evaluated on their technical merits and travel forecasting models. He said that once staff has reviewed the applications, they are brought through TPAC for further review which allows for TPAC members to provide further corrections and comments prior to the JPACT decision making process. He stated that the TE application timeline was constrained. Thus staff was forced to shorten review.

Mr. Matthew Garrett asked for explanation of the Oregon City project and the eight applications on the recommended list compared to the seven allotted spots.

Mr. Ted Leybold stated that based upon the pre-application, there had been an initial concern by staff at the TE level (state) that the Oregon City project would not be eligible. Further, it remains difficult for staff to review the project without the full application. Therefore the TE staff has warned Oregon City that their project may not be eligible. If Oregon City cannot make their eligibility then they would fall off of the recommended, leaving seven applicants.

Mr. Matthew Garrett stated that a project could be bumped from the recommended list to the alternate list if Oregon City does make their case for the project. He stated that what the TE staff would do with the other project would be up to them. He said that after the TE process runs its course, he has to sign off of the applicants. Thus, he would probably abstain from the vote.

Mr. Fred Hansen recommended that one of the two alternate projects, TV Hwy, move up the list to the recommended projects. Further, he would ask the City of Portland to rank their projects by priority from their perspective.

Councilor Karl Rohde expressed concern that there was no supporting documentation included or any explanation of how the projects ranked against the criteria given.

Chair Rod Park replied that ODOT requested staff to narrow the projects by the pre-application summary.

Councilor Karl Rohde stated that the purpose of bypassing TPAC was to give staff time to review the projects and provide the necessary information to JPACT for the decision making process.

Chair Rod Park commented that there was a very short timeline for staff to be able to review the projects.

Councilor Karl Rohde reiterated that staff did not have any backup or explanation for their decisions.

Mr. Ted Leybold stated that staff did not have enough information to adequately use the state point system. Therefore, he had four staff people including himself read through the pre-applications submitted and rank them based upon what they thought were the best projects. Then they compared the four lists and where they found consensus is how they ranked. He said that the deadline to submit the pre-application was July 9, 2004 and explained that each jurisdiction had to submit their notice of intent, amount of funds requested and short project description.

Councilor Larry Haverkamp concurred with Councilor Rohde and expressed concern that more information was not taken into account when ranking the projects.

Ms. Stephanie Hallock stated that staff has said that the pre-application process and the review time was inadequate. She asked if there was time in the ODOT process for Metro staff to be able to see the full applications and provide a qualified recommendation back to JPACT.

Mr. Matthew Garrett stated that the timing of the STIP process is the issue.

Ms. Pat Fisher stated that there is an issue of timing because they are trying to sync the TE process with the STIP and its public comment period. In addition, they had to wait for comments from the OTC on how much money the program would have, what the focus areas would be, etc. She explained that the intent of the screening process was to limit the number of applications coming forward to the TE committee. She said that her committee members were not looking for a ranked list but a list of applicants that would be able to submit their full application in September. She said that using the Metro priorities process to determine which of the applications would go forward was to prevent a situation where a project would score very high with the Enhancement Committee but not be a priority to the region.

Commissioner Jim Francesconi asked if there could be more projects added to the list.

Ms. Pat Fisher replied that she could ask the Advisory Committee to allow more alternates.

ACTION TAKEN: Mr. Fred Hansen moved and Mayor Rob Drake seconded the motion to approve the full list of Transportation Enhancement recommended projects and alternates.

ACTION TAKEN: Mr. Fred Hansen moved and Commissioner Roy Rogers seconded the motion to move the Tualatin Valley Highway project from the alternate list to the recommended list. The motion passed with Mr. Matthew Garrett abstaining.

Chair Rod Park stated that he trusted that Metro staff reviewed the projects to the best of their ability and had good reasons to select the projects that they did.

Ms. Pat Fisher stated that there should be time for Metro staff to review the full applications before the next JPACT meeting if the JPACT wanted all of the interested jurisdictions to submit full applications.

Mr. Richard Brandman stated that the timeline does not allow ODOT to give the applications to Metro staff in time to review. He said that the jurisdictions would have to submit the full applications within one week of the conclusion of the August JPACT meeting in order for staff to review.

ACTION TAKEN: Mr. Fred Hansen moved and Mr. Matthew Garrett seconded the motion that the City of Portland prioritizes their projects.

Councilor Rex Burkholder commented that it seems reasonable that since half of the population lives in the City of Portland, that half of the projects moving forward would benefit half the population. He said it was JPACT's responsibility to support those citizens.

Mr. Fred Hansen replied that it was not unfair to ask a jurisdiction to prioritize their projects for a regional process.

Councilor Rex Burkholder stated that all of the projects on the list are good projects and further stated that JPACT should be jurisdiction blind.

Ms. Pat Fisher stated that their office does not need a ranking. She further stated that the region is not guaranteed two projects, that it is a statewide competition. She said the region could end up with more than two projects selected or none at all.

Councilor Rod Monroe stated that all of the projects should be ranked.

Mayor Rob Drake stated that he understood that the projects were ranked to begin with.

Chair Rod Park stated that the projects were ranked by consensus.

ACTION TAKEN: The motion to request the City of Portland to prioritize their projects failed with the following vote:

Voting yes: Mr. Matthew Garrett, Mr. Fred Hansen, Mayor Rob Drake, Councilor Larry Haverkamp, Councilor Karl Rohde, and Commissioner Roy Rogers.

Voting No: Councilor Rod Monroe, Mr. Bill Wyatt, Mr. Dean Lookingbill, Councilor Rex Burkholder, Commissioner Jim Francesconi, Ms. Stephanie Hallock, Mr. Don Wagner, Mr. Bill Wyatt, and Commissioner Bill Kennemer.

ACTION TAKEN: The motion to approve the Transportation Enhancement list as amended passed with Councilors Larry Haverkamp and Karl Rohde voting no and Mr. Matthew Garrett abstaining.

## VI. RECOMMENDATIONS FOR THE DRAFT 06-09 STIP

Matthew Garrett presented the Recommendations for the Draft 06-09 STIP (included as part of this meeting record).

Commission Roy Rogers commended ODOT for their willingness to assist with the funding stream for the Sellwood Bridge. However, he explained that Washington County has consistently looked at JPACT as a principled group with an obligation to help regional projects. He expressed concern that there has been no discussion regarding the funding sources for the Sellwood Bridge project, i.e. match monies. He asked the committee if they were aware of what Multnomah County's financial contribution would be.

Councilor Rod Monroe stated that he has been having several conversations with Commissioner Rojo de Steffey in addition to interested stakeholders, i.e. freight and neighborhood leaders. He said that several thought differences between groups has blocked the bridge replacement and now that the bridge has a ten ton limit and is a major transit route for the region, a compromise



must be found. He said that Metro is committed to finding resolution for this severe bridge issue.

Commissioner Jim Francesconi concurred that the Sellwood Bridge is important to the entire region. He further stated that he has been having conversations with the Commissioner and Brant Williams regarding whether the County should be in the bridge business at all. He also said that there has been discussion on a gas tax to be directed toward the replacement of the Sellwood Bridge. He said that the City of Portland does not have the match for the project and that Multnomah County is having a hard time with the match as well.

Commissioner Roy Rogers stated that he is sensitive to the hard financial details that both the City of Portland and Multnomah County are facing. However, that said, Washington County has several hundreds of bridges that deal with commerce and moving people and that could be defined as regional facilities. He said that it has been difficult for him to agree that the Sellwood Bridge is more important than any other bridge in their jurisdiction considering that the interested parties have no idea how the bridge replacement would be funded.

Mr. Matthew Garrett stated that he appreciated all of the comments because they lead to better-informed decisions. He said that he confidant that Multnomah County would be able to identify funding for a full Environmental Impact Statement.

Councilor Rex Burkholder expressed his concern that the region did not receive its fair share of funding at the OTC and suggested advocating with the OTC, legislature and the Governor for an increase share of the MOD dollars for the region.

Mr. Matthew Garrett stated that the region received 47% of the freight funding, had two earmarks fully funded and received 38% of the mod/equity split. He said that the region did not receive much in the statewide significance category simply because the region did not have projects ready to go whereas other regions did. Therefore, the OTC made the decision to fully fund those other projects, Highway 20 and Highway 62. He said that the region needed to move projects into ready mode so that it can take advantage of the next funding cycle.

Councilor Rex Burkholder said that it was important to ensure balance among the regions.

## VII. PREPARATION FOR FALL MPO SUMMIT

The discussion for the preparation for the fall MPO summit was held over until the next JPACT meeting.

## VIII. AREA COMMISSION ON TRANSPORTATION (ACT) CORRESPONDENCE TO THE OTC

Councilor Rex Burkholder presented the Area Commission on Transportation (ACT) correspondence to the OTC (included as part of this meeting record)

ACTION TAKEN: Councilor Karl Rohde moved and Commissioner Roy Rogers seconded the motion to approve the letter to the OTC regarding an ACT.

Ms. Susie Lahsene expressed concern on how the OTC would react to the region not becoming an ACT as they were asked.

Mayor Rob Drake stated that he had full respect for the state and for ODOT, however the region does get the respect from Salem that it deserves. He said that JPACT as an entity gives them a broad position with equal footing. He said that the region's needs are unique and distinct and becoming an ACT would not make better the situation. He expressed his concern that the region remains a net exporter of dollars and sees less returned. While supporting the state and other regions is important, it still bothers him and hence his support of never becoming an ACT.

Commissioner Jim Francesconi stated that there are two issues that remain. One is whether to become an ACT and the other is whether there should be added business representation on JPACT. He disagreed that the many "part-time" business owners represent the business community fairly. He further stated that if JPACT does formalize the Regional Freight Committee, then it seems logical to appoint a member from that subcommittee to sit on JPACT.

Mr. Matthew Garrett stated that he would vote no on the letter to the OTC because he does not agree that JPACT has worked all of the issues appropriately. He also said that JPACT needed to be better informed on certain issues and with the OTC strongly encouraging ACTs statewide it is important for JPACT to consider resurrecting the conversation.

Commissioner Bill Kennemer commented that the City of Sandy and other areas are investigating their options of becoming an ACT of their own.

Ms. Stephanie Hallock stated that should probably be abstaining from the vote, however does not support changing the structure of JPACT.

ACTION TAKEN: The motion to approve the letter to the OTC regarding ACTs passed with Mr. Matthew Garrett voting no and Ms. Stephanie Hallock abstaining from the vote.

## IX. TRANSPORTATION FUNDING STRATEGY

The committee agreed to hold this item until the next regular JPACT meeting.

## X. STATUS REPORT ON OXYGENATED FUELS

Ms. Stephanie Hallock stated that DEQ is not ready to make their decision on oxygenated fuels and would rather come back to JPACT after the public comment period has ended and their decision has been made.

Chair Rod Park asked Ms. Hallock to come to the next JPACT meeting prepared to speak briefly on the oxygenated fuels issue.

## XI. ADJOURN

There being no further business Chair Park adjourned the meeting at 9:05 a.m.

Respectfully submitted, Renée Castilla

## Draft JPACT Legislative Concept

September 9, 2004

Seek support from Governor Kulongoski and legislative leaders in the development of a transportation finance legislative proposal, including:

- a. Road funding:
  - i. Operations & Maintenance – Increase the gas tax and equivalent weight-mile tax.
  - ii. OTIA 4 – Support an increase in the vehicle registration fee and titling fee for the next OTIA Modernization funding package.
- b. A multi-modal lottery funding package consisting of:
  - i. Lottery funds for metropolitan passenger rail projects.
  - ii. Lottery funds for intermodal passenger, freight rail, and marine capital improvements.
- c. ODOT funding for bus replacement and transportation demand management.
- d. Initiate an updated Transportation Finance Study in preparation for the '07 Legislature.



**METRO**

September 12, 2004

Mr. Bruce Warner  
Oregon Department of Transportation  
355 Capitol St NE, Rm. 135  
Salem, OR 97301-3871

Dear Mr. Warner:

We have reviewed the August 4 draft of the Freight Route Advisory Project staff report, which will inform an update of the Oregon Highway Plan. The report is well written and informative. We have several comments, however, which we would like to see addressed before changes to the OHP freight routes and policies are taken to the Oregon Transportation Commission this fall.

In addition to the tonnage and connectivity criteria used in the 1999 OHP update, a number of "factors for consideration" are proposed for use in the identification of freight routes to be designated as OHP freight routes. While we agree with most of these factors, the report needs to be clearer about how they will be applied. Regional freight routes, in particular should be elevated to a criterion. In areas that have established regional or local freight systems, classification as a major route on these plans should be a prerequisite for designation as an OHP freight route. The various systems need to be consistent and the planning processes established in the State Transportation Planning Rule and federal regulations should be observed.

We are concerned about the characterization of funding as a significant issue for OHP Route Designation in section III B. Elsewhere the report recognizes that there are significant routes, which provide regional and state mobility that are not OHP freight routes. One of the factors of consideration is "major freight routes on local facilities" and action 4A.8 recognizes that local truck routes provide important linkages in the movement of freight throughout the state. It is critical that the State view the freight routes as a system and provide funding where it is most needed to support the efficient movement of freight, regardless of whether it is on a State highway or local route. We therefore recommend that action 4A.8 be amended to add language that indicates that major freight routes on local roads that have regional and/or statewide significance will receive priority consideration for funding along with state routes and NHS intermodal connectors.

As you know, the FRAP was established in response to concerns raised during the designation of Special Transportation Areas last fall. Local jurisdictions asked for more clarity as to the highway segment management plan requirements and approval process at that time. The August

4 draft outlines the required elements only very generally and provides no review timeframe. It is our understanding that only one management plan has been approved statewide to date. It is critical that a simple and clear process be outlined in detail and reviewed with local jurisdictions. Further, we disagree with the requirement that the management plan must be put in place prior to the STA designation. The local jurisdiction should be required to prepare a management plan before implementing any roadway or streetscape improvements that would reduce the existing roadway capacity within an STA. The management plan could be developed either in conjunction with a TSP update, or separately. This would be an efficient way to meet planning requirements without placing undue burdens on local jurisdictions.

Finally, we request that the update reference the below listed planned additions to the OHP freight system:

***New US 30 Bypass:*** (from St. John's bridge north to Columbia Boulevard to I-5) As part of the 2000 RTP update, this route was reclassified as a principal arterial and freight route. A process should be initiated to redesignate the US 30 Bypass to the Columbia route to be consistent with the acknowledged RTP. This route should be reflected in the state highway freight system once the US 30 Bypass designation is completed. ODOT and the City of Portland will coordinate to ensure that Lombard Street will continue to accommodate over-dimensional vehicles and locals until the new US 30 Bypass Route has improvement in place capable of supporting this function.

***I-84/US 26 Connector:*** The need for a highway connection in this area is identified in the RTP. As part of the next RTP update, a permanent connection between I-84 and US 26 will be designated. The state highway freight system should include a note that a highway connection in this area is needed and will be designated in the next RTP update.

***I-5/99W Connector:*** The state highway freight system should include a note that a major freight connection between I-5 and 99W is needed and is currently being planned. Washington County, with the support of ODOT and Metro, is leading a study to identify a new highway connection in the Tualatin area. The state highway freight system should include a note about the study and indicate that a future state highway freight route will be added once the route is identified.

Metro will be leading a review of the regional freight system and networks as part of the next RTP update starting in 2006. Additional routes may be identified as part of that process. Once that process is completed more routes may be proposed for addition to the OHP freight system.

Thank you in advance for your consideration of these comments.

Sincerely,

David Bragdon  
Council President

Councilor Rod Park  
Chair, Joint Policy Advisory Committee on Transportation



**METRO**

September 12, 2004

Mr. Bruce Warner  
Oregon Department of Transportation  
355 Capitol St NE, Rm. 135  
Salem, OR 97301-3871

Dear Mr. Warner:

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In addition to the tonnage and connectivity criteria used in the 1999 OHP update, a number of "factors for consideration" are proposed for use in the identification of freight routes to be designated as OHP freight routes. While we agree with most of these factors, the report needs to specify ~~be clearer about~~ how they will be applied. Regional freight routes, in particular should be elevated to a criterion. In areas that have established regional or local freight systems, classification as a major route on these plans should be a prerequisite for designation as an OHP freight route. The various systems need to be consistent and the planning processes established in the State Transportation Planning Rule and federal regulations should be observed.

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As you know, the FRAP was established in response to concerns raised during the designation of Special Transportation Areas last fall. Local jurisdictions asked for more clarity as to the

highway segment management plan requirements and approval process at that time. The ~~September 1~~<sup>August 4</sup> draft outlines the required elements only very generally and provides no review timeframe. It is our understanding that only one management plan has been approved statewide to date. It is critical that a simple and clear process be outlined in detail and reviewed with local jurisdictions. Further, we disagree with the requirement that the management plan must be put in place prior to the STA designation. The local jurisdiction should be required to prepare a management plan before implementing any roadway or streetscape improvements that would impact freight movement and access ~~reduce the existing roadway capacity within the~~ STA segment. The management plan could be developed either in conjunction with- a TSP update, or separately. This would be an efficient way to meet planning requirements without placing undue burdens on local jurisdictions.

Finally, we request that the update reference the below listed planned additions to the OHP freight system:

***New US 30 Bypass:*** (from St. John's bridge north to Columbia Boulevard to I-5) As part of the 2000 RTP update, this route was reclassified as a principal arterial and freight route. A process should be initiated to redesignate the US 30 Bypass to the Columbia route to be consistent with the acknowledged RTP. This route should be reflected in the state highway freight system once the US 30 Bypass designation is completed. ODOT and the City of Portland will coordinate to ensure that Lombard Street will continue to accommodate over-dimensional vehicles and locals until the new US 30 Bypass Route has improvement in place capable of supporting this function.

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***I-5/99W Connector:*** The state highway freight system should include a note that a major freight connection between I-5 and 99W is needed and is currently being planned. Washington County, with the support of ODOT and Metro, is leading a study to identify a new highway connection in the Tualatin area. The state highway freight system should include a note about the study and indicate that a future state highway freight route will be added once the route is identified.

Metro will be leading a review of the regional freight system and networks as part of the next RTP update starting in 2006. Additional routes may be identified as part of that process. Once that process is completed more routes may be proposed for addition to the OHP freight system.

Thank you in advance for your consideration of these comments.

Sincerely,

David Bragdon  
Council President

Councilor Rod Park  
Chair, Joint Policy Advisory Committee on Transportation



# WASHINGTON COUNTY

## OREGON

September 8, 2004

To: JPACT

From: Washington County Coordinating Committee

Subject: **Proposed Revisions to 2006-09 MTIP Staff Recommendation**

The Washington County Coordinating Committee met on September 7, 2004 and proposes the following revisions to the 2006-09 MTIP Staff Recommendation:

1. Move the \$950,000 Tualatin Valley Highway Corridor Study (P13121) from the Planning category Recommended List to the Not Recommended List.
2. Move \$639,000 of the \$950,000 to the Ash St. Extension (VC8038) to cover preliminary engineering and right-of-way acquisition and move this project to the Recommended List in the Transit category.
3. Move the remaining \$311,000 of the \$950,000 to the \$1,100,000 million Beaverton-Hillsdale/Oleson/Scholls Ferry intersection (RC1184) on the existing Recommended List Road Capacity category. This results in a revised \$1,411,000 request.
4. Reduce the unfunded amount for Beaverton-Hillsdale/Oleson/Scholls Ferry (RC1184) on the Not Recommended List Road Capacity category to \$1,489,000.

The primary reasons for these changes is that, given more immediate needs in Washington County, it makes more sense to focus on funding improvements to Ash St. and Beaverton-Hillsdale/Oleson/Scholls Ferry rather than trying to address longer term needs on TV Highway. The Ash St. project will provide a needed secondary access to the Tigard park and ride lot for the Beaverton-Wilsonville Commuter Rail and reduce congestion at the lot's primary entrance on Main Street. The City of Tigard is considering increasing their local match on this project to cover the remaining \$212,537 needed for construction. The Beaverton-Hillsdale/Oleson/Scholls Ferry intersection is one of the most hazardous intersections in the metropolitan area for bicycle, pedestrian and motor vehicle travel. Providing additional funding for PE will improve safety, reduce congestion and facilitate future development of this 2040 Town Center. Over the next several months, Washington County and its partner jurisdictions will pursue funding the remaining \$1,489,000 to complete preliminary engineering on this important project.

cc: Washington County Coordinating Committee



Transportation Priorities 2006-09

Draft Metro Staff First Cut Recommendation

Rank	Bike/Trail		Requested Amount (millions of \$)	Rank	Boulevard		Requested Amount (millions of \$)	Rank	Large Bridge		Requested Amount (millions of \$)	
Recommended for Further Consideration				Recommended for Further Consideration				Recommended for Further Consideration				
1	Bk1009	Eastbank Trail/Springwater: SE 19th to SE Umatilla	\$1.629	1	Bd3020	Rose Biggi extension: Crescent St. to Hall	\$3.807	RR101 2	Selliwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	\$1.750		
2	Bk4011	Marine Dr. Bike Lanes & Trail Gaps: 6th Ave. to 185th	\$1.651	2	Bd3169	Burnside Street: Bridge to E 14th (PE only)	\$3.360					
3	Bk2055	Springwater Trailhead at Main City Park	\$0.310	3	Bd1260	Killingsworth: Minnesota to MLK	\$3.029					
4	Bk2052	Junction	\$0.890	4	Bd3124	Cornell Road: Saltzman to 119th	\$2.535					
5	Bk5026	Trolley Trail: Arista to Glen Echo	\$1.484									
6	Bk3012	Rock Creek Trail: Orchard Park to NW Wilkens	\$0.675									
7	Bk5110	Jennifer St: 106th to 122nd	\$0.550									
8	Bk3072	Beaverton Powerline Trail: Schuepback Park to Burntwood Drive	\$1.500									
n/a	205	ODOT Preservation Supplement: Powell: 52nd to I-205	\$0.250									
Subtotal:			\$8.939	Subtotal:			\$12.731	Subtotal:			\$1.750	
Not Recommended for Further Consideration				Not Recommended for Further Consideration				Not Recommended for Further Consideration				
9	Bk6057	Washington Square Greenway: Hwy. 217 to Fanno Creek Trail	\$1.256	5	Bd3169	E Baseline: 10th to 20th	\$2.447	RR101 2	Selliwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	\$1.850		
10	Bk6020	Powerline Trail (South): Barrows to Beef Bend Rd. ODOT Preservation Supplement: Powell: 52nd to I-205	\$0.942 \$0.250									
Subtotal:			\$2.448	Subtotal:			\$2.447	Subtotal:			\$1.850	
Mode Category Total:			\$11.387	Mode Category Total:			\$15.178	Mode Category Total:			\$3.600	
Rank	Green Streets		Requested Amount (millions of \$)	Rank	Freight		Requested Amount (millions of \$)	Rank	Planning		Requested Amount (millions of \$)	
Recommended for Further Consideration				Recommended for Further Consideration				Recommended for Further Consideration				
1	GS122 4	NE Cully Boulevard: Prescott to Killingsworth	\$2.457	1	Fr4063	N Lombard: Slough overcrossing SW Tualatin-Sherwood Road ATMS: I-5 to Highway 99W	\$2.210 \$0.341	n/a	PI8000	Bike Model and Interactive Map: Region wide	\$0.201	
				2	Fr3016	99W	\$0.341	n/a	PI0004	Livable Streets Update: Region wide	\$0.200	
1	GS212 3	Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1.470	4	Fr6086	Kinsman Road extension: Barber to Boeckman	\$1.400	n/a	PI1003	Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center	\$2.000	
				5	Fr8008	Freight Data Collection Infrastructure and Archive System: Approximately 50 interchanges region wide	\$0.179	n/a	PI0001	MPO Required Planning: Region wide	\$1.731	
				6	Fr2074	NE Sandy Blvd. (PE/ROW): 207th to 238th	\$0.630	n/a	PI5053	Multi-Use Path Master Plans: Lake Oswego to Milwaukie, Sullivan's Gulch, Tonquin Trail, Mt. Scott - Scouter's Loop Trail.	\$0.590	
Subtotal:			\$3.927	Subtotal:			\$4.760	n/a	PI0002	Next Priority Corridor Study	\$0.500	
Not Recommended for Further Consideration				Not Recommended for Further Consideration				n/a	PI0002	Regional Freight Planning: Region wide	\$0.300	
				1	Fr4063	N Lombard: Slough overcrossing	\$2.210	n/a	PI3121	Tualatin Valley Highway Corridor Study: Highway 217 to Baseline Road	\$0.950	
				3	Fr4087	N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr.	\$3.000	n/a	PI1017	Willamette Shoreline - Hwy 43 Transit Alternatives Analysis: Portland South Waterfront to Lake Oswego	\$0.688	
				7	Fr6065	SW Herman Road: Teton to 108th Avenue	\$2.000	Subtotal:			\$7.160	
Subtotal:			\$0.000	Subtotal:			\$7.210	Not Recommended for Further Consideration				
Mode Category Total:			\$3.927	Mode Category Total:			\$11.970	Mode Category Total:				\$11.985
Rank	Pedestrian		Requested Amount (millions of \$)	Rank	Road Capacity		Requested Amount (millions of \$)	Rank	Road Reconstruction		Requested Amount (millions of \$)	
Recommended for Further Consideration				Recommended for Further Consideration				Recommended for Further Consideration				
1	Pd3163	Forest Grove Town Center Pedestrian Improvements	\$0.660	1	RC6014	SW Greenburg Road:Washington Square Dr. to Tiedeman	\$1.000	RR105 1	3	Naito Parkway:NW Davis to SW Market	\$3.840	
2	Pd5054	Milwaukie Town Center: Main/Harrison/21st	\$0.450	2	Pd6127	Boones Ferry Road at Lanewood Street	\$1.400	2	Fr3166	10th Avenue @ Highway 8 Intersections	\$0.837	
3	Pd1227	Tacoma Street: 6th to 21st	\$1.340	3	RC2110	Wood Village Blvd.: Arata to Halsey	\$0.980	3	5	Cleveland St.: NE Stark to SE Powell	\$1.540	
4	Pd2105	Rockwood Ped to MAX: 188th Avenue and Burnside	\$1.400	4	RC1184	Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	\$1.100	RR503 4	7	Lake Rd: 21st to Hwy 224	\$1.884	
11	Pd1019	Transit Safe Street Crossings	\$0.500	Subtotal:			\$4.480	Subtotal:			\$8.101	
Not Recommended for Further Consideration				Not Recommended for Further Consideration				Not Recommended for Further Consideration				
5	Pd1202	SW Capitol Highway (PE): Multnomah to Taylors Ferry	\$0.538	4	RC1184	Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	\$1.800	RR200 5	1	NE 242nd Ave.: Stark to Glisan	\$0.840	
7	Pd1080	SE Hawthorne: 20th to 50th	\$0.822	5	RC7000	SE 172nd Ave:Phase I: Sunnyside to Hwy 212	\$4.300	6	9	NW 23rd Avenue: Burnside to Lovejoy	\$2.694	
8	Pd3021	SW Scholls Ferry Road: New Seasons to Fred Meyer in the Raleigh Hills town center	\$0.436	6	RC3114	NE 28th Avenue: East Main to Grant	\$1.682					
9	Pd3093	SW Murray Blvd (west side only): TV Hwy to Farmington (+ bike lane)	\$0.923	7	RC5103	Clackamas County ITS: Safety and operational improvements at 4 railroad crossings	\$0.500					
10	Pd5209	SE 129th Sidewalks and bike lane: Scott Creek Ln. to Mountain Gate Rd.	\$0.707	Subtotal:			\$8.282	Subtotal:			\$3.534	
Subtotal:			\$3.426	Subtotal:			\$8.282	Not Recommended for Further Consideration				
Mode Category Total:			\$7.776	Mode Category Total:			\$12.762	Mode Category Total:				\$11.635
Rank	Regional Travel Options		Requested Amount (millions of \$)	Rank	TOD		Requested Amount (millions of \$)	Rank	Transit		Requested Amount (millions of \$)	
Recommended for Further Consideration				Recommended for Further Consideration				Recommended for Further Consideration				
n/a	TO8052	RTO Base Program	\$4.003	1	TD8005	Regional TOD LRT Station Area Program	\$3.000	n/a	TR1001	Rail Commitment	\$16.000	
n/a	TO0002	3 TravelSmart Projects	\$1.700	2	TD0002	Regional TOD Urban Center Program	\$2.000	n/a	TR1002	I-205 Supplemental	\$2.600	
Subtotal:			\$5.703	3	TD0003	Site acquisition: Beaverton regional center	\$3.000	1	Tr8035	Frequent Bus	\$2.750	
Not Recommended for Further Consideration				4	TD0004	Gateway Transit Center Redevelopment	\$0.500	2	Tr1106	Eastside Streetcar	\$1.000	
				Subtotal:			\$8.500	3	Tr5106	South Metro Amtrak Station	\$1.150	
				Subtotal:			\$8.500	Subtotal:			\$22.350	
Not Recommended for Further Consideration				Not Recommended for Further Consideration				Not Recommended for Further Consideration				
n/a	TO0003	RTO Preferred: 2 additional TravelSmart Projects	\$1.000					4	VC8038	SW Ash Street extension	\$0.851	
Subtotal:			\$1.000	Subtotal:			\$0.000	Subtotal:			\$0.851	
Mode Category Total:			\$6.703	Mode Category Total:			\$8.500	Mode Category Total:			\$23.201	
List Grand Total:											\$92.751	
Expected 2008-09 Funding Authorized:											\$60.50	



Oregon Health & Science University

OFFICE OF THE CHIEF ADMINISTRATIVE OFFICER

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Mail code: L101 • 3181 S.W. Sam Jackson Park Road • Portland, Oregon 97239-3098  
TEL: 503 494-8224 • FAX: 503 494-8955

September 2, 2004

Rod Park, Chair  
Joint Policy Advisory Committee on Transportation  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

Re: Alternatives Analysis for Willamette Shoreline/Highway 43 Transit  
Corridor and funds held in reserve for Environmental Analysis and PE for  
Preferred Alternative

Dear Councilor Park:

Oregon Health & Science University (OHSU) enthusiastically supports the joint application for Metropolitan Transportation Improvement Program (MTIP) funds for a transit alternatives analysis and future funds for an environmental assessment and preliminary engineering for the Highway 43 corridor.

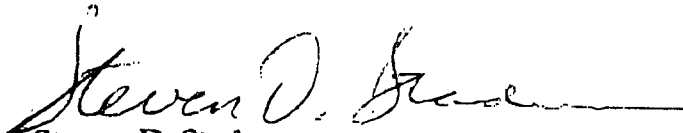
As you know, OHSU, the Portland Development Commission and private developers have recently embarked upon a plan to transform an undeveloped portion of the waterfront into a vibrant neighborhood. Portland's South Waterfront District, which is adjacent to downtown Portland between the Willamette River and Macadam Avenue, is the largest economic development project in Portland history. It represents the conversion of a largely vacant, formerly industrial, brownfield area into a 21st century neighborhood. Ultimately, 130 acres of riverfront property will be redeveloped to create a new, sustainable, urban neighborhood of commerce, education, research, health care, housing and recreation.

The South Waterfront Central District is the site of the first phase of development coordinated through a public-private partnership that includes Oregon Health & Science University (OHSU) and the Portland Development Commission. OHSU expects to invest \$500 million to \$1 billion in its central city campus to build approximately 1.5 million square feet of bioscience research laboratories, patient care facilities, educational facilities and offices, all in fulfillment of its primary mission to improve the health and well-being of Oregonians. OHSU has begun construction on a center for advanced health and medicine that will be located adjacent to the streetcar, near the aerial tram terminus and just a few blocks from the greenway's bike and pedestrian paths.

By increasing the linkages between Lake Oswego and the South Waterfront, both communities will be mutually supported and benefited by this economic development project. Enhanced transit along the corridor will offer more opportunities for Portland and Lake Oswego residents to live, work and recreate in the South Waterfront.

OHSU strongly urges your support of this MTIP application.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven D. Stadum". The signature is fluid and cursive, with a long horizontal stroke at the end.

Steven D. Stadum  
Chief Administrative Officer

cc: Douglas Schmitz  
Jane Heisler  
Charles Hales

G R O U P

**MACKENZIE**

September 3, 2004

**METRO**

Attention: Councilor Rod Park

Chair for Joint Policy Advisory Committee  
on Transportation

600 NE Grand

Portland, OR 97232-2736

**Re: Willamette Shoreline Consortium Application for MTIP Funds**  
Project Number 2010302.01

Dear Councilor Park:

This letter is provided at the request of the City of Lake Oswego (City). The purpose of the letter is to describe the joint progress of the City and the private property owners (Owners) that this firm represents. The letter will also describe further efforts of the Owners and potential scenarios of development that the Owners' consultant team has considered.

We currently represent six Owners within the Foothills Road area. These Owners all have property that is currently zoned and used as industrial. The Owners have approximately seventeen (17) acres in the center of the Foothills District. We have, along with the Owners, participated in the various studies of different elements that the City has initiated. These include: a park study and design, a transit center location study, and a Foothills Design District study.

Based on the investigation of redevelopment potential indicated by these studies, the Owners expanded their consultant team to include: Gerding/Edlen Development (development consultants), Corrollo Engineers (wastewater treatment consultants), and Siegel Consulting (financial feasibility consultant). The consultants have worked with the Owners to better understand the potential and feasibility of a comprehensive redevelopment of the entire Foothills area.

Concurrent to this effort, the Owners authorized the consultant team to seek joint resolution of differing land use direction raised by the Foothills Design District study. As a conclusion to this study it was presented to the City Council (fall of 2003) and the Council requested that the Owners and City staff attempt to resolve differences raised in the study. The City staff, representatives of the City Council, Owners, Owners consultants and representatives of the City of Portland Bureau of Environmental Services worked through a series of charettes to mutually define the vision of the redeveloped area (spring 2004).

Although the vision has yet to be confirmed with a public process, it is representative of the joint effort described. This preliminary vision confirms the desire to plan for a comprehensive redevelopment of the entire area into a dense, mixed use, transit oriented, transit supportive district. The district would provide the City and the region with an

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**Locations:**

Portland, Oregon

Tucson, Arizona

Shoreline, Washington

## METRO

Willamette Shoreline Consortium Application for MTIP Funds

Project Number 2010302.01

September 8, 2004

Page 2

expanded regional town center; a center that is located in the most urban area of the City, served by regional transit, and surrounded by the appropriate densities as well as open space that will sustain a viable neighborhood. Open space in the form of a large public park, privately developed public plazas, and a greenway trail that could connect West Linn to Tryon Creek State Park along the Willamette River and Tryon Creek, would also be provided with the redevelopment.

The City is currently initiating the next step in the overall planning process through TGM funds. It is the Owners intention and the City Council's expressed desire that the Owners remain as active partners in the ensuing planning efforts where a formal vision will establish direction for the future redevelopment. Based on the joint work to date, it is the Owners expectation that the vision will incorporate:

- A street car transit system that connects the City to Portland;
- A broad area considered for planning and future impact/improvements;
- Relocation of the City of Portland wastewater plant and redevelopment of portions of the site;
- A refined Foothills Park that responds to the planned redevelopment;
- A continuous greenway trail from the existing trail along the Willamette River to the south and connecting to the Tryon Creek trail to the north and west;
- Potential relocation of the rails to promote redevelopment of the land adjacent to State Street;
- Daylighting Tryon Creek and provision of a grade separated crossing of Highway 43 for the trail along the creek;
- A comprehensive road system, parallel to State Street within the district that provides access at its northerly and southerly boundaries as well as the extension of A Street into the district;
- Dense mixed use development that allows for greater heights that respond to the lower terrain of the area and supports view corridors;
- Incorporation of a transit center within the district.

Some preliminary studies of development feasibility that the consult team is accomplishing supports the potential of the anticipated vision. Conservative estimates of the amount of building area that may be supported by a vision as described above indicates that a redeveloped building area of 1.25 million to 1.5 million square feet is achievable. Crude estimates of the value of this type of investment are \$315 million to \$415 million. These

METRO

Willamette Shoreline Consortium Application for MTIP Funds

Project Number 2010302.01

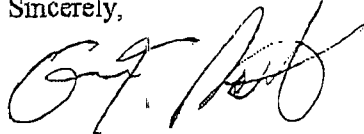
September 8, 2004

Page 3

estimates are crude and conservative at this point and the consultant team will refine them as the planning effort progresses.

The Owners have been encouraged by the progress to date and expect the City will provide the opportunity for them to be an integral part of the publicly managed public/private planning effort that will occur over the next year. We encourage JPAC To consider the requests of the City for the funding request to advance the streetcar extension into this district. It is perhaps the most critical element of the redevelopment vision and, without it, the expectations of the Owners, the City and the Region will require significant lowering.

Sincerely,



Eric T. Saito, AIA  
CEO

ETS/jml

c: Mark Clemons, file  
Scott Eaton, Kelly Saito – Gerding/Edlen Development  
Foothills Property Owners



# Oregon

Theodore R. Kulongoski, Governor

## Department of Transportation

Region 1

123 NW Flanders

Portland, OR 97209-4037

(503) 731-8200

FAX (503) 731-8259

September 2, 2004

The Honorable Rod Park, Chair  
Joint Policy Advisory Committee on Transportation  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

Dear Chairman Park:

I am writing this letter on behalf of ODOT as a jurisdiction belonging to the Willamette Shore Line Consortium. The Consortium is a group of governing bodies that joined together in 1988 to purchase the Willamette Shore Rail Line for the sole purpose of preserving and managing the corridor for future transit use. The Consortium includes Clackamas and Multnomah Counties, the Cities of Portland and Lake Oswego, ODOT, TriMet and Metro.

This application for an alternative analysis is supported by ODOT as regionally important for several reasons. Highway 43, an ODOT facility, has a limited capacity that is constrained by physical conditions. Bounded by the Willamette River on the east and basalt cliffs on the west, options for increasing roadway capacity are extremely limited, making a comprehensive review of options a wise choice.

This effort will help better inform our decisions as they relate to the goals of the Oregon Transportation Plan (OTP), the Metro Regional Transportation Plan (RTP) and the TriMet Transit Investment Plan (TTIP), in addition to Lake Oswego's local TSP.

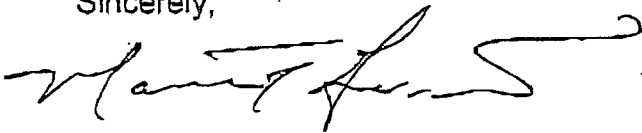
The request complies with the goals of the OTP by identifying options in:

- Achieving a safe, balanced and efficient multimodal system. The Portland region, including ODOT, continues to work hard to plan for the future of all modes of transportation, including non-motorized, that are linked with its land use strategy of higher density nodes in town centers and regional centers.
- Fostering economic development in a safe, energy efficient and environmentally sound manner. Both Lake Oswego and Portland are creating centers that provide for jobs, housing and many amenities for employees and residents, including plazas, parks, and multimodal connections. Enhanced connections and commute options between these two centers will reduce travel times, improve safety, and help maintain the healthy economy.

- Supporting livability. The RTP indicates that person-trips in this already congested corridor will increase by 20-25% over the next 20 years. At some point a reasonable alternative to address this congestion must be advanced and acted upon. This process leads the way for that decision-making to occur.

Thank you for this opportunity to support this regional effort to study alternatives in the Highway 43/Willamette Shore corridor. Please call me if you have any questions.

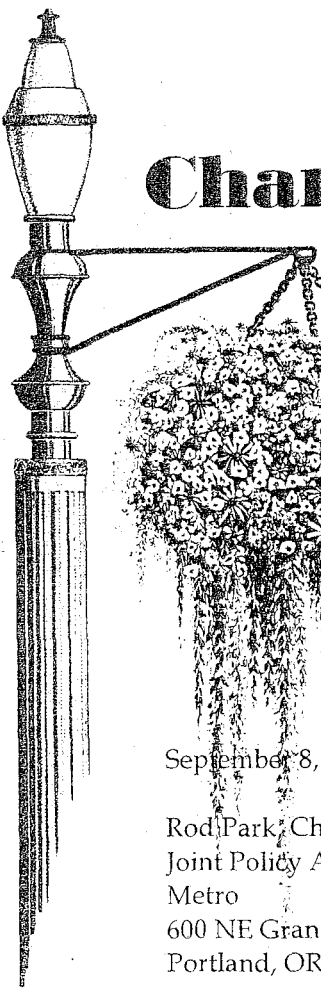
Sincerely,

A handwritten signature in dark ink, appearing to read 'Matthew L. Garrett', with a stylized, flowing script.

Matthew L. Garrett  
ODOT Region 1 Manager

Cc: Ralph Drewfs, ODOT Region 1 Light Rail Engineer  
Jane Heisler, City of Lake Oswego





# Lake Oswego Chamber of Commerce

242 B Avenue • P.O. Box 368 • Lake Oswego, Oregon • 97034  
(503) 636-3634 • Fax (503) 636-7427  
[www.lake-oswego.com](http://www.lake-oswego.com)

September 8, 2004

Rod Park, Chair  
Joint Policy Advisory Committee on Transportation  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

Dear Mr. Park:

The Lake Oswego Chamber of Commerce sent a letter on June 14, 2004 supporting the Willamette Shore Line Consortium's application for Metropolitan Transportation Improvement Program (MTIP) funds for a transit alternatives analysis and future funds for an environmental assessment and preliminary engineering for the Highway 43 corridor.

It is our understanding that Metro staff has recommended that only partial funding be awarded to this project (alternatives analysis only). Even a cursory reading the MTIP application illustrates the efforts that Lake Oswego, Portland and OHSU have made toward creating vibrant, attractive mixed-use areas in each community that are vital to economic development and quality of life as well as supportive of the Metro 2040 concept. Lake Oswego has begun a process that will likely result in increasing the area of downtown that can accommodate mixed-use development. Lake Oswego also recognizes that studying this corridor in order to address transportation challenges is vital to making future growth a reality.

The Chamber Board urges your restoration of full funding of the consortium's MTIP application for the alternatives analysis and preliminary engineering for a preferred alternative.

Sincerely,



Chris Schetky  
President, Lake Oswego Chamber of Commerce

Transportation Priorities 2006-09 Projects: Draft Technical Rankings  Bike Improvements			RIDERSHIP (USAGE) FACTOR											SAFETY				REGION 2040 FRAMEWORK IMPLEMENTATION				COST EFFECTIVENESS			
			Federal Funds Request	Total Points	2000 Riders	2025 Riders	Pnts	2025 Pop. W/in 1/2 mi	2025 Employ W/in 1/2 mi	Total Pop/Emp W/in 1/2 mi	Pnts	System Connect. (Trips to Centers)	Pnts	Roadway Deters Use			Other	Part of Regional Access/Cor- ridor/Con- nector Bike System	2040 Land Use	Comm Focus (Region)	Comm Focus (Local)	Total Project Cost	Total Project Cost/Change in Riders	Pnts	
														Hi Auto Speed & Volume	Hi/Mod Auto Speed & Volume	Mod/Low Auto Speed & Volume									Multi-Use
Agncy	Code	#	Project Title										Pnts	Pnts	Pnts	Pnts	Pnts	Pnts	Pnts	Pnts	Pnts	Pnts	Pnts		
							Hi=10 Med=7 Low=3				Hi=5 Med=3 Low=1		Hi = 10 Med = 7 Low = 3	15	8	3	5 or 0	Access=10 Corridor=10 Condr= 3	RC = 10 TC = 7 Other = 3	Hi=10 Med=7 Low=3	Hi=10 Med=7 Low=3			Hi=15 Med=8 Low=3	
Portland	1009		Eastbank Trail/Springwater: Johnson Creek Bridge to SE Umatilla	\$ 1.629	93	0	2,281	10	2,472	4,281	6,753	1	74%	10	15			5	10	10	10	7	1.498	0.066	15
Portland	4011		Marine Dr. Bike Lanes & Trail Gaps: 6th Ave. to 185th	\$ 1.651	82	0	609	7	1,087	13,985	15,072	3	45%	7	15	0	0	5	10	10	10	7	1.840	0.302	8
Gresham	2055		Springwater Trailhead at Main City Park	\$ 0.310	81	0	646	7	1,302	7,566	8,868	1	68%	10			3	5	10	10	10	10	0.350	0.054	15
Gresham	2052		MAX Multi-use Path: Cleveland Station to Ruby Junction	\$ 0.890	76	0	471	3	5,343	16,335	21,678	5	50%	7	0	8	0	5	10	10	10	10	1.383	0.294	8
NClackPD	5026		Trolley Trail: Arista to Glen Echo	\$ 1.484	75	0	589	7	7,770	11,633	19,403	5	30%	7	15			5	10	3	10	5	1.653	0.281	8
Hillsboro	3012		Rock Creek Trail: Orchard Park to NW Wilkens	\$ 0.675	73	0	332	3	1,107	11,220	12,327	3	8%	3	15	0		5	10	10	9	7	1.128	0.340	8
Clack. Co.	5110		Jennifer St: 106th to 122nd	\$ 0.550	67	8	139	3	104	8,130	8,234	1	100%	10	15			0	10	10	10	5	1.062	0.764	3
THPRD	3072		Beaverton Powerline Trail: Schuepback Park to Burntwood Drive	\$ 1.500	65	0	696	7	4,944	2,167	7,111	1	19%	3	15			5	10	3	10	3	1.655	0.238	8
Tigard	6057		Washington Square Greenway: Hwy. 217 to Fanno Creek Trail	\$ 1.256	63	0	454	3	1,786	21,381	23,167	5	17%	3		8		5	10	10	6	5	1.400	0.308	8
Tigard	6020		Powerline Trail (South): Barrows to Beef Bend Rd.	\$ 0.942	53	0	174	3	7,476	2,126	9,602	3	9%	3	15			5	10	3	5	3	1.050	0.603	3
				\$ 10.887																					

Transportation Priorities 2006-09  
Technical Rankings and Qualitative Factors  
Boulevard Design Projects

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Green Street Bonus points	USE FACTOR	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Economic impact/jobs benefit?	Environmental Justice Impacts?	Received public comments?	QUALITATIVE FACTORS
City of Beaverton	Bd3020	1	Rose Biggi extension: Crescent St. to Hall	\$ 3.807	102	10	25	12	40	15	Y	Y	Y	Y			Y			Project complements extensive planning and redevelopment in downtown Beaverton - library expansion, The Round, Hall/Watson Beautification Plan, downtown parking and street design study and other plans. Provides critical multi-modal connection to the Round and Beaverton Transit Center which serves light rail, bus and future commuter rail. Supports other transit-oriented development activities. Serves low income area and concentration of Hispanic population.
City of Portland	Bd3169	2	Burnside Street: Bridge to E 14th (PE only)	\$ 3.360	97	5	25	20	39	8		Y		Y		Y	Y			Project resulted from a 3-year community planning effort adopted in the Burnside Transportation and Urban Design Plan adopted by City Council. The project complements urban renewal area monies and was endorsed by the PDC and Portland Business Alliance's Transportation Committee. Facilitates better bike, pedestrian and transit connections across Burnside and supports development, jobs and housing within the Central city while maintaining good access and mobility to downtown Portland. Serves very low income area.
City of Portland	Bd1260	3	Killingsworth: Minnesota to MLK	\$ 3.029	95	10	25	8	37	15		Y	Y	Y		Y	Y			Project need and design resulted from 6-month planning process that involved more than 1,000 community members and a citizen advisory committee. Community process included surveys in 4 languages, presentations to more than 15 community groups and phone calls to encourage participation in community meetings. Complements Interstate MAX improvements, PCC Cascade campus expansion, the Jefferson Pavilion Project Interstate urban renewal area monies and other mixed-use redevelopment efforts in community. Serves very low income area and concentration of Black and Hispanic populations.
Washington County	Bd3124	4	Cornell Road: Saltzman to 119th	\$ 2.535	89	10	25	15	24	15		Y	Y	Y		Y	Y			Complements boulevard improvement in town center funded through MSTIP and Transportation Priorities programs. Implements town center plan. Completes gaps in regional bike and pedestrian network and will serve multi-family housing.
City of Cornelius	Bd3169	5	E Baseline: 10th to 20th	\$ 2.447	87	5	25	12	30	15	Y	Y	Y	Y			Y			Project complements boulevard improvements to Adair Street funded through Transportation Priorities 2000. Implements Cornelius Main Street Plan elements. Designated Special Transportation Area. Complements several housing and social service projects funded by Oregon Housing and Community Services Department.
Washington County		6	B-H/Oleson/Scholls Phase 1 PE	\$ 3.233	71	10	18	20	23	0		Y		Y			Y			Project is on Metro's list of Regional Priorities for federal funding. Builds on MSTIP bike and pedestrian project. Project could help redevelopment of town center area.

TOTAL: 18.411

AGENCY		Code	Technical Ranking	PROJECT TITLE	FEDERAL FUNDS REQUESTED (\$ millions)	ESTIMATED TOTAL PROJECT COST (\$ millions)	Improve Efficiency of the Freight System (25 Pts.)		Addresses 2040 Land Use Objectives (40 Pts.)					Safety (20 Pts.)		Cost Effectiveness (15 Pts.)	Total Project Points	Qualitative Factors					
					Reduction in Freight Travel Time	Freight Route Designation	Improves Access to Industrial Areas	Ability to Leverage Economic Development	Local Protection of Industrial Development	Removal of Tier B/D Industrial Parcel Barriers	Reduction in Freight Traffic in Mixed Use Areas	Project Improves Safety	Project Adds Bike and/or Pedestrian Elements	Hours of Reduction in Local and Regional Freight Travel Time and Freight VMT vs. Project Cost									
					Total points possible	15	10	15	10	5	5	5	15	5	15								
Management Programs	Portland State University	N/A		Permanent Freight Data Collection Infrastructure and Archive System	0.1795	0.3410	15	10	15	N/A	5	5	N/A	0.25	0	15	65	X	X				This project significantly expands the regional freight model capabilities. This project update existing monitors. The project is very cost effective.
	Washington County	N/A		Tualatin-Sherwood Road ATMS	0.3410	0.3800	15	10	15	N/A	5	5	3	8.75	0	15	77			X		X	Project will cost effectively significantly improve current and future freight movement in Washington Co.
Projects Supports Major Existing Regional Industrial Areas	Port of Portland	Fr4087		North Leadbetter Extension: (N. Bybee Lake Ct. to Marine Dr.)	3.00	9.87	10	10	10	7	5	5	0	6.25	5	10	68	X		X	X		Project supports existing development. Technical analysis of this alternative has been adjusted because of modeling limitations (PCE).
	City of Portland	Fr4063		North Lombard Improvements (Columbia Slough Overcrossing)	4.42	4.9	15	10	15	3	5	5	0	6.25	5	15	79			X		X	Project is essential for Rivergate. Technical analysis of this alternative has been adjusted because of modeling limitations (PCE).
Projects Supports Existing/New Local Industrial Areas	City of Tualatin	Fr6065		SW Herman Road (SW Teton Ave. to SW 108th Ave.)	2	3	10	3	5	3	3	3	0	8	5	5	45						
	City of Wilsonville	Fr6086		Kinsman Road (Barber St. to Boeckman Rd.)	1.4	4.2	10	10	10	7	5	5	0	4.5	5	10	67	X			X	X	Technical analysis of this alternative has been adjusted because this alternative supports future development of industrial lands.
	Multnomah County	Fr2074		Sandy Blvd. Prel. Engineering & R/W (NE 207th Ave. to NE 238th Dr.)	0.63	0.939	7	7	10	3	3	5	3	8.25	5	10	61	X					Project will be a catalysis for the eastern portion of the Columbia Corridor. This development phase represents a valuable investment in future development. Construction cost est. \$4,028 M.
	City of Cornelius	Fr3166		Highway 8 Intersection Improvement (No. 10th Ave. at Tualatin Valley Hwy.)	0.8373	0.9423	3	7	3	0	0	0	3	5	5	3	29	X					



Transportation Priorities 2006- 2009: Draft Technical Ranking and Qualitative Considerations						SPECIAL CRITERIA					EFFECTIVENESS				COST EFFECTIVENESS	QUALITATIVE FACTORS
Green Street Culvert Projects						Attachment E	Multiple Culverts on same Stream	Design Consistent with GS Handbook	PE includes geomorphology analysis	On regional Inventory of Culverts	Type of Solution	Amount of Upstream Habitat	Quality of Habitat	Presence of downstream barriers	amount of improved fish passage/project cost	
Agency	Code	Rank	Project Title	Federal Funds Requested (millions)	Total Project Points											
Total points possible for each scoring category						100	Y/N	Y/N	Y/N	Y/N	20	25	10	15	30	
Multnomah County			Beaver Creek Culvert Retrofits	1.470	93	Y	Y	Y	Y	Y	17.67	25	10	15	25	Leverages 70% of project cost. Beaver Creek hosts 3 endangered fish species. Cost effectiveness is good compared with other culvert replacement projects. Significant impact compared with other culverts on regional list.

Transportation Priorities 2006-09 Projects: Technical Rankings and Qualitative Factors				Federal Funds Requested	Total Project Points	USE FACTOR	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Economic Impact/jobs benefit	Environmental Justice Impact?	Received public comments?	QUALITATIVE FACTORS
Agency	Code	Technical Rank	Project Title																
City of Forest Grove	Pd3163	1	Forest Grove Town Center Pedestrian Improvements	0.660	90	25	17	33	15	Y	Y	Y	Y			Y			Completes gap in ped system (including ADA accessibility); complements prior MTIP allocation for downtown ped improvements. Serves concentration of Hispanic population. Leverages TriMet investment in frequent bus service.
City of Milwaukie	Pd5054	2	Milwaukie Town Center: Main/Harrison/21st	0.450	88	20	20	33	15		Y	Y	Y			Y			Complements Safeway redevelopment TOD site and boulevard improvements to McLoughlin Blvd. with improved bicycle and pedestrian access to downtown and riverfront. Strong public support and leverages future investment in downtown area.
City of Portland	Pd1227	3	Tacoma Street: 6th to 21st	1.340	78	20	20	33	5		Y		Y			Y			Linked to first 2 project phases (striping and median refuge and curb extension construction) funding through local and state monies; supports Willamette River Crossing study recommendations and 2040 main street designation. Provides critical pedestrian crossing improvements and bicycle boulevard on adjacent street. Supports employment by leveraging main street development. Strong public support.
City of Lake Oswego	Pd6127	4	SW Boones Ferry Road: At Lanewood Ave.	1.402	76	24	20	27	5				Y			Y			Implements Boones Ferry Corridor Plan and Lake Grove Town Center Plan recommendations. Corridor has highest accident rate in city. Crossings would serve Lake Grove Elementary School. Leverages redevelopment of adjacent properties consistent with town center plan.
City of Gresham	Pd2105	5	Rockwood Ped to MAX: 188th Avenue and Burnside	1.400	75	17	20	33	5	Y	Y	Y	Y		Y	Y			Complements other Ped-to-Max improvements and boulevard improvements to Stark Street in town center area. Project identified as priority need in several city plans and will help leverage other public/private development. LRT stations in area have highest ridership rates in Gresham. Strong public support.
City of Portland	Pd1202	6	SW Capitol Highway (PE): Multnomah to Taylors Ferry	0.538	74	17	17	30	10		Y		Y			Y			Project is an element of the Capitol Highway Plan adopted in 1996 and completes important gap in bike and pedestrian system. Stormwater treatment will be addressed as part of project and green street elements will be considered. Provides connection between Multnomah Main Street and West Portland town center.
City of Portland	Pd1080	7	SE Hawthorne: 20th to 50th	0.822	68	14	18	31	5	Y	Y		Y			Y			Implements Hawthorne Boulevard Transportation Plan adopted in 1997 and builds on earlier phase funded through Transportation Priorities program (\$1.5 M) Strong public support. Leverages TriMet Streamline Program improvements in corridor.
Washington County	Pd3021	8	SW Scholls Ferry Road: New Seasons to Fred Meyer in the Raleigh	0.436	63	21	14	13	15		Y		Y						Completes important regional pedestrian connection to major transit stop, linking two key shopping centers. Connects to frequent bus service on Beaverton-Hillsdale Highway.
Washington County	Pd3093	9	SW Murray Blvd (west side only): TV Hwy to Farmington (+ bike lane)	0.923	59	16	17	16	10		Y	Y	Y						Completes important regional bike and pedestrian gap. Strong public support. Connects to other east-west bike and pedestrian facilities that connect directly to Beaverton regional center.
City of Happy Valley	Pd5209	10	SE 129th Sidewalks and bike lane: Scott Creek Ln. to Mountain Gate	0.707	49	20	14	5	10		Y	Y	Y		Y				Connects Mt. Scott trail and completes important gap in regional bike and pedestrian system. Paved portion of project to be funded through SDCs. Connects to Spring Mountain Elementary School - all students are bused due to lack of safe bike/pedestrian connections.
TriMet	Pd1019	11	Transit Safe Street Crossings	0.500	44	15	14	5	10		Y	Y	Y						Application responds to direction provided to TriMet relative to a programmatic pedestrian transit access application in the previous round. Complements TriMet Transit Investment Plan on key frequent and rapid bus corridors.

Subtotal:

TOTAL: \$ 9.178

Transportation Priorities 2006-09: Technical Ranking and Qualitative Considerations  Road & Small Bridge Reconstruction Projects						PAVEMENT CONDITIONS	PROJECT ELEMENTS	2040 ACCESS AND CIRCULATION	COMMUNITY CNTR. READINESS	SAFETY	COST/REDUCED DELAY	BONUS ELEMENTS	Past Regional Commitment?	Link to other Project(s)?	Minimum Phase?	Multi-Modal Benefit?	Overmatch	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic Development - Jobs	Environmental Justice Issues?	Received Public Comments?
Agency	Code	Technical Rank	Project Title	Federal Funds Request (milions)	Total Project Points																	
Total points possible for each scoring category					100	10	15	20	20	20	15	10										
Portland	RR1053	1	Naito Parkway: NW Davis to SW Market	\$3.840	90.50	8	15	20	20	15.00	10	2.50	Y			Y						
Gresham	RR2035	2	10th Avenue @ Highway 8 Intersections	\$0.837	90.50	10	12	20	16	7.50	15	10.00			Y	Y						
Cornelius	Fr3166	3	Cleveland St.: NE Stark to SE Powell	\$1.540	87.75	10	15	6	18	18.75	15	5.00				Y						
Multnomah County	RR2001	4	Lake Rd: 21st to Hwy 224	\$1.884	83.50	8	15	10	18	17.50	10	5.00	Y	Y		Y		Y				
Milwaukie	RR5037	5	NE 242nd Avenue: Stark to Glisan	\$0.840	81.25	8	15	6	16	13.75	15	7.50			Y	Y						
Portland	RR1209	6	NW 23rd Avenue: Burnside to Lovejoy	\$2.694	70.00	8	12	17	18	2.50	5	7.50				Y						

Large Bridge Reconstruction Projects																												
Multnomah County	RR1012	1	Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	\$3.600	70.75	6	15	6	20	18.75	0	5.00					Y	Y										
SUBTOTAL:				\$15.235																								



Transportation Priorities 2006-09 Projects: Draft Technical Rankings						INCREASE NON-SOV MODE SHARE			2040 LAND USE OBJECTIVES				COST EFFECTIVENESS		
Regional Travel Options						Percent Mode Share Increase for Alternative Modes	Average Annual VMT Reduced	Pnts	Region 2040 Land Use Designation	Employees in 2025	Level of Community Focus		Annual Program Cost	Annual Program Cost/VMT Reduced	Pnts
Agency	Code	#	Project Title	Federal Funds Request	TOTAL POINTS				Pnts		Pnts	Pnts			
								Hi=35 Med=20 Low=5	Hi=10 Med=7 Low=3		Hi = 10 Med =7 Low = 3	Hi = 20			Hi=25 Med=10 Low= 5
Region	TO8052		RTO Progam	\$ 4.003	87	7.0%	44,304	35	7	Regionwide	7	20	\$ 2.000	0.0451	25
Region	TO0002		RTO Base + 3 TravelSmart Projects	\$ 1.700	60	8.0%	1,800	20	10	Center	10	20	\$ 0.500	0.2778	10
Region	TO0003		RTO Preferred: 2 additional TravelSmart Projects	\$ 1.000	60	8.0%	3,000	20	10	Center	10	20	\$ 0.500	0.1667	10
				\$ 6.703											

Transportation Priorities 2006-09 Projects: Draft Technical Rankings					Increase Mode Share		Density Criteria		2040 Criteria								Cost Effectiveness	
TOD Projects																		
									Project Location		density increase over time		Level of community Focus					
Agency	Code	Project Title	Federal Funds Requested (millions)	Total Points	% increase of non-auto trips above no JD project	Points	% increase in people/acre above no JD project	Points	2040 location	points		change in mixed use density 1996-2020	points			points	cost per 1000 VMT reduced	points
Total points possible for each scoring category:					>50%	25	>50%	20	CC or RC	10		high	10	q1	upto 10	low	15	
					26%-49%	13	25%-50%	10	TC, MS, SC	5	med	5	q2	upto 10	med	8		
					<25%	0	<25%	0	Corridor	2	low	0			high	0		
									other	0								
Metro	TD8005	Regional TOD LRT Station Area Program	\$3.000	98	404% median	25	224% median	20	RC/SC	8		HIGH	10		10+10	20	\$11.06	15
Metro	TD8005	Regional TOD Urban Center Program	\$2.000	95	404% median	25	224% median	20	RC/TC	8		HIGH	10		10+10	20	\$18.06	12
Metro/Beaverton	TD8005	Site acquisition: Beaverton regional center	\$3.000	88	203%	25	197%	20	RC	10		HIGH	10		10+10	20	\$28.85	3
COP	TD8005	Gateway Transit Center Redevelopment	\$0.500	81	67%	23	67%	18	RC	10		HIGH	10		10+10	20	\$53.62	0
Clackamas Co.	TD1001	Fuller Road @ I-205	\$0.500	35	no actual increase induced by funding	0	no actual increase induced by funding	0	RC	10		HIGH	10		9+5	15	no actual reduction induced by funding	0

Transportation Priorities 2006-09 Projects: Draft Technical Ranking and Qualitative Considerations						QUALITATIVE FACTORS															
Agency	Code	Proposed Rank	Project Title	Federal Funds Request	Total Project Points	ADDRESS CONGESTION	2040 ACCESS AND CIRCULATION	ECONOMIC AND COMMUNITY DEVELOPMENT	SAFETY	COST/REDUCED DELAY	BONUS POINTS	Past Regional Commitment?	Link to other Project(s)?	Minimum Phase?	Multi-Modal Benefit?	Overmatch	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic Development - Jobs Impact	Environmental Justice Issues?	Public Comments Received?
Tigard	RC6014		SW Greenburg Road:Washington Square Dr. to Tiedeman	\$1,000	73.50	20	20	31	8	15	0	Y		Y		Y					
City of Lake Oswego	Pd6127		Boones Ferry Road at Lanewood Street	\$1,400	64.00	10	10	24	18	10	2.5			Y	Y		Y				
Multnomah County	RC2110		Wood Village Blvd.: Arata to Halsey	\$0.980	61.75	11	10	22	19	5	5.0			Y	Y			Y			Regional travel demand model does not accurately forecast demand on some small new connectors such as Wood Village Blvd.
Washington County	RC1184		Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	\$2,900	61.50	11	17	23	20	0	7.5		Y	Y							Regional travel demand model does not account for localized improvements associated with signal timing and access control that this project will enable to be implemented.
Clackamas County	RC7000		SE 172nd Ave:Phase I; Sunnyside to Hwy 212	\$4,300	55 or 60	6	14	29	15	0 or 5	5					Y			Y		Travel demand data varies depending on assumptions concerning surrounding street network - analysis results in range of cost-effectiveness score on reduction in vehicle delay from 0 to 5 points. The Rock Creek Industrial Study draft data shows the current V/C ratio for 172nd Avenue as .83, much higher than the model data for year 2000 of .33. The study also indicates that the intersections of Sunnyside/172nd and 172nd/Armstrong Circle/Highway-212 are currently operating at an unacceptable level of Service (LOS F) - funding is in place to reconstruct the 172nd/Armstrong Circle/Highway 212 intersection. No current freight system designation on this section of 172nd, however, freight route benefit for bonus points is assumed.
Hillsboro	RC3114		NE 28th Avenue: East Main to Grant	\$1,682	54.25	10	14	18	19	5	2.5				Y						Regional travel demand model does not accurately forecast demand on some small new connectors such as Ash Street.
Clackamas County	RC5103		Clackamas County ITS: Safety and operational improvements at 4 railroad crossings	\$0,500	46.00	6	17	30	5	0	5				Y						Regional travel model not capable of measuring reduction in vehicle delay for this project, however, region wide application of this pilot project has potential for reduction in delay, particularly among truck freight travel. Volume to capacity ratio at 10th Avenue in Oregon City very high.
Tigard	RC8038		SW Ash Street extension: P&W RR to Burnham	\$0,851	36.00	11	6	15	10	0	0		Y	Y	Y						

SUBTOTAL: \$13.613

[illegible]

**DRAFT**

# COLUMBIA RIVER CROSSING TASK FORCE

# CHARTER

The Columbia River Crossing Project is one of a finite list of transportation projects that have Pacific Northwest region-wide significance. It consists of a multi-modal effort to address the bottleneck in Interstate 5 where the freeway crosses the Columbia River.

The Columbia River Crossing Task Force's role will be to provide input into the Columbia River Crossing Project. Within the context created by the I-5 Strategic Plan the Task Force will: respond to and advise the joint Project Team on technical data and its policy implications leading to an Environmental Impact Statement (EIS); provide advice to the Joint Commission Subcommittee throughout the EIS until the issuance of the Record of Decision; and represent and report back to their representative organizations.

## COMPOSITION

The composition of the I-5 Partnership was used as a foundation for the formation of this Task Force. Due to the Northwest region-wide significance of the Columbia River crossing, the Task Force membership will also include statewide representation from Oregon and Washington.

### ***Selection Process -***

The Joint Commission Subcommittee will appoint a co-chair from each state. They will seek assistance from community and business groups in the appointment of other members.

### **Membership -**

- |                               |   |
|-------------------------------|---|
| • Co-Chairs - 2               | One representative from each state, appointed by WTC and OTC Joint Commission Subcommittee  |
| • Public Agencies – 11        | Agencies comprising the Bi-State Coordinating Com. and not including the DOTs   |
| • Trucking Industry – 2       | Oregon Trucking Association and Washington Trucking Association will be asked to appoint a member from each organization  |
| • Neighborhoods – 4           | Oregon delegates appointments to Portland Office of Neighborhood Involvement, Washington delegates appointments to the City of Vancouver and Clark County   |
| • Businesses – 8              | Oregon delegates appointments to the Oregon Business Council and the Portland Business Alliance, Washington delegates to the Vancouver Chamber of Commerce –2, Identity Clark County and the Columbia River Economic Development Commission |
| • Community Organizations – 4 | Oregon will delegate one position appointment to the I-5 Environmental Justice Work Group and will appoint one  |

- Statewide –4
  - Environmental Organizations –2

other representative, Washington will appoint a representative from Clark College and another community organization.

Oregon will ask the Freight Advisory Committee and AAA to appoint a member, Washington will ask the Freight Mobility Strategic Investment Board and AAA to appoint a member

Representatives will be appointed from 1000 Friends of Oregon and Friends of Clark County

### **RESPONSIBILITIES**

- The Columbia River Crossing Task Force will provide input and response to the Joint Commission Subcommittee on work products and information generated by the EIS process.
- The Task Force co-chairs will report input to the Joint Commission Subcommittee.
- Each Task Force member is responsible for representing and communicating with their respective organization.

### **STAFFING & OPERATIONS**

- The Columbia River Crossing Task Force will be supported by the ODOT/WSDOT Project Team.
- The co-chairs will be responsible for developing methods by which the Task Force will make decisions and conduct meetings.

### **DURATION**

- The Task Force will be developed in fall 2004, with the kickoff meeting tentatively scheduled in late fall 2004.
- The Task Force will meet quarterly.
- The EIS is a multi-year process. Therefore some turnover is to be expected. Duration of tenure should provide consistency of representation for major milestones.

COMMITTEE TITLE JPACT

DATE September 9, 2004

NAME

AFFILIATION

Rod Park

Metro

MATTHEW GARRETT

ODOT

FRED HANSEN

TRIMET

Maria Rojo de Saffey

Mult Co

Dale Richardson

CINCINNATI Co

Rod Monroe

Metro Council

DAEK PEDERSEN

CREGG DEG

Dean Lookingbill

RTE (alt. City of Vancouver)

LARRY J. Smith

City of Vancouver Council

Don Wagner

WSDOT

Jim Thompson

WSDOT Co

Susie LaSore

Port of Portland

KARL ROLFE

C3

Rex Burkholder

Metro Council

TIM FRANCESCONI

PORTLAND

ROB DRAKE

CITIES OF WASHINGTON CO.

Roy Rogers

Washington County

LAUREL WENTWORTH

PORTLAND

COMMITTEE TITLE JPACT

DATE September 9, 2004

NAME

AFFILIATION

RICHARD GRAY

COP. PIDOT

Brian Newman

Metro Council

Dave Nordberg

DEC

REBECCA EISINGER

PORT OF VANCOUVER

Alice Ringer

City of Milwaukee

Chris

TI

Timy Rose

Metro

Bob Feyhild

Metro

KRISTOPHER STRICKLER

WSDOT

Doug Fieco

WSDOT

Patty Unfried Montgomery

Metro

Dick Fezhey

TL, Met

TIM KLOSTER

METRO

Jane Heisler

City of Lake Oswego

CHARLIE HALLS

HOR/Lake Oswego

John Mermin

Metro

Patrick Flanagan

Thalatin Hills Park & Rec.



COMMITTEE TITLE JPACT

DATE September 9, 2004

NAME

AFFILIATION

Bob Katz

Port of Portland

William Farnsworth

Private Citizen

Danielle Cowan

City of Wilsonville

Gregory S. Everhart

Portland Parks & Rec'n

Robin McArthur

ODOT

Karen Schilling

Multnomah County

Lance Lindahl

Metro