

**A G E N D A**

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**METRO**

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

**DATE: June 22, 2006**

**TIME: 7:30 A.M.**

**PLACE: Metro Regional Center, Room 370A/B**

<b>7:30</b>	<b>CALL TO ORDER AND DECLARATION OF A QUORUM</b>	<b>Rex Burkholder, Chair</b>
<b>7:35</b>	<b>INTRODUCTIONS</b>	<b>Rex Burkholder, Chair</b>
<b>7:40</b>	<b>CITIZEN COMMUNICATIONS</b>	
<b>7:45</b>	<b>CONSENT AGENDA</b>	<b>Rex Burkholder, Chair</b>
*	Consideration of JPACT minutes for June 8, 2006	
	<b>COMMENTS FROM THE CHAIR</b>	<b>Rex Burkholder, Chair</b>
	<b>ACTION ITEMS</b>	
*	Resolution 06-3663, For the Purpose of Proposing A List Of Highway Modernization Projects To Receive Funding In The 2008-11 State Transportation Improvement Program (STIP)– <u>APPROVAL REQUESTED</u>	<b>Ted Leybold</b>
	<b>OTHER COMMITTEE BUSINESS</b>	<b>Rex Burkholder, Chair</b>
<b>9:00</b>	<b>ADJOURN</b>	<b>Rex Burkholder, Chair</b>

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- \* Material available electronically.  
\*\* Material to be emailed at a later date.  
# Material provided at meeting.  
All material will be available at the meeting.

Please call 503-797-1916 for a paper copy



**METRO**

**Joint Policy Advisory Committee on Transportation**

**MINUTES**

June 8, 2006

7:30 a.m. – 9:00 a.m.

Council Chambers

MEMBERS PRESENT

AFFILIATION

Rex Burkholder, Chair	Metro Council
Rod Park, Vice Chair	Metro Council
Brian Newman	Metro Council
Sam Adams	City of Portland
Bill Kennemer	Clackamas County
Rob Drake	City of Beaverton, representing Cities of Washington County
Dick Pedersen	Oregon Department of Environmental Quality (DEQ)
Lynn Peterson	City of Lake Oswego, representing Cities of Clackamas County
Royce Pollard	City of Vancouver
Maria Rojo de Steffey	Multnomah County
Fred Hansen	TriMet
Steve Stuart	Clark County
Jason Tell	Oregon Department of Transportation (ODOT - Region 1)
Paul Thalhofer	City of Troutdale, representing Cities of Multnomah County
Bill Wyatt	Port of Portland

ALTERNATES PRESENT

AFFILIATION

James Bernard	Cities of Clackamas County
Tom Brian	Washington County
Doug Ficco	Washington DOT
Susie Lahsene	Port of Portland
Dean Lookingbill	Southwest Washington Regional Transportation Council

OTHER COUNCILORS PRESENT

Jef Dalin	City of Cornelius
John Hartsock	City of Damascus

GUESTS PRESENT

AFFILIATION

Kenny Asher	City of Milwaukie
Kathy Busse	Washington County
Roland Chlapowski	City of Portland
Danielle Cowan	City of Wilsonville

GUESTS PRESENT (cont.)    AFFILIATION

Kate Deane	ODOT
Marianne Fitzgerald	DEQ
Ann Gardner	Schnitzer Steel
Nancy Kraushaar	City of Oregon City
Mark Lundauer	City of Portland
Tom Markgraf	CRC
Sharon Nasset	ETA
Ron Papsdorf	City of Gresham
Karen Schilling	Multnomah County
Paul Smith	City of Portland
Dan Whelan	Office of Representative David Wu

STAFF

Andy Cotugno, Kim Ellis, Ted Leybold, Jessica Martin, Robin McArthur, Ross Roberts, Kathryn Sofich, Mark Turpel

I.     CALL TO ORDER

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:31 a.m.

II.    INTRODUCTIONS

There were none.

III.   CITIZEN COMMUNICATIONS

Mayor Royce Pollard expressed his concern over the likelihood of increased congestion if Wal-Mart's plans to potentially occupy a spot on Jantzen Beach come to fruition. Mr. Stuart concurred with Mayor Pollard's comments and urged action sooner rather than later.

Mr. Dean Lookingbill, JPACT alternate, distributed an invitation to JPACT members (included as part of the meeting record) to attend an important VIP briefing on the Washington State Transportation Commission's Tolling Study on Tuesday, June 20, from 7:30-9:00am at WSDOT. The Commission will be presenting an overview of the tolling study and will be discussing the role that tolling could play in better utilizing the existing transportation system as well as helping to fund badly needed highway and bridge projects across the state.

Ms. Sharon Nasset, 1113 N Baldwin Portland, noted that in the past, the bridges on the I-5 system were looked at and ranked based on their condition. She stressed the importance of looking at all the bridges on the system and prioritizing the need for improvement/replacement by evaluating their location in addition to their condition.

IV.    CONSENT AGENDA

**Consideration of minutes for the May 11, 2006 JPACT meeting**

ACTION: Mayor Rob Drake moved, seconded by Fred Hansen to approve the May 11, 2006 meeting minutes. The motion passed.

## V. COMMENTS FROM THE CHAIR

### **Additional JPACT Meeting in June**

Chair Burkholder announced that if the committee could not resolve the State Transportation Improvement Program agenda item, June 22<sup>nd</sup>, the usual meeting date for the JPACT Finance committee, would be used for an additional regular JPACT meeting instead.

### **Status Report on *ConnectOregon***

Chair Burkholder directed the committee's attention to a handout (included as part of the meeting record) containing the project prioritizations for Region 1 *ConnectOregon* applications. The committee briefly discussed the project recommendations. Ms. Ann Gardner, *ConnectOregon* Region 1 Committee Chair, acknowledged Chair Burkholder and Councilor Rod Park for their hard work. Chair Burkholder thanked Ms. Gardner for her efforts. He added that the committee identified a need for greater specificity from the Oregon Transportation Commission (OTC) as it relates to criteria for small as compared with large projects and comparing different modes when trying to achieve economic development objectives. They are also committed to working the OTC and the 2007 Oregon Legislature to promote, adopt, and fund *ConnectOregon* II.

## VI. ACTION ITEMS

### **Resolution No. 06-3661, For the Purpose of Approving A Work Program For The 2035 Regional Transportation Plan Update And Authorizing The Chief Operating Officer To Amend Contract No. 926975**

Chair Burkholder introduced the resolution, noting that this update will involve taking a new approach to address the realities of increased growth and competition for limited funds. The new approach will use an outcomes-based framework to evaluate and prioritize the most critical transportation investments in the region and integrate with the New Look planning process to better support the land use, economic, environmental and transportation goals envisioned in the 2040 Growth Concept. He stated the discussion draft work program was released for review by Metro's advisory committee from May 10-24, including MTAC, TPAC, MPAC and the RTO Subcommittee. The Metro Committee for Citizen Involvement reviewed the public participation element of the work plan on June 7.

Mr. Andy Cotugno brought to the committee's attention that full work program describes work plan activities for both Metro staff and the consultant team. This resolution authorizes \$410,000.00, covering the contractor portion of the full scope of work.

Referring to page 28 of the Work Program (included as part of the meeting record), Commissioner Tom Brian stated that the description of the intent of the Mayors'/Chairs' Forums is different than how it was described to the group initially.

Mayor Drake acknowledged that in 25 years, a million more people would be living in Portland. With that said, he expressed his concern about the repercussions of exploding growth and what it means for the region's future.

Commissioner Brian added that it would be helpful to have an idea what percentage of this growth would go to new versus existing developed areas.

Chair Burkholder stated that integrating the RTP update with the New Look will help us better address these issues - the Regional Forum on June 23rd would focus on how to make growth within existing urban areas more compatible and welcome, how and where the urban growth boundary should be

expanded, and how to re-tool the current Regional Transportation Plan (RTP) so it is balanced, affordable and consistent with community goals.

ACTION: Mayor Drake moved, seconded by Mr. Hansen, to approve Resolution No. 06-3661. The motion passed.

**Resolution No. 06-3704, For the Purpose of Determining The Consistency Of The Locally Preferred Alternative For The Interstate 5 / Delta Park To Lombard Project With The Adopted Interstate 5 / Delta Park To Lombard Project In The Regional Transportation Plan And Recommending Project Approval**

Mr. Mark Turpel appeared before the committee to present Resolution 06-3704, which would endorse the preferred alternative. The Resolution, if recommended by JPACT, is slated to go before the Metro Council this afternoon.

The I-5/Delta Park to Lombard project was one of several highway, transit and rail projects recommended by the I-5 Strategic Partnership. It is the first of the recommended projects to be developed for the I-5 Corridor, with the Columbia River Crossing Project next to be developed.

Over the past three years, considerable public input has been solicited and considered at all stages of developing the I-5 Delta Park Project. ODOT formed two project advisory committees, a Citizen Advisory Committee and the Environmental Justice Work Group, to guide development of the project. The advisory committees and public input have influenced the development of the purpose and need statement for the project, the evaluation factors, range of alternatives studied in the Environmental Assessment, and the recommendation of the preferred alternative.

Mr. Turpel outlined the Hearings Panel recommendations and in detail, Alternative #2 – Argyle on the Hill, the preferred alternative. He directed the committee's attention to a map illustrating this alternative.

Although initially intended to be included in the recommendation, ODOT will not make a decision about the status of the I-5 Delta Park Project additional southbound lane (whether it should be a general purpose lane, HOV or managed lane) until the Columbia River Crossing Project is further along.

Chair Burkholder recognized Ms. Kate Deane, ODOT Project Manager, for her great work in managing both the technical aspects of the project and enhancement committee simultaneously. Mayor Pollard also thanked Ms. Deane and commented on the outstanding public involvement process.

ACTION: Mr. Jason Tell moved, seconded by Mayor Pollard, to approve Resolution No. 06-704. The motion passed,

**Resolution No. 06-3704, For the Purpose of Proposing A List Of Highway Modernization Projects To Receive Funding In The 2008-11 State Transportation Improvement Program (STIP)**

Resolution No. 06-3663, For the Purpose of Proposing A List Of Highway Modernization Projects To Receive Funding In The 2008-11 State Transportation Improvement Program (STIP) Mr. Ted Leybold directed the committee's attention to the handouts (included as part of the meeting record), and noted that the project recommendation is contained in Exhibit A, with funding conditions listed in Exhibit B. He added that the recommendation itself calls out a few policy questions JPACT might want to address including what happens to the funds programmed on a project if matching funds are not secured by local agencies by a specific milestone.

Mr. Leybold reviewed each of the projects recommended in Exhibit A, noting the total cost for the projects is just over \$75 million but the target funding available is \$32 million. Mr. Jason Tell voiced his concern over the number of unfunded projects needed in the region and spending modernization funds on planning for additional projects that may never be constructed due to lack of funding. Mr. Tell stated his preference for seeing a better sense of agreement from the committee and noted that the more work JPACT does upfront, the more influence the committee will have with the Oregon Transportation Commission.

The committee discussed whether the use of Modernization funds, the only dedicated funding source for highway construction was best used for the Highway 217 EIS. Mayor Drake stated his concern for the large match required for the projects, adding that Washington County has not yet determined if a match that large is feasible. He noted that Highway 26 west is critical to the cities of Washington County as well as industry and added that looking into the phasing the project to see if portions could be done, has not been looked into yet.

Mr. Daniel Whelan, Field Representative with Congressman David Wu's office, appeared before the committee to read a statement from Congressman Wu (included as part of the meeting record) urging JPACT to consider including funds for improvements to Highway 217 in the STIP.

Commissioner Brian noted that neither Commissioner Roy Rogers nor the Washington County Coordinating Committee were satisfied with the approach, specifically with the uncertainty over the viability of such a large match required.

Commissioner Adams stated that the City of Portland views the I-5 Delta Park Phase I and Phase II as a single project that needs to be constructed in the same time frame.

Due to time constraints, the committee decided to delay a vote on Resolution 06-3704 until the June 22nd meeting.

## VII. INFORMATION / DISCUSSION ITEMS

### **Eastside Transit Alternatives Analysis Update**

Mr. Ross Roberts appeared before the committee and briefly presented information on the Eastside Transit Alternatives Analysis. The purpose of the Eastside Transit Alternatives Analysis is to develop, evaluate and select a transit alternative that is responsive to community needs and the travel demand in the Central City and which serves as a catalyst for economic development and supports and focuses land use. Mr. Roberts presented a PowerPoint (included as part of the meeting record), which included information on the following:

- Origin of the Project
- Federal Funding Sought
- JPACT Role
- Alternatives
- Evaluation Results
- Proposed Capital Funding Sources
- Operating Revenue Issues
- Next Steps in Decision-making

In conclusion, Mr. Roberts noted that at their next regular meeting, JPACT would be asked to make a recommendation on the Eastside Transit Alternatives Analysis.

VIII. ADJOURN

There being no further business, Vice Chair Rod Park adjourned the meeting at 9:11 a.m.

Respectfully submitted,

Jessica Martin  
Recording Secretary

M E M O R A N D U M

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**METRO**

DATE: June 15, 2006  
TO: JPACT Members and Alternates  
FROM: Rex Burkholder, Rod Park and Brian Newman  
Metro Council representatives to JPACT  
SUBJECT: 2008-11 STIP Modernization Proposal

\* \* \* \* \*

In preparation for the June 22 JPACT meeting, the Metro Council representatives to JPACT wish to emphasize the importance of reaching consensus on a proposal to the Oregon Transportation Commission (OTC) for modernization funds for the Metro area. JPACT decided two months ago to take on the task of recommending a narrowed list of modernization projects for public review as part of the STIP process. To establish strong credibility with the OTC in this effort, it is important we complete the task we took on as a committee.

To reach consensus on a proposal on June 22, we request JPACT members consider the following proposals:

1. We propose that the amount of local match needed to fully fund highway modernization projects be minimized. Local sources are stretched thin and needed for local priorities. State highway projects should be funded with state highway fund sources.

In that spirit, JPACT and the Metro Council should direct technical staff to evaluate the potential for phasing of construction elements of the projects currently proposed for funding. If there are elements of the current projects that could be constructed as a first phase, consideration should be given to constructing that phased element as a means of reducing costs and the overall need for match funding.

2. JPACT should also work with ODOT staff to better define the funds available for the Metro area as part of the Region 1 modernization fund target. The



objective will be to ensure the Metro area is receiving a fair share of the state modernization funds.

As we discuss these approaches, it is important to remember that the JPACT proposal under consideration is for the purpose of receiving public review and comment. Following the STIP public comment period this Fall, JPACT will have another opportunity in early 2007 to make a final recommendation to the OTC on the state funding program. Therefore, at this time it is most important to propose a reasonable alternative to the commission that can serve as a basis for public comment. Our final comment on the STIP in 2007 can then be refined based on the public comments received, final project scopes and cost, and further JPACT discussions regarding funding options.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROPOSING A LIST OF ) RESOLUTION NO. 06-3663  
HIGHWAY MODERNIZATION PROJECTS TO )  
RECEIVE FUNDING IN THE 2008-11 STATE ) Introduced by Councilor Rex Burkholder  
TRANSPORTATION IMPROVEMENT )  
PROGRAM (STIP) )  
)

WHEREAS, the Oregon Transportation Commission will release a draft State Transportation Improvement Program for public comment in the fall of 2006; and

WHEREAS, this program will contain funding recommendations for highway related “modernization” projects within the Metro Area; and

WHEREAS, the Joint Policy Advisory Committee on Transportation and the Metro Council, as the Metropolitan Planning Organization board for the Metro Area needs to coordinate with the Oregon Transportation Commission on the selection of transportation projects in the Metropolitan Planning area; and

WHEREAS, the Commission has requested comments on which highway modernization projects should receive state transportation funding targeted for use in the Metro Area; and

WHEREAS, projects selected for funding in the Metro Area will need to be programmed into the Metropolitan Transportation Improvement Program; and

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, projects selected for inclusion in the MTIP will be assessed for impacts to regional air quality analysis and need to comply with the State Implementation Plan for air quality; now, therefore

BE IT RESOLVED that the Metro Council requests the Oregon Transportation Commission to include the projects as described in Exhibit A be included in the public review draft of the 2008-11 State Transportation Improvement Program.

ADOPTED by the Metro Council this 29<sup>th</sup> day of June 2006.

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David Bragdon, Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney

**Exhibit A**  
**Resolution No. 06-3663**

<b>Prioritization Summary of Potential ODOT Region 1 Modernization Projects 2008-11 STIP</b>			
	<b>Cost (millions)</b>	<b>Recommendation (millions)</b>	<b>Recommended Phases</b>
I-5 Delta Park Phase II: PE and ROW for Columbia Blvd access to I-5	\$14.000	\$7.000	PE, ROW
I-5 SB/I-205 SB Merge Lane extension	\$3.000	\$0.000	
US26: 185th to Cornell	\$19.500	\$12.500	PE to Con
Troutdale Marine Dr./Backage Road	\$7.900	\$0.500	PE
US26: Springwater Interchange Phase I	\$5.800	\$3.000	PE to Con
I-5: Wilsonville Interchange	\$10.500	\$8.000	PE to Con
Sunrise Corridor	\$7.000	\$0.000	
Preservation Supplement for Ped/Bike STA Implementation Project: McLouglin Blvd in Oregon City Phase 2 as example.	\$1.000 \$3.450	\$0.000	
US26: Kane/257th/Palmquist Interchange		\$0.000	
Highway 217 EIS	\$1 to \$3 million	\$0.500	
I-205/Powell Interchange EA/PE		\$0.000	
I-205 South: I-84 to I-5 EIS (OIPP coordination)		\$0.500	
I-405 Loop: I-5 to I-84 refinement plan		\$0.000	
North Milwaukie Industrial Area Plan		TGM grant	
<b>Total</b>	<b>\$75.150</b>	<b>\$32.000</b>	
Metro Area 2008-11 STIP Modernization Target after existing commitments	\$32 million		
<b>Committed Projects in 2008-09</b>			
I-205/Mall LRT	\$5.000		
Sellwood Bridge	\$1.500		
I-5 Delta Park Ph. 1: PE/ROW	\$2.104		
Preservation supplement for Ped/Bike	\$1.000		
<b>New funding Committed to Projects in 2008-09</b>			

**Exhibit B**  
**Resolution No. 06-3663**

**Conditions of Recommended State Modernization Funding**  
**For the Draft 2008-11 State Transportation Improvement Program**

1. The \$500,000 of Modernization funding proposed for Highway 217 Environmental Impact Statement (EIS) work is conditioned on obtaining a federal “earmark” of transportation funds adequate to complete an EIS. Otherwise, these funds would revert to the US26: 185<sup>th</sup> to Cornell widening project.
2. The I-5 Delta Park Phase II project funding is subject to match funds of \$7 million, the current cost estimate to complete preliminary engineering and right-of-way for the project.
3. The US26: 185<sup>th</sup> to Cornell project funding is subject to match funding of \$7 million, the current cost estimate to complete construction of the project. The \$500,000 of Modernization funds recommended for Highway 217 EIS work is eligible to reduce this match amount should federal earmark funding for that project not be obtained.
4. The US26: Springwater Interchange Phase I project funding is subject to match funding of \$2.8 million, the current cost estimate to complete construction of the project.
5. The I-5 Wilsonville Interchange project funding is subject to match funding of \$3.5 million, a cost estimate to complete construction of some elements of the project. Additional project scope and cost elements beyond a \$10.5 million project definition may be considered outside of this funding recommendation.
6. The I-205 South: I-5 to I-84 project scope will be defined following proposals for further work in the corridor by the Oregon Innovative Partnership Program (OIPP). Funds could be used for required environmental work associated with a project proposal or corridor planning activities.

## **STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 06-3663, FOR THE PURPOSE OF  
PROPOSING A LIST OF HIGHWAY MODERNIZATION PROJECTS TO RECEIVE  
FUNDING IN THE 2008-11 STATE TRANSPORTATION IMPROVEMENT PROGRAM  
(STIP)

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Date: June 29, 2006

Prepared by: Ted Leybold

### **BACKGROUND**

The Oregon Transportation Commission has previously defined how it will target available funding among its various areas of responsibility for the state highway system. This includes funding targeted towards administration, maintenance, operations, bridges, safety and “modernization” or capacity projects. These targets are further defined by target amounts within each of five ODOT districts within the state. The Metro boundary is contained within a greater Oregon Department of Transportation (ODOT) district known as Region 1.

This resolution would provide a recommendation to the Oregon Transportation Commission on which highway related modernization projects to propose for public comment within the draft 2008-11 State Transportation Improvement Program (STIP) for the Metro area of ODOT Region 1. The Commission is scheduled to release a draft 2008-11 STIP this fall for public comment in the mid-October to mid-December 2006 time frame.

The commission, through their guidelines for Area Commissions on Transportation, has requested ODOT regional office staff to closely coordinate with Metropolitan Planning Organizations (MPOs) on the development of the draft STIP. JPACT and the Metro Council are the designated MPO boards for the Portland metropolitan area.

Furthermore, the forums the Oregon Transportation Commission has created for local participation in the development of transportation policy and recommendations, an Area Commission on Transportation, does not exist in the Portland metropolitan area. Therefore, no other method of deliberating and coordinating regional priorities for state transportation funding exists in the Portland area other than the JPACT and Metro Council process.

In February 2006, ODOT Region 1 staff released lists of potential projects, for the Modernization, Safety, Maintenance and Bridge funding categories. The projects in each of the funding categories, except for the Bridge category, were estimated to cost more than the funds identified as available to pay for the projects. Open house forums were held (three in the Metro area) and public comment was received during a 45-day comment period. At the end of the public comment period, JPACT requested to provide the OTC with a prioritized list of Modernization projects for release for further public comment as part of the draft 2008-11 STIP.

To reach a recommendation, a technical analysis of the Modernization projects nominated by ODOT Region 1 staff and projects nominated during the public comment period was developed to evaluate the projects relative to prioritization criteria identified by the OTC and JPACT (See Attachment 1 to this staff report). The analysis and summary of public comments received was made available to TPAC, JPACT and the Metro Council. From this information, a prioritized list of Modernization projects was developed

for recommendation to the Oregon Transportation Commission (See Exhibits A and B to Resolution 06-3663).

#### **ANALYSIS/INFORMATION**

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** None. In adopting this resolution, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council are acting in a coordinating capacity with the Oregon Transportation Commission in the creation of the 2008-11 State Transportation Implementation Program. JPACT and the Metro Council will ultimately decide whether to include the proposed programming of state “modernization” funds when it considers adoption of the 2008-11 Metropolitan Transportation Improvement Program.
3. **Anticipated Effects** Adoption of this resolution will provide the Oregon Transportation Commission with a recommendation of local priorities for consideration of the use of state “modernization” funds, as set defined by the Commission, for use on highway related projects that address capacity in the Metro region.
4. **Budget Impacts** None.

#### **RECOMMENDED ACTION**

Metro staff recommends the approval of Resolution No. 06-3663 as proposed.

Prioritization Summary of Potential ODOT Region 1 Modernization Projects 2008-11 STIP												
Prioritization Criteria	Eligibility	Project Readiness		Oregon Highway Plan Consistency		Freight Mobility		Congestion and/or Freight Mobility (V/C ratio)	Leverage and Public Benefit			Environmental
		Consistent with Constrained RTP and Local TSP	Adequate definition and planning	Funding PE, ROW, Construction	Consistent with Major Improvements Policy	Support 2040 land use	On State or Regional freight system or NHS intermodal connector	Support multi-modal freight movement	Remove barrier to movement of goods	Over match, innovative financing, other infrastructure, jurisdictional transfer	Aid in traded-sector job creation or retention	Benefit multiple modes of travel
Project												
I-5 Delta Park Phase II: PE and ROW for Columbia Blvd access to I-5	High	High - Preferred alt being selected this month as part of current EA	PE, ROW	High	High (Ind, TC)	yes - high OFAC priority	High	High - safe operations and congestion. (.7)	Potential transfer of Denver Ave., community enhancements	High (Columbia South Shore, Rivergate)	Yes	FONSI scheduled for adoption in 2006.
I-5 SB/I-205 SB Merge Lane extension	Med	High - came out of auxiliary lanes project design	PE to Con	High	Low	yes - high OFAC priority	Low	Med - safe operations and congestion. (.34 w/ 2 lanes)	Enhance benefits of Auxiliary lanes	Low	No	Categorical Exclusion
US26: 185th to Cornell	High	Medium - US 26 corridor plan completed	PE to Con	Med	Med (TC)	yes - high OFAC priority	Low	Med - congestion. (.76 w/ 3 lanes)	Low: \$1 million earmark for PD	High (Sunset Corridor)	No	Categorical Exclusion
Troutdale Marine Drive extension PE	Med: Troutdale TSP but not RTP.	Med: earmark funds available but insufficient for planning and design	PE	High: defers need for full interchange	High (Ind, TC)	no but directly connects to I-84 interchange and Marine Dr. - high OFAC priority	Med	Med - safe operations and congestion. (.89)	High: \$1 million earmark for PD/PE	Med (industrial lands access, including former Reynolds Aluminium site - 700 acres)	No	Categorical Exclusion
US26: Springwater Interchange Phase I	High	Med - Refinement plan completed, EA/IAMP in '06-'09 DSTIP	PE to Con	High: defers need for full interchange	Med (Ind) but is timing ripe relative to other projects?	yes - medium OFAC priority	Low	Low	Low: But SDC's eligible for use.	High (Springwater; 15 18K jobs potential)	No	Categorical Exclusion for phase 1 (EA or EIS for full interchange in '06-'09 STIP)
I-5: Wilsonville Interchange (Refinement Plan, PE + ROW)	High (PE, ROW in constrained RTP)	Med - Wilsonville Freeway Access Study defined need, proposal includes refinement plan	PE to Con	High	High (Ind, TC)	yes - high OFAC priority	Med	High - congestion. (1.2)	High (local match)	High (Wilsonville RSIA 194 acres vacant)	Yes	Categorical Exclusion (phase 1)
Sunrise Corridor (PE, ROW)	High	Med - EIS underway	ROW	Low	Med (Ind)	yes - medium OFAC priority	Low	High - safe operations and congestion. (Hwy 212 = 1)	High (earmark, County, OTIA)	High (Clackamas and Damascus Industrial Areas)	Yes (adjacent multi-use path and bus use option being studied)	EIS underway
Preservation Supplement for Ped/Bike	High	N/A	Con	High	Varies	Varies	Low	No	Possible	No	Yes	N/A
STA Implementation Project: Oregon City	High	High - Boulevard plan completed, PE-phase underway	Con	High	High	yes	Low	No. (.52)	High (MTIP, bridge and pres projects)	Med	Yes	?

**Attachment 1**

**Prioritization Summary of Potential ODOT Region 1 Developmental STIP Projects  
2008-11 STIP**

Prioritization Criteria	Eligibility		D-STIP Project Suitability	Oregon Highway Plan Consistency		Already Completed D-STIP Milestone(s)	Funding Identified for Development or Construction	Leverage and Public Benefit	
	Addresses identified need	Has adequate funding to complete milestone		Consistent with Major Improvements Policy	Support 2040 land use			Over match, innovative financing, other infrastructure, jurisdictional transfer	Benefit multiple modes of travel
Project									
Highway 217 EIS	High	Unk	High - 217 corridor plan	Unk - need to define EIS scope	High (2 RC's)	Refinement Plan completed	No	Low	Possible
I-205/Powell Interchange EA/PE	High	Unk	High - Powell Foster Corridor Plan	Med	Low	Refinement Plan adopted	No	Low	Possible
I-205 South: I-84 to I-5 EIS (OIPP coordination)	Low	Unk	Med - OIPP and recon. underway	Med - need more definition	High (Ind, RC's, TC's)	No	OIPP	High (OIPP)	Possible
I-405 Loop: I-5 to I-84 refinement plan	Low	Unk	Med - part of I-405 Loop Study	High	High (RC, Ind)	Refinement Plan drafted	No	Low	No
North Milwaukie Industrial Area Plan	High	Unk	North Milwaukie Industrial Area Plan - TGM	High	Med (station community)	Refinement Plan completed	No	Low	Yes