FREIGHT PROJECT PRIORITIZATION

Regional Freight Committee Comments

January 2004
Here's the good stuff.

Ron Skidmore

-----Original Message-----
From: Skidmore, Ron
Sent: Monday, January 05, 2004 11:27 AM
To: Jan Faraca, Metro Freight
Cc: Weinman, Ron; Picco, Thomas; Rist, John
Subject: OTIA Freight Project Write-ups for Clackamas County

Clackamas County Project Submissions for:

- SE 172nd Ave. - Hwy 212 to Sunnyside Road (Off State System)
- Sunrise Hwy - Unit 1 (On State System)

Withdrawal of the following project because construction time-frame is beyond 2006 - 2009

- Sunrise Highway Right of Way Preservation (Unit Two) (On State System)
Sunrise Highway Unit 1

<table>
<thead>
<tr>
<th>Need/Project Name</th>
<th>Project Description</th>
<th>County</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunrise Highway (Unit One)</td>
<td>Construct new four-lane facility and interchanges (I-205 to Rock Creek Junction)</td>
<td>Clackamas</td>
<td>$260,000,000</td>
</tr>
</tbody>
</table>

1. How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?

The Sunrise Unit 1 project would resolve congestion and safety problems on:

- The Hwy 212 segment currently shared with I-205 (between the SE 82nd Ave. and Hwy 212/Clackamas Industrial Area interchanges), and
- The segment of Hwy 212 from I-205 to SE 152nd Ave., the extent of the Clackamas Industrial Area.

Traffic congestion and vehicle crashes result from the high number of trucks that access the Clackamas Industrial Area from I-205. These roads have some of the highest heavy truck traffic in the State. The shared segment with I-205 has a Truck ADT of 21,200 (15.6% of total ADT) and Hwy 212 within the Clackamas Industrial Area has a Truck ADT of 5,300 (12% of total ADT).

Trucks seeking local access within the Industrial Area must compete with through traffic on both the shared I-205 and the Hwy 212 segments. The high traffic volumes and large number of closely spaced accesses on Hwy 212 within the Industrial Area result in a high number of vehicle crashes (most are intersection-related).

ODOT developed the Safety Priority Index System (SPIS) to identify hazardous locations on state highways. The SPIS score is based on three years of crash data and considers crash frequency, crash rate, and crash severity. The top 10% SPIS sites are considered high accident locations. Project area locations that were in the top 10% SPIS included:

- The shared segment of I-205
- Hwy 212 in the Clackamas Industrial Area from I-205 to SE 106th Ave. and SE 130th to SE 135th Ave.

The remainder of the Industrial Area was in the top 20% SPIS.

The Sunrise Unit 1 project would construct a new freeway segment linking the current SE 82nd Ave. interchange with new interchanges at SE 135th and Rock Creek Junction. The new segment would eliminate the shared portion with I-205.
and would separate through traffic from local access traffic on existing Hwy 212 within the Industrial Area.

<table>
<thead>
<tr>
<th>SUNRISE UNIT 1 BACKGROUND STATISTICS</th>
<th>Year 2002</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Shared Segment I-205</td>
</tr>
<tr>
<td>Begin MP</td>
<td>12.63</td>
</tr>
<tr>
<td>End MP</td>
<td>13.18</td>
</tr>
<tr>
<td>Segment Distance (miles)</td>
<td>0.55</td>
</tr>
<tr>
<td>ADT Total</td>
<td>136,100</td>
</tr>
<tr>
<td>ADT Trucks</td>
<td>21,200</td>
</tr>
<tr>
<td>ADT Truck %</td>
<td>15.6%</td>
</tr>
<tr>
<td>Safety Performance Index System (SPIS)</td>
<td>Upper 10th percentile F</td>
</tr>
<tr>
<td>PM Peak Hr. LOS</td>
<td>F</td>
</tr>
</tbody>
</table>

2. **How does the project facilitate public and private investment that creates or sustains jobs?**

During the peak hour, vehicles experience long delays on Hwy 212 within the Industrial Area. Metro’s employment forecast indicates the Clackamas Industrial Area could grow by 8,250 employees between year 2000 and year 2020.

**Clackamas Industrial Area Employment**

<table>
<thead>
<tr>
<th>Metro TAZ Estimates</th>
<th>Yr. 2000</th>
<th>Yr. 2020</th>
<th>Growth 00-20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employees</td>
<td>8,740</td>
<td>16,990</td>
<td>8,250</td>
</tr>
</tbody>
</table>

The growth potential of the Clackamas Industrial Area is dependent upon resolving the current congestion and safety problems. Without the construction of Sunrise Unit 1, background traffic will continue to increase congestion which will prevent future investment in the area’s job growth.

Hwy 212 will also provide access to job growth in the UGB expansion area encompassing the Damascus and Pleasant Valley centers.

3. **How would the project support multimodal freight transportation movements?**

The Clackamas Industrial Area includes a north-south interstate railroad line, and a spur line that parallels Hwy 212 from SE 82nd Drive to SE 135th Ave. The rail facilities have surplus capacity for future corridor industrial growth. Sunrise Unit 1 would improve Truck – Rail access by eliminating congestion delays for trucks within the Industrial Area.
The Damascus planning process’ industrial land review has identified hundreds of acres of potential industrial sites along SE 172nd Ave., SE 222nd Ave. and SE 242nd Ave. The Sunrise Unit 1 project would provide essential road capacity to handle Damascus area truck freight connections to the available rail facilities within the Clackamas Industrial Area.

Clackamas County is currently conducting a fast-track planning process to make the Rock Creek Industrial site (at the Jct. of Hwy 212 and SE 172nd Ave.) shovel ready by 2006-7. The majority of the new vehicle trips generated by this 400 industrial acre site would use Sunrise Unit 1 to access I-205 and existing Hwy 212 to access rail facilities. At least 8 -10% of the trips generated by this site are conservatively estimated to be truck trips.

The Sunrise Unit 1 project would also provide the other new Damascus employment areas with good access to I-205 for access to Portland International Airport and other Port facilities.

4. **What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?**

   The probability of construction within the 2006-2009 time period is high.

   **Project Schedule:**

   - SDEIS – The Environmental assessment started in fall 2003 and is scheduled to be completed by 2006
   - PE and right-of-way acquisition shall start in 2006 and be completed during 2007.
   - Construction would begin in 2008.

   The Clackamas Industrial Area Urban Renewal District has $20,000,000 for right-of-way purchase for Sunrise Unit 1.
### Project Description:

Widen SE 172\textsuperscript{nd} Ave. to a 4-lane cross-section with turn lanes, bike lanes, and sidewalk from Hwy 212 to Sunnyside Road.

#### 1. How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?

**Traffic Operations:** SE 172\textsuperscript{nd} Avenue is a presently a two-lane north/south arterial road connecting Hwy 212 in Clackamas County with the Foster Rd. corridor in Portland. SE 172\textsuperscript{nd} Ave. has no shoulders, bike lanes, or sidewalks, and is not designed for Truck movement. Hwy 212 is a NHS, Statewide Level, Freight route that connects the Clackamas and Milwaukie Industrial areas with US 26 and I-205.

The SE 172\textsuperscript{nd} Ave. corridor is critical to providing access to the planned growth areas in the recent UGB expansion that added Pleasant Valley, Damascus and Springwater. SE 172\textsuperscript{nd}, 222\textsuperscript{nd}, 242\textsuperscript{nd} and 282\textsuperscript{nd} Avenues are the only available north-south road connections in the east Metro area UGB expansion area because of topographical and environmental constraints (lava domes and streams). SE 172\textsuperscript{nd} is the most westerly of these north-south road connections and would serve the first job producing areas to develop because of available public facilities.

Between Sunnyside Rd. and Hwy 212, SE 172\textsuperscript{nd} Avenue currently operates at an acceptable level of service because of the low number of trips generated by adjacent rural land uses. Year 2002 ADT is 3,500 between Sunnyside Rd. and Hwy 212.

The 4 way stop-controlled intersection at Sunnyside Rd. and SE 172\textsuperscript{nd} currently operates at an unacceptable LOS E (county standard is LOS D). ADT is 8,450 on Sunnyside Road. The intersection meets warrants for a traffic signal.

SE 172\textsuperscript{nd} Ave. indirectly connects to Hwy 212 by way of Armstrong Circle, a narrow loop road with east and west skewed intersections with Hwy 212. The stop-controlled intersections of Hwy 212 and Armstrong Circle presently operate at acceptable LOS because of low demand.

In the project area, the Year 2002 ADT on Hwy 212 is 17,700 with a high truck percentage of 10.25%. OHP policy 1F indicates the mobility standard for a
statewide (NHS); Freight Route inside the UGB is a V/C ratio of 0.80. The most recent traffic study for Hwy 212 was in 1999 for the Hwy 212/Anderegg Parkway signalized intersection. The PM peak hour V/C ratio for this intersection was estimated to be 0.886, a LOS of D to E.

Safety: The segment of Highway-212 between the intersections with Armstrong Circle has been identified as a high accident location by the ODOT Safety Performance Index System (SPIS), exceeding the 80th percentile. The Clackamas TSP identified the skewed intersections of Armstrong Circle with Hwy-212 as a geometric safety deficiency.

Hazard Elimination Program (HEP) funds were recently awarded to extend a two-lane segment of SE 172nd from Armstrong Circle directly to the existing signal-controlled intersection at Highway-212 and Anderegg Parkway, eliminating the two skewed intersections.

The SE 172nd Ave./Sunnyside Rd. intersection is also a high accident location, ranking in the 90-95th percentile Safety Performance Index System (SPIS = 61.08 and Accident Rate = 5.63).

**Conclusion:** The proposed development of 400 acres of “shovel ready” land at the Rock Creek industrial area (west of SE 172nd Ave. and north of Hwy 212) would result in the following impacts:

<table>
<thead>
<tr>
<th>Rock Creek Employment Area Site Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>SE 172nd Ave.</td>
</tr>
<tr>
<td>Existing ADT</td>
</tr>
<tr>
<td>3,500</td>
</tr>
</tbody>
</table>

At site build-out, these new trips would exacerbate the existing safety problems and create an unacceptable peak hour LOS on the existing two-lane cross-section of SE 172nd Ave.

Based on the County’s Rural Transportation System Plan (TSP), the Damascus Concept Study and the Metro RTP, SE 172nd Avenue would require at least five lanes to operate at an acceptable Level-of-Service.

Development of the eastern UGB expansion shall proceed west to east with the expansion of current public facilities in the urban area. The SE 172nd Ave. corridor will be the first to develop and require adequate road infrastructure
2. **How does the project facilitate public and private investment that creates or sustains jobs?**

The Clackamas County Board of County Commissioners has initiated the Rock Creek Employment master plan for a 400-acre site immediately north of Hwy 212 and west of SE 172nd Ave with funding from a grant by the Mt. Hood Economic Alliance. The site’s 295 acres of buildable land would create approximately 5,600 jobs at site build-out. This currently rural site has been identified as “Industrial” and is one of the original “Regionally Significant Industrial Areas” (RSIA) on Metro’s “2040 Growth Concept Map”.

The proposed freight project would provide the Rock Creek Employment Area, and other potential employment sites along the SE 172nd Ave. corridor with safe and efficient access to the Hwy 212 corridor and Foster Road corridor.

The County TSP has indicated the project’s four-lane cross-section would provide near term and the long term acceptable levels of service for the adjacent industrial employment sites and would accommodate truck access. Rebuilding the intersections with Sunnyside and Hwy 212 would eliminate current safety and capacity problems.

3. **How would the project support multi-modal freight transportation movements?**

SE 172nd Avenue provides north/south regional access from the Portland area to the Sunrise Corridor and the Clackamas Industrial area, one of the busiest trucking centers in Oregon.

The Rock Creek Market Study prepared by Clackamas County Business and Economic Development Services has identified the potential business types that would locate at the Rock Creek site. The list of businesses includes High Tech such as microchip plants, also metals fabrication, nursery products, outdoor recreation equipment/clothing, trucking and distribution facilities, specialty foods and forest products.

All of these businesses would benefit from good access to truck, rail, and airport facilities. The proposed road project would provide efficient and safe access to the Hwy 212 truck and rail facilities in the Clackamas Industrial Area, and I-205 for access to Portland International Airport. The distance to I-205 is 3.8 miles and the distance to rail connections is 2.5 miles.

4. **What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?**

The potential for project construction within the 2006-2009 time-period is high.
Of the potential employment sites identified in the Clackamas County Industrial Lands Update Study, the Rock Creek site was determined the most likely to have infrastructure available to become shovel ready by 2006-7. With the exception of adequate road access, other public facilities are readily available to the site. The 2006-7 shovel ready target is dependent upon the SE 172nd Ave. widening project being fully funded.

- The County has federal funds to start the Environmental Assessment (EA) in fall 2004 for the SE 172nd Ave. corridor (Hwy 212 to Foster Rd.).
- Preliminary engineering (PE) will start on completion of the EA in 2006 and should be completed by 2007
- Construction should start within the 2007-2008 timeframe.

The Rock Creek land use master plan is scheduled for completion by the end of 2004 with Comprehensive Plan and Zoning amendments to be adopted by spring 2005. Clackamas County and Happy Valley are supportive and proactively partnering to remove barriers to development. Both agree with the industrial designation of Rock Creek and Happy Valley would annex the area after the County has completed the land use master plan. Happy Valley has voter approval to proceed with the annexation.

The Clackamas County Business and Economic Development Services have deemed the Rock Creek site marketable. The property currently has willing sellers. George Faris of Hanna Realty has options on the proposed site parcels for a price of $3.50 per square foot.
Highway 217 Braided Ramp Project

**Project Description:** Construct a series of braided ramps between the highest priority interchanges recommended by the Highway 217 Corridor Project Development Study. This would most likely be serving the southbound Highway 217 traffic between Beaverton-Hillsdale Highway and SW Allen Blvd. The project would replace the existing southbound on-ramp at Beaverton-Hillsdale with a longer metered ramp that would extend beyond the SW 5th Street overpass. In addition, the existing Allen Blvd. off-ramp would be reconstructed to exit Highway 217 prior to the Beaverton-Hillsdale on-ramp and provide a longer off-ramp to Allen Blvd. The project would eliminate the weave-merge problem on Highway 217 southbound between Beaverton-Hillsdale and Allen Blvd.

How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?

Highway 217 is the only major north-south transportation route for Washington County providing a connecting link for both interstate and inter-regional traffic. The County accounts for more than 250,000 jobs and 13,000 businesses and represents nearly a quarter of metropolitan Portland's economy. Nearly ten years ago, the Western Bypass Study concluded that improvements to Highway 217 were an important component in the preferred alternative. More recently, the Oregon Highway 217 Corridor Study – Initial Improvement Concepts Report (February 2000), the Washington Square Regional Center Plan, the I-5/Highway 217 Interchange Subarea Transportation Plan, the Regional, County, and City Transportation System Plans have all identified needed capacity improvement on Highway 217 as critical.

The average daily traffic volume on Highway 217 has increased more than 20% in the last decade. Currently, peak hour volumes are more than 90% of the roadway capacity. Peak traffic volumes are expected to exceed capacity within 20 years. Truck traffic is a major factor in the vehicle mix on Highway 217. Over the past 10 years, the proportion of trucks represented in the daily traffic on Highway 217 has doubled and accounts for approximately 8% of average weekday traffic (or 10,225 trucks). This is significantly above the regional average for highways, demonstrating the importance of Highway 217 as a freight route.

Bottlenecks on Highway 217 occur at several locations. At the Highway 217/Sunset Highway (US 26) interchange, the northbound traffic in the mornings is affected and at Highway 217/I-5 interchange, the southbound traffic in the evening peak periods. These bottlenecks typically cause slower traffic speeds on Highway 217 from 30 minutes to 90 daily (Oregon Highway 217 Corridor Study – Initial Improvement concepts Report 2/2000). Specific bottlenecks occur at Scholls Ferry Rd., Hall Blvd., Greenburg Rd., and Beaverton-Hillsdale Highway. By removing the weave-merge problem on this section of Highway 217, the project will improve the efficiency and reliability of goods movement.
These bottlenecks significantly alter typical travel conditions increasing congestion and resulting in unstable flows that are easily disrupted by accidents. A major factor in Highway 217 congestion is accidents caused by weaving onto and off-of traffic lanes. No interchange on Highway 217 meets ODOT interchange spacing standards and only 5 of the 18 ramps on and off-ramps on Highway 217 meet ODOT’s standards for weaving length. The elimination of the merge-weave problem in this section will remove a safety problem for truck entering onto Highway 217 as they accelerate at a slower speed.

The combination of limitations on Highway 217, the importance of Highway 217 to growing industrial area in Tualatin and Hillsboro and substandard design of access to and from Highway 217 substantially affects freight moving within and through the area.

**How does the project facilitate public and private investment that creates or sustains jobs?**

The Highway 217 project would complement current and recent improvements at the Highway 217 interchanges with US 26 and I-5 and the southbound widening of Highway 217 from Walker Blvd. to Canyon Blvd./Tualatin Valley Highway. Planned widening improvements on Highway 217 (between Walker Blvd. and US 26) have been identified in the financially constrained 2000 Regional Transportation Plan.

The cities of Beaverton, Tigard and Tualatin are actively preparing transportation improvement projects and plans to support anticipated capacity improvements on Highway 217. Together these public investments will strengthen and provide for growth in the employment base and commercial viability of the County.

Highway 217 servers more designated regional and town centers than any other major transportation facility in the region. These centers (Cedar Mill Town Center, Beaverton Regional Center, Washington Square Regional Center, Tigard Town Center, Lake Grove Town Center) are major freight destinations and employment areas. For example the current Washington Square Regional center employment is planned to grow by 50% by 2020 reaching 27,000 jobs. A key finding of the Washington Square Regional Center Phase 2 Implementation Plan with respect to Highway 217 was, “the economic vitality of the Regional Center could be at risk without capacity improvements to Highway 217 and its interchanges”.

Industrial growth in Tualatin, Beaverton, Tigard, Wilsonville and within the Sunset Corridor has increased the volume of truck traffic using Highway 217. [Add industrial jobs in the county or employment in industrial areas, if possible]. Future anticipated development in these areas will further increase truck traffic using Highway 217. Stakeholder interviews with Intel and Jet Delivery indicate the growing dependence of the high-tech industry on Highway 217 for freight. Highway 217 is a key route to the UPS facility in Tualatin, which is heavily used by Intel and other Westside employers. Jet Delivery and other airport delivery services now route trucks to Hillsboro and then down Highway 217 to Tualatin. Letters from the Westside Economic Alliance, Intel, Jet
Delivery, Sysco Food Services of Portland, Washington Square Mall, and Beaverton Foods, all of whom have indicated the critical nature of improvements on Highway 217 to goods movement and the economy, are being requested.

The growing regional significance of Highway 217 is illustrated by the fact that approximately 30% of all peak period trips on Highway 217 are anticipated to have origins and destinations outside of the immediate commercial corridor.

How would the project support multi-modal freight transportation movements?

As described above, Highway 217 provides a critical linkage in the regional freight transportation system. It connects major industrial areas and regional centers with interstate freight routes and regional freight air, rail and water connections. Intel has indicated that congestion on Highway 217 and US 26 has resulted in increasing peak travel time by approximately 15 minutes each year between Washington County high tech sites and the Portland International Airport.

What is the likelihood that the project could be constructed within the 2006-09 time period for the Statewide Transportation Improvement Program?

Currently Metro is conducting a project development study for the corridor that will identify a limited number of alternatives along with a phasing and financing plan that will be used in a succeeding Environmental Impact Study (EIS). The EIS study is anticipated to commence in the Spring of 2005 and be completed in 2006. The Oregon Highway 217 Corridor Study – Initial Improvement concepts Report (February 2000) concluded that the widening of Highway 217 can be done within the existing right-of-way and with limited (mitigatable) environmental impacts.
Bridget

Please find attached 257th and US 26 Revised Projects.

I added a map to each.

Sandy

<<Us 26 (Mt. Hood-Hogan) briefing paper.doc>>  <<257th Ave OTIA.doc>>
Sandy Boulevard Improvements, 162nd Avenue to 238th Avenue
Freight Mobility Project

Partners:
City of Gresham
City of Fairview
City of Wood Village
Multnomah County
Oregon Department of Transportation

Background:
- Sandy Boulevard was once the east/west interstate route. It is now a State Highway paralleling I-84.
- Sandy Boulevard is the primary corridor for key industrial and employment lands in the Cities of Gresham, Fairview, Wood Village and Troutdale. Future industrial development planned for the area will create a significant travel demand, especially increasing freight movement at the 181st Ave. and 207th Ave. and 238th Dr. interchanges with I-84.
- The corridor provides access to a significant employment area with over 5,000 jobs today.
- Basic infrastructure improvements are necessary to support transit service implemented in 2001 as well as future additional transit service that links this area with the Gresham Regional Center and Airport Light Rail.
- Full interchange improvements to 207th Ave. & I-84 have reduced the pressure of freight movements at the 181st Ave. & I-84 interchange for the present.
- Existing 2002 state traffic counts show 11,500 ADT on Sandy Boulevard at 201st Avenue within the Gresham City Limits. Truck traffic makes up about 7.2% of the total traffic.

Issues:
- Sandy Boulevard lacks basic urban arterial infrastructure elements to support projected freight movements as well as access controls, bike lanes, sidewalks, drainage and transit facilities.
- Significant and growing industrial/employment development relies heavily on Sandy Boulevard for freeway access and freight mobility. There is no I-84 freeway access for westbound traffic west of 181st Ave. to I-205.
- The Sandy Boulevard corridor is projected to provide access to over 15,000 future jobs within this significant employment area by 2020.
- A full interchange at 207th Ave. & I-84 has increased the need for freight movement through local residential neighborhoods of Fairview east of 207th Ave.
- Transportation facilities should provide adequate access to support adjacent residential land uses between 207th Ave. and 223rd Ave. while reducing or minimizing freight turning conflicts. The street design should support neighborhood activities and increase bicycle and pedestrian travel, and provide solutions for zones where trucks, autos, pedestrians and bicycles interface.
- Street improvements within industrial and employment commercial lands should facilitate truck access and traffic flow.
- Industrial and employment area along Sandy Boulevard is constrained due to the vicinity of the Columbia Slough and UP Railroad Lines.
- Gresham’s adopted Transportation System Plan, traffic analysis shows Sandy Boulevard traffic levels will more than double by the year 2020. Under the Status Quo Alternative the eastbound traffic on Sandy Boulevard from 181st Ave. to 185th Ave. operates at an unacceptable LOS E and fails within the segments between 185th Ave. and 201st Ave. with a LOS F. The percent of truck traffic is also predicted to double as congestion levels on 181st begin to worsen and fail by 2020.
Project Description:
- Major arterial improvements (162nd Ave. to 201st Ave.) with curbs, gutters, sidewalks, bike lanes and two additional travel lanes and center median/turn lane (total of 5 lanes).
- Minor arterial improvements (201st Ave. to 207th Ave.) with curbs, gutters, sidewalks, bike lanes, center median/turn lane and an additional travel lane eastbound (total 4 lanes).
- Minor arterial improvements (207th Ave. to 238th Ave) with curbs, gutters, sidewalks, bike lanes, and center median/turn lane (total 3 lanes).

Significance of Roadway:
Project is on Metro-designated freight connector and is in Metro’s Regional Transportation Plan and City of Gresham’s Transportation System Plan.

Removal of Barriers:
This project will add capacity improvements to reduce congestion, provide center median/turn lanes to improve freight turning movements and enhance the ability of freight movement to utilize the only three full I-84 interchanges at 181st Ave., 207th Ave and 238th Ave. within East County. Sandy Boulevard also acts as the alternative freight route when I-84 is congested or movement is impaired by major traffic crashes.

Leverage and Public Benefit:
- Key related improvements in and near the corridors being undertaken by public and private development (185th Avenue, north of Sandy Blvd. reconstruction of rail underpass to improve freight movements; Riverside Dr., extension to Sandy Blvd., 185th Ave. to Sandy Blvd.; 201st Ave. and Sandy Blvd.; 223rd Ave. /Sandy Blvd. intersection improvements, 223rd Ave. railroad over-crossing replacement at Sandy Blvd. and 181st Ave. road and signal improvements).
- Development of the 120 acre Townsend Business Park at 223rd Ave. and Sandy Blvd.
- These improvements will greatly enhance economic development within one of the last remaining industrial areas in East Multnomah County.
- Voter approved Rockwood-West Gresham Urban Renewal Area includes the constrained industrial area along Sandy Boulevard within the City of Gresham as well as additional employment area south of I-84 and north of Halsey that will encourage new development and redevelopment of the area through a deferred 10-year tax incentive program. It is estimated that $46 million will go to transportation improvements through the 20-year life of the Urban Renewal program.
- More than 10,000 additional future jobs are projected within this industrial area along Sandy Boulevard. This project will also help retain the 5,000 current jobs within this industrial area.
- The Sandy Boulevard/181st Avenue Transportation Master Plan was completed in 2002 to assure a viable transportation system to serve the growing industrial center in Gresham. The study had broad involvement from area stakeholders, local, county, regional, and state agencies. The resulting plan includes projects, programs and implementation for:
  - Nearly $30 Million in local roadway, signal, and overall transportation system improvements.
  - The Sandy Boulevard Area Circulation Plan designed to coordinate access and support industrial development, while protecting system safety and capacity.
  - A funding plan including Capital Improvement Program, Traffic Impact Fee, grant, and private funding sources; and West Gresham Urban Renewal program.
- The Sandy Boulevard Refinement Plan was adopted in 2001/2002 by Multnomah County and the Cities of Wood Village and Fairview. This refinement plan includes Sandy Boulevard improvements from 201st Ave. to 238th Dr.
- The Oregon Department of Transportation is scheduled to turn over Sandy Boulevard to the local jurisdiction with a completion of a Sandy Boulevard over-lay project.
- One of the East Metro Economic Alliance goals is to develop the Oregon Science and Technology Park (OSTP) near the Troutdale Airport.
Support Multimodal Freight Movements:
Sandy Boulevard project supports current and future truck terminals, distribution centers and near-by marine facilities on the Columbia River and air facilities at the Troutdale Airport.

Project Readiness:
This project has additional right of way to acquire but will be construction ready within the 2006-2009 time period. This project is currently on the Regional Financial Constrained project list.

Project Cost: $11.8 million

Contact: Ron Papsdorf, Gresham Principal Transportation Planner at (503) 618-2806 and Ed Abrahamson, Multnomah County Transportation Planning Specialist, (503) 988-5050 ext. 29620#
**Project Name:** NE Sandy Boulevard Improvements (162nd Ave. to 238th Dr.)

**Project Description:** Construct Sandy Blvd. to arterial standards. Sandy Blvd. is currently a 2 lane facility, lacking urban road facilities, such as curbs, drainage, sidewalks, bicycle lanes, etc. From 162nd Ave. to 207th Ave. Sandy Blvd. will be constructed with two travel lanes in each direction, center turn lane/median, sidewalks and bicycle lanes. From 207th Ave. east to 238th Dr., Sandy Blvd. will be constructed with one travel lane in each direction, center turn lane/median, sidewalks and bicycle lanes.

**Project cost:** $11,800,000

**Barriers to safe, reliable and efficient movement of goods:** Sandy Blvd. is essentially a 2 lane rural road, with no urban facilities, and drainage ditches on either side of the road along most of its length. Proposed improvements would bring the road up to current arterial standards, accommodating all modes of transportation. Sandy Blvd. serves the Columbia South Shore industrial area, where access to most industrial sites is inadequate. Although this area is served by I-84, the ability to service the industrial sites in the cities of Gresham, Wood Village, Fairview and Troutdale is severely constrained by inadequate transportation facilities.

**Facilitate public and private investment:** Expansion of industrial sites in the Columbia Corridor continues to utilize industrial sites from Rivergate east past Portland International Airport, increasing the demand for industrial sites in the eastern portion of the Columbia Corridor. Improving Sandy Blvd. to current urban standards would provide needed access for freight movement to this area.

**Support multi-modal freight movements:** Sandy Blvd. parallels I-84 and is adjacent to interchanges at 181st Ave., 207th Ave. and 238th Dr. Sandy Blvd. also provides access towards the Troutdale Airport,
John Gray - 257th Ave

From: ABRAHAMSON Ed <ed.abrahamson@co.multnomah.or.us>
To: <grayj@metro.dst.or.us>
Date: 1/2/2004 10:18 AM
Subject: 257th Ave

John—

Here's the latest for 257th Ave. Take a look and let me know if there's anything else I should add, change, etc.

Y'all have fun now.

ed
Project Name: NE 257th Ave., Division Street to Powell Valley Road.

Project Description: Construct 257th Ave. to major arterial standards. South of Division St., 257th Ave. is a 2 lane facility lacking urban road facilities such as drainage, sidewalks, curbs, bicycle lanes, etc. Project will construct 257th Ave, with 2 travel lanes in each direction, center turn lane/median, sidewalks, bicycle lanes, drainage and street lighting.

Capital improvements are programmed to complete 257th Ave. to major arterial standards between Powell Valley Road and US 26 with construction expected to begin in 2004. North of Division St. 257th Ave. is constructed to major arterial standards with 2 travel lanes in each direction, center turn lane/median, sidewalks, bicycle lanes and drainage improvements.

Project cost: $4,800,000

Barriers to safe, reliable and efficient movement of goods: The NHS freight route through east Multnomah County is currently designated as 181st Ave. (I-84 to Burnside Rd) and Burnside Rd. (181st Ave. to US 26), connecting US 26 to I-84. With the designation of the Rockwood Town Center/Urban Renewal Area, the designation of 181st Ave. and Burnside Rd as Regional Boulevards, this route is no longer viable as the NHS route.

Traffic congestion on 181st Ave. and Burnside Rd. in the Gresham Regional Center impede the flow of freight through the region. Compounding this movement is the presence of MAX/light rail in the median of Burnside Rd., between 181st Ave. and 197th Ave. MAX tracks and stations restrict freight turning movements at critical intersections of 181st Ave./Burnside Rd. and Burnside Rd./Stark St. MAX also receives signal priority, impeding all motor vehicle movements.

The RTP calls for moving the NHS route to the 242nd Ave./Hogan Rd. corridor upon the completion of improvements in this corridor. The cost of making all the unfunded improvements in the 242nd Ave. corridor ($75 million) versus the costs of all unfunded improvements in the 257th Ave. corridor ($23 million) makes it a more affordable alternative. At this time only the segment between Division St. and US 26 needs to be constructed. Improvements between Powell Valley Road and US 26 are programmed to begin in 2004, leaving only the segment between Division St. and Powell Valley Rd. to be improved.

Facilitate public and private investment: Improvements to 257th Ave. will help facilitate regional economic development opportunities. First, there is the eastern portion of the Columbia Corridor. It is expected that this area of the Columbia Corridor could provide 10,000 manufacturing jobs. Included in this is the development of the Troutdale Industrial Park/Oregon Science and Technology Park, adjacent to the Troutdale Airport. The Port of Portland is also proposing to purchase the Alcoa site and convert it to an inter-modal facility.
257\textsuperscript{th} Ave. will also support development of the Springwater Industrial Area, the 1,400 acres UGB expansion southeast of Gresham. Much of the land in Springwater is proposed for industrial development, especially large lots for regionally significant industries. It is expected that as many as 15,000 industrial jobs could be created from the new industrial development. 257\textsuperscript{th} Ave. will provide much needed access between the proposed Springwater Area southeast of Gresham and I-84 to the north.

**Support multi-modal freight movements:** The need to provide a better connection between I-84 and US 26 is well documented. The Oregon Truckers Association (OTA) has stated that a better connection between I-84 and US 26 is one of their 2 top priorities statewide. While alternative routes between the Willamette Valley and Central Oregon are available. The OTA believes an improved connection is their best opportunity.

The OTA believes that US 26 provides them the best connection to Central Oregon from I-84. Using US 35 through Hood River is a longer route, and due to weight restrictions on some I-84 bridges, is not allowed. Truck volumes on US 26 demonstrate this with trucks representing 12\% of the ADT near Sandy, 21\% near Rhododendron and 26\% near Madras.

Traffic congestion along 181\textsuperscript{st} Ave. south of I-84 and along Burnside St. in the Gresham Regional Center is well documented. ADT on 181\textsuperscript{st} Ave. in 2003 is about 42,000, with trucks making up about 3,000 or 7\% of the volume. Burnside St. at 242\textsuperscript{nd} Ave. carries over 30,000 ADT, and 242\textsuperscript{nd} Ave. 31,000 ADT (2002). 2002 ADT on 257\textsuperscript{th} Ave. is about 23,000, carrying about 1,000 trucks. An alternative route is Powell Blvd./US 26. However the Powell/Foster Corridor Study demonstrated that inner Powell Blvd. (US 26) is near capacity and will be over capacity in 2020.

Several studies have been undertaken to examine better routes to US 26. First was the Mt. Hood Freeway. Funding for construction of this proposal was redirected to construction of the eastside light rail. Subsequently the Mt. Hood Parkway Study was undertaken to find an alignment for a connection between I-84 and US 26. This new route would become the NHS route upon its completion. The EIS was terminated prior to its completion as the Governor suspended all project development studies.

Multnomah County and ODOT then commenced a 242\textsuperscript{nd} Ave. Connector Study to replace the Parkway Study, recognizing the continued need for a better connection between I-84 and US 26. This study was suspended prior to its completion, but the need remains to provide improved access between I-84 and US 26.

Completion of 257\textsuperscript{th} Ave. will provide a direct route between I-84 and US 26. Although it is not the NHS route, it will in effect become a de facto freight route. It will also provide access to the Troutdale Industrial Park/Oregon Science and Technology Park where rail, airport, water and freeway facilities are each available, the Columbia Corridor and excellent access to the new Springwater Area and its industrial.
Kane Drive/257th Avenue Improvements
Division to Powell Valley
Freight Mobility Project
Us 26 (Mt. Hood -Hogan) Springwater Interchange Improvements
Freight Mobility Project

Partners:
City of Gresham
Oregon Department of Transportation

Background:
- Springwater is a 1,400-acre area south of the Gresham’s existing City limits. This Industrial area is part of the 2002 Portland metropolitan area Urban Growth Boundary expansion and fills an urgent need for high value employment opportunities for communities in the east metro area. Springwater is designated a Regionally Significant Industrial Area.
- The City of Gresham has begun the process of preparing a Master Urbanization Plan for the area and is working toward making Springwater one of the northwest’s premier employment areas. The goal is to make Springwater market ready in 2005.
- US 26 travels through the center of Springwater and is currently designated an “expressway” in the Oregon Highway Plan.
- Current 2002 state traffic counts for US 26 (Mt. Hood-Hogan) southeast of Powell Valley Road is 38,800 (average daily traffic) ADT. Truck traffic currently represents about 4.2 percent of the total traffic volume.

Issues:
- Significant and growing industrial/employment development relies heavily on US 26 for freeway access and freight mobility. US 26 lacks sufficient access controls to support future projected freight movements and transit facilities.
- The US 26 corridor is projected to provide access to over 10,000 future jobs within this significant employment area by 2020.
- Transportation facilities should provide adequate access to support adjacent residential land uses while reducing or minimizing freight turning conflicts. The street design should support neighborhood activities and increase bicycle and pedestrian travel, and provide solutions for zones where trucks, autos, pedestrians and bicycles interface.
- Street improvements within industrial and employment commercial lands should facilitate truck access and traffic flow.
- Gresham’s adopted Transportation System Plan traffic analysis shows US 26 traffic levels will almost double to 66,700 ADT by the year 2020. Under the Status Quo Alternative US 26 is projected to operate at LOS E. The percent of truck traffic is also predicted to increase as congestion levels on 181st Avenue begin to worsen by 2020.

Project Description:
- The Interchange proposed on US 26 will access industrial lands in the Springwater. This project is needed to serve UGB expansion area and has recently been added to the financially constrained project list in the RTP. Specific improvements will be identified through the Springwater Master Plan and US 26 Concept Design/Access Management Plan currently under way.
- The corridor will provide a critical transportation link to the rest of the region as well as the state

Significance of Roadway:
- Roughly 1,100 acres of Springwater has been designated a Regionally Significant Industrial Area.
- US 26 is a major freight route and an important link between the Portland metropolitan area and central Oregon. Timely infrastructure development is essential for Springwater’s early success. US 26 pose an especially important challenge and opportunity for Springwater. In order for Springwater to succeed, Gresham and all of its local, regional, and state partners must demonstrate a commitment to adequate infrastructure investment to serve the area.
Removal of Barriers:
- The Interchange proposed on US 26 will access newly annexed industrial lands in the Springwater Corridor. This project is needed to serve UGB expansion area and has recently been added to the financial constrained list in the current RTP update. Specific improvements will be identified through the Springwater Master Plan and US 26 Concept Design/Access Management Plan currently under way.

Leverage and Public Benefit:
- Key related improvements in and near the corridors are being undertaken by the City and private development (the realignment of Orient and Palmquist intersection, signal coordination on Burnside, Hogan and Powell, new master plan for Pleasant Valley to the south). These improvements will greatly enhance economic development within a key industrial area in East Multnomah County.
- More than 10,000 additional jobs are projected within this industrial area along US 26.
- The Oregon Department of Transportation is scheduled to turn over Powell Boulevard to the local jurisdiction with a completion of an over lay project.
- Ongoing East Metro Area Advanced Transportation and Telecommunication Corridor Assessment study will identify near and long term growth and economic development initiatives and assess opportunities and alternatives for developing transportation and telecommunications corridor(s) that supports and leverages these initiatives to assure long-term economic vitality. There are significant economic development initiatives under development, including the Oregon Science and Technology Partnership (OSTP) and the Mt. Hood Community College University Center.
- This project is closely tied to the Gresham and East Multnomah County area’s economic development strategy as described in the Mayor’s Economic Development Action Plan.

Support Multimodal Freight Movements:
US 26 project will support future manufacturing truck terminals, and distribution centers.

Project Readiness:
This project may have additional right of way to acquire but will be construction ready within the 2006-2009 time period. This project is currently on the Regional Financially Constrained project list.

Project Cost: $25 million

Contact: Ron Papsdorf, Gresham Principal Transportation Planner at (503) 618-2806.
Bridget and John,

Here's the supplemental information for our Hwy. 26 and I-5/99W Connector freight project proposals. I've asked businesses to send letters of support to Martin Callery and copy both of us, but I'll forward anything I get to you just in case...

Let me know if you need anything else.

<<Hwy. 26 freight data.doc>>  <<I-5-99W freight data.doc>>
1. How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?

The I-5/Hwy. 99W Connector is not yet constructed. However, if the Connector is constructed, it is expected that it will attract trucks away from, reduce congestion and possibly affect crash rates on nearby roads. Current data from nearby existing facilities are therefore being provided here as an indication of potential Connector impacts. In addition to this existing data, 2015 heavy truck volumes used in the tolling analysis from the Tollways, Public-Private Partnerships and Other Innovative Financing Mechanisms, Task 1B Final Report: Analysis of Two Tollway Projects (ODOT, Office of the Director Economic Partnerships Unit, June 1996) are also provided.

- **Average daily truck volumes?**
  - I-5 south of I-205 Interchange – 23,330 truck ADT reflecting 18% of the total ADT.
  - Hwy. 99W south of Sherwood – 2,440 truck ADT reflecting 7% of the total ADT.
  - Tualatin-Sherwood Rd. from Cipole to Boones Ferry – Approximately 3,000 trucks per day in 1998 and 40-60 trucks in peak period in year 2000.
  - Nyberg Rd. from Boones Ferry to I-5 – 70-80 trucks in peak period in year 2000.
  - North or Central Connector Alignment – 1,020-1,450 heavy trucks (assumes $2.00 per vehicle toll, so untolled volumes are likely to be higher)
  - South Connector Alignment – 800-1,070 heavy trucks (assumes $2.00 per vehicle toll, so untolled volumes are likely to be higher)

- **Current and projected LOS and v/c?**
  - Tualatin-Sherwood Rd. between Cipole and Avery – LOS F and v/c of 1.22 in year 2000. LOS F and v/c of 1.07-2.51 from Cipole to Boones Ferry by year 2020 without any improvements.
  - Nyberg Rd. between Martinazzi Ave. and I-5 – LOS F and v/c of 1.53 in year 2000. LOS F and v/c of 1.08-1.19 from Boones Ferry to I-5 by year 2020 (assuming completion of funded I-5/Nyberg interchange improvement).
  - Boones Ferry Rd. between Avery and Ibach – LOS F and v/c of 1.01 in year 2000. LOS F and v/c of 1.42-1.77 from Tualatin-Sherwood Rd. to south city limits by year 2020.
  - Boones Ferry Rd. from Tualatin-Sherwood Rd. to Lower Boones Ferry – LOS F and v/c from 1.16-1.53 in year 2000. LOS F and v/c of 1.97-2.26 by year 2020.
  - Martinazzi Rd. from Sagert to Warm Springs – LOS F and v/c of 1.27 in year 2000.
  - Herman Rd. from Cipole to Tualatin Rd. – LOS F and v/c of 1.15-1.84 by year 2020.

- **Truck related crashes or crash rates?**
  - I-5 south of I-205 Interchange – 10 truck crashes from 1998-2002 reflecting 18% of the 57 total reported vehicular crashes. Crash severity consisted of 3 intermediate
injuries (bruises, swelling, etc.), 3 minor injuries (complaints of pain) and 4 property damage only accidents.

- Hwy. 99W south of Sherwood – 1 truck crash from 1998-2002 reflecting 5% of the total 19 reported vehicular crashes. Crash severity consisted of 1 minor injury.

2. **How does the project facilitate public and private investment that creates or sustains jobs?**

   - **Amount, sources, and timing of funding from other sources?**
     The concept feasibility analysis, currently being completed under the direction of Washington County, is funded by a Congressional earmark of $342,000 plus $85,000 in Washington County local matching funds. FY2004-07 MTIP funds are also eligible to be used on this project. $500,000 in MTIP funds have been reserved for an I-5/99W Connector Study to complement the current concept feasibility study by determining how to best serve the large industrial area in south Washington County. An additional $2 million in 2004-07 MTIP funds has also been reserved for preliminary engineering on a top priority freight facility as defined through the above studies.

     In addition, Washington County has verbally committed to contributing $10 million in future Major Streets Transportation Improvement Program (MSTIP) funds as local match toward this project. $3 million of this amount will be used to reimburse ODOT for PE/EIS/land use work to begin in 2004, with the remaining $7 million to be used for right-of-way acquisition and construction in 2007. ODOT has committed to contributing $5 million toward the project.

   - **Number of new jobs that could be expected to be created if the proposed project is built?**
     Given that there is no accurate way to measure the impact of a specific roadway improvement on job creation, we used Metro’s EMME-2 regional travel demand model to determine the number of employees (i.e. jobs) and the growth in the number of employees served by the roadway link containing the proposed improvement. Based upon an EMME-2 “select link analysis” on a Connector alignment south of Sherwood and connecting to I-5 between the I-205 and Boones Ferry/Elligsen interchanges, those traffic analysis zones (TAZs) with the highest percentage of 2020 trips using the link were determined. High percentages of trips from a TAZ (excluding external TAZs which have no associated land use data) were generally observed to be in the range of 5-40 percent of a TAZ’s total trips. Year 2000 and 2020 TAZ employment data for these high trip percentage TAZs were then compared to yield an indication of how many new jobs would be served by the proposed improvement.

     Looking at just those TAZs directly served by the main east-west alignment of the Connector only shows that 9,246 year 2000 employees would be served by the new connection. By the year 2020, 15,437 employees are projected to work in those TAZs directly served by the Connector. This represents almost 6,200 new jobs directly served by the Connector. Impacts on jobs are even more significant if a proposed north-south connection between the Connector and Tualatin-Sherwood Road is considered. Looking at two TAZs along Tualatin-Sherwood Rd. directly served by this proposed north-south connection indicates an additional 5,633 year 2000 employees served. By the year 2020 14,913 employees are projected to be served by these two TAZs.
Additional Input on OTIA 3 High Priority Freight Projects in Washington County
01/08/04
Page 3 of 4

• Number of existing jobs in danger of being lost in the absence of the proposed project (e.g., testimony from existing businesses for sustaining jobs)?
  Letters of support will be coming from the Westside Economic Alliance, the Hillsboro Chamber of Commerce and organization members that they are soliciting.

• Access to appropriately zoned (industrial or other) vacant lands, including sites identified per HB 2011?
  In 2002, approximately 315 acres of vacant land suitable for industrial development were brought within the Urban Growth Boundary in west Tualatin south of Tualatin-Sherwood Road. In December 2003 the Metro Council agreed to consider 28,000 acres outside the UGB as part of its need to bring in an additional 2,500 acres of industrial land into the UGB in 2004. These 28,000 acres include large areas of land within the potential alignment of the I-5/Hwy. 99W Connector.

3. How would the project support multimodal freight transportation movements?

• Amount and nature of multimodal (e.g., marine port terminal, intermodal rail yard, air freight terminal, etc.) benefits that would result from the proposed project?
  The Pacific & Western Railroad operates two rail lines in the vicinity of the proposed Connector. One rail line runs parallel to Hwy. 99W and the other parallels I-5. These lines are served by two rail facilities located in the area between Tualatin Rd., Tualatin-Sherwood Rd. and 124th Avenue. In addition, another rail facility and two truck terminals are located in north Wilsonville west of the I-5/Boones Ferry interchange. Depending upon which alignment is chosen, the Connector would improve truck access to all or some of these rail facilities.

4. What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?

• Number and significance of issues (e.g., environmental and land use approvals) that need to be addressed to achieve project readiness?
  There are a number of issues that need to be resolved before a project in this corridor can go to construction, however, this can be accomplished within the 2006-2009 time period if the OTC provides OTIA-3 funding. The major issues include:

  1. Design - Will the Connector be a surface arterial, expressway with partial access control or freeway with full access control?
  2. Location – Will the facility be completely within the UGB, partially within the UGB or completely outside the UGB?
  3. Goal Exceptions and TPR Compliance – Will the project need exceptions to statewide planning goals 3, 4, 11 and 14? The project will need to comply with the Transportation Planning Rule (OAR 660-12-070).
  4. Environmental Analysis – Will the project require preparation of an Environmental Impact Statement (EIS) or only an Environmental Assessment (EA)?

Washington County has formed a project advisory committee (PAC) that is meeting now to complete a feasibility analysis of conceptual project alternatives. The PAC includes representatives from ODOT, Metro, south County cities, Clackamas County and local
citizens. The feasibility analysis is scheduled to be completed by July 2004 with a recommended alignment or alignments to take into a Locational EIS process, which is expected to be complete by the summer or fall of 2005. Another three years will probably be needed to complete an expanded EIS or EA, complete detailed design work and right-of-way acquisition under a design-build process for a recommended alternative. The project is anticipated to be ready for construction in 2008 or 2009.
Additional Input on OTIA 3 High Priority Freight Projects in Washington County

U.S. Hwy. 26 Widening from Cornell Road to 185th Ave.

1. How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?
   
   • Average daily truck volumes?
     Estimated average daily truck volumes are 3,770, reflecting 4% of total ADT.
   
   • Current and projected LOS and v/c?
     Current ADT is 94,200 with existing and projected LOS F without the proposed improvement. The projected p.m. peak v/c is 0.9 eastbound and 0.56 westbound with the proposed improvement in place. However, we believe that these projected v/cs on the highway are low because the assignment assumes that current ramp metering rates will remain in effect. However, we have heard talk of adjusting the regional model to reflect variable ramp metering based upon existing roadway traffic conditions. Given the current backup at ramps, we would expect that the v/c on Hwy. 26 would be higher than the current 2020 v/c projection of 0.9 westbound.
   
   • Truck related crashes or crash rates?
     Over the 1998-2002 time period, 4 truck crashes were reported. All crashes were property damage only with no reported injuries. Overall, there were 171 total vehicle crashes reflecting a crash rate of 0.38 crashes per million vehicle miles travelled.

2. How does the project facilitate public and private investment that creates or sustains jobs?
   
   • Amount, sources, and timing of funding from other sources?
     Although the commitment of a local match for this proposed project has not been discussed, a local match of $1.6 million was contributed to the $6.3 million OTIA-2 Hwy. 26 project to the east of this proposed project.

   • Number of new jobs that could be expected to be created if the proposed project is built?
     Given that there is no accurate way to measure the impact of a specific roadway improvement on job creation, we used Metro’s EMME-2 regional travel demand model to determine the number of employees (i.e. jobs) and the growth in the number of employees served by the roadway link containing the proposed improvement. Based upon an EMME-2 "select link analysis" on Hwy. 26 from Cornell to 185th, those traffic analysis zones (TAZs) with the highest percentage of 2020 trips using the link were determined. High percentages of trips from a TAZ (excluding external TAZs which have no associated land use data) were generally observed to be in the range of 10-20 percent of a TAZ's total trips. Year 2000 and 2020 TAZ employment data for these high trip percentage TAZs were then compared to yield an indication of how many new jobs would be served by the proposed improvement.
For the section of Hwy. 26 from Cornell to 185th Avenue, TAZs with more than 10 percent of their trips using this link contained 28,883 total employees in the year 2000. These TAZs were generally located south of Hwy. 26 between 185th Avenue and Shute Road, but also as far away as the Intel site in TAZ 219 on T.V. Highway. By the year 2020, projected total employment in these TAZs increases to 52,185. This represents a projected increase of 23,302 employees between 2000 and 2020.

- **Number of existing jobs in danger of being lost in the absence of the proposed project (e.g., testimony from existing businesses for sustaining jobs)?**
  
  Letters of support will be coming from the Westside Economic Alliance, the Hillsboro Chamber of Commerce and organization members that they are soliciting. Businesses expected to respond include Intel, Merant, Beaverton Foods and Tri-Quint.

- **Access to appropriately zoned (industrial or other) vacant lands, including sites identified per HB 2011?**
  
  The proposed widening of Hwy. 26 between Cornell and 185th would facilitate access to two of the 25 “opportunity sites” designated under HB 2011. The largest of these sites is a 201 acre site off Shute Road about 350 feet south of the Shute/Hwy. 26 interchange. This site is zoned for high technology research and/or manufacturing. The other opportunity site is a 72 acre site also on Shute Road that is zoned for industrial uses.

3. **How would the project support multimodal freight transportation movements?**

- **Amount and nature of multimodal (e.g., marine port terminal, intermodal rail yard, air freight terminal, etc.) benefits that would result from the proposed project?**
  
  Hwy. 26 is used as a primary route for “just-in-time” delivery of low-bulk, high value freight from high-tech industries in the Hillsboro area to Portland International Airport. Given rapidly increasing eastbound congestion and delay on Hwy. 26, just-in-time delivery has become less efficient as they need to increase the time needed for pickup and delivery.

4. **What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?**

- **Number and significance of issues (e.g., environmental and land use approvals) that need to be addressed to achieve project readiness?**
  
  There is a high likelihood that the project could be constructed within the 2006-2009 timeframe. A similar project to widen Hwy. 26 to the east of this location, between Murray and Cornell, was funded through OTIA-2 and is scheduled for construction in 2004. Preliminary environmental reconnaissance work for the Cornell to 185th section was completed in July 2002, indicating that some wetland mitigation may be required. If additional property is needed to the north of the existing right-of-way, then the project would need to go through the Washington County Article VII process as a Category A project or Category B project if there are environmental issues involved. The Article VII review process is required by state law to take no more than 120 days, but reviews for Category A and B projects are typically completed within 60 days. If additional property is needed south of the existing right-of-way, then the project would need to go through
Beaverton's development review process. The area south of the 185th Ave. interchange is in Hillsboro, but they have no formal review process.
Attached find project write-ups for following projects:

* I-5 North Improvements
* I-5/Columbia Blvd. Improvements

I-5 North (Delta Park - Lombard)
<<OTIAIIIProjectWriteup_I-5North.doc>> <<OTIAIII_I-5North.ppt>>

I-5 Columbia Blvd. Interchange
<<OTIAIIIProjectWriteup_I-5ColumbiaBlvd.doc>>
<<OTIAIII_I-5ColumbiaBlvd.ppt>>
OTIA III Freight Mobility Project Candidate
ODOT Region 1
Portland metro area

I-5/Columbia Blvd. Improvements

Project Description: Re-construct existing partial interchange as full access interchange to provide improved access to/from this critical interstate freight route. The current interchange at Columbia Blvd. does not provide I-5 southbound off-ramp access, or northbound on-ramp access, at Columbia Blvd, a major NHS intermodal connector to adjacent Port terminals and industrial lands. Estimated Cost: $56,000,000.

1. How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?

- Re-design of Columbia Blvd. partial interchange as full-directional interchange will significantly improve access to/from Port of Portland Rivergate industrial area and terminals via designated NHS intermodal connector.

The Columbia Blvd. interchange is a critical access point to/from I-5, a major interstate commuter route and designated freight route, traversing the highest concentration of industrial firms and port terminals, reload facilities, and intermodal yards in the Portland metro area — the Columbia Corridor, including Port of Portland Rivergate District. On the mainline I-5, it currently (2002) experiences average daily traffic volumes of 109,100 vehicles, of which 15,270 (14%) are trucks. Accident rates through this section of I-5 (1998 – 2002) exceed the comparable statewide average for urban interstates by 74% (1.06 AMVM vs. 0.61 AMVM statewide). Truck crash data (1998-2002) indicates of the 267 total crashes reported in this section 37 (14%) involved trucks, including one fatality. The I-5 Columbia Blvd. interchange currently operates at level of service (LOS) E/F. It is forecast to operate at LOS F in 2025 under a No-Build scenario.

Columbia Blvd. in this area is a City of Portland arterial, designated truck route, and NHS intermodal connector. Columbia Blvd. near the I-5 interchange currently (2003) experiences average peak hour traffic volumes of 2,398, of which 585 (24%) are trucks, reflecting the major industrial and port activities in the vicinity. An even greater percentage of trucks are utilizing the I-5 x Columbia Blvd. interchange ramps (222/35% trucks SB on, and 167/34% trucks NB off).

 Interstate 5 is the only continuous freeway on the West Coast, connecting Canada and Mexico through the states of Washington, Oregon and California. It provides for high capacity, high-speed traffic movement in urban and rural areas. I-5 is a part of the National Highway system, it is a state designated freight route, and is Oregon's most heavily used roadway. In the Portland/Vancouver region, this freeway connects downtown Portland, through north and northeast Portland to Vancouver, Washington.
Columbia Blvd. is a major NHS intermodal connector to the Port of Portland Rivergate and Columbia Corridor industrial sites. This project will reduce congestion at the Marine Dr. interchange; improve truck utilization of Columbia Blvd.; improve access to Rivergate and Columbia Corridor industrial sites and Port terminals; and reduce traffic in the adjacent Kenton neighborhood.

2. How does the project facilitate public and private investment that creates or sustains jobs?

- Helps reduce barriers to safe, reliable, and efficient access to major multimodal industrial sites and port terminals.
- Project will improve access to 113-acre industrial site in Port Rivergate District identified as “Opportunity” site of statewide significance under HB 2011.

The Columbia Blvd. interchange provides access to/from the highest concentration of industrial firms within the Portland metro area, as well as providing access to the Port of Portland truck, rail, and marine terminals. Columbia Blvd. is a major NHS intermodal connector between I-5 and Port of Portland facilities, and industrial customers in the Columbia Corridor. The Columbia Corridor West district, to the east of I-5, and west of Portland International Airport, includes 917 acres of industrially-zoned lands, of which 21 acres are vacant and buildable. Numerous trucking firms and reload centers are located nearby. The Port of Portland Rivergate District contains 2,800 acres of industrially-zoned lands, of which 566 acres are vacant and buildable. Approximately 70 businesses, employing nearly 4,500 people, currently have manufacturing, distribution and warehousing operations in Rivergate. Major firms include Nordstrom, Columbia Sportwear, RREEF, and Boise Cascade.

A 113-acre “Opportunity” site in the Rivergate District has been identified as one of 25 industrial sites of statewide significance for job creation under HB 2011, the Governor’s Economic Revitalization Team (ERT) and OECDD.

Almost all of the firms in these two districts route their truck freight movements to the adjacent I-5 corridor through one of the three interchanges in this area (Marine Dr., Victory Blvd., Columbia Blvd.) for transport north or south along the corridor. The congestion that occurs along the north I-5 corridor constitutes a chokepoint on a critical freight route that will constrain future industrial growth in the region. The limited access, and current configuration of the Columbia Blvd. interchange results in overloading of the Marine Dr. interchange to the north, and excessive truck movements through the Kenton neighborhood, to access the Victory Blvd. interchange via Denver Ave.

In 1997, 14 million tons of freight (valued at $17 billion) was shipped from the Oregon side of the metro area to locations in Washington. Shipments southbound from Washington into the Oregon side of the region totaled 28.5 million tons (worth an estimated $7.5 billion). [US Bureau of Census, US Bureau of...
The Port of Portland is the 3rd largest port in terms of total tonnage on the West Coast; largest auto handling port on the West Coast; largest wheat export port in the U.S.; 3rd largest grain export port in the U.S.; and, 15th largest container port in the U.S.

A regional Transportation Investment Task Force, established by Metro in 2002, and composed of area business and community leaders throughout the metropolitan area, identified improvements to this segment of I-5 as one of the highest priority transportation projects in the region. This project has been identified by the OTC as a Project of Statewide Significance.

3. How would the project support multimodal freight transportation movements?

- Project will greatly enhance access to/from major regional Port facilities and industrial areas via NHS intermodal connector by allowing for full directional access at I-5 x Columbia Blvd. interchange.

The Columbia Blvd. interchange provides access to one of three NHS intermodal connectors in the vicinity of the northern I-5 freight corridor that provides direct connection to numerous multimodal freight facilities in the Columbia Corridor, including the Port of Portland Rivergate area. Access is provided to three Port marine terminals (T-4, T-5, T-6) that are serviced by up-river barges, ocean-going ships, railroads, and trucks. Two intercontinental railroads (Burlington Northern Santa Fe, Union Pacific) provide service to the Port facilities. Numerous intermodal yards, truck terminals, reload facilities, and distribution facilities are located in the Port/Columbia Corridor area. Access to Portland International Airport, to the east, is provided by Columbia Blvd., as well as adjacent Marine Dr.

4. What is the likelihood that that the project could be constructed within the 2006 - 2009 time period for the Statewide Transportation Improvement Program?

- Good.

An Environmental Assessment (EA) is currently underway. Completion and FHWA approval of the EA is expected by Fall 2005. Final Design and R-o-W is expected 2005 - 2007. Construction is expected in the 2007 - 2009 time period.

Design of the Columbia Blvd. interchange is being done in conjunction with the design of the Victory Blvd./Delta Park to Lombard segment of I-5 (I-5 North Improvements) to ensure overall system compatibility.
OTIA III Freight Mobility Project Candidate
ODOT Region 1
Portland metro area

I-5 North Improvements

Project Description: Widen I-5 to six-lanes (add 3rd SB travel lane) from Victory Blvd./Delta Park to Lombard St., to eliminate a major bottleneck to freight movement along this major interstate freight corridor. Upgrade currently substandard shoulders, medians, and acceleration and deceleration lanes of ramps. Estimated Cost: $41,000,000.

1. How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?

- Additional capacity in this current southbound chokepoint will reduce congestion, enhance safety, and improve reliability of freight movement along this major interstate freight route.

This segment of I-5 is part of a major interstate commuter route and designated freight route, traversing the highest concentration of industrial firms in the Portland metro area — the Columbia Corridor, including Port of Portland Rivergate District marine/rail/truck terminals, reload facilities, and intermodal yards. It currently (2002) experiences average daily traffic volumes of 109,100 vehicles, of which 15,270 (14%) are trucks. Accident rates through this section of I-5 (1998 – 2002) exceed the comparable statewide average for urban interstates by 74% (1.06 AMVM vs. 0.61 AMVM statewide). Truck crash data (1998-2002) indicates of the 267 total crashes reported in this section 37 (14%) involved trucks, including one fatality. The Delta Park to Lombard St. section of I-5 currently operates at level of service (LOS) F. It is forecast to operate at LOS F in 2025 under a No-Build scenario.

Interstate 5 is the only continuous freeway on the West Coast, connecting Canada and Mexico through the states of Washington, Oregon and California. It provides for high capacity, high-speed traffic movement in urban and rural areas. I-5 is a part of the National Highway system, it is a state designated freight route, and is Oregon’s most heavily used roadway. The I-5 Interstate Bridge provides a critical connection to two major ports, deep-water shipping, up-river barging, two transcontinental rail lines, and much of the region’s industrial land.

This project will reduce congestion in this section during the A.M. peak hours. Travel time between Portland and Vancouver should decrease. Safety should be improved due to the reduction in merging movements at Victory and Lombard. More efficient freeway operations should provide more reliability to freight movement along the corridor, and in accessing the industrial lands in Rivergate and Columbia Corridor.
2. How does the project facilitate public and private investment that creates or sustains jobs?

- Helps reduce barriers to the safe, reliable, and efficient movement of freight along major interstate freight corridor.
- Project will improve access to 113-acre industrial site in Port Rivergate District identified as “Opportunity” site of statewide significance under HB 2011.

This segment of I-5 traverses the highest concentration of industrial firms within the Portland metro area, as well as providing access to the Port of Portland truck, rail, and marine terminals. Three major NHS intermodal connectors access I-5 in or near the project segment (Marine Dr., Martin Luther King Blvd., and Columbia Blvd.). The Columbia Corridor West district, to the east of I-5, and west of Portland International Airport, includes 917 acres of industrially-zoned lands, of which 21 acres are vacant and buildable. Numerous trucking firms and reload centers are located nearby. The Port of Portland/Rivergate Industrial District contains 4,154 acres of industrially-zoned lands, of which 566 acres are vacant and buildable. Approximately 70 businesses, employing nearly 4,500 people, currently have manufacturing, distribution and warehousing operations in Rivergate. Major firms include Nordstrom, Columbia Sportwear, RREEF, and Boise Cascade.

A 113-acre “Opportunity” site in the Rivergate District has been identified as one of 25 industrial sites of statewide significance for job creation under HB 2011, the Governor’s Economic Revitalization Team (ERT) and OECDD.

Almost all of the firms in these two districts route their truck freight movements to the adjacent I-5 corridor through one of the three interchanges in this area (Marine Dr., Victory Blvd., Columbia Blvd.) for transport north or south along the corridor. The congestion that occurs along the north I-5 corridor constitutes a chokepoint on a critical freight route that will constrain future industrial growth in the region. In 1997, 14 million tons of freight (valued at $17 billion) was shipped from the Oregon side of the metro area to locations in Washington. Shipments southbound from Washington into the Oregon side of the region totaled 28.5 million tons (worth an estimated $7.5 billion). [US Bureau of Census, US Bureau of Transportation Statistics] The Port of Portland is the 3rd largest port in terms of total tonnage on the West Coast; largest auto handling port on the West Coast; largest wheat export port in the U.S.; 3rd largest grain export port in the U.S.; and, 15th largest container port in the U.S.

A regional Transportation Investment Task Force, established by Metro in 2002, and composed of area business and community leaders throughout the metropolitan area, identified improvements to this segment of I-5 as one of the highest priority transportation projects in the region. This project has been
identified by the OTC as a Project of Statewide Significance. A federal earmark is being sought for funding of this project in FY 2005.

3. How would the project support multimodal freight transportation movements?

- Project is principal freight corridor in region providing access to greatest concentration of multimodal/intermodal freight activity in Portland/Vancouver area, including marine, barge, rail, truck, and air facilities.

The Victory Blvd. to Lombard section of the I-5 corridor is a major freight route that provides direct access via NHS intermodal connectors to numerous multimodal freight facilities in the Port of Portland Rivergate area, and the Columbia Corridor. Access is provided to three Port marine terminals (T-4, T-5, T-6) that are serviced by up-river barges, ocean-going ships, railroads, and trucks. Two intercontinental railroads (Burlington Northern Santa Fe, Union Pacific) provide service to the Port facilities. Numerous intermodal yards, truck terminals, reload facilities, and distribution facilities are located in the Port area, and Columbia Corridor area. Access to Portland International Airport, to the east, is provided via Marine Drive and Columbia Blvd.

4. What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?

- Good.

An Environmental Assessment (EA) is currently underway. Completion and FHWA approval of the EA is expected by Fall 2005. Final Design and R-o-W is expected 2005 – 2007. Construction is expected in the 2007 – 2009 time period.
Find attached 3 of 5 project write-ups:

* I-205 Auxiliary Lanes, I-5 to Stafford Rd.
* I-5/North Macadam Access Improvements
* OR 217 Improvements

Final two in following e-mail.

I-205 Aux Lanes: <<OTIAIIIProjectWriteup_I205StaffordAux.doc>>
<<OTIAIII-205Aux.ppt>>

I-5/North Macadam
<<OTIAIIIProjectWriteup_I-5NorthMacadam.doc>>
<<OTIAIII_I-5NorMac2.ppt>>

OR 217 Improve.
<<OTIAIIIProjectWriteup_OR217Improve.doc>>
<<OR217OTIAIII.ppt>>
OTIA III Freight Mobility Project Candidate
ODOT Region 1
Portland metro area

I-205 Auxiliary Lanes, I-5 to Stafford Rd. Interchange

Project Description: Construct permanent auxiliary lanes as part of programmed Preservation project, between I-5 and Stafford Road Interchange, to address localized congestion (LOS F) on this major freight route. Estimated Cost: $8,000,000.

1. How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?

- Additional capacity at this site/connection between 2 major interstate freight routes will reduce congestion and improve reliability of freight movements.

This section of I-205 is part of a major interstate commuter route and designated freight route, serving the fast growing south metro area, as well as providing a connection to major trade activity centers in the region, including the Portland International Airport. It currently (2002) experiences average daily traffic volumes of approximately 85,000 vehicles. Truck traffic comprises 15% of total traffic volume (12,750 ADT). Accident rates through this section of I-205 (1998-2002) are comparable to statewide crash rates on similar facilities (0.21 AMVM vs. 0.22 AMVM statewide average). Truck crash data (1998-2002) indicates of 102 total crashes reported in this section, 12 (12%) involved trucks, with one fatality.

Analysis of traffic volumes reveal that I-205 within the study section currently operates at level of service (LOS) F during the a.m. peak period in the southbound direction and during the p.m. peak period in the northbound direction. The failing LOS is a result of the turbulence and congestion created by the inadequate merge/weave conditions, poor lane balance and a high mix of truck traffic on I-205. The difficult merge/weave conditions are a function of lane imbalances between the 6-lane I-5 and 4-lane I-205 facilities at different times of day and direction of major traffic movements. (i.e., some ramp movements are much heavier than others). LOS of F is forecast in 2025 in a No-Build scenario.

The proposed improvements in this segment would improve highway performance during peak hours to LOS D/E. Traffic flow balance will be greatly enhanced between the 6-lane I-5 and 4-lane I-205 within the project area. Existing latent capacity in the I-5/I-205 Interchange will be realized. The addition of auxiliary lanes will reduce current congestion in this section of the regional interstate network, and greatly improve the reliability of freight movement in this corridor.
2. How does the project facilitate public and private investment that creates or sustains jobs?

- Public investments maximized by piggybacking on already-programmed Preservation project in same area.
- Helps reduce barriers to safe, reliable, and efficient movement of goods.

ODOT has programmed a preservation project along I-205 between the I-5 Interchange and Willamette River. To maintain traffic flow along the corridor during the preservation work, temporary detour lanes will need to be constructed in the section between I-5 and Stafford Road interchange. This presents an opportunity for the region to address significant localized traffic congestion on this major interstate commuter and freight route by retaining these temporary detour lanes as permanent auxiliary lanes. The majority of the cost of constructing permanent auxiliary lanes will be covered under the larger Preservation project (I-5 to Willamette River).

This heavily traveled truck route serves a number of major industries in the region:
- It is a principal connection to Portland International Airport for many of the high-tech industries located in the south metro area along I-5 (i.e., Wilsonville, Tualatin), including Xerox Corporation, Mentor Graphics, GE Interlogix, and In-Focus.
- Major distribution centers located along I-205 (Fred Meyers, Safeway) and south I-5 (Rite Aid, Sysco Food Services, United Parcel) also use this route.
- Two potential future vacant industrial land sites that would benefit from improvements to the I-205 x I-5 connection were identified through a review of industrial Opportunity sites by the Governor’s Economic Revitalization Teams (GERT) and OECDD. These projects include a 100 acre site in Stafford Basin, and a 220 acre site in the Coffee Creek area of north Wilsonville. While neither sites made the final short list of 25 candidate sites, their potential remains viable.

A regional Transportation Investment Task Force, established by Metro in 2002, and composed of area business and community leaders throughout the metropolitan area, identified improvements to I-205 as one of the highest priority transportation projects in the region. This project has been identified by the OTC as a Project of Statewide Significance. A federal earmark is being sought for funding of additional PE work on this project in FY 2004.

3. How would the project support multimodal freight transportation movements?

This project will eliminate a barrier to the efficient movement of goods between I-5 and I-205, which is a major connector to Portland International Airport.
4. What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?

- Good.

This project is part of a programmed Preservation project (I-5 to Willamette River) in the current STIP, for construction in Fall 2006. Engineering and environmental work is currently underway, with additional PE/Environmental work being programmed to design and construct the temporary detour lanes as permanent auxiliary lanes.
I-205 Auxiliary Lanes, I-5 to Stafford Rd.
Project Description: Construct new off-ramp from I-5 northbound to Macadam Avenue (OR 43), to improve access to 130 acre South Waterfront Development, a mixed-use residential, office, Oregon Health and Science University (OHSU) bio-medical research center, expected to generate 10,000 jobs.

Estimated Cost: $25,000,000.

1. How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?

- Improved access will enhance operational and safety performance necessary to accommodate planned 10,000-job bio-medical research center and mixed-use development.

The existing I-5 NB off-ramp to Macadam Avenue is currently adequate for accessing this largely vacant 130 acre brownfield industrial site, and adjacent traffic volumes and accident rates reflect the limited activity in the area. However, the I-5 x Macadam Ave. NB off-ramp will be totally inadequate for accommodating the planned re-development of this site (the South Waterfront area), which will create an estimated 10,000 jobs at full build-out. The first phase of this development will be the 31 acre Central District, which is expected to generate 5,000 jobs at full build-out (2007-2009). Travel demand to this mixed-use site of residential and office uses, including the development of a new Science & Technology Research Quarter which will hold 1.5 million square feet of OHSU space alone at build-out, will significantly constrain the potential for full job creation if this I-5 off-ramp is not improved.

The existing ramp is narrow, and deposits vehicles onto the west (left) side of Macadam Ave. at relatively high speeds, with most motorists seeking to merge to the east (right) side. Simultaneously, many vehicles northbound on Macadam Ave. are seeking to merge to the west (left) at accelerating travel speeds in order to access the I-5 northbound on-ramp. Average daily traffic volumes on I-5 near the Macadam Ave. exit are 140,000 (70,000 NB), of which approximately 9,800 (7.9%) are trucks. Average daily traffic volumes on Macadam Ave./OR 43 at this site are approximately 25,300, of which approximately 630 (2.5%) are trucks. Macadam Ave. operates at level of service (LOS) E at this location.

Accident rates through this section of I-5 NB (1998-2002) exceed the comparable statewide average for urban interstates by 62% (1.10 AMVM vs. 0.68 AMVM statewide). Truck crash data on I-5 indicates of 267 total vehicle accidents (142 total NB) reported in this section, 30/11.2% (13 NB/9.2%) involved trucks.
Accident rates on Macadam Ave. at this location are less than the comparable statewide average for urban non-freeway facilities (0.60 AMVM vs. 2.71 AMVM). Truck crash data on Macadam Ave. indicates of 8 total crashes reported in this section, 0 (0%) involved trucks.

The ability for this development to achieve its job creation potential, including the 10,000 jobs associated with the OHSU bio-medical research center will be severely restricted without improvements to this off-ramp. LOS F is forecast in 2025 in a No-Build scenario.

This development does not entail classic freight movement activities. However, the potential commercial applications of the OHSU bio-medical research center does entail important traded sector activities that are called out in HB 2011 as priority economic development objectives of the Oregon Economic and Community Development Department (OECDD).

2. How does the project facilitate public and private investment that creates or sustains jobs?

- Significant public/private investment committed to largest economic development project in Portland history.
- Helps reduce barriers to safe, reliable, and efficient movement of goods.
- Project will improve access to 100+-acre industrial site in South Waterfront area evaluated as potential “Opportunity” site of statewide significance under HB 2011.

The development of the South Waterfront site will be accomplished by public and private partners. Portland Development Commission (PDC) is coordinating the project with the participation of Portland City Bureaus. Key private partners include OHSU, and the North Macadam Investors, LLC (NMI). Initial investments in Phase 1 (Central District) includes $440 million private investment in direct new building development, and $103 million in public projects ($71 million public sources [including $25 million in Tax Increment Financing], and $32 million private sources [potential LID]. $1.6 billion in private investment is planned at full build-out of Phase 1, in converting a vacant industrial brownfield site into a vibrant mixed-use/research center that would create over 2,700 housing units, and 5,000 jobs. The private to public investment is leveraged at a ratio of more than 6:1 (E.D. Hovie & Company, North Macadam Urban Renewal Area Return on Investment (ROI) Analysis Update [6/0]).

The South Waterfront development is the largest economic development project in Portland’s history. More than 10,000 quality jobs will be created as a result of this development, with over 1,000 construction jobs created in the first phase alone. OHSU is currently the City’s largest employer ---- providing more than 10,000 jobs. The South Waterfront development is envisioned as a state-of-the-art biotechnology and science center with OHSU as it founding healthcare and
science research entity. The scope of bio-medical industries envisioned at this site include research and development, manufacturing and sales of medical instruments and devices, medical diagnostics, biotechnology, therapeutics, and computer systems and software for managing healthcare.

The 100+ acre South Waterfront site has been evaluated for consideration as one of 25 industrial sites of statewide significance for job creation under HB 2011, by the Governor's Economic Revitalization Team (ERT) and OECDD. While this site did not make the final short list of 25 candidate sites, its potential remains viable.

3. How would the project support multi-modal freight transportation movements?

The emphasis of the South Waterfront project is on creation of an institutional research platform for bio-science industry development, more so than classic industrial freight jobs. While alternative transit options (streetcar, tram, bus) are included in this mixed-use/research job site, for improved access for workers, it would have limited multi-modal freight transportation elements.

4. What is the likelihood that the project could be constructed within the 2006 – 2009 time period for the Statewide Transportation Improvement Program?

- Fair to good.

Ground-clearing has already commenced on the initial Phase 1 development of the Central District. Conceptual engineering analysis of needed improvements to the I-5 north off-ramp to Macadam Ave. has been conducted. Preliminary engineering and environmental assessment of this project could be initiated in 2004 or 2005, with state or city resources, sufficient to initiate construction in the 2006 – 2009 period, if OTIA III funding were identified as forthcoming in that time period.
OTIA III Freight Mobility Project Candidate
ODOT Region 1
Portland metro area

OR 217 Improvements

Project Description: Widen northbound OR 217 to 3 lanes between Tualatin Valley Hwy (Canyon Rd./OR 8) and US 26; add auxiliary lane at Walker Road entrance ramp, and, rebuild eastbound on-ramp from OR 217 to US 26 interchange. OR 217 is the main link between I-5 and Sunset Highway (US 26). Traffic is at or above capacity. Lack of capacity along with weave section causes cueing and weaving problems leading to unacceptable level of service on this facility. Estimated Cost: $33,000,000.

1. How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?

- Additional capacity at this site/connection between 2 major freight routes will reduce congestion and improve reliability of freight movements.

Significant congestion occurs in this section of Hwy 217, a primary commuter route and designated freight route between the western suburbs and the region’s air, rail and marine port facilities. Congestion is due to high traffic volumes and substandard ramp design and locations that cause backups and weaving problems for vehicles attempting to enter US 26. This section of Hwy 217 currently (2002) experiences average daily traffic volumes of 111,500 vehicles (53,900 ADT NB), of which 6,133 (2,960 NB) (5.5%) are trucks. Accident rates (1998-2002) for the project area are approximately 70% of the comparable statewide average for a secondary urban freeway (0.48 AMVM vs. 0.82 AMVM). Truck crash data (1998-2002) indicates of 70 total crashes reported in this section, 4 (6%) involved trucks. The TV Hwy to Sunset Hwy section of OR 217 currently operates at level of service (LOS) E. It is forecast to operate at LOS F in 2025 under a No-Build scenario.

Due to the topography of the Portland metropolitan area, there are only two major highway/freeway routes from the western suburbs to Port of Portland marine/rail/air/distribution facilities: I-5 and US 26. OR 217 is a principal route between I-5 and US 26. The proposed improvements would largely remove the localized congestion which constrains the efficient movement of freight along this route to US 26, and subsequently to Port terminals and Portland International Airport.
2. How does the project facilitate public and private investment that creates or sustains jobs?

- Helps reduce barriers to the safe, reliable, and efficient movement of freight along two major freight corridors, between the high-tech growth engine in Washington County and Port of Portland marine, rail and airport facilities.

This project is part of the combined highway/light rail Westside Corridor Project. The proposed improvements to OR 217 are the last unfunded element of the Westside Corridor EIS, and a long-standing priority for ODOT, Washington County, and City of Beaverton. OR 217 is the only north-south freeway route in eastern Washington County. The OR 217 to US 26 connection remains a chokepoint in the efficient movement of freight between industries in Washington County and Port facilities in Portland (Portland International Airport, port marine facilities). High-tech industrial development in Washington County has been a major driver of growth in the Portland metropolitan area, and ensuring that freight movement between these activity centers remains reliable and relatively uncongested is critical to encouraging continued investment by the private sector in this industry sector.

The Washington County Board of County Commissioners recommended consideration for funding of this project through the regional MTIP/STIP process. A regional Transportation Investment Task Force, established by Metro in 2002, and composed of area business and community leaders throughout the metropolitan area, identified improvements to OR 217 as one of the highest priority transportation projects in the region. A federal earmark is being sought for funding of this project in FY 2005.

3. How would the project support multimodal freight transportation movements?

This project will eliminate a barrier to the efficient movement of goods between OR 217 and US 26, which is a major connection to Port of Portland marine and airport facilities. Addition of a northbound travel lane, merge lanes and ramp improvements on Highway 217 will relieve congestion, improve safety, and stimulate economic development in the region by reducing travel times for passenger and commercial vehicles.

4. What is the likelihood that the project could be constructed within the 2006–2009 time period for the Statewide Transportation Improvement Program?

- Good.

Environmental analysis has been completed as part of the Westside Corridor Project EIS. This project is currently in the 2004-2007 STIP for Final Plans in 2005. Construction could occur in 2006 –2009 time period.
OR 217 Improvements, TV Hwy - US 26
Looks like I have to do this in pieces...

John, attached (in this and the following three e-mails) are the submittals for OTIA 3 funding for the seven projects of priority to the Port. To be clear, the project costs and requested amounts are as follows:

East End Connector - $3,500,000 requested
North Lombard - $3.6 million requested
Leadbetter - $8 million project, $6 million requested
Cornfoot Improvements - $1 million project, $854,000 requested
Alderwood Improvements - $2.3 million project, $2.142 million requested
47th Avenue - $4.1 million project, $3.33 million requested
Columbia/82nd - $1.1 million project, $874 000 requested

These numbers reflect the contribution that the Port would make to each project.

<<Columbia_lombard.zip>>

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North Lombard Access Improvements - OTIA 3 Funding Submittal

This $3.6 million project would support industrial development by widening North Lombard Street in the Rivergate Industrial Area from two lanes to three lanes between the Columbia Slough and North Rivergate Boulevard.

1. How would the project remove identified barriers to the safe, reliable and efficient movement of goods?

North Lombard Street is a primary route through the Rivergate Industrial Area for vehicles accessing adjacent industrial properties as well as the Port of Portland's container Terminal 6. Companies located in Rivergate, such as Georgia Pacific, Land-O-Lakes, Carquest, Cintas, Sealy, and Layton Home Furnishings rely on North Lombard Street to access their warehouse and distribution facilities and to provide efficient movement of containerized cargo from Terminal 6. (The Port offers lease incentives for businesses who import through Terminal 6.) North Lombard Street also provides access to 113 undeveloped acres. The Governor’s Industrial Lands Task Force has designated this Rivergate acreage as an Industrial Site with Statewide Significance for Job Creation, one of five regional and 25 statewide sites.

The site cannot develop without the widening of North Lombard Street. This was verified when Vestas expressed interest in the site in 2002. The street operates at an acceptable level today only because the property remains undeveloped and the economy is sluggish. The Port of Portland’s Rivergate Transportation Analysis determined in 1996 that a center turn lane would likely be required when peak hour directional volumes reached 700 to 900 vehicles. Peak hour direction volumes in years past have ranged up to between 400 and 600 vehicles. As the economy recovers and advances, these volumes should return and even grow.

The addition of new vehicle trips related to development of the 113-acres would push the operation of the currently two-lane North Lombard Street into inefficient, unreliable and unsafe conditions. Left-turning vehicles on North Lombard Street would wait for a gap, backing up traffic behind them. Vehicles turning onto North Lombard Street would face a wait for gaps as well. This situation would be a problem on any street; in Rivergate, the problem is worse because approximately 33% of the traffic on North Lombard Boulevard is trucks, which are able to brake and accelerate much more slowly than traffic on a typical street. In 2003, an economically slow year, average daily volumes on North Lombard Street were approximately 5,500 vehicles.

This project would provide a refuge for left-turning vehicles into and off of North Lombard Street, which would improve access while enhancing capacity for through movement.

2. How does the project facilitate public and private investment that creates or sustains jobs?

The project is necessary to support development of one of 25 Industrial Sites with Statewide Significance for Job Creation recently designated by the Governor’s Industrial Lands Task Force. The Task Force noted that this property is attractive because it is within the City of Portland's Enterprise Zone and E-Commerce Zone, and has attractive multi-modal transportation access—five miles from two I-5 interchanges, 1/2 mile from the Port of Portland's Terminal Six marine container facility and close proximity to Burlington Northern and Union Pacific Railroad.

The North Lombard Improvement is designed specifically to entice private sector investment. It will also protect existing businesses. Companies that rely on North Lombard Street for access employ an estimated
1,500 people. Development of the 113-acre industrial site could bring an additional 1,000 new jobs (this was the scenario for Vestas). The project would also protect through movement for businesses accessing Terminal 6. Approximately 20% of Terminal 6 traffic uses North Lombard Street.

3. **How would the project support multimodal freight transportation movements?**

The project is located in a Metro-designated Regionally Significant Industrial Area and a City of Portland-designated freight district. North Lombard Street is designated as the following:

- Intermodal Connector on the National Highway System
- Road Connector in Metro's Regional Freight System
- "...intended to allow truck movement" (City of Portland Transportation System Plan, 2002) in the City of Portland's street network

The road provides the only access for numerous distribution and warehousing facilities in the Rivergate Industrial Area, such as Georgia Pacific paper products, Layton Home Furnishing and United Warehousing. Many of these businesses have located in Rivergate to be close to Terminal 6, through which they import cargo, and use North Lombard Street to access the terminal. As noted in Question 2, the project would also allow for access to an undeveloped 113-acre site intended to entice businesses that rely on marine port and rail access. It is one of the only significant industrial sites with direct rail access (to both BNSF and UPRR) located in close proximity to the region's (and state's) marine container terminal as well as Interstate 5.

4. **What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?**

The project could be completed well within the 2006-09 timeframe and could be construction-ready by June 2007.

The project has been identified in the adopted Port of Portland Transportation Improvement Program, Metro’s Regional Transportation Plan, and the City of Portland Transportation System Plan.

The Port of Portland Engineering Department has reviewed this project for constructability. Conceptual design has been completed. The project would require no additional right of way. The project design and development phase could be complete within 12 months, including acquisition of local permits. Construction could be completed in an additional 12 months.

**Attachments:**
Columbia Corridor Intermodal Projects – OTIA Funding (map)
Rivergate Industrial District Facility Map, RG 2003-3000
Columbia Intermodal Corridor Projects - OTIA Funding

Legend
- Streets
- Railroad
- Rivers Streams Lakes

Types of Products
1. Machines, Transp. Equipment
2. Metals and Chemicals
3. Freight Shipping/Forwarding
4. Textiles and Apparel
5. Agricultural/Food Products
6. Minerals and Stone
7. Lumber and Paper
8. Other

Sampling of Freight Dependent Companies
1. Ann Sacks Tile (Tiles & Stone)
2. Columbia Grain (Wheat)
3. Columbia Sportswear (Apparel)
4. Columbia Steel Casting (Steel Products)
5. Dynea Overlay (Paper Products)
6. Georgia Pacific (Paper & Building Products)
7. Graphic Sciences (Inks & Coatings)
8. Halton Tractor (Tractor & Trailer Equipment)
9. Honda (Automobiles)
10. Hyundai (Automobiles)
11. ISSPRO (Instruments)
12. Land O'Lakes (Livestock Feed)
13. Malarkey Roofing (Roofing Materials)
14. Nabisco (Food Products)
15. Nordstrom (Apparel)
16. Oregon Steel Mills (Steel Products)
17. Oregon Transfer (Materials Handling)
18. Owens-Brockway (Glass Containers)
19. Toyota (Automobiles)
20. UPS (Freight Forwarder)

Date: August 2003
North Leadbetter Road Extension and Railroad Overcrossing – OTIA 3 Funding Submittal

This $8 million project would construct a loop extension of North Leadbetter Road to North Marine Drive at the entrance of the Port of Portland’s Terminal 6, the state’s import and export container facility, with railroad overcrossing of the Burlington Northern Santa Fe (BNSF) and Union Pacific Railroad (UPRR) tracks as well as signalization at the intersection of Leadbetter and Marine Drive.

1. How would the project remove identified barriers to safe, reliable, and efficient movement of goods?

North Leadbetter Road is located in the Rivergate Industrial Area (Rivergate) in Portland, Oregon. It provides the only connection between 142 acres of developed and undeveloped industrial property in Rivergate, the Multnomah County Jail, and North Marine Drive. North Marine Drive is the primary connection between Rivergate, Terminal 5, Terminal 6 and Interstate 5.

Currently, North Leadbetter Road connects to Marine Drive at one location, from the south via an at-grade rail crossing of the BNSF/UPRR main track. The at-grade convergence of road and rail is a barrier to reliable and efficient freight movement that threatens the viability of existing distribution-related industrial businesses in Rivergate, including Columbia Sportswear’s 820,000 square foot North American Distribution Center, Oregon Metal Slitters and Iron Mountain. Currently, BNSF and UPRR operate unit trains more than one mile long over this track, serving marine terminals and industries located along the Willamette and Columbia rivers. These unit trains cross N. Leadbetter Road without grade separation and block the roadway during key periods of freight movement and employee shift changes. When this occurs, as recently did during a Columbia Sportswear shift change, employees cannot get to work to begin their shifts and outgoing shipments are stranded.

Blockage of the roadway is expected to increase substantially over the next couple of years. Rail shipments of grain to Terminal 5 and container shipments through Terminal 6 have dramatically increased in the past year, and the Canpotex facility located at Terminal 5 is looking to increase rail shipments in 2004. Rail auto volumes are expected to increase as well.

The proposed N. Leadbetter Road extension will eliminate this barrier by providing a second, grade-separated connection to Marine Drive at the intersection with the Terminal 6 entrance road. This overcrossing will be the only reliable access for North Leadbetter businesses. At the same time, this project will support increased rail traffic that will foster multi-modal cargo movements in north and south Rivergate and Terminal 4, Terminal 5 and Terminal 6.

2. How does the project facilitate public and private investment that creates or sustains jobs?

The success of industrial businesses on N. Leadbetter Road and within Rivergate as a whole depends on elimination of road/rail conflicts. Without the North Leadbetter Road extension and overcrossing, even if Leadbetter were extended at-grade, all access to North Leadbetter Road would be blocked by a single unit train.

In addition to supporting the several hundred jobs associated with the existing distribution-related businesses in Rivergate, the N. Leadbetter extension will provide access to Oregon Transfer’s planned facility and the Multnomah County Jail (under construction) and support development of 59 acres of undeveloped industrial property, creating additional jobs in Rivergate.
Construction of this facility will accommodate the current growth in international trade at Terminals 5 and 6 and projected growth in automobile volumes at Terminal 6 by providing for a new storage and rail staging area. It will also support industrial businesses in the rest of Rivergate by increasing flexibility in rail service. This will also help sustain and create jobs in Rivergate and the region.

In addition to the private sector investment in development and expansion of businesses as a result of this improvement, the Port of Portland will contribute $2 million in funds.

The project is located in a Metro-designated Regionally Significant Industrial Area and is located within a City-designated freight district.

3. How would the project support multi-modal freight transportation movements?

Many industrial businesses in Rivergate have a distribution focus and as such rely on the road, rail and marine system. Many businesses at the project site have rail access. Improvements to the road and rail system provided by this project will benefit these businesses and present opportunities for development of other trade (i.e., staging or processing of imported, exported and domestic cargo). Growth in marine volumes will ensure the viability of the Port’s auto, container, and breakbulk marine terminals at Terminal 4, Terminal 5, and Terminal 6.

Rivergate is a major rail origin and destination point with more than 250,000 railcars being handled annually. This rail traffic is expected to grow between 3-6% annually, increasing rail/road conflicts, and BNSF/UPRR have plans to add a second track at the overcrossing. The overcrossing at N. Leadbetter Road coupled with the N. Lombard Boulevard overcrossing currently under construction and the planned Ramsey rail yard construction will maximize efficiency for road and rail users – now and in the future.

4. What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?

This project could be completed well within the 2006-09 timeframe and could be construction-ready by June 2007.

The project has been identified in the adopted Port of Portland Transportation Improvement Program, Metro’s Regional Transportation Plan, and the City of Portland Transportation System Plan.

The Port of Portland Engineering Department has reviewed this project and estimates that construction of the new alignment would take approximately 16 months after bid opening, including obtaining local permits. A Phase 1 type, size and location design report has been completed for this project. There are no right-of-way issues, since the property is owned by the Port. Utilities are already in place. Because this project is an extension of an existing alignment, staging of the roadway and bridge is not required. Construction of the railroad overcrossing will need to be coordinated closely with the railroads.

Attachments:
Columbia Corridor Intermodal Projects – OTIA Funding (map)
Rivergate Industrial District Facility Map, RG 2003-3000
MEMORANDUM

TO: John Gray, Metro
FROM: Steve Gerber, Transportation Planning
SUBJECT: OTIA III Project Priority Supporting Information, Rivergate Projects

The Rivergate Projects referred to in this memorandum include the North Lombard and North Leadbetter projects, as referred to in the Rivergate Area projects recommended by the Portland Freight Committee and City of Portland (PDOT).

1. **How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?**

The provision of improved access, including separated rail/truck intersection improvements within the Rivergate Industrial District would serve not only access to existing and potential additional industrial sites, but also to Terminals 4, 5 and 6 of the Port of Portland. Safe, reliable and efficient movement of goods would be enhanced by both improved and new roadways, enhancing capacity and access. These improvements will also be complementary to recent and planned improvements in the Rivergate area including the Lombard Rail Overcrossing and Marine Drive improvements.

2. **How does the project facilitate public and private investment that creates or sustains jobs?**

The proposed improvements would enhance the reliability and efficiency of goods movement to both existing and potentially new business and industry, complementing millions of dollars in recent public investment in transportation infrastructure. The Rivergate Industrial District provides 25% of all the industrial land in the City of Portland and contains a significant amount of land for future development and employment opportunity.

The Rivergate Industrial District presently provides 7,990 industrial sector jobs and a total employment of 9,309 jobs. Additionally, the Rivergate Industrial District provides approximately 566 acres of unimproved, buildable industrial land (Citywide Industrial Land Inventory and Assessment, Portland Development Commission & Bureau of Planning, 2003). The Port of Portland will provide right-of-way for new and improved streets.

There are approximately 190 existing businesses, dominated by industrial sector categories including primary metals, wholesale trade, food products manufacturing, trucking and

3. How would the project support multimodal freight transportation movements?

The projects proposed for the Rivergate Industrial District would facilitate multimodal freight transportation by improving access generally within a district including the three largest marine terminals operated by the Port of Portland, service by two national railroads and dozens of truck freight related businesses. The Leadbetter project will specifically include grade separation for a new roadway intersecting with a rail line.

4. What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?

Please see supporting information provided by the Port of Portland.

cc: Martin Callery, Oregon Freight Advisory Committee, Projects Subcommittee

sg
January 5, 2004

TO: Oregon Freight Advisory Committee

FROM: Charlotte Lehan, Mayor
City of Wilsonville

SUBJECT: Reconstruction Wilsonville Road/I-5 Interchange Project

Thank you for the opportunity to comment on an important project to the south Portland-metro region—Reconstruction of the Wilsonville Road/I-5 Interchange Project. This project is critical to freight movement on south Interstate 5 and for the major freight haulers and industrial businesses in south Wilsonville. While this area is home to corporate and/or core distribution facilities of Coca Cola, GI Joes, Oreapac, Rite Aid, Wilsonville Concrete, and Marten Trucking, it is also the linchpin to another 194 acres of vacant, buildable industrial-commercial lands.

I am sending you the attached responses to questions posed by Metro to assist you in narrowing the list of projects to be funded with OTIA 3 dollars. ODOT and Metro have identified Reconstruction of the existing Wilsonville Road Interchange as a high priority project to address failing capacity at the south interchange area. In fact, ODOT completed a study of the area in partnership with Metro, the Federal Highway Administration and the City. The Freeway Access Study completed in November 2002 identified the necessary improvements to address capacity and safety issues at the interchange. This project was identified as a top priority.

Funding this project surpasses all of the criteria identified by the Oregon Freight Committee, the Oregon Transportation Commission and the Oregon State Legislature to determine which projects should receive priority. Namely it:

- removes major identified transportation barriers
- facilitates Public and Private Investment
- supports multimodal freight transportation improvements
- ready for construction by June 2007

Please feel free to contact Danielle Cowan, Public Affairs Director for the City of Wilsonville at (503) 570-1505 or cowan@ci.wilsonville.or.us for more information on this project proposal.

Cc: Metro Council
Clackamas County Commission
Bruce Warner, ODOT
Matthew Garrett, ODOT
Chris Warner, Governor’s Office
Wilsonville City Council
Wilsonville Chamber of Commerce
Reconstruct Wilsonville Road/I-5 Interchange to Increase Capacity and Improve Safety
Total OTIA 3 Request: $14.5 Million/Total Project Cost: $20.9 Million
Requesting Entity—the City of Wilsonville

1. Removes major identified transportation barriers
Wilsonville is home to many large corporations and trucking companies that depend on our transportation system to move goods and services. The Wilsonville Road Interchange area has large freight movers and employers including Rite Aid, G.I Joes, Coca Cola, Orepac, Marten Trucking, Wilsonville Concrete among other warehouse and distribution businesses. The attached map shows the location of these in relationship to the interchange.

In addition, this portion of Wilsonville to the south of Boeckman Road has a total of 194 vacant industrial acres in parcels ranging from 4 acres to 42 acres. Some businesses in the area want to expand their existing facilities, including Coca-Cola. However, because the interchange is at capacity, these new industrial sites and existing business are virtually in a building moratorium until more capacity becomes available at the Wilsonville Road Interchange.

According to ODOT Automatic Trip Recorders (ATR), Wilsonville ranks second in the Portland Metro region (behind Troutdale) for the average amount of truck traffic. Because of the failing interchange at Wilsonville Road, major freight haulers are experiencing lost time and lost profitability. This failing interchange has been studied carefully and completely by the state and the region in the Freeway Access Study (November 2002). The Freeway Access Study clearly indicates that this interchange must be fixed immediately in order for Wilsonville to meet the needs of growth and development, as well as freight movement.

“The Wilsonville/I-5 interchange area experiences capacity deficiencies and extensive motor vehicle queuing today. These conditions are expected to increase in the future…”1

Safety in addition to capacity is a major concern at this interchange. Large trucks must climb a steep, short on ramp to I-5, merging with traffic moving 65+ mph. There are no ramp meters and stacking distances are woefully insufficient. Specifically this project entails:

- Eliminating substandard vertical curve on Wilsonville Road approaching the I-5 underpass
- Lengthening northbound and southbound off-ramps to standard configurations
- Installing side-by-side double left-turn lanes underneath the I-5 overpass, including widening northbound and southbound on-ramp and provisions of ramp meters;
- Coordinating traffic signal system along Wilsonville Road from Town Center Loop East to Brown Road
- Widening of Wilsonville Road east and west of the I-5 interchange to provide three approach lanes on each side of the interchange, accomplished by narrowing the existing median;
- Adding a second westbound left turn lane and northbound right turn lane at Boones Ferry Road/Wilsonville Road intersection.2

1 ODOT's Wilsonville Freeway Access Study, November 2002, page 1
2 ODOT’s Wilsonville Freeway Access Study, November 2002, page 49
2. **Supplements current public and private investments and serves existing industrial sites**

The Reconstruction of the Wilsonville Road/I-5 Interchange Project is extremely important to both the private and public sector. To this end, the City of Wilsonville has identified this project as an immediate high priority goal and has placed the first phase of the project in its 2003-04 Adopted Budget. Project #582: Wilsonville Road Interchange Turn Lane Improvements, will improve the Wilsonville Road Interchange by restriping to provide a left turn lane, a through/left lane and a through lane on Wilsonville Road in each direction under I-5, double left turn lanes from northbound I-5 to westbound Wilsonville Road and double right turn lanes from northbound I-5 to eastbound Wilsonville Road, and lengthening and widening the northbound off-ramp. The City's budgeted investment in this project this fiscal year is $3.5 million.

Previously in 1995 the City of Wilsonville was an investment partner with ODOT to upgrade the Wilsonville Road Interchange and provided $3.7 million to make the necessary improvements. This level of investment, particularly from a small city into federal and state assets—the interstate—is probably unheard of and is unsustainable for our city. We are willing to put more investment into the facility, but it is time for state and regional partners to also invest in upgrading their facility.

In addition to the $3.5 million currently being spent to improve the interchange and the previous $3.7 million invested, the City of Wilsonville is also investing $7.3 million to improve and widen Wilsonville Road from west of the freeway to Brown Road, an identified necessary improvement in the Freeway Access Study. Construction of that project is currently underway.

These public investments are being significantly leveraged by private investment. Through the payment of Systems Development Charges, private investment into these improvements is expected to be substantial. As noted earlier, south of Boeckman Road there is a total of 194 vacant industrial acres in parcels ranging from 4 acres to 42 acres. These industrial sites are adjacent to or near the railroad line and either next to or within less than a mile of the Wilsonville Road Interchange. However, unless more capacity is realized at the Wilsonville Road Interchange, businesses in the area cannot expand and new businesses cannot occupy ready industrial sites.

3. **Improves accessibility of two or more freight modes**

Moving freight by more than one mode is increasingly important to freight haulers. The Wilsonville Road Interchange is located about one-quarter of a mile east of the Western Pacific Railroad tracks. Numerous businesses are adjacent to these railroad connections but also are directly linked to 77 acres of vacant industrial land and within blocks of another 53 acres of vacant industrial/commercial lands. This close proximity of buildable industrial lands to the interstate and to a major railroad system is a rare opportunity for businesses in the region. It is definitely worth regional investments given the need for economic viability in the state.

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3 City of Wilsonville Adopted Budget FY 2003-04, page 173
In addition, the project supports multimodal passenger movements that free up capacity for freight movement by improving and greatly expanding transit—Commuter Rail. Wilsonville is a critical component to the success of Commuter Rail, given that it is the southern terminus and the only spot along the line that lies near I-5. The Wilsonville Road Interchange is the access point from I-5 for Commuter Rail in Wilsonville, which has the potential to draw thousands of commuters off the road systems and help preserve system capacity throughout the region.

4. **Construction ready by June 2007**

As noted earlier, the first phase of this project is in the City of Wilsonville’s current adopted budget and is moving forward now. However, these improvements, while important, are not adequate to address the safety and capacity issues identified in ODOT’s Freeway Access Study. The larger “fix” requires more investment from partners, including the Oregon Department of Transportation. According to the Freeway Access Study, the amount needed to complete several critical phases of this project is estimated to be $20.9 million, of which the city is seeking $14.5 million from OTIA 3 funds. The project is ready to move forward to preliminary engineering, right-of-way acquisition and construction once funding has been determined.
Additional Information

Following is additional data the Freight Committee might find useful as it evaluates potential projects for funding. These are:

1. Average daily truck volumes:
The average daily traffic volumes at the Wilsonville Road Interchange in 2002 was about 10% large truck traffic:

<table>
<thead>
<tr>
<th>ODOT Ramp #</th>
<th>Description</th>
<th>ODOT Daily Vehicle Total</th>
<th>Wilsonville Daily Vehicle Total</th>
<th>% Cars</th>
<th>% Trucks</th>
<th>% Trucks Peak am</th>
<th>% Trucks Peak pm</th>
</tr>
</thead>
<tbody>
<tr>
<td>276</td>
<td>SB off-ramp</td>
<td>11,712</td>
<td>12,328</td>
<td>91.5</td>
<td>8.5</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>277</td>
<td>NB on-ramp</td>
<td>10,966</td>
<td>10,062</td>
<td>90</td>
<td>10</td>
<td>8</td>
<td>7.5</td>
</tr>
<tr>
<td>278</td>
<td>SB on-ramp</td>
<td>9,399</td>
<td>8,747</td>
<td>91</td>
<td>9</td>
<td>5</td>
<td>11</td>
</tr>
<tr>
<td>279</td>
<td>NB off-ramp</td>
<td>8,792</td>
<td>8,338</td>
<td>90</td>
<td>10</td>
<td>7.6</td>
<td>7.7</td>
</tr>
</tbody>
</table>

2. Congestion-related measures such as recent and forecast levels of service or volume to capacity ratios:

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Description</th>
<th>2002 LOS</th>
<th>Delay (secs.)</th>
<th>V/C Ratio</th>
<th>2020 LOS w/o mitigation</th>
<th>Delay (secs.)</th>
<th>V/C Ratio</th>
<th>2020 LOS w/ramp &amp; street mitigation</th>
<th>Delay (secs.)</th>
<th>V/C Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilsonville Rd. &amp; Boones Ferry Road</td>
<td>West of I/C ramps</td>
<td>D</td>
<td>39.0</td>
<td>0.77</td>
<td>F</td>
<td>&gt;80</td>
<td>1.0</td>
<td>D</td>
<td>42.3</td>
<td>0.88</td>
</tr>
<tr>
<td>Wilsonville Rd. &amp; SB ramps</td>
<td>Ramps #276 &amp; #278</td>
<td>E</td>
<td>64.2</td>
<td>1.0</td>
<td>F</td>
<td>&gt;80</td>
<td>1.0</td>
<td>C</td>
<td>32.4</td>
<td>0.93</td>
</tr>
<tr>
<td>Wilsonville Rd. &amp; NB ramps</td>
<td>Ramps #277 &amp; #279</td>
<td>C</td>
<td>30.7</td>
<td>0.88</td>
<td>F</td>
<td>&gt;80</td>
<td>1.0</td>
<td>C</td>
<td>25.1</td>
<td>0.70</td>
</tr>
<tr>
<td>Wilsonville Rd &amp; Town Center Loop</td>
<td>East of I/C ramps</td>
<td>D</td>
<td>52.6</td>
<td>0.93</td>
<td>F</td>
<td>&gt;80</td>
<td>1.0</td>
<td>D</td>
<td>40.4</td>
<td>0.77</td>
</tr>
</tbody>
</table>

(data from 2002 I-5/Wilsonville Freeway Access Study)

3. Truck-related crashes or crash rates

Accident Rate (apmev) Wv Rd/Boones Ferry Rd=0.82, Wv Rd/I-5=0.63, Wv Rd/TCL=1.67; apmev=accidents per million entering vehicles.

4. Amount, sources and timing of funding from other sources

Currently, the only amount pledged to the Wilsonville Road Interchange is the City of Wilsonville’s own current investment of $3.5 million through urban renewal funds and system development charges. The City is also investing $7.3 million for improvements to Wilsonville Road identified in ODOT’s Freeway Access Study (November 2002).
5. **Number of new jobs that could be expected to be created if the proposed project is built**
There are 194 vacant industrial/commercial acres in the immediate vicinity that cannot move forward for development unless more capacity is created at the Wilsonville Road interchange.

6. **Number of existing jobs in danger of being lost in the absence of the proposed project**
Some companies in that area, such as Coca Cola, want to expand their existing operations. Fred Meyer wishes to locate a store on the west side of the interchange, which would employ hundreds of people and create more building pads for business to occupy. These are among other examples of businesses in the area that cannot expand without ramp improvements.

7. **Amount and nature of intermodal benefits that would result from the proposed project**
The Wilsonville Road Interchange is located near the Western Pacific Railroad tracks, with direct links to 77 acres of vacant industrial land and within blocks of another 53 acres of vacant industrial/commercial lands. This close proximity of buildable industrial lands to the interstate and to a major railroad system is a rare opportunity for businesses in the region.

8. **Number and significance of issues that need to be addressed to achieve project readiness.**
The project is ready to move forward to preliminary engineering, right-of-way acquisition and construction once funding has been determined.

For more information on this project please contact:

Danielle Cowan, City of Wilsonville, Public Affairs Director at (503) 570-1505 or cowan@ci.wilsonville.or.us or contact John Michael, City Engineering Department, (503) 682-7112, michael@ci.wilsonville.or.us.
Recently Developed Ind./Com.
Vacant Ind./Com. Land
Railroad

Total Developable Industrial & Commercial Vacant Land = 165 ac.

1. Rite Aid
2. G.I. Joe
3. Fry's Electronics
4. Coca-Cola
5. Ore-Pac
6. Wilsonville Concrete
7. RFD Publishing
8. Milgard Manufacturing
9. Marten Transport, Ltd.
10. Warehouse
11. Water Treatment Plant
12. Proposed Commuter Rail Station

Wilsonville Road Interchange
Freight and Industrial Lands Center
January 5, 2004

MEMORANDUM

TO: John Gray, Metro

FROM: Steve Gerber, Transportation Planning

SUBJECT: OTIA III Project Priority Supporting Information, Morrison Bridge Ramp Reconstruction

1. **How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?**

The existing access to and from the Central Eastside Industrial District is insufficient for reliable and efficient movement of goods between that area and points west, particularly for connection to and from the I-5 Freeway. The Morrison Bridge is an RTP designated Connector, providing access to the Central City, and between the Central Eastside Industrial District, the Central City and the I-5 Freeway via SW Naito Parkway. The Morrison Bridge Ramp Reconstruction has been identified as one of the actions necessary to replace the access that would have been provided by a Water Avenue connection with the I-5 Freeway.

Realignment and reconstruction of the Belmont Street Ramp of the Morrison Bridge will facilitate reliable and efficient movement to the Central Eastside Industrial District for trucks. It will also reduce conflict between vehicle and pedestrian traffic by providing greater separation between the Belmont Street Ramp and the off-ramp from the I-5 Freeway (Marquam Bridge). Presently these two traffic flows converge at (on to) SE Water Avenue creating unsafe weave movements and an excessive distance for pedestrians to cross. Separation and reconstruction will provide for better turning movement for trucks and less traffic conflict between Morrison Bridge and Marquam Bridge traffic. Reconstruction will also provide a more truck compatible radius and improved pedestrian and bicycle facilities on the Belmont Street Ramp of the Morrison Bridge.

2. **How does the project facilitate public and private investment that creates or sustains jobs?**

The Belmont Ramp reconstruction is complementary to the overall Morrison Bridge reconstruction being planned by Multnomah County. Additionally, the Central Eastside Bridgehead Project, approved for funding under MTIP 2004-2007, will be providing pedestrian improvements along SE Water Avenue and elsewhere in the Central Eastside Industrial District.
This project will facilitate access to an existing designated industrial district, with commensurate industrial zoning. The Central Eastside is located within the Central City providing unique opportunities for service and distribution facilities serving not only the Central City, but the region as well. The Central Eastside is dominated by businesses in the wholesale trade category, followed by services, retail trade and construction.

The largest employers in the district include Goodwill Industries, North Pacific Trading, Oregon Museum of Science and Industry, Oregon Electric Group, PECO Manufacturing, Franz Bakery and Pacific Coast Fruit Co. Within the Inner Eastside industrial districts, including the Central Eastside and Brooklyn Industrial Districts, industrial business provides a total of 13,130 jobs and all businesses 19,723 jobs (Citywide Industrial Land Inventory and Assessment, Portland Development Commission & Bureau of Planning, 2003).

Improved access to and from the Central Eastside Industrial District will enhance ongoing efforts (Central Eastside Development Opportunity Strategy, Portland Development Commission) to increase the already substantial employment base in this industrial district. The Central Eastside is within an urban renewal area, providing access to public redevelopment tools.

3. How would the project support multimodal freight transportation movements?

The Belmont Street Ramp project will support multimodal freight movement. The project will improve access to the Central Eastside Industrial District for trucks. This industrial district is bisected by the Union Pacific mainline with rail freight access provided adjacent to the mainline, along SE 3rd Avenue. Within the Inner Eastside industrial districts, including the Central Eastside and Brooklyn Industrial Districts 44% of sites have on-site rail lines or rail lines adjacent to their property (Citywide Industrial Land Inventory and Assessment, Portland Development Commission & Bureau of Planning, 2003).

4. What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?

The likelihood that the project can be constructed within the 2006-2009 time period is very high. Planning and preliminary engineering work have been completed for this project, with Multnomah County taking the lead. At most a “finding of no significant impact” may be required for anticipated federal funding on the overall Morrison Bridge project; bridge pier location will not be affected, nor will construction affect the Willamette River. Local land use review will be not be a significant factor for construction of transportation infrastructure (Open Space, Industrial General, Greenway Overlay). Any required land use review will be subject to the State’s 120-day review limit. There is no environmental overlay zone at this location.

cc: Martin Callery, Oregon Freight Advisory Committee, Projects Subcommittee
January 5, 2004

MEMORANDUM

TO: John Gray, Metro
FROM: Steve Gerber, Transportation Planning
SUBJECT: OTIA III Project Priority Supporting Information, Morrison Bridge Ramp Reconstruction

1. How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?

The existing access to and from the Central Eastside Industrial District is insufficient for reliable and efficient movement of goods between that area and points west, particularly for connection to and from the I-5 Freeway. The Morrison Bridge is an RTP designated Connector, providing access to the Central City, and between the Central Eastside Industrial District, the Central City and the I-5 Freeway via SW Naito Parkway. The Morrison Bridge Ramp Reconstruction has been identified as one of the actions necessary to replace the access that would have been provided by a Water Avenue connection with the I-5 Freeway.

Realignment and reconstruction of the Belmont Street Ramp of the Morrison Bridge will facilitate reliable and efficient movement to the Central Eastside Industrial District for trucks. It will reduce conflict between vehicles accessing SE Martin Luther King, Jr. Boulevard (MLK), by eliminating the present weaving movements caused by the present configuration. This movement is particularly inefficient and unsafe for trucks trying to access the industrial uses on the west side of MLK. Reconstruction will provide for a signalized intersection at SE Yamhill Street and MLK, eliminating the need to join and weave through traffic to access uses west of MLK. Improved access is also possible, one of the alternatives, for traffic on SE Yamhill, moving east.

2. How does the project facilitate public and private investment that creates or sustains jobs?

The Belmont Ramp reconstruction is complementary to the overall Morrison Bridge reconstruction being planned by Multnomah County. Additionally, the Central Eastside Bridgehead Project, approved for funding under MTIP 2004-2007, will be providing pedestrian improvements along SE Water Avenue and Grand Avenue in the Central Eastside Industrial District.

This project will facilitate access to an existing designated industrial district, with commensurate industrial zoning. The Central Eastside is located within the Central City
providing unique opportunities for service and distribution facilities serving not only the Central City, but the region as well. The Central Eastside is dominated by businesses in the wholesale trade category, followed by services, retail trade and construction.

The largest employers in the district include Goodwill Industries, North Pacific Trading, Oregon Museum of Science and Industry, Oregon Electric Group, PECO Manufacturing, Franz Bakery and Pacific Coast Fruit Co. Within the Inner Eastside industrial districts, including the Central Eastside and Brooklyn Industrial Districts, industrial business provides a total of 13,130 jobs and all businesses 19,723 jobs (Citywide Industrial Land Inventory and Assessment, Portland Development Commission & Bureau of Planning, 2003).

Improved access to and from the Central Eastside Industrial District will enhance ongoing efforts (Central Eastside Development Opportunity Strategy, Portland Development Commission) to increase the already substantial employment base in this industrial district. The Central Eastside is within an urban renewal area, providing access to public redevelopment tools.

3. **How would the project support multimodal freight transportation movements?**

The Belmont Street Ramp project will support multimodal freight movement. The project will improve access to the Central Eastside Industrial District for trucks. This industrial district is bisected by the Union Pacific mainline with rail freight access provided adjacent to the mainline, along SE 3rd Avenue. Within the Inner Eastside industrial districts, including the Central Eastside and Brooklyn Industrial Districts 44% of sites have on-site rail lines or rail lines adjacent to their property (Citywide Industrial Land Inventory and Assessment, Portland Development Commission & Bureau of Planning, 2003).

4. **What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?**

The likelihood that the project can be constructed within the 2006-2009 time period is very high. Planning and alternatives have been provided for this project through the Central Eastside Development Opportunity Strategy (Portland Development Commission, 2002). At most a “finding of no significant impact” may be required for anticipated federal funding on the overall Morrison Bridge project; bridge pier location (Willamette River) will not be affected. Local land use review will be not be a significant factor for construction of transportation infrastructure (Open Space, Industrial General, Greenway Overlay). Any required land use review will be subject to the State’s 120-day review limit. There is no environmental overlay zone at this location.

cc: Martin Callery, Oregon Freight Advisory Committee, Projects Subcommittee
January 5, 2004

MEMORANDUM

TO: John Gray, Metro
FROM: Steve Gerber, Transportation Planning
SUBJECT: OTIA III Project Priority Supporting Information, BNSF/Lake Yard Access Project

1. How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?

The proposed access improvements for the Burlington Northern and Santa Fe (BNSF), Lake Yard, hub facility would provide off-street stacking for trucks accessing this facility that are now stacking on NW Yeon Avenue (US 30). This activity presently interferes with the freight movement on this state facility, which also serves as the major arterial street within the Guild’s Lake and Linnton Industrial Districts.

These proposed improvements will also provide for less delay and increased safety through placement of a signal on NW Yeon Avenue at the existing entrance to the BNSF facility, facilitating turning movements both into and out of the facility.

These improvements will also be complimentary to recent and planned state improvements within the US 30 highway corridor to remove barriers and increase highway safety.

2. How does the project facilitate public and private investment that creates or sustains jobs?

The proposed improvements will provide for improved efficiency of operation within the BNSF hub facility, extending and enhancing BNSF’s ability to provide an efficient and competitive intermodal hub facility at this location. The BNSF hub facility is a critical element of the truck/rail freight system in Portland.

Improvement to freight mobility on NW Yeon Avenue affects not only the BNSF hub facility, but also the Guild’s Lake and Linnton Industrial Districts. These districts have an estimated 550 businesses, providing employment to approximately 17,700 workers in 2000. The dominant employment categories in these districts are wholesale trade, construction, services, printing and publishing, trucking and warehousing and water transportation. These districts also afford an opportunity for new business, with approximately 182 acres of vacant, buildable industrial land. Rail access is available or potentially available to approximately
62% of the two districts acreage. (The above statistics are from the Citywide Industrial Land Inventory and Assessment, Portland Development Commission & Bureau of Planning, 2003.)

3. **How would the project support multimodal freight transportation movements?**

Improved access, efficiency and safety for truck access to the BNSF hub facility have a direct impact on the viability of this key intermodal (truck/rail) facility. This facility lifts over 150,000 containers per year, with over 200,000 trucks traveling through the gates in 2002 (Burlington Northern Santa Fe Railway Portland Intermodal Hub Access Study, David Evans and Associates, 2003).

4. **What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?**

Construction alternatives have already been developed (Burlington Northern Santa Fe Railway Portland Intermodal Hub Access Study, David Evans and Associates, 2003).

The potential to provide an access roadway for truck stacking on private property or new right-of-way and all other improvements (signalization/railway gates) within the public rights-of-way, greatly reduces the need for environmental assessment. The likelihood for anything other than a finding of no significant impact is not great. The closest identified environmental concern areas are located west, across NW Yeon Avenue, from the BNSF site, with no known overlap into the area proposed for improvements (Citywide Industrial Land Inventory and Assessment, Portland Development Commission & Bureau of Planning, 2003). Any necessary local land use approvals will be obtained within the mandated 120-day review period.

cc: Martin Callery, Oregon Freight Advisory Committee, Projects Subcommittee
Looks like I have to do this in pieces...

John, attached (in this and the following three e-mails) are the submittals for OTIA 3 funding for the seven projects of priority to the Port. To be clear, the project costs and requested amounts are as follows:

- East End Connector - $3,500,000 requested
- North Lombard - $3.6 million requested
- Leadbetter - $8 million project, $6 million requested
- Cornfoot Improvements - $1 million project, $854,000 requested
- Alderwood Improvements - $2.3 million project, $2.142 million requested
- 47th Avenue - $4.1 million project, $3.33 million requested
- Columbia/82nd - $1.1 million project, $874,000 requested

These numbers reflect the contribution that the Port would make to each project.

<<Lombard.zip>> <<leadbetter.zip>>

Robin Katz, PE  
Port of Portland  
121 NW Everett St./Box 3529  
Portland, OR 97209/97208  
PH (503) 944-7513  
FAX (503) 944-7232
NE Alderwood Air Cargo Access Improvements – OTIA 3 Funding Submittal

This $2.3 million project would widen, channelize and signalize the intersections of NE Alderwood Road at NE Columbia Boulevard and at NE 82nd Avenue.

1. How would the project remove identified barriers to the safe, reliable and efficient movement of goods?

Alderwood Road, with its intersections at Columbia Blvd. and 82nd Avenue, provides access from the east to AirTrans Center. AirTrans Center, located on the south side of Portland International Airport (PDX), is the primary air cargo operating area in the state of Oregon. With operators such as FedEx, UPS, Air China Cargo and Korean Air Cargo, AirTrans Center serves both domestic and international air cargo needs for the Portland region, state of Oregon and beyond.

In addition to providing east access, Alderwood Rd. also is the only alternative for all access to AirTrans Center when 47th Avenue is constrained due to congestion, a traffic incident or roadway work. In 2003, the average daily traffic (ADT) count on Alderwood Road was approximately 9,850 (10% truck) north of Cornfoot Road, and 4,820 (9% truck) south of Cornfoot Road.

The Alderwood Road/Columbia Boulevard “T” intersection is limited by the lack of turn lanes on Alderwood Road, no traffic signal to allow protected ingress and egress, and an uphill sloped approach to Columbia Boulevard. Recent studies indicate that the Alderwood leg of this intersection currently operates at level-of-service (LOS) F. The Columbia Boulevard legs currently operate at LOS A, but are forecast to drop to LOS D by 2013. These deficiencies are especially difficult for trucks and likely contribute to the overall relatively low volumes on Alderwood Road between Columbia Boulevard and Cornfoot Road. The proposed improvements at this location would provide turn lanes and a signal.

The Alderwood/82nd intersection currently includes turn lanes, a signal, and operates acceptably at LOS C. In addition to serving PDX terminal related traffic and air cargo traffic from the north, south, and east, this intersection serves a large percentage of non-airport related traffic. Traffic forecasts indicate that airport expansion, development of Portland International Center, and continued growth in background traffic (largely to/from Clark County, WA.) will drop the LOS at this intersection to F by 2013. This forecast failure will have a detrimental impact on access to air cargo facilities on Cornfoot Road to the west. Proposed improvements include an additional turn lane and signal modifications.

This project will have a positive impact on reliability and efficiency at these locations and the region’s inter-modal freight system.

2. How does the project facilitate public and private investment that creates or sustains jobs?

The project supports both air cargo and general freight mobility. This project will support the final 16 acre build-out at AirTrans, PDX’s (and Oregon’s) largest air cargo area, as well as protect critical access for existing freight carriers. The existence of reliably accessible air freight facilities helps businesses in the region and state maintain competitiveness (and employees):

- Approximately 76,800 jobs existed in local companies to ship the more than $13.2 billion of air cargo loaded at PDX in CY2000.
- Nearly $3.6 billion of business sales were generated by airport activity in CY2000, including $946 million attributed to air freight activity.

Port of Portland January 5, 2004
The jobs held by the employees of the shippers who use PDX to access world markets with their goods are also influenced by the effectiveness of Oregon’s air cargo facilities and services.

The current development and projected build-out of AirTrans and other industrial development in Portland International Center and Portland International Airport represent significant private and public (Port of Portland) investment in the air/road freight transportation infrastructure and services. The Port would also contribute $158,000 directly to the project. The proposed project is an integral public investment contributing to the successful operation of this intermodal air/road freight transportation system.

The proposed project is located in and would serve businesses traversing the Columbia Corridor, a regionally-significant industrial area. The Columbia Corridor is comprised of:

- 22,600 acres;
- More than 11 million square feet of work space; and
- 4493 companies.

The businesses of the Columbia Corridor contribute by employing 86,938 employees, or approximately 10% of all jobs within the 6 county MSA. The average annual wage is $34,000. These wages represent 2.2 billion dollars aggregated annually.

3. How would the project support multimodal freight transportation movements?

The project is located in a Metro-designated Regionally Significant Industrial Area, and City of Portland-designated freight district. NE Alderwood Road, NE 82nd Avenue and Columbia Boulevard are designated as Intermodal Connectors on the National Highway System by the Federal Highway Administration.

The subject roads are critical links for air cargo forwarders throughout the state using the facilities at PDX. The air cargo facilities and services at PDX represent a unique freight intermodal system. They provide expedited freight mobility on an international scale. PDX is the only international air cargo facility in Oregon, and its predominant interstate air cargo facility. PDX air cargo facilities also serve businesses and industries in Washington. These businesses pay premium freight rates to move high value, time sensitive products.

4. What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?

The project could be completed well within the 2006-09 timeframe and could be construction-ready by 2007.

The project has been identified in the adopted Port of Portland Transportation Improvement Program, Metro’s Regional Transportation Plan, and the City of Portland Transportation System Plan.

Conceptual design has been completed. The project would require additional right of way. The project design and development phase could be complete within 12 months, including acquisition of necessary right-of-way and local permits. (Note, this assumes that right-of-way would be obtained concurrent with the permitting process.) Construction could be completed in an additional 6 to 12 months.
Attachments:
Columbia Corridor Intermodal Projects – OTIA Funding (map)
Portland International Airport Facility Map, PDX 2003-3000
Columbia Intermodal Corridor Projects - OTIA Funding

Sampling of Freight Dependent Companies

1. Ann Sacks Tile (Tiles & Stone)
2. Columbia Grain (Wheat)
3. Columbia Sportswear (Apparel)
4. Columbia Steel Casting (Steel Products)
5. Dyneka Overlay (Paper Products)
6. Georgia Pacific (Paper & Building Products)
7. Graphic Sciences (Inks & Coatings)
8. Halton Tractor (Tractor & Trailer Equipment)
9. Honda (Automobiles)
10. Hyundai (Automobiles)
11. ISSPRO (Instruments)
12. Land O'Lakes (Livestock Feed)
13. Malarkey Roofing (Roofing Materials)
14. Nabisco (Food Products)
15. Nordstrom (Apparel)
16. Oregon Steel Mills (Steel Products)
17. Oregon Transfer (Materials Handling)
18. Owens-Brockway (Glass Containers)
19. Toyota (Automobiles)
20. UPS (Freight Forwarder)

Legend
- Streets
- Railroad
- Rivers Streams Lakes

Types of Products
- Machines, Transp. Equipment
- Metals and Chemicals
- Freight Shipping/Forwarding
- Textiles and Apparel
- Agricultural/Food Products
- Minerals and Stone
- Lumber and Paper
- Other

Date: August 2003
NE Cornfoot Air Cargo Access Improvements - OTIA 3 Funding Submittal

This $1 million project would channelize and signalize the intersection of NE Cornfoot Road and NE Alderwood Road, and would signalize Cornfoot Road at AirTrans Way.

1. How would the project remove identified barriers to the safe, reliable and efficient movement of goods?

The intersection of Alderwood Road and Cornfoot Road is critical for trucks accessing AirTrans Center, a state and regional air cargo handling facility at PDX, from the east, and is needed to support AirTrans buildout and continued growth in air cargo volumes. This intersection is currently all-way stop controlled and operates at level-of-service F during peak times, resulting in unpredictable peak hour queues that vary day to day from a few vehicles to nearly half a mile. Drivers can't determine on any given day the delay that they will face. The trucks most impacted are those leaving AirTrans with deliveries to make to customers east of the Airport, or customers that are reached via I-205.

Without improvement, growth in air cargo (predicted at a 3.7 compound annual growth rate) and background traffic will exacerbate the unreliable and inefficient operation at this intersection. The proposed project would increase both capacity and reliability at Alderwood Road/Cornfoot Road by adding a right-turn lane and signalizing the intersection, bringing it to level-of-service C through at least 2013 (the furthest year out for current traffic analysis projections).

All vehicles accessing AirTrans Center must use the Cornfoot Road/AirTrans Way intersection. This location is currently unsignalized, and presents a safety hazard for trucks leaving AirTrans. In 2003, average daily traffic (ADT) on Cornfoot was approximately 8,250. ADT on AirTrans in 2003 was approximately 4,600. (The percentage of heavy vehicles is not known for either facility, but is expected to be particularly high on AirTrans, given the nature of uses located there.) This means that roughly 45% of the trips on Cornfoot are not related to AirTrans uses. Air cargo facility users have expressed safety concerns about the number of Cornfoot vehicle trips that appear to be cut-through traffic between Alderwood Road and Columbia Boulevard to the east. According to the air cargo users, the cut-through passenger vehicles speeding along Cornfoot create a potentially unsafe condition when slow-moving trucks attempt to rum onto Cornfoot.

In addition, the intersection of Cornfoot Road at AirTrans Way is expected to perform at level-of-service F by 2005. Without mitigation, drivers heading west out of AirTrans Center will face unpredictable delay at both AirTrans Way and Alderwood Road on Cornfoot Road. The proposed project would signalize Cornfoot Road at AirTrans Way, eliminating the existing safety problem as well as addressing capacity needs.

2. How does the project facilitate public and private investment that creates or sustains jobs?

The project supports both air cargo and general freight mobility. Regarding air cargo, the PDX Conditional Use Master Plan traffic analysis (2002) shows that the capacity provided by this project is needed to support efficient access to AirTrans Center, retaining and creating jobs there and supporting multimodal freight movement. The existence of reliably accessible air freight facilities helps businesses in the region and state maintain competitiveness (and employees):

- Approximately 76,800 jobs existed in local companies to ship the more than $13.2 billion of air cargo loaded at PDX in CY2000.
- Nearly $3.6 billion of business sales were generated by airport activity in CY2000, including $946 million attributed to air freight activity.

Port of Portland 1 January 5, 2004
• The jobs held by the employees of the shippers who use PDX to access world markets with their goods are also influenced by the effectiveness of Oregon’s air cargo facilities and services.

The Port would contribute $146,000 directly to the project. The proposed project is an integral public investment contributing to the successful operation of this intermodal air/road freight transportation system.

The proposed project is located in and would serve businesses traversing the Columbia Corridor, a regionally-significant industrial area. The Columbia Corridor is comprised of:
• 22,600 acres;
• More that 11 million square feet of work space; and
• 4493 companies.

The businesses of the Columbia Corridor contribute by employing 86,938 employees, or approximately 10% of all jobs within the 6 county MSA. The average annual wage is $34,000. These wages represent 2.2 billion dollars aggregated annually.

3. How would the project support multimodal freight transportation movements?

The project is located in a Metro-designated Regionally Significant Industrial Area. The intersection of Cornfoot Road and AirTrans is located in a City of Portland-designated freight district. The intersection of Cornfoot Road and Alderwood Road is located in an Open Space pocket within a City of Portland-designated freight district.

AirTrans, Cornfoot Road and NE Alderwood Road north of Cornfoot Road are designated Intermodal Connectors on the National Highway System. All three facilities are designated as Road Connectors in Metro’s Regional Freight System. City of Portland policy identifies Cornfoot Road and AirTrans as “…intended to allow truck movement” (City of Portland Transportation System Plan, 2002) at that intersection. In addition, Cornfoot Road and Alderwood Road are classified as Minor Truck Streets at that intersection.

The subject roads are critical links for air cargo forwarders throughout the state using the facilities at PDX. The air cargo facilities and services at PDX represent a unique freight intermodal system. They provide expedited freight mobility on an international scale. PDX is the only international air cargo facility in Oregon, and is Oregon’s predominant interstate air cargo facility. It additionally serves businesses and industries in Washington. These businesses pay premium freight rates to move high value, time sensitive products that are crucial to Oregon’s economic success in an international business climate.

4. What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?

The project could be completed well within the 2006-09 timeframe and can be construction-ready by June 2007.

The project has been identified in the adopted Port of Portland Transportation Improvement Program, Metro’s Regional Transportation Plan, and the City of Portland Transportation System Plan.

Port of Portland 2 January 5, 2004
The Port of Portland Engineering Department has reviewed this project for constructability. Conceptual design has been completed. The project would require additional right of way north of Cornfoot Road west of Alderwood Road. The project design and development phase would be complete within 12 to 15 months, including acquisition of necessary right of way and local permits and reviews. (This assumes that right-of-way would be obtained concurrent with the permit process.) Construction would be complete in an additional 6 to 12 months.

Attachments:
Columbia Corridor Intermodal Projects – OTIA Funding (map)
Portland International Airport Facility Map, PDX 2003-3000
Sampling of Freight Dependent Companies

1. Ann Sacks Tile (Tiles & Stone)
2. Columbia Grain (Wheat)
3. Columbia Sportswear (Apparel)
4. Columbia Steel Casting (Steel Products)
5. Dynex Overlay (Paper Products)
6. Georgia Pacific (Paper & Building Products)
7. Graphic Sciences (Inks & Coatings)
8. Halton Tractor (Tractor & Trailer Equipment)
9. Honda (Automobiles)
10. Hyundai (Automobiles)
11. ISSPRO (Instruments)
12. Land O' Lakes (Livestock Feed)
13. Malarkey Roofing (Roofing Materials)
14. Nabisco (Food Products)
15. Nordstrom (Apparel)
16. Owens-Corning (Glass Containers)
17. Owens-Brockway (Glass Containers)
18. Toyota (Automobiles)
19. UPS (Freight Forwarder)
NE 47th Intersection and Roadway Improvements - OTIA 3 Funding Submittal

This $4.1 million project would add turn lanes and improve approach geometry for the north, south and west intersection approaches at Columbia Boulevard and 47th Avenue. In addition the project would improve the turn radii at the intersection of 47th Avenue and Cornfoot Road.

1. How would the project remove identified barriers to the safe, reliable and efficient movement of goods?

The existing configurations (geometry and traffic control) of NE 47th Avenue at Columbia Boulevard and Cornfoot Road create unreliable bottlenecks for time-sensitive air cargo trucks accessing AirTrans Center. AirTrans Center, located on the south side of Portland International Airport (PDX), is the primary air cargo operating area in the state of Oregon. With operators such as FedEx, UPS, Air China Cargo and Korean Air Cargo, AirTrans Center serves both domestic and international air cargo needs for the Portland region, state of Oregon and beyond. 47th Avenue and its intersections with Columbia Blvd. and Cornfoot Road comprise AirTrans Centers’s primary and most direct ingress and egress to the regional transportation network for air cargo from the west and south, including from Washington County’s high tech corridor and companies such as Intel. In the time-sensitive air cargo business, routes that facilitate truck movement with short and predictable travel times are critical, especially for the just-in-time parcel carriers such as FedEx and UPS.

Currently, the intersection at Columbia Boulevard and 47th Avenue suffers from single-lane north and south approaches, inadequate turning radii, sight distance constraints and steep uphill grades on the 47th Avenue (north and south) approaches. These geometric constraints limit the intersection’s capacity for freight and other vehicle movement. Similarly, the intersection of 47th Avenue and Cornfoot Road has inadequate turn radii for trucks.

Projected traffic volumes will exacerbate these geometric constraints. In addition to general freight volume and other traffic growth on Columbia Boulevard, air cargo volumes are expected to increase by 3.7% compound annual growth rate (fastest growing of all freight modes) over the next 30 years.

The proposed project would increase capacity both through geometric improvements and by adding turn lanes to the north, west and south approach legs. With mitigation, the intersection of Columbia Boulevard/47th Avenue will operate at LOS D until at least 2013 (the latest year into which the project has been projected).

Increasing capacity at Columbia Boulevard and 47th Avenue in particular will leverage significant recent investments. The Columbia Boulevard-Lombard Street Connector, which has received $20 million in state funds, was intended to support Columbia Boulevard’s function as an efficient intermodal connector and overall freight route. When that project is completed, reliability of movement on Columbia Boulevard will be limited by a few critical intersections, including at 47th Avenue. The proposed project will remove one of the most significant barriers to reliable freight flow.

It is worth noting that for air cargo, reliability is even more critical than for most other types of freight movement. The air cargo system is highly integrated and time sensitive. Most air cargo is flown from regional facilities to consolidation “hubs” or distribution centers located in the eastern or southeastern United States. It is then rerouted to destinations. The consolidation and redistribution activities generally take place at night, with delivery flights departing in the early morning. The flights then return at the end of the day/early evening with freight to be routed.
As a west coast air cargo facility, flights from PDX are some of the last to arrive at the “hubs”. This is due in large part to the 2 to 3 hour time difference and longer air travel time to the hub locations. These circumstances leave no latitude in flight schedules or flexibility to accommodate ground transport delays. A critical piece of Oregon’s intermodal air cargo transportation system is efficient, reliable and safe road access to the airside facilities.

Safety data is not available for this location. However, improvements to the approach grades and sight distances in particular will enhance safe freight movement.

The 2003 average daily volume (ADT) on 47th was approximately 5,700 trips, 16% of which are heavy vehicles.

2. How does the project facilitate public and private investment that creates or sustains jobs?

The project supports both air cargo and general freight mobility. Regarding air cargo, the PDX Conditional Use Master Plan traffic analysis (2002) shows that the capacity provided by this project is needed to support development of 160 acres in the SW Quad sector of PDX for air cargo, air maintenance and other aviation-related uses, creating new jobs and supporting multimodal freight movement. In addition, this project will support the final 16 acre build-out at AirTrans, PDX’s (and Oregon’s) largest air cargo area, as well as protect access for existing freight carriers. The existence of reliably accessible air freight facilities helps businesses in the region and state maintain competitiveness (and employees):

- Approximately 76,800 jobs existed in local companies to ship the more than $13.2 billion of air cargo loaded at PDX in CY2000.
- Nearly $3.6 billion of business sales were generated by airport activity in CY2000, including $946 million attributed to air freight activity.
- The jobs held by the employees of the shippers who use PDX to access world markets with their goods are also influenced by the effectiveness of Oregon’s air cargo facilities and services.

The current development and projected build-out of AirTrans and SW Quad represent significant private and public (Port of Portland) investment in the air/road freight transportation infrastructure and services. The Port would also contribute $770,000 directly to the project. The proposed project is an integral public investment contributing to the successful operation of this intermodal air/road freight transportation system.

The proposed project is located in and would serve businesses traversing the Columbia Corridor, a regionally-significant industrial area. The Columbia Corridor is comprised of:

- 22,600 acres;
- More than 11 million square feet of work space; and
- 4493 companies.

The businesses of the Columbia Corridor contribute by employing 86,938 employees, or approximately 10% of all jobs within the 6 county MSA. The average annual wage is $34,000. These wages represent 2.2 billion dollars aggregated annually.
3. How would the project support multimodal freight transportation movements?

The project is located in a Metro-designated Regionally Significant Industrial Area and a City of Portland-designated freight district. N.E. 47th Avenue, Columbia Boulevard and Cornfoot Road are all designated:

- Intermodal Connectors on the National Highway System
- Road Connectors in Metro’s Regional Freight System
- “...intended to allow truck movement” (City of Portland Transportation System Plan, 2002) in the City of Portland’s street network

The subject roads are critical links for air cargoforwarders throughout the state using the facilities at PDX. The air cargo facilities and services at PDX represent a unique freight intermodal system. They provide expedited freight mobility on an international scale. PDX is the only international air cargo facility in Oregon, and its predominant interstate air cargo facility. PDX air cargo facilities also serve businesses and industries in Washington. These businesses pay premium freight rates to move high value, time sensitive products.

4. What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?

The project could be completed well within the 2006-09 timeframe and can be construction-ready by June 2007.

The project has been identified in the adopted Port of Portland Transportation Improvement Program, Metro’s Regional Transportation Plan, and the City of Portland Transportation System Plan.

The Port of Portland Engineering Department has reviewed this project for constructability. Conceptual design has been completed. The project would require additional right of way. The project design and development phase could be complete within 12 months, including acquisition of necessary right of way, and local permits. (This assumes that right-of-way would be obtained concurrently with the permit process.) Construction could be completed in an additional 6 months.

Attachments:
Columbia Corridor Intermodal Projects – OTIA Funding (map)
Portland International Airport Facility Map, PDX 2003-3000
Columbia Intermodal Corridor Projects - OTIA Funding

Legend:
- Streets
- Railroad
- Rivers, Streams, Lakes

Types of Products:
- Machines, Transp. Equipment
- Metals and Chemicals
- Freight Shipping/Forwarding
- Textiles and Apparel
- Agricultural/Food Products
- Minerals and Stone
- Lumber and Paper
- Other

Sampling of Freight Dependent Companies:
1. Ann Sacks Tile (Tiles & Stone)
2. Columbia Grain (Wheat)
3. Columbia Sportswear (Apparel)
4. Columbia Steel Casting (Steel Products)
5. Dynea Overlay (Paper Products)
6. Georgia Pacific (Paper & Building Products)
7. Graphic Sciences (Inks & Coatings)
8. Halton Tractor (Tractor & Trailer Equipment)
9. Honda (Automobiles)
10. Hyundai (Automobiles)
11. ISSPRO (Instruments)
12. Land O'Lakes (Livestock Feed)
13. Malarkey Roofing (Roofing Materials)
14. Nabisco (Food Products)
15. Nordstrom (Apparel)
16. Oregon Steel Mills (Steel Products)
17. Oregon Transfer (Materials Handling)
18. Owens-Brockway (Glass Containers)
19. Toyota (Automobiles)
20. UPS (Freight Forwarder)

Date: August 2003

PORT OF PORTLAND

[Map of intermodal corridor projects with sampling of freight dependent companies]
January 5, 2004

MEMORANDUM

TO: John Gray, Metro

FROM: Steve Gerber, Transportation Planning

SUBJECT: OTIA III Project Priority Supporting Information, Air Cargo Projects

The Air Cargo Projects referred to in this memorandum include the NE Alderwood and Cornfoot Street, and 47th Avenue projects, as referred to in the Air Cargo Area projects recommended by the Portland Freight Committee and City of Portland (PDOT).

1. How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?

The provision of improved access and intersection capacity would provide for more reliable and more efficient movement of goods to and from the Portland International Airport (PIA) and for the industry and freight businesses located in this area. The proposed improvements would benefit not only truck movement, but more reliable and efficient access to the air cargo area of the PIA for business and industry throughout Oregon and Southwest Washington.

2. How does the project facilitate public and private investment that creates or sustains jobs?

The proposed improvements complement recent improvements in other area streets, most notably Airport Way, but including several local area streets.

The proposed improvements would enhance the reliability and efficiency of goods movement for both existing and potentially new business and industry seeking access to the air cargo facilities of the PIA. The largest air cargo facility in Oregon, PIA moved 259,816 short tons of cargo in 2001. Over 100,000 jobs are related to the Port of Portland’s aviation activities.

There are more than a dozen cargo carriers operating through the PIA Air Trans Center, including Airborne, Airpac, Ameriflight, BAX Global, Cargolux International, DHL Worldwide Express, Emery Worldwide, Empire Airlines, Evergreen Airlines, Federal Express, Kitty Hawk, Korean Air, UPS and Western Air Express (Port Fast Facts, Port of Portland).
The Airport Industrial District (Citywide Industrial Land Inventory and Assessment, Portland Development Commission & Bureau of Planning, 2003), consisting of 5,780 acres surrounding and including PIA, has an estimated 890 businesses, employing 26,000 workers in 2000. The top employment categories include air transportation, wholesale trade, services, retail trade and trucking and warehousing.

3. **How would the project support multimodal freight transportation movements?**

The projects proposed for the Air Cargo Area would facilitate multimodal freight transportation by improving access generally within the Airport Industrial District and specifically for air cargo facilities within PIA.

4. **What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?**

Please see supporting information provided by the Port of Portland.

cc: Martin Callery, Oregon Freight Advisory Committee, Projects Subcommittee

sg
Looks like I have to do this in pieces...

John, attached (in this and the following three e-mails) are the submittals for OTIA 3 funding for the seven projects of priority to the Port. To be clear, the project costs and requested amounts are as follows:

- East End Connector - $3,500,000 requested
- North Lombard - $3.6 million requested
- Leadbetter - $8 million project, $6 million requested
- Cornfoot Improvements - $1 million project, $854,000 requested
- Alderwood Improvements - $2.3 million project, $2.142 million requested
- 47th Avenue - $4.1 million project, $3.33 million requested
- Columbia/82nd - $1.1 million project, $874,000 requested

These numbers reflect the contribution that the Port would make to each project.

<<Cornfoot.zip>> <<columbia_82nd.zip>>

Robin Katz, PE
Port of Portland
121 NW Everett St./Box 3529
Portland, OR 97209/97208
PH (503) 944-7513
FAX (503) 944-7232
NE Columbia Blvd. at 82nd Avenue (Southbound Ramps) – OTIA 3 Funding Submittal

This $1.1 million project would signalize this intersection and add a southbound right turn pocket on the 82nd Avenue southbound ramp and an eastbound through lane on Columbia Boulevard.

1. How would the project remove identified barriers to the safe, reliable and efficient movement of goods?

Both NE Columbia Boulevard and NE 82nd Avenue are significant freight routes, as noted in Question 3. Trucks moving to and from existing cargo and industrial development at PDX and in Portland International Center use this intersection to access Columbia Boulevard and the freight network beyond. In 2003, the average daily volume (ADT) on 82nd Avenue was approximately 10,450, 9% of which were heavy vehicles. Nearly 23,000 vehicles traversed Columbia Boulevard daily in 2003 (the percent heavy vehicles is not known).

The Columbia Boulevard/82nd Avenue southbound ramp intersection currently operates at LOS F in the AM and PM peak hours. The intersection is stop controlled on 82nd Avenue and uncontrolled on Columbia Boulevard. The southbound 82nd Avenue off ramp has only one approach lane. Due to high traffic volumes on Columbia Boulevard, vehicles trying to access Columbia Boulevard from 82nd Avenue southbound cannot find adequate gaps through which to turn. This causes considerable delay for trucks, both creating inefficiency and reducing reliability.

The existing problem will considerably worsen with the completion of the Columbia Boulevard-Lombard Street Connector. That project will create a five-lane cross section on Columbia Boulevard from its new intersection with Killingsworth Street west to the 82nd Avenue northbound ramps. That project will also significantly increase traffic volumes on Columbia Boulevard, further reducing potential gaps for vehicles coming from 82nd Avenue southbound.

The proposed project would increase capacity by adding a southbound turn lane on 82nd Avenue and an eastbound through lane on Columbia Boulevard, and by signalizing the intersection. This would effectively extend the five-lane cross section on Columbia Boulevard west to the 82nd Avenue southbound ramp termini to support all traffic to and from 82nd Avenue. An efficient, reliable connection between 82nd Avenue and Columbia Boulevard will encourage vehicles to use Columbia Boulevard for freight movement, as was intended when the state and region together invested $25 million in the Columbia Boulevard-Lombard Street Connector.

With this mitigation, the intersection of Columbia Boulevard/82nd Avenue southbound ramps will operate at LOS C until at least 2013 (the latest year into which the project has been projected).

Safety data is not available for this location; however, the potential for driver error is significant for left turning vehicles from 82nd Avenue. This is particularly true as high cross traffic inspires impatient drivers to take chances they would otherwise avoid. Signalization should remedy this problem.

2. How does the project facilitate public and private investment that creates or sustains jobs?

The project supports both air cargo and general freight mobility. Regarding air cargo, the PDX Conditional Use Master Plan traffic analysis (2002) shows that the capacity provided by this project is needed to support development of 160 acres in the SW Quad sector of PDX for air cargo, air maintenance and other aviation-related uses, creating new jobs and supporting multimodal freight movement. In
addition, this project will support the final 16 acre build-out at AirTrans, PDX’s (and the state’s) largest air cargo area, as well as protect access for existing freight carriers. The existence of reliably accessible air freight facilities helps businesses in the region and state maintain competitiveness (and employees):

- Approximately 76,800 jobs existed in local companies to ship the more than $13.2 billion of air cargo loaded at PDX in CY2000.
- Nearly $3.6 billion of business sales were generated by airport activity in CY2000, including $946 million attributed to air freight activity.
- The jobs held by the employees of the shippers who use PDX to access world markets with their goods are also influenced by the effectiveness of Oregon’s air cargo facilities and services.

The current development and projected build-out of AirTrans represent significant private and public (Port of Portland) investment in the air/road freight transportation infrastructure and services. The Port would also contribute $226,000 directly to the project. The proposed project is an integral public investment contributing to the successful operation of this intermodal air/road freight transportation system.

The proposed project is located in and would serve businesses traversing the Columbia Corridor, a regionally-significant industrial area. The Columbia Corridor is comprised of:

- 22,600 acres;
- More that 11 million square feet of work space; and
- 4493 companies.

The businesses of the Columbia Corridor contribute by employing 86,938 employees, or approximately 10% of all jobs within the 6 county MSA. The average annual wage is $34,000. These wages represent 2.2 billion dollars aggregated annually.

The project would also support both development of industrial land in Portland International Center and existing freight and other businesses in PIC and PDX.

3. How would the project support multimodal freight transportation movements?

The project is located in a Metro-designated Regionally Significant Industrial Area and a City of Portland-designated freight district. NE Columbia Boulevard and NE 82nd Avenue are both designated:

- Road Connectors in Metro’s Regional Freight System
- “…intended to allow truck movement” (City of Portland Transportation System Plan, 2002) in the City of Portland’s street network

NE 82nd Avenue is also a designated Intermodal Connector on the National Highway System.

With development of the SW Quad intended by 2009, the subject roads will be critical links for air cargo forwarders throughout the state using the facilities at PDX. The air cargo facilities and services at PDX represent a unique freight intermodal system. They provide expedited freight mobility on an international scale. PDX is the only international air cargo facility in Oregon, and is Oregon’s predominant interstate air cargo facility. PDX additionally serves businesses and industries in Washington. These businesses pay premium freight rates to move high value, time sensitive products.
4. What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?

The project could be completed well within the 2006-09 timeframe and could be construction-ready by June 2007.

The project has been identified in the adopted Port Transportation Improvement Program, Metro’s Regional Transportation Plan, and the City’s Transportation System Plan. Project cost is estimated at $1,100,000.

The Port of Portland Engineering Department has reviewed this project for constructability. Conceptual design has been completed. The project can be constructed within existing right-of-way. The project design and development phase could be completed within 12 months, including acquisition of necessary local permits. Construction could be completed in an additional 12 months.

Attachments:
Columbia Corridor Intermodal Projects – OTIA Funding (map)
Portland International Airport Facility Map, PDX 2003-3000
Sampling of Freight Dependent Companies

1. Ann Sacks Tile (Tiles & Stone)
2. Columbia Grain (Wheat)
3. Columbia Sportswear (Apparel)
4. Columbia Steel Casting (Steel Products)
5. Dyna Overlay (Paper Products)
6. Georgia Pacific (Paper & Building Products)
7. Graphic Sciences (inks & Coatings)
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9. Honda (Automobiles)
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13. Malarkey Roofing (Roofing Materials)
14. Nabisco (Food Products)
15. Nordstrom (Apparel)
16. Oregon Steel Mills (Steel Products)
17. Oregon Transfer (Materials Handling)
18. Owens-Brockway (Glass Container)
19. Toyota (Automobiles)
20. UPS (Freight Forwarder)

Date: August 2003
January 5, 2004

MEMORANDUM

TO: John Gray, Metro

FROM: Steve Gerber, Transportation Planning

SUBJECT: OTIA III Project Priority Supporting Information, Terminal 4 Driveway Consolidation Project

1. How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?

The proposed driveway consolidation provides the opportunity for reducing the number of signals on a designated Major Truck Street, increasing safety for turning movements, and providing complementary improvements within a truck freight corridor serving the Rivergate, Columbia Corridor and Northwest Industrial Districts.

Other improvements planned for this corridor, to which this project would be complementary, include improvement/reconstruction of the Burgaard Bridge, presently limited to 80,000 lbs. vehicle weight, identified as one of Portland’s highest priority bridge needs. Also within the same corridor are the Lombard/St. Louis/Ivanhoe street improvements, approved for funding under the Metro Project Priority (MTIP) 2004-2007 projects. Lastly, this corridor includes the St. Johns Bridge, undergoing rehabilitation by ODOT at this time.

2. How does the project facilitate public and private investment that creates or sustains jobs?

The corridor in which this project lies provides freight mobility and direct access to the Rivergate and Northwest Industrial Districts. This corridor also serves regional truck traffic, including for the Columbia South Shore Industrial Districts, and Southwest Washington. Daily truck traffic within this corridor is approximately 1500 trucks per day, with 130 trucks per hour (average weekday), and 190 trucks per hour (7:00 AM to 6:00 PM).

3. How would the project support multimodal freight transportation movements?

The corridor in which this project lies serves Terminals 4, 5 and 6 of the Port of Portland, as well as private marine and barge docking facilities. Northwest Container Services, a major truck/rail intermodal facility is also accessed directly off this corridor. The corridor serves as the major route between Terminal 6 and the Union Pacific and Burlington Northern Santa Fe
Hub Facilities, in the Northwest Industrial District. The Rivergate and Northwest Industrial Districts, at either end of the corridor, provide numerous other intermodal facilities accessed by trucks, including marine, barge and rail.

4. **What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?**

Please see supporting information provided by the Port of Portland.

cc: Martin Callery, Oregon Freight Advisory Committee, Projects Subcommittee

sg
January 5, 2004

MEMORANDUM

TO: John Gray, Metro

FROM: Steve Gerber, Transportation Planning

SUBJECT: OTIA III Project Priority Supporting Information, Morrison Bridge Ramp Reconstruction

1. How would the project remove identified barriers to the safe, reliable, and efficient movement of goods?

The existing access to and from the Central Eastside Industrial District is insufficient for reliable and efficient movement of goods between that area and points west, particularly for connection to and from the I-5 Freeway. The Morrison Bridge is an RTP designated Connector, providing access to the Central City, and between the Central Eastside Industrial District, the Central City and the I-5 Freeway via SW Naito Parkway. The Morrison Bridge Ramp Reconstruction has been identified as one of the actions necessary to replace the access that would have been provided by a Water Avenue connection with the I-5 Freeway.

Realignment and reconstruction of the Belmont Street Ramp of the Morrison Bridge will facilitate reliable and efficient movement to the Central Eastside Industrial District for trucks. It will reduce conflict between vehicles accessing SE Martin Luther King, Jr. Boulevard (MLK), by eliminating the present weaving movements caused by the present configuration. This movement is particularly inefficient and unsafe for trucks trying to access the industrial uses on the west side of MLK. Reconstruction will provide for a signalized intersection at SE Yamhill Street and MLK, eliminating the need to join and weave through traffic to access uses west of MLK. Improved access is also possible, one of the alternatives, for traffic on SE Yamhill, moving east.

2. How does the project facilitate public and private investment that creates or sustains jobs?

The Belmont Ramp reconstruction is complementary to the overall Morrison Bridge reconstruction being planned by Multnomah County. Additionally, the Central Eastside Bridgehead Project, approved for funding under MTIP 2004-2007, will be providing pedestrian improvements along SE Water Avenue and Grand Avenue in the Central Eastside Industrial District.

This project will facilitate access to an existing designated industrial district, with commensurate industrial zoning. The Central Eastside is located within the Central City
providing unique opportunities for service and distribution facilities serving not only the Central City, but the region as well. The Central Eastside is dominated by businesses in the wholesale trade category, followed by services, retail trade and construction.

The largest employers in the district include Goodwill Industries, North Pacific Trading, Oregon Museum of Science and Industry, Oregon Electric Group, PECO Manufacturing, Franz Bakery and Pacific Coast Fruit Co. Within the Inner Eastside industrial districts, including the Central Eastside and Brooklyn Industrial Districts, industrial business provides a total of 13,130 jobs and all businesses 19,723 jobs (Citywide Industrial Land Inventory and Assessment, Portland Development Commission & Bureau of Planning, 2003).

Improved access to and from the Central Eastside Industrial District will enhance ongoing efforts (Central Eastside Development Opportunity Strategy, Portland Development Commission) to increase the already substantial employment base in this industrial district. The Central Eastside is within an urban renewal area, providing access to public redevelopment tools.

3. **How would the project support multimodal freight transportation movements?**

The Belmont Street Ramp project will support multimodal freight movement. The project will improve access to the Central Eastside Industrial District for trucks. This industrial district is bisected by the Union Pacific mainline with rail freight access provided adjacent to the mainline, along SE 3rd Avenue. Within the Inner Eastside industrial districts, including the Central Eastside and Brooklyn Industrial Districts 44% of sites have on-site rail lines or rail lines adjacent to their property (Citywide Industrial Land Inventory and Assessment, Portland Development Commission & Bureau of Planning, 2003).

4. **What is the likelihood that the project could be constructed within the 2006-2009 time period for the Statewide Transportation Improvement Program?**

The likelihood that the project can be constructed within the 2006-2009 time period is very high. Planning and alternatives have been provided for this project through the Central Eastside Development Opportunity Strategy (Portland Development Commission, 2002). At most a “finding of no significant impact” may be required for anticipated federal funding on the overall Morrison Bridge project; bridge pier location (Willamette River) will not be affected. Local land use review will be not be a significant factor for construction of transportation infrastructure (Open Space, Industrial General, Greenway Overlay). Any required land use review will be subject to the State’s 120-day review limit. There is no environmental overlay zone at this location.

cc: Martin Callery, Oregon Freight Advisory Committee, Projects Subcommittee

sg