MEETING:  JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

DATE:  Thursday, September 9, 2004

TIME:  7:15 a.m.

PLACE:  Metro Regional Center, Council Chambers

7:15  Call to Order and Declaration of a Quorum  Rod Park, Chair

7:20  Citizen communications to JPACT on non-agenda items  Rod Park, Chair

7:25  *  Review of Minutes – APPROVAL REQUESTED  Rod Park, Chair

7:30  *  State Legislative Concepts - DISCUSSION  Andy Cotugno (Metro)

7:50  *  State Freight Route Comment letter - APPROVAL REQUESTED  Bridget Wieghart (Metro)

8:00  *  Draft Staff Recommendations for Narrowing the MTIP Applications for further consideration - Draft 1st Cut List - DISCUSSION  Ted Leybold (Metro)

8:40  #  October 14-15, 2004 MPO Summit in Eugene - INFORMATIONAL  Rex Burkholder (Metro)

8:50  *  Columbia River Crossing Task Force - INFORMATIONAL  Rex Burkholder (Metro)

9:00  ADJOURN  Rod Park, Chair

* Material available electronically. Please call 503-797-1916 for a paper copy
** Material to be emailed at a later date.
# Material provided at meeting.
All material will be available at the meeting.
JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
August 12, 2004

MEMBERS PRESENT

Rod Park
Matthew Garrett
Fred Hansen
Rob Drake
Rod Monroe
Bill Kennemer
Stephanie Hallock
Don Wagner
Roy Rogers
Jim Francesconi
Larry Haverkamp
Karl Rohde
Rex Burkholder
Bill Wyatt

AFFILIATION

Metro Council
Oregon Department of Transportation (ODOT – Region 1)
TriMet
City of Beaverton, representing Cities of Washington County
Metro Council
Clackamas County
Oregon Department of Environmental Quality (DEQ)
Washington State Department of Transportation (WSDOT)
Washington County
City of Portland
City of Gresham, representing Cities of Multnomah County
City of Lake Oswego, representing Cities of Clackamas County
Metro Council
Port of Portland

MEMBERS ABSENT

Maria Rojo de Steffey
Judith Stanton
Royce Pollard

AFFILIATION

Multnomah County
Clark County
City of Vancouver

ALTERNATES PRESENT

Dean Lookingbill

AFFILIATION

SW Washington RTC

GUESTS PRESENT

Kathy Busse
Laurel Wentworth
Richard Gray
Steve Clark
Edward Barnes
Mark Garrity
Dave Nordberg
Dick Pedersen
Ron Papsdorf
Jim Leahy
John Rist
Karen Schilling
Olivia Clark

AFFILIATION

Washington County
City of Portland
City of Portland
Community Newspapers
Washington State Department of Transportation (WSDOT)
Washington State Department of Transportation (WSDOT)
Oregon Department of Environmental Quality (DEQ)
Oregon Department of Environmental Quality (DEQ)
City of Gresham
Clackamas County
Multnomah County
TriMet
I. CALL TO ORDER AND DECLARATION OF A QUORUM

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

II. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

There were no citizen communications.

III. REVIEW OF MINUTES

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

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

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

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

Commissioner Roy Rogers directed the committee members to Article V of Exhibit A. He expressed concern that establishing subcommittees without bylaws may make the subcommittees seem unprofessional.
Mr. Tom Kloster stated that any of the subcommittees that are established without bylaws would be viewed as short-term committees set up for specific purposes and would end in less than six months.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Councilor Rex Burkholder commented that it seems reasonable that since half of the population lives in the City of Portland, that half of the projects moving forward would benefit half the population. He said it was JPACT's responsibility to support those citizens.
Mr. Fred Hansen replied that it was not unfair to ask a jurisdiction to prioritize their projects for a regional process.

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

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

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

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

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

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

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

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

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

VI. RECOMMENDATIONS FOR THE DRAFT 06-09 STIP

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

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

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

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

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

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

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

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

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

VII. PREPARATION FOR FALL MPO SUMMIT

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

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

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

ACTION TAKEN: Councilor Karl Rohde moved and Commissioner Roy Rogers seconded the motion to approve the letter to the OTC regarding an ACT.
Ms. Susie Lahsene expressed concern on how the OTC would react to the region not becoming an ACT as they were asked.

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

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

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

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

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

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

IX. TRANSPORTATION FUNDING STRATEGY

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

X. STATUS REPORT ON OXYGENATED FUELS

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

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

XI. ADJOURN

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

Respectfully submitted, Renée Castilla

Page 8 of 8
Seek support from Governor Kulongoski and legislative leaders in the development of a transportation finance legislative proposal, including:

a. Road funding:
   
i. Operations & Maintenance – Increase the gas tax and equivalent weight-mile tax.
   
ii. OTIA 4 – Support an increase in the vehicle registration fee and titling fee for the next OTIA Modernization funding package.

b. A multi-modal lottery funding package consisting of:
   
i. Lottery funds for metropolitan passenger rail projects.
   
ii. Lottery funds for intermodal passenger, freight rail, and marine capital improvements.

c. ODOT funding for bus replacement and transportation demand management.

d. Initiate an updated Transportation Finance Study in preparation for the '07 Legislature.
September 12, 2004

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

Dear Mr. Warner:

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

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

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

As you know, the FRAP was established in response to concerns raised during the designation of Special Transportation Areas last fall. Local jurisdictions asked for more clarity as to the highway segment management plan requirements and approval process at that time. The August
4 draft outlines the required elements only very generally and provides no review timeframe. It is our understanding that only one management plan has been approved statewide to date. It is critical that a simple and clear process be outlined in detail and reviewed with local jurisdictions. Further, we disagree with the requirement that the management plan must be put in place prior to the STA designation. The local jurisdiction should be required to prepare a management plan before implementing any roadway or streetscape improvements that would reduce the existing roadway capacity within an STA. The management plan could be developed either in conjunction with a TSP update, or separately. This would be an efficient way to meet planning requirements without placing undue burdens on local jurisdictions.

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

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

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

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

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

Thank you in advance for your consideration of these comments.

Sincerely,

David Bragdon
Council President

Councilor Rod Park
Chair, Joint Policy Advisory Committee on Transportation
September 12, 2004

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

Dear Mr. Warner:

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

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

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

Thank you in advance for your consideration of these comments.

Sincerely,

David Bragdon  
Council President

Councilor Rod Park  
Chair, Joint Policy Advisory Committee on Transportation
To: JPACT
From: Washington County Coordinating Committee
Subject: Proposed Revisions to 2006-09 MTIP Staff Recommendation

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

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

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

cc: Washington County Coordinating Committee
### Transportation Priorities 2006-09

#### Draft Metro Staff First Cut Recommendation

**Transportation Priorities Summary**

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<td>$23,291</td>
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</table>

**List Grand Total:** $92,751

**Expected 2008-09 Funding Authorized:** $60,500

---

**Selected Projects:**

- Eastbank Trail/Springwater: SE 19th to SE Umatilla
- Green Streets: NE 88th to NE 90th
- Bike/Trail: SE 122nd to SE 124th
- Freight: Burnside Street: Bridge to E 14th
- Road Capacity: Naito Parkway: NW Davis to SW Market
- Road Reconstruction: SE 228th Ave
- Pavement: SE 39th Ave
- Regional Travel Options: SW 13th Ave
- Regional TOD: SE 122nd to SE 124th
- Large Bridge: Sellwood Bridge Replacement: Type: Steel & Location Study, Preliminary environmental

---

**Additional Projects:**

- **Recommended:**
  - Eastbank Trail/Springwater: SE 19th to SE Umatilla
  - Green Streets: NE 88th to NE 90th
  - Bike/Trail: SE 122nd to SE 124th
  - Freight: Burnside Street: Bridge to E 14th
  - Road Capacity: Naito Parkway: NW Davis to SW Market
  - Road Reconstruction: SE 228th Ave
  - Pavement: SE 39th Ave
  - Regional Travel Options: SW 13th Ave
  - Regional TOD: SE 122nd to SE 124th
  - Large Bridge: Sellwood Bridge Replacement: Type: Steel & Location Study, Preliminary environmental

- **Not Recommended:**
  - Westbank Trail/Willamette River: SE 12th to SE 18th
  - Green Streets: NE 88th to NE 90th
  - Bike/Trail: SE 122nd to SE 124th
  - Freight: Burnside Street: Bridge to E 14th
  - Road Capacity: Naito Parkway: NW Davis to SW Market
  - Road Reconstruction: SE 228th Ave
  - Pavement: SE 39th Ave
  - Regional Travel Options: SW 13th Ave
  - Regional TOD: SE 122nd to SE 124th
  - Large Bridge: Sellwood Bridge Replacement: Type: Steel & Location Study, Preliminary environmental

---

**Additional Notes:**

- Projects marked with an asterisk (*) are recommended for further consideration.
- Projects marked with an asterisk (**) are not recommended for further consideration.

---

**Contact Information:**

- For questions or comments, please contact...

---

**Additional Information:**

- Funding sources include...
- Additional funding opportunities...

---

**Funding Allocation:**

- Regional Transit: $4,003
- Regional LRT: $3,000
- Regional Bus: $2,000
- Regional Bridge: $1,500
- Regional Park: $1,000

---

**Sources:**

- Funding from...
- Additional funding from...

---

**Acknowledgments:**

- Thanks to...

---

**References:**

- [Previous Recommendation](#)
- [Current Recommendation](#)
Rod Park, Chair  
Joint Policy Advisory Committee on Transportation  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

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

Dear Councilor Park:

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

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

The South Waterfront Central District is the site of the first phase of development coordinated through a public-private partnership that includes Oregon Health & Science University (OHSU) and the Portland Development Commission. OHSU expects to invest $500 million to $1 billion in its central city campus to build approximately 1.5 million square feet of bioscience research laboratories, patient care facilities, educational facilities and offices, all in fulfillment of its primary mission to improve the health and well-being of Oregonians. OHSU has begun construction on a center for advanced health and medicine that will be located adjacent to the streetcar, near the aerial tram terminus and just a few blocks from the greenway’s bike and pedestrian paths.
By increasing the linkages between Lake Oswego and the South Waterfront, both communities will be mutually supported and benefited by this economic development project. Enhanced transit along the corridor will offer more opportunities for Portland and Lake Oswego residents to live, work and recreate in the South Waterfront.

OHSU strongly urges your support of this MTIP application.

Sincerely,

Steven D. Stadum
Chief Administrative Officer

cc: Douglas Schmitz
    Jane Heisler
    Charles Hales
September 3, 2004

METRO
Attention: Councilor Rod Park
Chair for Joint Policy Advisory Committee
on Transportation
600 NE Grand
Portland, OR 97232-2736

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

Dear Councilor Park:

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

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

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

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

Although the vision has yet to be confirmed with a public process, it is representative of the joint effort described. This preliminary vision confirms the desire to plan for a comprehensive redevelopment of the entire area into a dense, mixed use, transit oriented, transit supportive district. The district would provide the City and the region with an
expanded regional town center; a center that is located in the most urban area of the City, served by regional transit, and surrounded by the appropriate densities as well as open space that will sustain a viable neighborhood. Open space in the form of a large public park, privately developed public plazas, and a greenway trail that could connect West Linn to Tryon Creek State Park along the Willamette River and Tryon Creek, would also be provided with the redevelopment.

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

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

Some preliminary studies of development feasibility that the consult team is accomplishing supports the potential of the anticipated vision. Conservative estimates of the amount of building area that may be supported by a vision as described above indicates that a redeveloped building area of 1.25 million to 1.5 million square feet is achievable. Crude estimates of the value of this type of investment are $315 million to $415 million. These
estimates are crude and conservative at this point and the consultant team will refine them as the planning effort progresses.

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

Sincerely,

Eric T. Saito, AIA
CEO

ETS/jml

c: Mark Clemons, file
   Scott Eaton, Kelly Saito – Gerding/Edlen Development
   Foothills Property Owners
September 2, 2004

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

Dear Chairman Park:

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

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

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

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

- **Achieving a safe, balanced and efficient multimodal system.** The Portland region, including ODOT, continues to work hard to plan for the future of all modes of transportation, including non-motorized, that are linked with its land use strategy of higher density nodes in town centers and regional centers.

- **Fostering economic development in a safe, energy efficient and environmentally sound manner.** Both Lake Oswego and Portland are creating centers that provide for jobs, housing and many amenities for employees and residents, including plazas, parks, and multimodal connections. Enhanced connections and commute options between these two centers will reduce travel times, improve safety, and help maintain the healthy economy.
• **Supporting livability.** The RTP indicates that person-trips in this already congested corridor will increase by 20-25% over the next 20 years. At some point a reasonable alternative to address this congestion must be advanced and acted upon. This process leads the way for that decision-making to occur.

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

Sincerely,

Matthew L. Garrett
ODOT Region 1 Manager

Cc: Ralph Drewfs, ODOT Region 1 Light Rail Engineer
    Jane Heisler, City of Lake Oswego
September 8, 2004

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

Dear Mr. Park:

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

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

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

Sincerely,

Chris Schetky
President, Lake Oswego Chamber of Commerce
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<thead>
<tr>
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<td>Portland</td>
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<td>Eastbank Trail/Springwater: Johnson Creek Bridge to SE Zumwalt</td>
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<td>2,281</td>
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<td>10</td>
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<td>10</td>
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<td>7</td>
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<td>Portland</td>
<td>4011</td>
<td>Marine Dr, Bike Lanes &amp; Trail Gaps: 6th Ave. to 195th</td>
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<td>82</td>
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<td>609</td>
<td>1,087</td>
<td>13,985</td>
<td>3</td>
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<td>10</td>
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<td>10</td>
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<td>10</td>
<td>7.466</td>
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<td>Gresham</td>
<td>2055</td>
<td>Springwater Trailhead at Main City Park</td>
<td>$ 0.310</td>
<td>81</td>
<td>0</td>
<td>646</td>
<td>1,302</td>
<td>7,066</td>
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<td>10</td>
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<td>0.054</td>
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<td>Gresham</td>
<td>2092</td>
<td>MAX Multi-use Path: Cleveland Stakes to Ruby Junction</td>
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<td>76</td>
<td>0</td>
<td>471</td>
<td>3,343</td>
<td>16,539</td>
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<td>H.Creek/P</td>
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<td>Trolley Trail: Arista to Glen Echo</td>
<td>$ 1.484</td>
<td>75</td>
<td>0</td>
<td>593</td>
<td>7,770</td>
<td>11,633</td>
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<td>15</td>
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<td>10</td>
<td>3</td>
<td>10</td>
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<td>1.653</td>
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<td>Multnomah</td>
<td>3013</td>
<td>Rock Creek Trail: Orchard Park to NW Williams</td>
<td>$ 0.675</td>
<td>73</td>
<td>0</td>
<td>332</td>
<td>3,107</td>
<td>11,220</td>
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<td>15</td>
<td>6</td>
<td>10</td>
<td>10</td>
<td>9</td>
<td>7</td>
<td>1.128</td>
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<td>Clack. Co.</td>
<td>5110</td>
<td>Jennifer St: 105th to 122nd</td>
<td>$ 0.550</td>
<td>67</td>
<td>8</td>
<td>139</td>
<td>104</td>
<td>8,130</td>
<td>1</td>
<td>100%</td>
<td>15</td>
<td>0</td>
<td>10</td>
<td>10</td>
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<td>5</td>
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<td>Tualatin</td>
<td>3072</td>
<td>Beaverton Powerline Trail: Scheepback Park to Bumwood Drive</td>
<td>$ 1.500</td>
<td>65</td>
<td>0</td>
<td>696</td>
<td>4,644</td>
<td>2,167</td>
<td>7</td>
<td>111%</td>
<td>16</td>
<td>5</td>
<td>10</td>
<td>3</td>
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<td>3</td>
<td>10</td>
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<td>Tigard</td>
<td>6557</td>
<td>Washington Square Greenway: Hay 217 to Fanno Creek Trail</td>
<td>$ 1.256</td>
<td>63</td>
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<td>454</td>
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<td>21,381</td>
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<td>17%</td>
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<td>10</td>
<td>6</td>
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<td>1.400</td>
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<td>Tigard</td>
<td>6020</td>
<td>Powerline Trail (South): Barrows to Beef Bowl Rd.</td>
<td>$ 0.942</td>
<td>53</td>
<td>0</td>
<td>174</td>
<td>7,476</td>
<td>2,126</td>
<td>5</td>
<td>603%</td>
<td>3</td>
<td>9</td>
<td>5</td>
<td>10</td>
<td>3</td>
<td>5</td>
<td>5</td>
<td>1.050</td>
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Total Project Cost: $10,867
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<tr>
<td>City of Beaverton</td>
<td>Bd3020</td>
<td>1</td>
<td>Rose Biggi extension: Crescent St. to Hall</td>
<td>102</td>
<td>15</td>
<td>12</td>
<td>30</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Y</td>
<td>Project complements extensive planning and redevelopment in downtown Beaverton - library expansion, The Round, Hall/Watson Beautification Plan, downtown parking and street design study and other plans. Provides critical multi-modal connection to the Round and Beaverton Transit Center which serves light rail, bus and future commuter rail. Supports other transit-oriented development activities. Serves low income area and concentration of Hispanic population.</td>
<td></td>
</tr>
<tr>
<td>City of Portland</td>
<td>Bd3169</td>
<td>2</td>
<td>Burnside Street: Bridge to E 14th (PE only)</td>
<td>97</td>
<td>8</td>
<td>15</td>
<td>20</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Y</td>
<td>Project resulted from a 3-year community planning effort adopted in the Burnside Transportation and Urban Design Plan adopted by City Council. The project complements urban renewal area monies and was endorsed by the PDC and Portland Business Alliance's Transportation Committee. Facilitates better bike, pedestrian and transit connections across Burnside and supports development, jobs and housing within the Central city while maintaining good access and mobility to downtown Portland. Serves very low income area.</td>
<td></td>
</tr>
<tr>
<td>City of Portland</td>
<td>Bd3168</td>
<td>3</td>
<td>Killingsworth: Minnesota to MLK</td>
<td>95</td>
<td>8</td>
<td>15</td>
<td>20</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Y</td>
<td>Project need and design resulted from 6-month planning process that involved more than 1,000 community members and a citizen advisory committee. Community process included surveys in 4 languages, presentations to more than 15 community groups and phone calls to encourage participation in community meetings. Completes Interstate MAX improvements, PCC Cascade campus expansion, the Jefferson Pavilion Project Interstate urban renewal area monies and other mixed-use redevelopment efforts in community. Serves very low income area and concentration of Black and Hispanic populations.</td>
<td></td>
</tr>
<tr>
<td>Washington County</td>
<td>Bd3124</td>
<td>4</td>
<td>Cornel Road: Saltzman to 116th</td>
<td>99</td>
<td>15</td>
<td>20</td>
<td>10</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Y</td>
<td>Completes boulevard improvement in town center funded through MSTIP and Transportation Priorities programs. Implements town center plan. Completes gaps in regional bike and pedestrian network and will serve multi-family housing.</td>
<td></td>
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<tr>
<td>City of Cornelius</td>
<td>Bd3169</td>
<td>5</td>
<td>E Baseline: 10th to 20th</td>
<td>97</td>
<td>15</td>
<td>20</td>
<td>10</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Y</td>
<td>Project complements boulevard improvements to Adair Street funded through Transportation Priorities 2000. Implements Cornelius Main Street Plan elements. Designated Special Transportation Area. Completes several housing and social service projects funded by Oregon Housing and Community Services Department.</td>
<td></td>
</tr>
<tr>
<td>Washington County</td>
<td>Bd3124</td>
<td>6</td>
<td>S-Hawthorne/Scholls Phase 1 PE</td>
<td>94</td>
<td>15</td>
<td>20</td>
<td>10</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Y</td>
<td>Project is on Metro's list of Regional Priorities for federal funding. Builds on MSTIP bike and pedestrian project. Project could help redevelopment of town center area.</td>
<td></td>
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**TOTAL:** 18.411
<table>
<thead>
<tr>
<th>AGENCY</th>
<th>PROJECT TITLE</th>
<th>Project Title Points</th>
<th>Total Project Points</th>
<th>Qualitative Factors</th>
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</thead>
<tbody>
<tr>
<td>Portland State University</td>
<td>Permanent Freight Data Collection Infrastructure and Archive System</td>
<td></td>
<td></td>
<td>This project significantly expands the regional freight model capabilities. This project update existing monitors. The project is very cost effective.</td>
</tr>
<tr>
<td>Washington County</td>
<td>Tualatin-Sherwood Road ATMS</td>
<td></td>
<td></td>
<td>Project will cost effectively significantly improve current and future freight movement in Washington Co.</td>
</tr>
<tr>
<td>City of Portland</td>
<td>North Leadbetter Extension: (N. Bybee Lake Ct. to Marine Dr.)</td>
<td></td>
<td></td>
<td>Project supports existing development. Technical analysis of this alternative has been adjusted because of modeling limitations (PCE).</td>
</tr>
<tr>
<td>City of Portland</td>
<td>North Lombard Improvements (Columbia Slough Overcrossing)</td>
<td></td>
<td></td>
<td>Project is essential for Rivergate. Technical analysis of this alternative has been adjusted because of modeling limitations (PCE).</td>
</tr>
<tr>
<td>City of Tualatin</td>
<td>SW Herman Road (SW Teton Ave. to SW 108th Ave.)</td>
<td></td>
<td></td>
<td>TECHNICAL ANALYSIS OF THIS ALTERNATIVE HAS BEEN ADJUSTED BECAUSE OF MODELING LIMITATIONS.</td>
</tr>
<tr>
<td>City of Wilsonville</td>
<td>Kinsman Road (Barber St. to Boeckman Rd.)</td>
<td></td>
<td></td>
<td>TECHNICAL ANALYSIS OF THIS ALTERNATIVE HAS BEEN ADJUSTED BECAUSE OF MODELING LIMITATIONS.</td>
</tr>
<tr>
<td>Multnomah County</td>
<td>Sandy Blvd., Prel. Engineering &amp; R/W (NE 207th Ave. to NE 238th Dr.)</td>
<td></td>
<td></td>
<td>Project will be a catalyst for the eastern portion of the Columbia Corridor. This development phase represents a valuable investment in future development. Construction cost est. $4,078 M.</td>
</tr>
<tr>
<td>City of Cornelius</td>
<td>Highway 8 Intersection Improvement (No. 108th Ave. at Tualatin Valley Hwy.)</td>
<td></td>
<td></td>
<td>TECHNICAL ANALYSIS OF THIS ALTERNATIVE HAS BEEN ADJUSTED BECAUSE OF MODELING LIMITATIONS.</td>
</tr>
</tbody>
</table>
### Green Street Design Elements: Retrofit

<table>
<thead>
<tr>
<th>Agency</th>
<th>Code</th>
<th>Rank</th>
<th>Project Title</th>
<th>Federal Funds Request (millions)</th>
<th>Total Project Points</th>
<th>2040 Land Use Objectives</th>
<th>Effective removal of stormwater runoff from piped system and infiltration of stormwater near source of runoff</th>
<th>Safety</th>
<th>Cost Effectiveness</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Portland</td>
<td>GS1224</td>
<td>1</td>
<td>NE Cully Boulevard: Prescott to Lombard</td>
<td>2.457</td>
<td>88</td>
<td>10 10 10 10 10 10 10 10 10 10 10 10 10 10</td>
<td><a href="#qualitative-factors">Qualitative Factors</a></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Qualitative Factors**

- Pilot for upgrading "unimproved" street to green street standards along a main street. Project associated with low income community development. PE funded in last round ($773,000).
## Green Street Culvert Projects

<table>
<thead>
<tr>
<th>Agency</th>
<th>Code</th>
<th>Rank</th>
<th>Project Title</th>
<th>Federal Funds Requested (millions)</th>
<th>Total Project Points</th>
<th>SPECIAL CRITERIA</th>
<th>EFFECTIVENESS</th>
<th>COST EFFECTIVENESS</th>
<th>QUALITATIVE FACTORS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multnomah County</td>
<td></td>
<td></td>
<td>Beaver Creek Culvert Retrofits</td>
<td>1.470</td>
<td>93</td>
<td>Y Y Y Y Y Y</td>
<td>17.67</td>
<td>25 10 15 25</td>
<td>Leverages 70% of project cost. Beaver Creek hosts 3 endangered fish species. Cost effectiveness is good compared with other culvert replacement projects. Significant impact compared with other culverts on regional list.</td>
</tr>
</tbody>
</table>

### SPECIAL CRITERIA
- **Attachment E**: Y/N
- **Multiple Culverts on same Stream**: Y/N
- **Design Consistent with GS Handbook**: Y/N
- **PE includes geomorphology analysis**: Y/N
- **On regional Inventory of Culverts**: Y/N

### EFFECTIVENESS
- **Type of Solution**: 
  - **Amount of Upstream Habitat**: 25
  - **Quality of Habitat**: 10
  - **Presence of downstream barriers**: 15

### QUALITATIVE FACTORS
- **Amount of improved fish passage/project cost**: 25
## Transportation Priorities 2006-09 Projects: Technical Rankings and Qualitative Factors

### Pedestrian Projects

<table>
<thead>
<tr>
<th>Agency</th>
<th>Code</th>
<th>Technical Rank</th>
<th>Project Title</th>
<th>Federal Funds Requested</th>
<th>Total Project Points</th>
<th>USE</th>
<th>SAFETY</th>
<th>SUPPORTS 2040</th>
<th>COST EFFECTIVENESS</th>
<th>Past Regional Commitment</th>
<th>Multi-Modal Benefit</th>
<th>Capital/State Match Share for Projects that exceed required 10% match</th>
<th>Affordable Housing/Seniors?</th>
<th>Environmental Justice Impact?</th>
<th>Economic Impacts/Landscape?</th>
<th>Local Public/Community?</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Forest Grove</td>
<td>93053</td>
<td></td>
<td>Forest Grove Town Center Pedestrian Improvements</td>
<td>0.660</td>
<td>60</td>
<td>29</td>
<td>17</td>
<td>23</td>
<td>15</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
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<tr>
<td>City of Milwaukee</td>
<td>P05564</td>
<td>2</td>
<td>Milwaukee Town Center, Manufactory St.</td>
<td>0.650</td>
<td>66</td>
<td>20</td>
<td>20</td>
<td>33</td>
<td>15</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
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<tr>
<td>City of Portland</td>
<td>P10277</td>
<td>3</td>
<td>Southeast 8th to 21st</td>
<td>1.360</td>
<td>78</td>
<td>20</td>
<td>20</td>
<td>33</td>
<td>5</td>
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<tr>
<td>City of Lake Oswego</td>
<td>P15527</td>
<td>6</td>
<td>SW Boones Ferry Blvd; At Lawrence Rd</td>
<td>1.450</td>
<td>76</td>
<td>24</td>
<td>20</td>
<td>37</td>
<td>5</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
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<tr>
<td>City of Gresham</td>
<td>P21075</td>
<td>1</td>
<td>Southwest Ped to MAX, 105th Avenue and Burnside</td>
<td>1.450</td>
<td>75</td>
<td>17</td>
<td>20</td>
<td>33</td>
<td>5</td>
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<td>Y</td>
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<tr>
<td>City of Portland</td>
<td>P10132</td>
<td>6</td>
<td>SW Capitol Highway/PJ2, Multnomah to Taylors Ferry</td>
<td>0.554</td>
<td>73</td>
<td>17</td>
<td>17</td>
<td>30</td>
<td>10</td>
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<tr>
<td>City of Portland</td>
<td>P10000</td>
<td>7</td>
<td>SE Hawthorne, 20th to 50th</td>
<td>2.822</td>
<td>136</td>
<td>14</td>
<td>18</td>
<td>31</td>
<td>5</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
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<tr>
<td>Washington County</td>
<td>P00321</td>
<td>6</td>
<td>SE Scholls Ferry Rd, New Seasons to To Meyer in the Ridge</td>
<td>0.450</td>
<td>63</td>
<td>23</td>
<td>14</td>
<td>15</td>
<td>15</td>
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<td>Y</td>
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<tr>
<td>Washington County</td>
<td>P00393</td>
<td>6</td>
<td>SE Murray Blvd (only sale thus) / TV Highway to Farmington (7th lane)</td>
<td>0.653</td>
<td>58</td>
<td>16</td>
<td>17</td>
<td>16</td>
<td>10</td>
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<td>Y</td>
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<tr>
<td>City of Happy Valley</td>
<td>P02096</td>
<td>17</td>
<td>SE 12th Streetside and bike lane, Scott Closed Ln., in Mountain Groves</td>
<td>0.715</td>
<td>45</td>
<td>20</td>
<td>14</td>
<td>5</td>
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<tr>
<td>Tualatin</td>
<td>P10119</td>
<td>7</td>
<td>Forest Park Street Crossing</td>
<td>0.520</td>
<td>46</td>
<td>15</td>
<td>14</td>
<td>5</td>
<td>10</td>
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<td>Y</td>
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</tbody>
</table>

**Subtotal:** TOTAL: $ 9,178

### QUALITATIVE FACTORS

- **Pedestrian projects**
  - Complete gaps in trail system (including ADA accessibility). Components prior to MTP allocation for downtown pedestrian improvements. Serves concentration of Hispanic population. Elevates TriMet investment in frequent bus service.
  - Complements/bicycle redevelopments TOD site and bicycle improvements to Milwaukie Blvd. with improved bicycle and pedestrian access to downtown and freeway. Strong public support and leverages future investment in downtown area.
  - Linked to first 2 projects phases (signaling and medium refuge and south extension construction). Funding through local and state monies; supports Willamette River Crossing study recommendations and 2004 main street designation. Provides critical pedestrian crossing improvements and bicycle sidewalk on adjacent street. Supports employment by leveraging main street development. Strong public support.
  - Complements Boones Ferry Corridor Plan and Lake Grove Town Center Plan recommendations. Corridor has highest accident rate in city. Crossings would serve Lake Grove Elementary School. Leverages redevelopment of adjacent properties consistent with town center plan.
  - Complements other Ped-to-Max improvements and sidewalk improvements to Stark Street in town center area. Project identified as priority need in several city plans and will help leverage other public/private development. LRT stations in area have highest Hirschberg rates in Gresham. Strong public support.
  - Project is an element of the corridor. Hubway Program initiated in 1996 and involves pedestrian systems. Stormwater treatment will be addressed as part of project and green street elements will be considered. Provides connection between Main Street Main Street and West Portland town center.
  - Completes Hawthorne Boulevard Transportation Plan adopted in 1997 and builds on earlier phase funded through Transportation Priorities program ($1.5 M). Strong public support. Leverages TriMet Streetcar Program improvement corridor.
  - Completely important pedestrian connection to major transit stop, linking two key shopping centers. Connects to frequent bus service on Beaverton-Hillsdale Highway.
  - Completes important pedestrian and bicycle gap. Strong public support. Connects to other east-west bicycle and pedestrian facilities that connect directly to Beaverton regional center.
  - Connects Mt. Scott trail and completes important gap in regional bike and pedestrian system. Paved portion of project to be funded through 2040 funds. Connects to Spring Mountain Elementary School; all students are based due to lack of safe/bike/pedestrian connections.
  - Application responds to directors' request of $2M relative to a programmatic pedestrian transit access application in the previous round. Complements TriMet Transit Investment Plan on key frequent and rapid bus corridors.

*March 20, 2002*
### Road & Small Bridge Reconstruction Projects

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</thead>
<tbody>
<tr>
<td>Portland</td>
<td>RR1053</td>
<td>1</td>
<td>Naito Parkway: NW Davis to SW Market</td>
<td>$3,840</td>
<td>90.50</td>
<td>8</td>
<td>15</td>
<td>20</td>
<td>20</td>
<td>15.00</td>
<td>10</td>
<td>2.50</td>
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<tr>
<td>Gresham</td>
<td>RR2035</td>
<td>2</td>
<td>10th Avenue @ Highway 9 Intersections</td>
<td>$0.837</td>
<td>90.50</td>
<td>10</td>
<td>12</td>
<td>20</td>
<td>16</td>
<td>7.50</td>
<td>15</td>
<td>10.00</td>
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<tr>
<td>Cornelius</td>
<td>Fr3166</td>
<td>3</td>
<td>Cleveland St: NE Stark to SE Powell</td>
<td>$1.540</td>
<td>87.75</td>
<td>10</td>
<td>15</td>
<td>6</td>
<td>18</td>
<td>13.75</td>
<td>15</td>
<td>5.00</td>
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</tr>
<tr>
<td>Multnomah</td>
<td>RR2001</td>
<td>4</td>
<td>Lake Rd: 21st to Hwy 224</td>
<td>$1.884</td>
<td>83.50</td>
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<td>15</td>
<td>10</td>
<td>18</td>
<td>17.50</td>
<td>10</td>
<td>5.00</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
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<tr>
<td>Milwaukie</td>
<td>RR5037</td>
<td>5</td>
<td>NE 242nd Avenue: Stark to Glisan</td>
<td>$0.840</td>
<td>81.25</td>
<td>8</td>
<td>15</td>
<td>6</td>
<td>16</td>
<td>13.75</td>
<td>15</td>
<td>7.50</td>
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<tr>
<td>Portland</td>
<td>RR1209</td>
<td>6</td>
<td>NW 23rd Avenue: Burnside to Lovelby</td>
<td>$2.694</td>
<td>70.00</td>
<td>8</td>
<td>12</td>
<td>17</td>
<td>26</td>
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<td>7.50</td>
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### Large Bridge Reconstruction Projects

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</tr>
</thead>
<tbody>
<tr>
<td>Multnomah</td>
<td>RR1012</td>
<td>Sellwood Bridge Replacement: Type, Size &amp; Location Study, Preliminary environmental</td>
<td>$3,600</td>
<td>70.75</td>
<td>6</td>
<td>15</td>
<td>6</td>
<td>20</td>
<td>18.75</td>
<td>0</td>
<td>5.00</td>
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**SUBTOTAL: $15,235**
## Regional Travel Options

<table>
<thead>
<tr>
<th>Agency</th>
<th>Code</th>
<th>Project Title</th>
<th>Federal Funds Request</th>
<th>TOTAL POINTS</th>
<th>Percent Mode Share Increase for Alternative Modes</th>
<th>Average Annual vMT Reduced</th>
<th>Region 2040 Land Use Designation</th>
<th>Employees in 2025</th>
<th>Level of Community Focus</th>
<th>Annual Program Cost</th>
<th>Annual Program Cost/VMT Reduced</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region</td>
<td>TO8502</td>
<td>RTO Program</td>
<td>$4,003</td>
<td>87</td>
<td>7.0%</td>
<td>44,304</td>
<td>Hi-35, Med-30, Low-5</td>
<td>Hi = 10, Med = 7, Low = 3</td>
<td>Regionwide</td>
<td>$2,000</td>
<td>0.0451</td>
</tr>
<tr>
<td>Region</td>
<td>TO0002</td>
<td>RTO Base + 3 TravelSmart Projects</td>
<td>$1,700</td>
<td>60</td>
<td>8.0%</td>
<td>1,800</td>
<td>Hi = 10, Med = 7, Low = 3</td>
<td>Hi = 10, Med = 7, Low = 3</td>
<td>Center</td>
<td>$0.500</td>
<td>0.2778</td>
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<tr>
<td>Region</td>
<td>TO0003</td>
<td>RTO Preferred: 2 additional TravelSmart Projects</td>
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<td>60</td>
<td>8.0%</td>
<td>3,000</td>
<td>Hi = 10, Med = 7, Low = 3</td>
<td>Hi = 10, Med = 7, Low = 3</td>
<td>Center</td>
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<td>0.1667</td>
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<td></td>
<td></td>
<td></td>
<td>$6,703</td>
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</table>
## Transportation Priorities 2006-09 Projects: Draft Technical Rankings

### TOD Projects

<table>
<thead>
<tr>
<th>Agency</th>
<th>Code</th>
<th>Project Title</th>
<th>Federal Funds Requested (millions)</th>
<th>Total Points</th>
<th>Increase Mode Share</th>
<th>Density Criteria</th>
<th>2040 Criteria</th>
<th>Cost Effectiveness</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total Points</td>
<td>% increase of non-auto trips above no JD project</td>
<td>% increase in people/acre above no JD project</td>
<td>2040 location</td>
<td>density increase over time</td>
<td>Level of community focus</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>25</td>
<td>26%–49%</td>
<td>25%–50%</td>
<td>CC or RC</td>
<td>HIGH</td>
<td>10</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>13</td>
<td>&gt;50%</td>
<td>&gt;50%</td>
<td>TC, MS, SC</td>
<td>med</td>
<td>5</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>&lt;25%</td>
<td>&lt;25%</td>
<td>Corridor other</td>
<td>low</td>
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<tr>
<td>Metro</td>
<td>TD8005</td>
<td>Regional TOD LRT Station Area Program</td>
<td>$3,000</td>
<td>98</td>
<td>404% median</td>
<td>25</td>
<td>224% median</td>
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<tr>
<td>Metro</td>
<td>TD8005</td>
<td>Regional TOD Urban Center Program</td>
<td>$2,000</td>
<td>95</td>
<td>404% median</td>
<td>25</td>
<td>224% median</td>
<td>20</td>
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<tr>
<td>Metro/Beaverton</td>
<td>TD8005</td>
<td>Site acquisition: Beaverton regional center</td>
<td>$3,000</td>
<td>88</td>
<td>203% median</td>
<td>25</td>
<td>197% median</td>
<td>20</td>
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<td>COP</td>
<td>TD8005</td>
<td>Gateway Transit Center Redevelopment</td>
<td>$0,500</td>
<td>81</td>
<td>67% median</td>
<td>23</td>
<td>67% median</td>
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<td>Clackamas Co.</td>
<td>TD1001</td>
<td>Fuller Road I-205</td>
<td>$0,500</td>
<td>35</td>
<td>no actual increase induced by funding</td>
<td>0</td>
<td>no actual increase induced by funding</td>
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Total points possible for each scoring category:

- **Increase Mode Share**: 25 points
- **Density Criteria**: 10 points
- **2040 Criteria**: 20 points
- **Cost Effectiveness**: 15 points

March 19, 2003
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<tr>
<td>Tigard</td>
<td>RC8014</td>
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<td>SW Greenburg Road/Washington Square Dr. to Tademan</td>
<td>$1,000</td>
<td>73.50</td>
<td>20</td>
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<td>31</td>
<td>8</td>
<td>15</td>
<td>0</td>
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<td>Y</td>
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<tr>
<td>City of Lake Oswego</td>
<td>PK9127</td>
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<td>Boones Ferry Road at Lanewood Street</td>
<td>$1,400</td>
<td>64.00</td>
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<td>10</td>
<td>24</td>
<td>18</td>
<td>10</td>
<td>2.5</td>
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<td>Multnomah County</td>
<td>RC2110</td>
<td></td>
<td>Wood Village Blvd. : Arata to Halsey</td>
<td>$0.980</td>
<td>61.75</td>
<td>11</td>
<td>10</td>
<td>22</td>
<td>19</td>
<td>5</td>
<td>5.6</td>
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<tr>
<td>Washington County</td>
<td>RC1184</td>
<td></td>
<td>Beaverton-Hillsdale Hwy/Oleson/Schools Ferry intersection (PE)</td>
<td>$2,900</td>
<td>61.50</td>
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<td>23</td>
<td>28</td>
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<tr>
<td>Clackamas County</td>
<td>RC7000</td>
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<td>SE 172nd Ave. Phase I; Sunnyside to Hwy 212</td>
<td>$4,300</td>
<td>55 or 50</td>
<td>6</td>
<td>14</td>
<td>23</td>
<td>15</td>
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<tr>
<td>Hilsboro</td>
<td>RC3114</td>
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<td>NE 28th Avenue; East Main to Grant</td>
<td>$1,692</td>
<td>54.25</td>
<td>10</td>
<td>14</td>
<td>18</td>
<td>13</td>
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<td>Clackamas County</td>
<td>RC5193</td>
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<td>Clackamas County ITS: Safety and operational improvements at 4 railroad crossings</td>
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<tr>
<td>Tigard</td>
<td>RC8038</td>
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<td>SW Ash Street extension: P&amp;W RR to Burnham</td>
<td>$0.850</td>
<td>36.00</td>
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<td>6</td>
<td>15</td>
<td>10</td>
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**SUBTOTAL:** $13,613
## Transportation Priorities 2006-09

### Transit Projects

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<tr>
<td>TriMet</td>
<td>Frequent Bus Corridors</td>
<td>$2,750</td>
<td>93</td>
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<tr>
<td>City of Portland</td>
<td>Eastside Streetcar</td>
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<td>Y</td>
<td>Indirect</td>
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<tr>
<td>City of Oregon City</td>
<td>South Metro Amtrak Station</td>
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<td>Y</td>
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<tr>
<td>City of Tigard</td>
<td>Ash Street extension</td>
<td>$2,851</td>
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<td>0</td>
<td>19</td>
<td>4</td>
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<td>Y</td>
<td>Indirect</td>
<td>Project provides secondary access to commuter rail park-and-ride lot from single Main Street option.</td>
<td>Increases street connectivity in Tigard town center.</td>
<td>Priority project of new downtown business group.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### QUALITATIVE FACTORS

- Capital improvements located where investment in bus service frequency made to 15 minute or better headways.
- Several corridors serve low income areas.
- Indirect support of economic development in areas served.
- Project implementation will be tied to surrounding property development agreements that will address density, design, affordable housing and other right-of-way improvements that meet regional goals.
- Intra-city ridership not a true comparison to inter-city transit ridership on which technical score is calculated.
- Trip lengths are longer and of statewide significance.
- Locating regional facility in regional center adjacent to major tourist destination.

Subtotal: $4,900
COLUMBIA RIVER CROSSING TASK FORCE

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

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

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

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

Membership -
• Co-Chairs - 2
  One representative from each state, appointed by WTC and OTC Joint Commission Subcommittee

• Public Agencies – 11
  Agencies comprising the Bi-State Coordinating Com. and not including the DOTs

• Trucking Industry – 2
  Oregon Trucking Association and Washington Trucking Association will be asked to appoint a member from each organization

• Neighborhoods – 4
  Oregon delegates appointments to Portland Office of Neighborhood Involvement, Washington delegates appointments to the City of Vancouver and Clark County

• Businesses – 8
  Oregon delegates appointments to the Oregon Business Council and the Portland Business Alliance, Washington delegates to the Vancouver Chamber of Commerce –2, Identity Clark County and the Columbia River Economic Development Commission

• Community Organizations – 4
  Oregon will delegate one position appointment to the I-5 Environmental Justice Work Group and will appoint one
other representative, Washington will appoint a representative from Clark College and another community organization.

• Statewide –4

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

• Environmental Organizations –2

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

RESPONSIBILITIES

• The Columbia River Crossing Task Force will provide input and response to the Joint Commission Subcommittee on work products and information generated by the EIS process.

• The Task Force co-chairs will report input to the Joint Commission Subcommittee.

• Each Task Force member is responsible for representing and communicating with their respective organization.

STAFFING & OPERATIONS

• The Columbia River Crossing Task Force will be supported by the ODOT/WSDOT Project Team.

• The co-chairs will be responsible for developing methods by which the Task Force will make decisions and conduct meetings.

DURATION

• The Task Force will be developed in fall 2004, with the kickoff meeting tentatively scheduled in late fall 2004.

• The Task Force will meet quarterly.

• The EIS is a multi-year process. Therefore some turnover is to be expected. Duration of tenure should provide consistency of representation for major milestones.
<table>
<thead>
<tr>
<th>NAME</th>
<th>AFFILIATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rod Park</td>
<td>Metro</td>
</tr>
<tr>
<td>Matthew Garrett</td>
<td>CDDC</td>
</tr>
<tr>
<td>Fred Hansen</td>
<td>TRIMET</td>
</tr>
<tr>
<td>Maria Rojo de Jaffey</td>
<td>Mult Co</td>
</tr>
<tr>
<td>(only final name)</td>
<td>Congressman</td>
</tr>
<tr>
<td>Rod Monroe</td>
<td>Metro Council</td>
</tr>
<tr>
<td>DECK PEREGRINE</td>
<td>CREOSOL DEG</td>
</tr>
<tr>
<td>Dean Loomis</td>
<td>RXE (all City Managers)</td>
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<tr>
<td>Larry J Smith</td>
<td>City of Vancouver Council</td>
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<tr>
<td>Don Wagner</td>
<td>WDOT</td>
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<td></td>
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<tr>
<td>Susie Lasko</td>
<td>PTP of Portland</td>
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<tr>
<td>Karl Rohde</td>
<td>C3</td>
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<td>Rex Buchholz</td>
<td>Metro Council</td>
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<tr>
<td>Jim Francesconi</td>
<td>PORTLAND</td>
</tr>
<tr>
<td>ROB DRAKE</td>
<td>CITIES OF WASHINGTON CO.</td>
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<tr>
<td>Roy Rogers</td>
<td>Washington County</td>
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<tr>
<td>LAUREL WENTWORTH</td>
<td>PORTLAND</td>
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<tr>
<td>Richard Gray</td>
<td>CAP P&amp;DOT</td>
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<td>Brian Newman</td>
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<td>Dave Nordberg</td>
<td>DEC</td>
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<tr>
<td>Rebecca Eisinger</td>
<td>PORT OF VANCOUVER</td>
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<td>Anne Barger</td>
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<td>Vic Hinkel</td>
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<td>Tim Segall</td>
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<td>Kristopher Strickler</td>
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<td>Doug Tice</td>
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<tr>
<td>Dick Feeney</td>
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<tr>
<td>John Mermin</td>
<td>Metro</td>
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<tr>
<td>Patrick Flenagan</td>
<td>Tualatin Hills Park &amp; Rec.</td>
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<tr>
<td>NAME</td>
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<tr>
<td>Bobbi Katz</td>
<td>Port of Portland</td>
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<tr>
<td>William Barros</td>
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<td>Danielle Cowan</td>
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<td>Greg S. Evenhart</td>
<td>Portland Parks &amp; Rec</td>
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<td>CST</td>
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