



METRO

TO: JPACT members, alternates and interested parties
FROM: Rod Park, Chairman
DATE: October 7, 2004
SUBJECT: Oxygenated fuels

JPACT has discussed oxygenated fuels several times in the past few months, although there has been no recommendation made.

Attached you will find a memo from staff providing a background for the oxygenated fuel issue and presenting several options.

Also attached are two draft letters that could be sent to the Department of Environmental Quality on behalf of JPACT concerning oxygenated fuels. I would like to use these draft letters as a basis for JPACT discussion and action.

Thank you for your interest in this matter and I look forward to discussion with you at JPACT on October 14.

**METRO**

TO: Councilor Rod Park, Chair, JPACT
FROM: Andy Cotugno, Director
DATE: October 7, 2004
SUBJECT: Oxygenated Fuels

Request

Oxygenated fuels have been discussed several times at JPACT, but without a final conclusion or recommendation. DEQ's new Portland Area Carbon Monoxide Air Quality Maintenance Plan is proposing to discontinue oxygenated fuels and the public comment period ends October 25. Staff is seeking a conclusion as to how to proceed. We propose that this issue be discussed at the prep-JPACT meeting on October 5.

Background

- Oxygenated fuels (oxy fuels) were originally required for the metropolitan area in 1992 to reduce carbon monoxide (CO) emissions from motor vehicles. This requirement was continued in the 1996 *Portland Area Carbon Monoxide (CO) Maintenance Plan* written by the Oregon Department of Environmental Quality (DEQ), approved by the Oregon Environmental Quality Commission and affirmed by the US Environmental Protection Agency in 1997. In the intervening years, oxy fuel requirements were dropped in other parts of the state with the Portland area the only remaining location with an oxy fuel requirement.

- In advance of the release of the 2004 *Portland Area CO Maintenance Plan*, DEQ asked to coordinate with the region and solicited recommendations on several aspects of the Plan update, including industrial growth allowance allocation, transportation control measures (TCM) and emission budgets.

- The oxy fuel issue was discussed at JPACT and the Metro Council during consideration of a resolution concerning the upcoming 2004 *CO Plan*. At the JPACT meeting, a request was made to defer the oxy fuel discussion to a later date, separating the other CO Plan recommendations from the oxy fuel discussion. On June 17, 2004 Metro Council approved Resolution 04-3457, making recommendations about TCMs, emission budgets and industrial growth allowance allocation for the upcoming *Portland CO Maintenance Plan*. No recommendation about oxy fuels was included in the approved resolution.

- At the July 8 JPACT meeting, a draft resolution on oxy fuels (04-3475) was discussed. The resolution was conditional - if the oxy fuel requirement is continued, MTBE (methyl tertiary butyl ether, one method of oxygenating fuel) should be banned. JPACT member Fred Hansen suggested a different approach - urging a ban on MTBE regardless of oxy fuel policy and further recommending that studies of air toxics and greenhouse gases should be completed to determine whether the oxy fuel requirement should be continued. JPACT discussed this proposal, but did not take action.

- In September DEQ released a draft second *Portland Area CO Maintenance Plan*. The Plan includes a proposal to eliminate the oxy fuel requirement by October 31, 2005. (A portion of the DEQ materials are attached) Reasons include that the Portland area is well below CO standards, so oxy fuel is no longer needed to meet CO requirements. A public hearing on the Plan is scheduled on October 20 with comments due to DEQ by October 25.

Options

In order to bring closure to the topic discussed several times at JPACT, it is recommended that this item be included in the October 14 JPACT agenda. Several options are available to the region including:

- Take no further action. Local governments and individuals are free to give comments directly to DEQ. DEQ's and EQC's expertise and mandates make discussion of this issue more appropriate in this venue.

- Encourage more analysis. Urge DEQ to assess the results of oxy fuel on air toxics and greenhouse gases. Return to JPACT with an assessment of whether oxy fuels will significantly reduce air toxics or green house gases and whether an oxy fuel requirement should be continued.

- Recommend that DEQ continue to initiate rule-making regarding the use of ethanol based oxy fuels in the metropolitan area because of it further reduces CO emissions, promotes energy independence, supports Oregon agriculture and waste reduction and may reduce air toxics and greenhouse gases.

I would be happy to answer any questions.

Thank you.

DRAFT

October 14, 2004

Ms. Stephanie Hallock, Director
Department of Environmental Quality
State of Oregon
811 Southwest Sixth Avenue
Portland, Oregon
97204-1390

RE: *Portland Area Carbon Monoxide Maintenance Plan*

Dear Ms. Hallock

Thank you for the opportunity to comment on the proposed *Portland Area Carbon Monoxide Maintenance Plan (CO Plan)*. As you know, the Joint Policy Advisory Committee on Transportation Policy recommended approval of Metro Resolution No. 04-3457, containing recommendations for *CO Plan* elements including transportation control measures, motor vehicle emission rates, emission set asides for industrial sources and air quality subregions. The Metro Council subsequently approved this resolution's recommendations on June 17, 2004.

We are gratified that the DEQ has included the JPACT and Metro Council recommendations in your proposed *CO Plan* and recommend adoption of the CO Plan by the Environmental Quality Commission. We also appreciate your approach to coordination with our region and the professionalism, hard work and thoughtful efforts of your staff.

We look forward to continuing to work with you and DEQ staff to maintain clean air in our region.

Thank you.

Sincerely,

Rod Park, Chairman
Joint Policy Advisory Committee on Transportation

cc: Annette Liebe, DEQ
David Nordberg, DEQ

DRAFT

October 14, 2004

Ms. Stephanie Hallock, Director
Department of Environmental Quality
State of Oregon
811 Southwest Sixth Avenue
Portland, Oregon
97204-1390

RE: Oxygenated fuels and MTBE

Dear Ms. Hallock

We recognize that the DEQ has recommended discontinuing oxygenated fuels in the greater Portland metropolitan region as a method of reducing carbon monoxide. Carbon monoxide levels are now less than half the federal limit, and forecasts of on-road emission levels show further substantial declines in carbon monoxide. For these and other reasons, DEQ has recommended discontinuing the oxygenated fuel requirement.

We also recognize that one type of oxy fuel, ethanol, has, or could have, substantial benefit to our region. There is research that suggests that oxy fuels containing ethanol may reduce certain air toxics, such as benzene, that can pose a health threat to our residents. Oxy fuels containing ethanol are also reported to bring about significant reduction of greenhouse gases. There are other benefits to ethanol based oxy fuels including promoting energy independence, supporting Oregon agriculture and possibly supporting Oregon forestry and waste reduction in the future should new sources of biomass feedstock be perfected for mass production.

As we understand it, the other agent used to oxygenate fuels is methyl tertiary butyl ether (MTBE). Given MTBE's characteristics, including being a possible carcinogen, the strong chemical bond that it forms with water (making clean up very expensive) and the bad taste and odor that it emanates in even very small quantities, MTBE has been banned in both California and Washington. We would like to work with DEQ to request that the State Legislature ban MTBE in Oregon as well.

Accordingly, we recommend that DEQ initiate rulemaking regarding the use of ethanol based oxy fuels in the metropolitan area to reduce air toxics and greenhouse gases, promote energy independence, support Oregon agriculture and waste reduction.

Thank you for your consideration of these recommendations.

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Joint Policy Advisory Committee on Transportation

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David Nordberg, DEQ

DRAFT

October 14, 2004

Ms. Stephanie Hallock, Director
Department of Environmental Quality
State of Oregon
811 Southwest Sixth Avenue
Portland, Oregon
97204-1390

Chair
EQC

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to the EQC

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Thank you for your consideration of these recommendations.

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Rod Park, Chairman
Joint Policy Advisory Committee on Transportation

We believe these actions
can also

or initiate rulemaking
to require actions
that would produce
at least an
equivalent reduction
in

Brian B. Doherty
brian.doherty@millernash.com
(503) 205-2333 direct line

October 13, 2004

Mr. Rod Park
Chairman
Joint Policy Advisory Committee on Transportation
METRO
600 N.E. Grand
Portland, Oregon 97232

Subject: Oxygenated Fuels

Dear Mr. Park:

My name is Brian B. Doherty and I represent the Western States Petroleum Association ("WSPA"), a non-profit trade organization representing a broad spectrum of companies in the petroleum industry in Oregon.

I offer the following comments with respect to the oxygenated fuels topic on your October 14, 2004, agenda. WSPA urges you to support the first letter to DEQ Director Stephanie Hallock entitled "Portland Area Carbon Monoxide Maintenance Plan," which recommends that the EQC adopt DEQ's CO Plan.

WSPA supports DEQ's position to eliminate the oxygenated fuel mandate in their carbon monoxide maintenance plan renewal. The carbon monoxide maintenance plan is an environmental success story. Its success is owed to catalytic converters, fuel injection, and fleet turnover—not the oxygenated fuel mandate. As the Oregonian stated in its September 7, 2004, editorial, "when a regulation has done its job, or it is no longer necessary, government should rescind it, not search for another justification. To do otherwise is to invite greater cynicism and more opposition to truly vital environmental regulations."

Moreover, the Governor's office and DEQ are actively participating in and reviewing draft documents from the Governor's Renewable Energy Task Force and from the Governor's Global Warming Advisory Group that extensively discuss ethanol and biodiesel production and use in motor vehicle fuels on a statewide basis. (Copies of the draft reports have been provided to Mark Turpel.)

Mr. Rod Park
Chairman

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October 13, 2004

WSPA concurs with JPACT member, Fred Hanson, that the studies of greenhouse gas impacts and air toxics should be undertaken to determine whether biofuels should be a part of the equation in addressing the state's concerns. It is important that the state conduct a full and open discussion of its goals with respect to renewables, air toxics, greenhouse gases, and global warming and the best methods to address those issues. Our industry will be active participants in that process.

WSPA opposes unnecessary mandates, not ethanol. Our industry is the number one purchaser of ethanol in the U.S. We work closely with the ethanol industry in providing a quality product that operates appropriately with today's automobile engines. However, there are issues relating to the use of oxygenates in gasoline, particularly ethanol, that should be addressed before any decision to utilize a fuel blend is considered:

1. A new California Research Council (CRC) study shows permeation emissions (emissions through hoses) from fuels with ethanol are very significant.
2. Studies suggests it takes only slightly less than one BTU of energy from fossil fuel to make one BTU of energy from ethanol. (0.8 to 1.0 according to the most recent USDA estimates.)
3. Currently, there is no appreciable ethanol production in Oregon. An Oregon mandate would benefit only out-of-state and foreign country ethanol producers as has been the case for the past 10 years.
4. More than 50 percent of the ethanol used in the metro area the past few years has been from producers outside of the United States. This certainly does not support an energy independence argument for ethanol in Oregon.
5. The national energy bill contains a 5 billion gallon renewable fuels mandate. It narrowly failed passage last year and Congress plans to bring it forth again in the near future. If it passes, demand for ethanol and other renewable fuels will increase substantially, further impacting ethanol use in Oregon.
6. Ethanol demand is increasing dramatically as MTBE is phased out across the country. California's ethanol use is predicted by the California Energy Commission to increase by 1 billion gallons in 2004.
7. The use of 10 percent ethanol in gasoline produces approximately a 3 percent loss in fuel economy. Simply put, at \$2 per gallon, this results in a loss of 6 cents per gallon.

Mr. Rod Park
Chairman

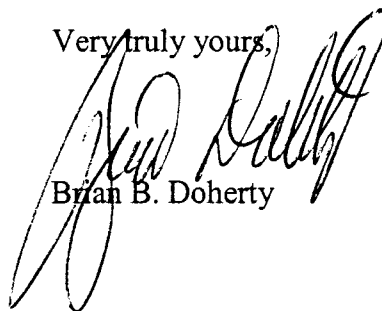
- 3 -

October 13, 2004

8. The American Lung Association testified to Congress that it strongly opposes ethanol mandates because they lead to greater air pollution emissions.

In conclusion, we encourage Metro to support the Governor's Task Force and advisory group's studies on the best means of addressing green house gas and other air toxics issues so that a fully informed opinion can be made. To that end, we encourage JPACT to adopt the first letter to DEQ Director Stephanie Hallock.

Very truly yours,

A handwritten signature in black ink, appearing to read "Brian B. Doherty", written over the typed name.

Brian B. Doherty

Board of County Commissioners
MULTNOMAH COUNTY OREGON

-JPAKT

501 SE Hawthorne Blvd., Ste. 600
Portland, Oregon 97214
(503) 988-6800

September 23, 2004

Dear Members of the Oregon Environmental Quality Commission:

We urge the Oregon Department of Environmental Quality to continue the successful oxygenated fuels program in the Portland area. The program's success, not only in reducing CO emissions from vehicles, but also in reducing emissions of harmful toxics and the greenhouse gas CO₂, are commendable and directly contribute to the region's overall health. In addition, the program provides the only effective current policy for substituting renewable fuel for petroleum in the transportation sector.

Multnomah County, along with the City of Portland and State of Oregon, has made the reduction of greenhouse gases a priority through the county's Sustainability Initiative. As the Portland metropolitan region continues to grow it is crucial that we, as policy leaders, remain focused on the region's livability, and essential to this effort is clean air. The oxygenated fuels program is a critical tool in assuring clean air.

When considering the many benefits enjoyed by the region of the oxygenated fuels program, we believe it is in the public's best interest to continue the program.

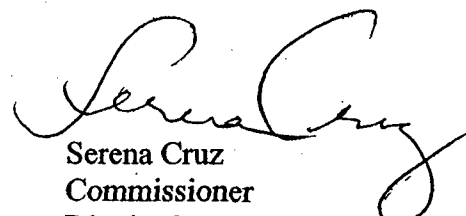
Thank you for the opportunity to weigh in on this issue.

Sincerely,

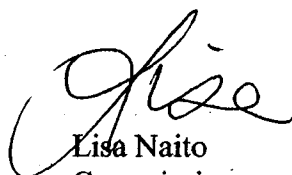


Diane M. Linn
Chair
Board of Commissioners

Maria Rojo de Steffey
Commissioner
District 1



Serena Cruz
Commissioner
District 2



Lisa Naito
Commissioner
District 3



Lonnie Roberts
Commissioner
District 4

cc: Stephanie Hallock, Oregon Department of Environmental Quality

State of Oregon
Department of Environmental Quality

Memorandum

Date: October 14, 2004

To: JPACT

From: Stephanie Hallock, Director, and Annette Liebe, Acting Air Quality Administrator, DEQ

Subject: Portland Area CO Maintenance Plan Overview

The Portland Area Carbon Monoxide (CO) Maintenance Plan is open for public review and comment until Oct. 25, 2004.

- A public hearing is scheduled for 2:00 p.m., Oct. 20, 2004 at DEQ Headquarters, Room 3A, 811 SW Sixth in Portland.
- The Environmental Quality Commission (EQC) will hear an oxygenated fuel informational item on Oct. 22, 2004 at their meeting in Tillamook. The public will have an opportunity to comment to the EQC on the CO Plan proposal at that meeting.
- The EQC is scheduled to take final action on the plan at its December 9-10, 2004 meeting in Portland.

JPACT/Metro Involvement

JPACT and the Metro Council have endorsed much of the plan, including:

- New Motor Vehicle Emissions Budgets that accommodate growth through 2037.
- New Transportation Control Measures (TCMs) that integrate land use planning and transportation planning. It gives real teeth to the implementation of projects such as light rail that benefit air quality. TCMs include:
 - 1% annual increase in transit
 - 28 miles of bike paths
 - 9 miles of sidewalks
 - contingent TCMs: If Vehicle Miles Traveled (VMT) per capita rises 10%, commitments to light rail, commuter rail, Regional Travel Options and Transit Oriented Development become *real* TCMs. This approach captures the region's commitment to these measures while avoiding administrative burdens.
- Eliminate Motor Vehicle Emissions Budgets for sub-regions (these have been unnecessary).
- Continue Industrial Growth Allowance

Issues

- The Clean Air Act requires that the Portland CO plan be updated eight years following redesignation to ensure continued compliance with air quality standards. DEQ committed to completing this update by December 31, 2004. This updated CO plan also updates the motor vehicle emissions budget to ensure that transportation projects do not jeopardize air quality. The updated emission budget in the draft plan uses the newest emissions model from EPA and the latest population and employment growth projections. The budget limits the amount of CO allowed from transportation projects approved through 2017.
- DEQ has negotiated an expedited review of the Portland CO Maintenance Plan by EPA, which will allow the updated emissions budgets to be approved by fall 2005, when it is needed to allow Metro to adopt the 2006-2009 Metropolitan Transportation Improvement

Program. EPA is legally allowed 18-24 months for SIP approval but has agreed to process the Portland CO plan within 7 months of submittal. If EPA approval is delayed, and a conformity determination cannot be made, new regionally significant transportation projects, regardless of funding source, can not move forward except for exempt projects such as TCMs. DEQ, Metro, ODOT, FHWA and EPA will work together to resolve issues as quickly as possible to avoid this situation.

Other features of the proposed CO plan include:

- Repeal of oxygenated fuel. This requirement has had decreasing effectiveness in reducing CO emissions from on-road vehicles: CO reductions = 20% in 1992, 6% in 2005 and 1.6% in 2020. Projections show that CO emissions would remain well below airshed capacity even without oxygenated fuel (see chart below). Ambient concentrations are projected to remain less than half the standard.
- Prepares for ending enhanced vehicle emissions test in future.

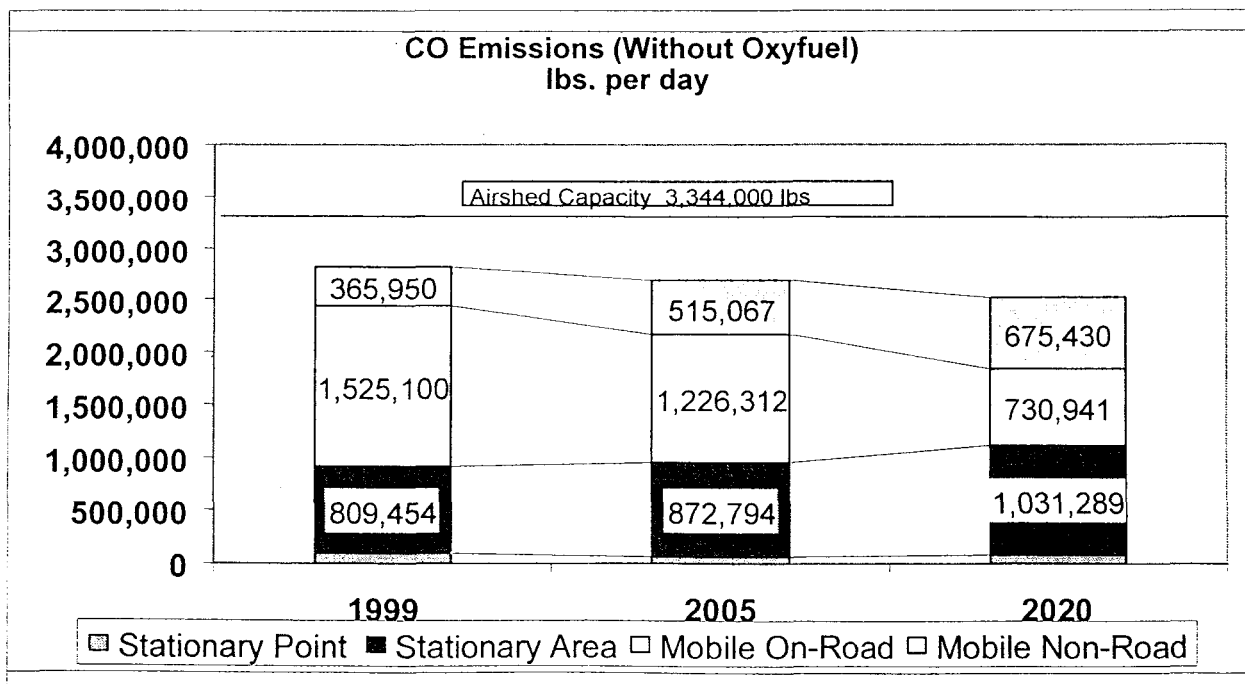
Other issues have been raised regarding use of ethanol as fuel, including:

- Greenhouse gas reduction
- Air toxics effects
- Renewable energy

Ethanol as fuel is being addressed in other forums:

- Department of Energy Renewable Energy Initiative
- Governor's Global Warming Advisory Group
- National Energy Bill

A copy of the complete draft CO Maintenance Plan and supporting staff report is available upon request, or on the DEQ website, www.deq.state.or.us. If you have any questions, please contact Annette Liebe at (503) 229-6919.



Portland Area Carbon Monoxide Maintenance Plan

Background

The Oregon Department of Environmental Quality (DEQ) is seeking comments on a proposed Portland Area Carbon Monoxide (CO) Maintenance Plan. The Clean Air Act requires the region to prepare this plan to demonstrate how the Portland area will stay below the federal air quality standard for CO until 2017. This rulemaking proposes to discontinue the wintertime oxygenated fuel requirement as of October 31, 2005, amend Motor Vehicle Emissions Budgets, make changes to current Transportation Control Measures (TCMs) and prepares for potential future changes in how DEQ tests emissions of 1981 through 1995 vehicles.

After the Environmental Quality Commission (EQC) takes action on the proposal, DEQ will submit this rulemaking to the U.S. Environmental Protection Agency (EPA) as a revision to the State Implementation Plan. DEQ has the statutory authority to address this issue under ORS 468.020. These rules implement ORS 468A.035.

Why are rule changes needed?

This rulemaking meets a Clean Air Act requirement to develop a plan by 2005 that will demonstrate how the Portland area will comply with the CO standards until 2017.

Proposed change to oxygenated fuel requirement

Today, vehicle emission controls are increasingly effective in reducing CO emissions and CO concentrations in the Portland area are less than half of the federal limit. The CO maintenance plan analysis shows that the Portland area will easily maintain these low CO levels without the need for oxygenated fuel. Therefore, the regulatory requirement to use oxygenated fuel is no longer necessary to ensure compliance with CO standards with a significant margin of safety. The CO plan proposes to eliminate the oxygenated fuel requirement effective October 31, 2005, in time for the 2005/2006 winter season. An overview of the history of oxygenated fuel requirement in Portland is shown in Attachment 1.

The CO maintenance plan also proposes to update the existing Motor Vehicle Emissions Budgets that are necessary to ensure that

transportation projects do not jeopardize air quality. DEQ needs to update these budgets using new emission estimating techniques and the latest emissions forecast based on expected growth. These budgets limit the amount of CO allowed for transportation sources through 2017.

Proposed change to Transportation Control Measures

This proposal also updates existing Transportation Control Measures (TCMs). TCMs aim to reduce vehicle emissions by reducing automotive use. The plan includes three measures that were developed and approved by the Portland regional government, Metro. The measures increased transit service and improved facilities for bicyclists and pedestrians. The CO maintenance plan also includes contingent TCMs linked to increases in average vehicle miles traveled (VMT) per capita. These contingent TCMs reinforce the region's commitment to the Washington County Commuter Rail, the I-205 Light Rail and other projects that reduce motor vehicle use.

Potential change to Vehicle Inspection Program

The proposed plan allows a minor change to the Vehicle Inspection Program. The new CO plan provides for replacement of the enhanced emissions test for 1981 through 1995 vehicles with the quicker and slightly less restrictive basic emissions test. This change is contingent upon a finding by DEQ that the enhanced test for these model years is not needed for reducing ozone in Portland. DEQ is evaluating phasing out the enhanced test because an increasing number of vehicles use the On Board Diagnostic (OBD) test, which applies to 1996 and newer vehicles. Currently 1996 and newer vehicles comprise 52 percent of the fleet and this percentage increases each year.

Industrial sources; contingency plan

The proposed CO maintenance plan retains existing requirements for new and expanding major industrial sources under the New Source Review program. These requirements include Best Available Control Technology (BACT) emission controls. In addition, the plan retains the existing industrial growth allowance to facilitate economic opportunity for new and expanding industries by providing an alternative to the emission offset requirement.



State of Oregon
Department of
Environmental
Quality

Air Quality Division
811 SW 6th Avenue
Portland, OR 97204
Phone: (503) 229-5359
(800) 452-4011
Fax: (503) 229-5675
Contact:
Dave Nordberg
nordberg.dave@deq.state.or.us
www.deq.state.or.us

Additional Materials Attached

- I: Oxygenated Fuel Chronology
- A: Proposed rule changes
- B: Statement of Need and Fiscal Impact
- C: Land Use Evaluation Statement
- D: Response to Questions Addressing Federal Requirements

Finally, the proposed CO maintenance plan includes a Contingency Plan as required by the Clean Air Act. In the unlikely event of a future violation of CO standards, this plan would require reinstatement of all requirements that applied before the area was redesignated to attainment. Those requirements include state-of-the-art emissions control for new and expanding major industry, the resumption of oxygenated fuel requirements, and (if the violation occurs downtown) the reinstatement of the downtown Portland parking lid.

History of the oxygenated fuel requirement and CO maintenance plan

Oxygenated fuel was originally required for the Portland area under the 1990 Clean Air Act amendments to reduce CO emissions. The oxygenated fuel requirement took effect in 1992 and applies only during the coldest months of the year--the beginning of November through the end of February. The Portland area first met the CO standard in 1991, largely as a result of federal motor vehicle emission standards. However, the oxygenated fuel requirement further reduced CO emissions, ensuring continued reduction in ambient CO levels.

In 1996, DEQ requested that the EPA redesignate the Portland area to attainment for CO. At that time, DEQ's analysis showed that the oxygenated fuel requirement was no longer necessary to meet CO standards. DEQ proposed a range of oxygenated fuel options for public comment. After considering public comments, DEQ recommended that the Environmental Quality Commission (EQC) repeal the oxygenated fuel requirement after the winter of 1997-1998. However, due to stakeholder interest in the benefits of oxygenated fuel, the EQC directed the DEQ to retain the oxygenated fuel requirement and to reevaluate the status of Portland area CO levels in two years (1998).

DEQ's 1998 analysis again showed that oxygenated fuel was not needed to maintain compliance with CO standards. However, there was strong stakeholder support for retaining oxygenated fuel to provide an added margin of safety. DEQ recommended continuing the oxygenated fuel program for an additional two years (through 2000), at which time the need for oxygenated fuel would again be reassessed. This assessment would take into account measured CO data reflecting the benefit of the new enhanced vehicle emissions test under the Vehicle Inspection Program. The assessment would also incorporate improvements to EPA's model for estimating motor vehicle emissions. Due to delays in the release of EPA's new motor

vehicle emissions model, DEQ decided to incorporate the next evaluation of the oxygenated fuel program into 2004 CO plan.

Other aspects of oxygenated fuel

Today, oxygenated fuel lowers total CO emissions by about 5%, and may slightly reduce the relative toxicity of motor vehicle emissions. Ethanol in fuel decreases greenhouse gas emissions, although estimates of that benefit vary widely. In addition, ethanol is a renewable energy source and contributes to the nation's energy independence. Ethanol is produced from corn and other grains, so its use as fuel strengthens some agricultural markets.

Who may be affected?

Eliminating the requirement for oxygenated fuel may affect the ethanol industry by reducing demand for its product. At the same time, this action could benefit the petroleum industry by removing the obligation to blend an oxygenating agent with fuel thereby allowing greater flexibility and less complex and less expensive fuel handling. Fuel suppliers may choose to continue to blend fuel with ethanol for other reasons (such as to boost octane) as market forces dictate. If fuel suppliers discontinue the use of ethanol in fuel, the general public will benefit by an approximate two percent increase in fuel economy. The potential costs and benefits of DEQ's proposal are discussed further in Attachment B.

How was this proposal developed?

DEQ consulted with affected stakeholders as well as state, federal and local government transportation, energy and other affected agencies. Metro, the local transportation organization, formally approved the transportation control measures and the transportation emission budgets of the second Portland Area CO Maintenance Plan.

Public hearing

DEQ will hold a public hearing to receive oral and written comment on this proposal. All comments will be recorded and summarized for the EQC. Before the hearing begins, DEQ will hold an informational meeting to present background material on CO in the Portland area, describe the plan's leading features and answer questions. The hearing will be held:

2 p.m.
Wednesday, Oct. 20, 2004,
DEQ Headquarters,
Conference Room 3A (3rd Fl.)
811 SW 6th Avenue, Portland

On October 22nd, DEQ will provide an informational briefing to the EQC on the CO



State of Oregon
Department of
Environmental
Quality

Air Quality Division
811 SW 6th Avenue
Portland, OR 97204
Phone:(503) 229-5359
(800) 452-4011
Fax: (503) 229-5675
Contact:
Dave Nordberg
nordberg.dave@deq.state.or.us
www.deq.state.or.us

Additional Materials Attached

- 1: Oxygenated Fuel Chronology
- A: Proposed rule changes
- B: Statement of Need and Fiscal Impact
- C: Land Use Evaluation Statement
- D: Response to Questions Addressing Federal Requirements

plan and oxygenated fuel proposal. This briefing also provides the public an opportunity to comment to the EQC on DEQ's proposal. This meeting will be held in either Portland or Tillamook, Oregon.

The EQC is scheduled to consider the Portland CO plan for adoption at their December 9-10 meeting in Portland.

How to comment

Submit comments on the proposed rulemaking in writing via mail, fax or e-mail at any time prior to the comment deadline, 5 p.m., Oct. 25, 2004 to:

Dave Nordberg
Oregon DEQ, Air Quality Division,
811 SW 6th Avenue, Portland, OR 97204
Fax: 503-229-5675, or
E-mail: nordberg.dave@deq.state.or.us

For more information

Copies of documents used to develop this rulemaking proposal may be reviewed at DEQ Air Quality Program office. Please contact Susan Carlson at (503) 229-5359 for times when the documents are available for inspection.

For more information on the rulemaking proposal, including the complete version of the Portland Area Carbon Monoxide Maintenance Plan and the supporting Emission Inventory, please contact Dave Nordberg at (503) 229-5519 or toll-free in Oregon at 1-800-452-4011. To view materials related to the new plan at the DEQ Web site go to:

<http://www.deq.state.or.us.aq.htm> and
<http://www.deq.state.or.us/aq/Factsheets/04-Aq-002-OxyFuel.pdf>

How will rules be adopted?

DEQ will prepare a response to all comments received during the public hearing and comment period and may modify the proposed rules. DEQ plans to make a recommendation to the EQC at their Dec. 9 through Dec. 10, meeting in Portland. DEQ will notify people of the time and place for final EQC action if they submit comments during the hearing or comment period or request to be on DEQ's mailing list for this rulemaking.

Alternative formats/accommodations

Please notify DEQ of any special physical or language accommodations needed for the hearings as far in advance as possible. Alternative formats of this document can be made available by contacting the DEQ Office of Communications & Outreach, Portland, at (503) 229-5317



State of Oregon
Department of
Environmental
Quality

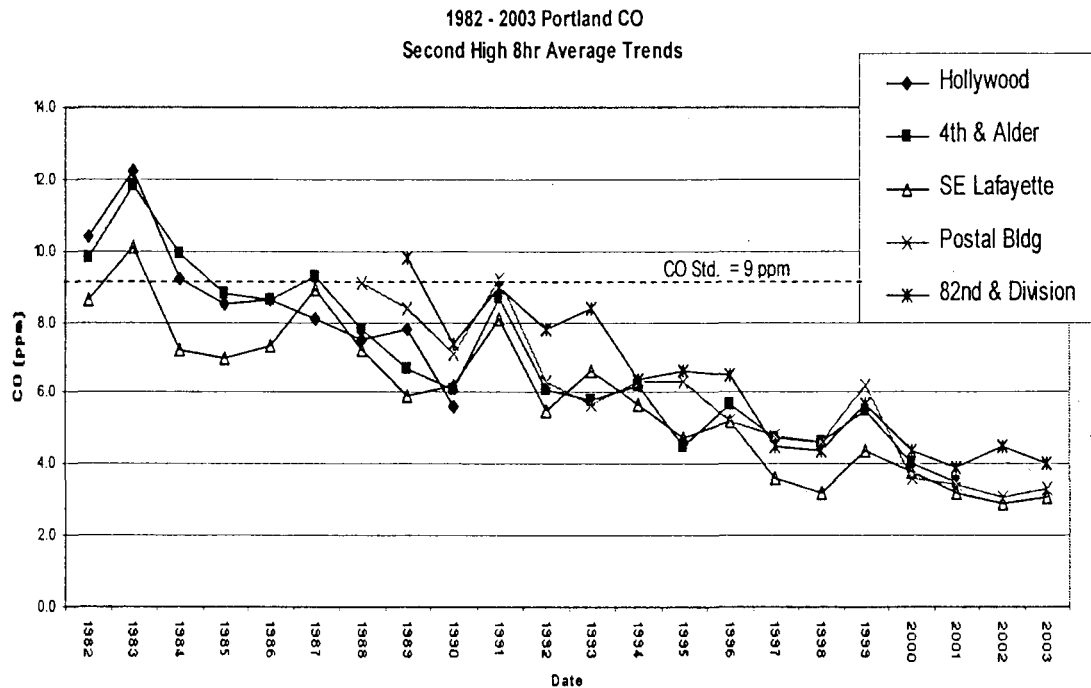
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Portland Oxygenated Fuel Carbon Monoxide Reduction Strategies A Chronology

Ambient carbon monoxide (CO) concentrations in the Portland area decreased dramatically over the last several decades. CO levels of more than twice the air quality standard in the early 1970s are less than half the standard today. CO concentrations for the last two decades in relation to the 9 ppm federal health standard are shown below:



Following is a general chronology of the CO reduction strategy and key milestones for the oxygenated fuel requirement in Portland:

1972 The Portland area exceeds the CO standard approximately 1 out of 3 days. Motor vehicles produce the overwhelming majority of CO emissions.

Ongoing Federal standards for new vehicle emissions tighten repeatedly since the 1960s and produce the largest improvements in air quality. Lower federal emission standards for motor vehicles will continue to reduce emissions throughout the 1980s and 1990s.

1975 The Department of Environmental Quality (DEQ) begins a vehicle emissions testing program in the Portland area.

1975 Portland adopts the Downtown Parking and Circulation Policy (including the parking lid) to decrease CO concentrations by reducing downtown traffic.

1990 Despite years of steadily reducing CO concentrations, the Portland area still fails to meet CO standards and is designated as a CO nonattainment area under the

1990 Clean Air Act Amendments. The Clean Air Act Amendments require CO nonattainment areas to use oxygenated fuel during the coldest months.

1992 Oxygenated fuel requirements take effect Nov. 1st in Portland, Grants Pass, Medford and Klamath Falls.

1996 Marks five consecutive years in compliance with CO standards. DEQ develops the first Portland Area CO Maintenance Plan and applies to EPA for redesignation to attainment. DEQ evaluates the need to continue the oxygenated fuel program. Key points from DEQ's 1996 assessment include:

- Oxygenated fuel is no longer needed to maintain good air quality. The safety margin for compliance without oxygenated fuel is projected to be 11% in 1997, 28% in 1999 and 21% in 2007.
- The proposed CO maintenance plan published for public comment offers several options for the oxygenated fuel program.
- Approximately 2 out of 3 comments favor keeping oxygenated fuel requirements in place. Oxygenated fuel proponents include many local elected officials.
- DEQ reports to the Environmental Quality Commission (EQC) that oxygenated fuel is no longer needed as a CO reduction strategy and recommends that the oxygenated fuel requirement be repealed after the winter of 1997-1998. DEQ also proposed to conduct an evaluation of actual CO air quality data by March 1998, and based on that assessment, recommend to the EQC whether to maintain the repeal or reinstate the oxygenated fuel program.
- The EQC adopts the Portland CO plan and decides on the basis of public comment to continue the oxygenated fuel requirement. The EQC asks DEQ to reevaluate the need for oxygenated fuel after the winter of 1997-1998.

1997 EPA approves the Portland area CO plan and redesignates the area to attainment for CO.

1998 DEQ presents an update to the EQC on the need to continue the oxygenated fuel program (report requested by the EQC in 1996).

- DEQ reports that oxygenated fuel is not needed to maintain compliance with the CO standard but notes many elected officials support keeping the oxygenated fuel program.
- DEQ suggests further evaluation after the winter of 2000-2001 when the enhanced vehicle testing program is fully implemented, and after EPA's finalizes a new computer model for estimating motor vehicle emissions. EPA's new model will allow a more accurate evaluation of CO concentrations and the need for oxygenated fuel.
- The EQC concurs and asks DEQ to return with updated information when it becomes available.

2000 Oxygenated fuel is discontinued in Grants Pass.

2001 The release of EPA's new Mobile6 emission factor model is delayed repeatedly. DEQ discontinues an oxygenated fuel advisory committee effort when decreased resources cause DEQ to reevaluate discretionary work. Reconsideration of oxygenated fuel is deferred until the CO maintenance plan is updated in 2004.

2001 Oxygenated fuel is discontinued in Klamath Falls.

2002 Oxygenated fuel is discontinued in Medford.

2004 DEQ develops the second CO maintenance plan. Emission projections demonstrate that CO levels in the Portland area would remain less than half the CO standard even if oxygenated fuel were eliminated. The oxygenated fuel requirement provides an approximate 5% reduction in total CO emissions. If oxygenated fuel is discontinued, wintertime CO levels will increase approximately 5% but still remain less than half the 9 ppm CO standard. Oxygenated fuel is no longer needed as a CO reduction strategy. DEQ intends to take public comment on the proposed CO maintenance plan, and oxygenated fuel proposal, from September 7th through October 25th. DEQ will hold a public hearing on the plan October 20th, and the EQC will hear information related to the oxygenated fuel requirement at their meeting on October 22nd. That meeting will be held in either Portland or Tillamook and will offer the public an opportunity to speak directly to the EQC. Adoption of the Portland CO maintenance plan is scheduled for consideration by the EQC during their December 9-10, 2004 meeting in Portland.

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METRO

DATE: October 7, 2004
TO: JPACT Members
FROM: Rod Park: JPACT Chair
SUBJECT: Transportation Priorities proposed amendments

* * * * *

Following is the recommendation from the Transportation Policy Alternatives Committee on a first cut narrowing for public comment of candidate projects for Transportation Priorities funding. The materials include an explanation of the recommendation, a list of policy issues for further consideration and a candidate project list.

In order to ensure that all proposed amendments are given full and accurate consideration, please bring 40 copies of any proposed amendments in writing to the JPACT meeting.

Thank you for your help in this matter.

**METRO**

DATE: October 6, 2004

TO: JPACT, Metro Council and Interested Parties

FROM: Ted Leybold, MTIP Manager

SUBJECT: Transportation Priorities 2006-09 – TPAC Recommended First Cut List

* * * * *

Introduction

Following is the Transportation Policy Alternatives Committee (TPAC) recommended First Cut list of projects and programs for Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council consideration and public comment for the Transportation Priorities 2006-09 program.

TPAC and JPACT reviewed a draft recommendation at their August 27th and September 9th meetings and provided comments, a summary of which are also included in this memorandum. Comment generally fell into one of three categories: technical or funding information that could affect the Metro staff recommendation, policy or qualitative issues or requests that may be taken up by JPACT and the Metro Council during either the first or final cut narrowing process, and policy issues that will be identified for consideration prior to the next allocation process.

New project technical and financial information that has changed the Metro staff recommendation to recommend projects for further consideration include: the Eastbank to Springwater trail connector project, preliminary engineering of the Highway 43 transit corridor, a portion of the Ledbetter extension freight project that represents the increase in project cost since its application for OTIA III funding, and the SE 172nd Avenue project. Metro staff did not recommend a requested change to remove the Tualatin Valley Highway corridor study funding from the further consideration list in exchange for further consideration of funding of preliminary engineering and right-of-way costs for the Ash Street extension project and the additional funding to the Beaverton-Hillsdale/Scholls Ferry/Oleson intersection improvement due to the policy nature of a local priority request.

Finally, some policy issues have been raised that may serve as a policy direction or rationale for narrowing from the First Cut list to the Final Cut list or that need to be identified for future consideration prior to the next solicitation period. These issues are summarized in Exhibit A.

TPAC recommended two changes to the Metro staff recommendation. First was that JPACT and the Metro Council consider the addition of the Clackamas County Intelligent Transportation System (ITS) project application to the First Cut List. Clackamas County staff introduced letters from the ITS Subcommittee of TPAC and from the Oregon Department of Transportation Rail Safety Division in support of the project and indicated that the Rail Safety Division has verbally indicated that they may be interested in financially supporting the project. While program guidelines adopted by JPACT and the Council limit technical staff from recommending a project to the First Cut list of this project's relative technical score, given the circumstances outlined in the support letters, TPAC recommended JPACT and the Metro Council consider using their policy authority to add this project to the First Cut list and investigating the potential of the Rail Safety Division's contribution to this project.

The Clackamas ITS project joins the Transit Safe Street Crossing project in the pedestrian mode category as projects not formally recommended to JPACT and the Council due to technical score constraints but highlighted for discussion and potential action to add those projects to the First Cut list.

Second, TPAC recommended the request by Washington County to remove the recommendation for further consideration of the Tualatin Valley Highway corridor study and to recommend further consideration of the preliminary engineering and right-of-way acquisition phases of the Ash Street extension in Tigard and additional funding for preliminary engineering of the Beaverton-Hillsdale/Scholls Ferry/Oleson intersection project. TPAC is interested in further discussion about the potential of the Ash Street extension to increase street connectivity and stimulate redevelopment in the Tigard town center and the potential to link a town center planning effort in Raleigh Hills associated with the preliminary engineering of the Beaverton-Hillsdale/Scholls Ferry/Oleson intersection project. Washington County expressed reservations about the potential to complete a corridor plan in the Tualatin Valley highway corridor given other highway corridor needs.

The attached Exhibit B is a summary list of the project and programs as recommended by TPAC.

Finally, TPAC recommended that Metro staff provide written information on how the TPAC recommendation responds to the program policy guidance. That information is provided immediately below the policy guidance summary in this memorandum.

Metro Council is scheduled to act on the First Cut list at its October 5th work session and JPACT is scheduled to act on October 14th.

Policy Guidance for the 2006-09 Transportation Priorities Program

JPACT and the Metro Council prior to solicitation of project applications adopted the following policy guidance:

The primary policy objective for the Transportation Priorities 2006-09 program is to leverage economic development in priority 2040 land-use areas through investments that support:

2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities)

2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas), and

2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans

Other policy objectives include:

- emphasize modes that do not have other sources of revenue
- complete gaps in modal systems
- develop a multi-modal transportation system with a strong emphasis on funding bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs
- meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities

Explanation of Metro Staff Project/Program Recommendations

Following are summaries of the projects and programs proposed for consideration of the First Cut List by project staff within each mode category.

Bike/Trail

- The top eight technically ranked projects were nominated for inclusion in the first cut list. The lowest two technically ranked projects were not viewed as mature in their development, connectivity and ridership as the projects recommended for further consideration.

- The projects included will meet progress needed on air quality Transportation Control Measures for miles of bicycle projects and, in combination with the pedestrian category, for pedestrian improvements.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the bicycle modal category implements the policy guidance by:

Economic development in priority land use areas: The Springwater Trailhead and MAX multi-use path projects are located in the Gresham regional center, the Jennifer Street project is located in a Clackamas County industrial area while the other projects are more systematic in nature providing connectivity on the regional bike system. The development of a regional bike system and bike access to 2040 priority land use areas contribute to the economic vitality of the region by increasing bike trips that do not require more land intensive and costly auto parking spaces in those areas where efficient use of land is most critical. The provision of a well-designed network of bicycle facilities also contributes to the overall attractiveness to both companies and a quality work force to locate in the region.

Emphasize modes that do not have other sources of revenue: Bicycle projects outside of vehicle capacity or reconstruction projects that are required to build bike facilities only have dedicated funding limited to a state program that allocates approximately \$2.5 million per year or as one of several eligible project types that compete for statewide Transportation Enhancement grants of approximately \$4 million per year. Additionally, one percent of state highway trust fund monies passed through to local jurisdictions must be spent on the construction or maintenance of bicycle or pedestrian facilities.

Complete gaps in modal systems: The bicycle projects recommended for further consideration all complete gaps in the existing bicycle network. While the Springwater Trailhead project does not strictly complete a gap in the provision of a bike trail or lane, it does provide needed user facilities on the trail system that do not exist today.

Develop a multi-modal transportation system: This is a modal emphasis category for the Transportation Priorities program.

Meet the average annual requirements of the State air quality implementation plan: The bicycle and trail projects recommended for further consideration would provide 8.65 miles of a required 5 miles of new bicycle facilities for the two-year funding period. This assumes the MAX multi-use path project in Gresham would be applied to meeting requirements for the provision of pedestrian facilities and is included in the calculation of that category.

Boulevard

- The top four technically ranked projects were nominated for further consideration.
- The East Baseline project is not recommended for further consideration because it was the lowest ranked project and Metro staff is interested in the City of Cornelius making further progress on implementation of Phase I of the Adair/Baseline Boulevard project prior to consideration of funding Phase II.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the bicycle modal category implements the policy guidance by:

Economic development in priority land use areas: The recommended projects are a direct investment in priority 2040 mixed land use areas and support further economic development in those areas by providing the facilities and amenities necessary to support higher densities of development, a mix of land use types and higher percentage of trips by alternative modes and by enhancing land values in the vicinity of the project.

Emphasize modes that do not have other sources of revenue: While elements of Boulevard projects are eligible for different sources of transportation funding, they have no source of dedicated funding to strategically implement these types of improvements in priority 2040 land use areas.

Complete gaps in modal systems: The recommended projects add new or enhance existing pedestrian and some bike facilities to the regional network. The Rose Biggi project would construct a new collector level motor vehicle connection within a regional center to meet regional guidance on street connectivity.

Develop a multi-modal transportation system: This is a modal emphasis category for the Transportation Priorities program.

Meet the average annual requirements of the State air quality implementation plan: The Boulevard projects recommended for further consideration would provide .8 miles of a required 5 miles of new bicycle facilities and .1 mile of a required 1.5 miles of pedestrian facilities for the two-year funding period.

Large Bridge

- The Sellwood Bridge type, size and location study and preliminary environmental work is proposed for further consideration.

- The recommendation for further consideration of this project is based on the potential for regional flexible funds to seed local and state project development funds that could then leverage a large allocation from federal and state Bridge Replacement funds to reconstruct the Sellwood Bridge. Metro staff is interested in further discussion with local and state partners concerning the scope and cost of project development work needed to leverage larger allocations of funding and a cost sharing arrangement for that development work.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the large bridge modal category implements the policy guidance by:

Economic development in priority land use areas: supports economic development by serving a local freight route and the Tacoma main street and South Waterfront mixed use areas.

Emphasize modes that do not have other sources of revenue: Bridge projects receive dedicated sources of revenue from federal and state funding sources. Award of these funds is done on a competitive process and allocation of regional flexible funds would be intended to develop enough project detail to effectively compete for those sources of revenue.

Complete gaps in modal systems: policy objectives of and providing new pedestrian and bicycle facilities that do not exist on or could be added to the current bridge and that cannot be provided on any alternative route. The project would also reopen the bridge to freight and transit traffic that is currently rerouted to the Ross Island Bridge approximately 2.5 miles to the north.

Develop a multi-modal transportation system: This is not a modal emphasis category for the Transportation Priorities program.

Meet the average annual requirements of the State air quality implementation plan: As a replacement or reconstruction project, this project does not address this policy goal.

Green Streets

- The top technically ranked green street demonstration projects for street and culvert retrofits are recommended for the first cut list. While these were the only candidate applicants in these categories, both are strong projects and worthy of further consideration.

- The Cully Boulevard project will provide improvements in a 2040 mixed-use main street located in a low-income and minority community and will provide technical data on water quantity/quality improvements associated with green street techniques.
- The Beaver Creek Culverts project will support recovery of endangered species, removing barriers associated with transportation facilities and will leverage a large local match and state restoration grant (70% of total project cost).

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the green streets modal category implements the policy guidance by:

Economic development in priority land use areas: The Cully Street demonstration project supports the economic development of a mixed-use main street. As a demonstration project for innovative stormwater management techniques in the public right-of-way, the project has the potential to promote a less costly, environmentally sensible means of managing stormwater runoff region wide. The Beaver Creek culverts retrofit project support economic development by supporting the provision of wildlife within an urban area, increasing its attractiveness to companies and work force to locate in the area.

Emphasize modes that do not have other sources of revenue: There are no sources of dedicated revenue to support the demonstration of innovative stormwater management techniques in the public right-of-way. There are state grants available through the Oregon Water Enhancement Board to restore stream habitat, including retrofit or replacements of culverts. However, these grants require local match funds and are competitive relative to the needs and range of project eligibility.

Complete gaps in modal systems: As a demonstration project category, Green Streets projects do not directly address this policy.

Develop a multi-modal transportation system: This is a modal emphasis category for the Transportation Priorities program.

Meet the average annual requirements of the State air quality implementation plan: As a demonstration project category, Green Streets projects do not directly address this policy.

Freight

- All or a portion of the top six technically ranked projects are recommended for further consideration by Metro staff in the freight category.

- The North Lombard slough bridge is the top technically ranked project and the primary access through the Rivergate industrial area. The large project cost and nature of the project is of a scope that Metro staff is recommending a regional participation rate at half the estimated project cost.
- The Ledbetter extension project is recommended for further consideration of funding the portion of the project application (\$1.8 million) that represents the increase in cost of the project estimated from the Type, Size and Location study that was completed after submission of the funding application to the Oregon Transportation Investment Act (OTIA) funding process. Metro staff is not recommending further consideration of Transportation Priorities funding for the \$1.2 million portion of the Ledbetter application that represents the local match previously committed by the Port for the OTIA III funding.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the freight modal category implements the policy guidance by:

Economic development in priority land use areas: The Lombard Slough over crossing, Sandy Boulevard and Tualatin-Sherwood ATMS project are located on regional freight road connectors and directly serve large, regionally significant industrial areas. The Kinsman Road project would create a new extension from an existing regional freight road connector and provide new access to developing industrial land in west Wilsonville. The Ledbetter extension project would provide grade-separated access over a rail spur from a large traded-sector employer and developing industrial land to the entrance of Terminal 6. The freight data collection infrastructure would provide data that would allow more accurate tracking and forecasting of truck movements in the region to better understand freight transportation needs.

Emphasize modes that do not have other sources of revenue: The six recommended freight projects are road capacity, reconstruction or operations projects. These projects are eligible to be funded through state trust fund and pass through revenues. The OTIA III process has also dedicated \$100 million of statewide funding to these types of projects.

Complete gaps in modal systems: The Lombard slough over-crossing project would prevent the closure of freight traffic on the regional freight system. The Kinsman Road and Ledbetter projects would provide new connections to the motor vehicle system.

Develop a multi-modal transportation system: This is a modal emphasis category for the Transportation Priorities program.

Meet the average annual requirements of the State air quality implementation plan: As capacity, reconstruction or operational projects, this project category does not address this policy goal.

Planning

As no technical evaluation of planning applications is undertaken, recommendations for no further consideration are based on financial programming issues and/or proposed cost-sharing/redirection considerations.

- The Willamette Shoreline – Highway 43 Transit preliminary engineering phase was recommended for further consideration based on new information that the Willamette Shoreline consortium may have the capacity to advance the alternatives analysis portion of the application to the years 2005 and 2006. However, there are still technical issues that will need to be addressed prior to being able to program funding for

preliminary engineering should JPACT and the Metro Council elect to award funding this phase of the project.

- The Milwaukie LRT supplemental EIS is recommended for further consideration of regional flexible funds providing half the cost of the project study with direction to seek funding the other portion of the study from other regional partners.
- TPAC recommends that Oregon City seek to incorporate the scope of the I-205/Highway 213 interchange reconnaissance study into the upcoming I-205 corridor study to be led by ODOT.
- TPAC recommends that Clackamas County seek funding for the Fuller Road at I-205 TOD study through the I-205 light rail project development funds or through the regional TOD program.
- TPAC recommended removal of the Tualatin Valley highway corridor study be not recommended for further consideration as it is a lower local and state priority for corridor development relative to other corridors in the Washington County area. TPAC voted to add preliminary engineering and right-of-way acquisition for the Ash Street extension project with remaining Metro staff recommended funds from the Tualatin Valley highway corridor study added to the Beaverton Hillsdale/Scholls Ferry/Oleson intersection project.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

Economic development in priority land use areas: The Milwaukie LRT and Willamette Shoreline planning studies support economic development in the Central City and Milwaukie and Lake Oswego town centers by potentially leading to major transit capital investments to improve access to those areas. The other planning studies support economic development ensuring the 2040 priority land use areas are adequately served by transportation services and that requirements are met to allow state and federal funding to be allocated to projects serving those areas.

Emphasize modes that do not have other sources of revenue: General planning transportation activities but not specific corridor planning activities are supported through limited federal planning revenues, though not enough to cover planning services provided to the region.

Complete gaps in modal systems: Planning activities identify and direct funding to projects that complete gaps in modal systems.

Develop a multi-modal transportation system: Planning activities identify and direct funding to projects that develop a multi-modal systems. This is a emphasis category for the Transportation Priorities program.

Meet the average annual requirements of the State air quality implementation plan: While used to develop, coordinate and report on the implementation of the annual requirements, planning does not construct new facilities to meet State air quality plan requirements.

Pedestrian

- The top four technically ranked projects are recommended for further consideration on the first cut list.
- Projects not recommended for further consideration had technical scores clearly separated from the top ranked projects and were generally located outside of mixed land use areas with adopted centers plans.
- The Transit Safe Street Crossings project is included for further discussion outside of the staff recommendation for further consideration of projects. While the project received a low technical score primarily due to locations outside of centers, it is in response to direction received at TPAC and JPACT on a previous TriMet application that was programmatic in nature to provide specific locations for consideration in the next funding cycle. Therefore, Metro staff is highlighting this project application for JPACT and Metro Council discussion.
- The ODOT Preservation Supplement request is included on the recommended list until further evaluation of the project is possible. This project application is a result of regional policy request to ODOT. The funding amount from regional flexible funds would provide cost sharing with ODOT Region 1 from funding proposed in the draft STIP outside of their preservation program to provide pedestrian improvements in conjunction with their preservation work.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the pedestrian modal category implements the policy guidance by:

Economic development in priority land use areas: the pedestrian projects recommended contribute to the economic vitality of several mixed-use areas and an industrial area by providing access by users who would not require more land intensive and costly auto parking spaces.

Emphasize modes that do not have other sources of revenue: Pedestrian projects outside of vehicle capacity or reconstruction projects that are required to build bike facilities only have dedicated funding limited to a state program that allocates approximately \$2.5 million per year or as one of several eligible project types that compete for statewide Transportation Enhancement grants of approximately \$4 million per year. Additionally, one percent of state highway trust fund monies passed through to local jurisdictions must be spent on the construction or maintenance of bicycle or pedestrian facilities.

Complete gaps in modal systems: The pedestrian projects recommended for further consideration all complete gaps, either with new facilities or upgrading substandard facilities, in the existing pedestrian network.

Develop a multi-modal transportation system: This is a modal emphasis category for the Transportation Priorities program.

Meet the average annual requirements of the State air quality implementation plan: The pedestrian projects recommended for further consideration would provide 4.1 miles of a required 1.5 miles of new pedestrian facilities within mixed-use areas for the two-year funding period. This assumes the MAX multi-use path project in Gresham would be applied to meeting these requirements for the provision of pedestrian facilities .

Road Capacity

- The top five technically ranked road modernization projects are recommended for further consideration. Projects recommended for further consideration had technical scores that demonstrated a clear break from projects that were not recommended for further consideration to receive regional flexible funding.
- The Beaverton-Hillsdale/Scholls Ferry/Oleson Road intersection was recommended by Metro staff for further consideration at a regional flexible fund level of one third of the estimated project costs given the scope and location of the project on a state highway. TPAC approved a Washington County request to transfer an additional \$311,000 from the Metro staff recommended Tualatin Valley Highway corridor study to this project.
- Associated with the street improvement work of the Beaverton-Hillsdale/Scholls Ferry/Oleson Road intersection, Metro staff is interested in a renewed effort to adopt a Town Center concept plan for this area.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

Economic development in priority land use areas: These projects support economic development by increasing access to the areas served. The Boones Ferry project will establish the template for future improvements to that facility extending through the Lake Grove town center. The Beaverton-Hillsdale/Scholls Ferry/Oleson intersection project, if tied to the development of a Raleigh Hills town center planning effort, is of a scale and impact to provide significant redevelopment opportunities in that area. The Wood Village Boulevard project would provide new access and development opportunity in the Wood Village town center. The 172nd Avenue project would provide new access to a largely undeveloped Rock Creek portion of the recent urban growth boundary expansion area, although concept planning for the area has not yet been completed.

Emphasize modes that do not have other sources of revenue: Road capacity projects are supported through pass through state trust fund revenues to local jurisdictions, system development charges and some local taxes or improvement districts. However, some jurisdictions have maintenance needs that are larger than state pass-through revenues and which generally take priority over capacity projects.

Complete gaps in modal systems: Other than the Wood Village Boulevard project, which would complete a gap in the motor vehicle street system between Halsey and Arata Road, these projects expand existing motor vehicle connections. New connections to complete gaps in the pedestrian and bicycle system would be provided with these projects, however.

Develop a multi-modal transportation system: This is not a modal emphasis category for the Transportation Priorities program. However, all of these projects would provide new or upgrade substandard pedestrian and bicycle facilities on these roads (current Greenburg Road has existing sidewalks but no bike lanes).

Meet the average annual requirements of the State air quality implementation plan: These projects do not address this policy goal.

Road Reconstruction

- The top four ranked road reconstruction projects are recommended for further consideration.
- Projects recommended for further consideration demonstrated strong connections to the development of their mixed-use centers and were adding sidewalk, bicycle and/or transit elements that are currently missing from the existing facility.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

Economic development in priority land use areas: This category supports economic development by providing safe motor vehicle access and increasing bicycle and pedestrian access within and to mixed-use centers. The Naito Parkway project also provides new on-street parking to support store front mixed-use development on the northern section of that roadway. The 10th Avenue project in Cornelius provides adequate turning radii for truck turning movements to access industrial development north of the project.

Emphasize modes that do not have other sources of revenue: Road reconstruction projects are supported through pass through state trust fund revenues to local jurisdictions, system development charges and some local taxes or improvement districts. However, some jurisdictions have maintenance needs that are larger than state pass-through revenues and which generally take priority over reconstruction projects.

Complete gaps in modal systems: The recommended projects do not complete gaps in the existing motor vehicle system but provide new pedestrian and bicycle facilities, completing gaps in those modal systems.

Develop a multi-modal transportation system: This is not a modal emphasis category for the Transportation Priorities program. However, all of these projects would provide new or upgrade substandard pedestrian and bicycle facilities on these roads (current Greenburg Road has existing sidewalks but no bike lanes).

Meet the average annual requirements of the State air quality implementation plan: These projects do not address this policy goal.

Regional Travel Options

- The Regional Travel Options program is recommended for further consideration at the level of funding needed to implement the programs strategic plan.
- Further consideration of funding three Travel Smart programs similar to the Interstate Travel Smart program funding in the last funding cycle is also proposed for further consideration.
- The additional two Travel Smart programs is not recommended for further consideration due to questions about the capacity of the region to conduct that many programs in the funding cycle time frame.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

Economic development in priority land use areas: supports economic development by supporting the vitality of mixed-use and industrial areas by providing access by users who do not require the provision of land intensive and more costly auto parking spaces.

Emphasize modes that do not have other sources of revenue: These programs are not supported by other sources of dedicated transportation revenues although they do leverage funding from private Transportation Management Associations and other grants.

Complete gaps in modal systems: The RTO program does not construct projects and therefore does not address this policy goal.

Develop a multi-modal transportation system: This is a policy emphasis category for the Transportation Priorities program. RTO projects contribute to the development of a multi-modal system by educating and providing incentives to reduce trips or use existing pedestrian, bicycle and public transit facilities.

Meet the average annual requirements of the State air quality implementation plan: While the RTO programs promote use of the facilities provided by the requirements, it does not specifically address this policy goal.

Transit Oriented Development (TOD)

- All four transit oriented development applications are recommended for further consideration.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

Economic development in priority land use areas: supports economic development by supporting the vitality of mixed-use by covering incremental costs not born by the current market to allow development of more dense mixed-use development where called for by regional and local plans. TOD projects contribute to the development of a multi-modal system by increasing the density of development in areas well served by alternative transportation facilities and with a mix of trip types within walking distances of the project.

Emphasize modes that do not have other sources of revenue: While urban renewal and other programs facilitate new development, transit oriented development projects are specifically designed to increase the efficiency of the regions investment in the transit system and is not supported by other sources funding.

Complete gaps in modal systems: The TOD program and projects do not address this policy goal.

Develop a multi-modal transportation system: This is a modal policy emphasis category for the Transportation Priorities program. TOD projects contribute to the development of a multi-modal system by increasing the density and design of development in areas well served by existing pedestrian, bicycle and public transit facilities. This increases the use of those facilities and makes them more cost-effective.

Meet the average annual requirements of the State air quality implementation plan: While the TOD programs promote use of the facilities provided by the requirements, it does not specifically address this policy goal.

Transit

- The existing commitments to rail transit projects in the region and the top three technically ranked transit projects are recommended for further consideration.
- Projects nominated for further consideration have a demonstrated a direct link to the economic vitality of the mixed-use and industrial areas they served.
- TPAC approved a request by Washington County to transfer of \$639,000 from the Metro staff recommended Tualatin Valley Highway corridor study to preliminary engineering and right-of-way acquisition of the Ash Street extension project.

Response to Policy Guidance

In addition to the technical score that reflects a quantitative measure of the policy guidance, the TPAC recommendation within the planning category implements the policy guidance by:

Economic development in priority land use areas: supports economic development by increasing the access and market share potential of mixed-use areas as well as providing access by employees to industrial areas.

Emphasize modes that do not have other sources of revenue: The existing rail commitments and the Eastside Streetcar fund applications are used to leverage large federal grants to construct those projects. Currently, TriMet general fund revenues are committed to transit service as a means of not having to cut bus service hours and to start new light rail service during the on-going recession. While this was a resource allocation

choice, on-street capital improvements for the Frequent Bus program now come solely from the Transportation Priorities program. The south Amtrak station improvements are not eligible for any other source of transportation revenues.

Complete gaps in modal systems: The rail commitments and Eastside Streetcar projects extend high frequency service to new areas consistent with the RTP and local Transportation System Plans, however, they do not strictly fill in gaps within the existing rail network. Frequent Bus improvements will allow new frequent bus service connecting gaps in the existing system.

Develop a multi-modal transportation system: This is a modal policy emphasis category for the Transportation Priorities program. Transit projects contribute to the development of a multi-modal system by providing higher efficiency transit service in the corridors served by those projects.

Meet the average annual requirements of the State air quality implementation plan: While the rail commitment and Frequent Bus program do not result directly in the provision of additional service hours as required by the air quality implementation plan, they do contribute to service efficiencies that can then be reallocated to providing additional transit service.

**Comments received at JPACT
September 9th Briefing**

1. In the Large Bridge category, Multnomah County and ODOT representatives indicated that they would be supporting the full application of \$3.6 million remain on the first cut list. Matt Garrett stated potential positive developments federal legislation for bridge funding but that the region needed to show a commitment to the necessary development work to prepare to successfully obtain federal funds. He stated that a regional commitment to development funding is necessary to obtain additional state funding for development funds for the Sellwood Bridge.
2. In the Freight category, the Port of Portland representative indicated they would be supporting the addition of the Ledbetter extension to the first cut list. In addition to the comments summarized in the comments received at TPAC, it was noted that projects in the freight category most directly met the policy objective of the Transportation Priorities program of supporting economic development in priority 2040 land use areas.
3. In the Planning category, representatives of Clackamas County cities and TriMet indicated that the Willamette Shoreline – Highway 43 transit alternatives analysis and preliminary engineering studies could be achieved in a four-year period and that they would be seeking to advance funds awarded for alternatives analysis to 2005-06 to achieve this schedule.
4. In the Planning category, TriMet representative indicated that funding for the Fuller Road at I-205 TOD study might not be available through project funds.
5. In the Planning category, Washington County representative indicated a preference to transfer funds recommended for the Tualatin Valley Highway corridor plan to the requested funding for the Ash Street extension and supplemental funding to the recommended funding of the Beaverton-Hillsdale/Scholls Ferry/Oleson intersection project.
6. There was discussion concerning the desire for a more precise description of any recommendation to spend regional flexible funds on modes that primarily serve auto trips (i.e. economic development in a priority 2040 land use area, needed to leverage large sources of other funding, links to other projects, etc.). A related comment was a request to describe the link between all project recommendations and the program policy objectives.

Exhibit A

Policy Issues for Discussion Options for Direction to Technical Staff for Narrowing to Final Cut List

To address existing policy on modal category emphasis:

1. Staff should not attempt to base recommendation on funding between modal categories on policy direction – look for natural breaks in technical scores and merit and let JPACT and the Metro Council adjust project recommendations between modal categories to address policy emphasis.
2. Recommend projects in road capacity, road reconstruction, or bridge projects only when there are compelling policy reasons. Those policy reasons could include existing program policies such as:
 - economic development
 - leverage of development in Tier I or II mixed-use and industrial areas,or additional policy direction such as:
 - the potential to leverage large sources of discretionary funding from other sources
 - the project provides new bike, pedestrian, transit or green street elements that would not otherwise be constructed without regional flexible funding
3. Recommend projects in the road capacity, road reconstruction and bridge modal categories that provide project development in preparation for competitive state or federal funding or a potential regional ballot measure.

Policy Issues for Consideration Prior to release of Transportation Priorities 2008-2011 Solicitation

1. Under what circumstances should regional flexible funds be used for large road, bridge or transit capital projects? Given the limited amount of regional flexible funds relative to funding available for these other purposes, when is it of regional interest to use these funds for these purposes? JPACT and the Metro Council should identify policy direction on this issue. Possible policy elements could include no change to the existing policies to consideration of limitation to or stronger consideration of the following:
 - a. Project demonstrates strong ties to Transportation Priorities policy objectives such as economic development of 2040 mixed-use or industrial area.
 - b. Project provides missing bicycle, pedestrian or transit modes facilities on regional systems that will otherwise not be constructed independently.
 - c. High technical score within modal category.

- d. Project development or local match necessary to leverage large, discretionary construction funding.
- e. Linked to other project(s) that also meets program objectives.
- f. Incorporates Green Street and/or other environmentally beneficial components where feasible.

2. What project elements of road reconstruction projects should be eligible for regional flexible funds? Concern was expressed that these funds should not be used for reconstruction of the road base given the limited amount of regional flexible funds relative to funding available for road construction and maintenance. A possible alternative for cost sharing for these types of projects was suggested to make the incremental costs of adding missing bicycle, pedestrian, transit or other regional priority elements eligible for regional flexible funds but not other project costs. The counter argument for retaining full project cost eligibility for road reconstruction projects was based on their potential importance to implementing 2040 land use objectives in mixed-use or industrial areas.

Transportation Priorities 2006-09
TPAC First Cut Recommendation

Bike/Trail			Boulevard			Large Bridge					
Rank	Requested Amount (millions of \$)		Rank	Requested Amount (millions of \$)		Rank	Requested Amount (millions of \$)				
Recommended for Further Consideration			Recommended for Further Consideration			Recommended for Further Consideration					
1	Bk1009	Eastbank Trail/Springwater: SE 19th to SE Umatilla	\$1.629	1	Bd3020	Rose Biggi extension: Crescent St. to Hall	\$3.807	RR1012	Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	\$3.600	
2	Bk4011	Marine Dr. Bike Lanes & Trail Gaps: 6th Ave. to 185th	\$1.651	2	Bd3169	Burnside Street: Bridge to E 14th (PE only)	\$3.360				
3	Bk2055	Springwater Trailhead at Main City Park	\$0.310	3	Bd1260	Killingsworth: Minnesota to MLK	\$3.029				
4	Bk2052	MAX Multi-use Path: Cleveland Station to Ruby Junction	\$0.890	4	Bd3124	Cornell Road: Saltzman to 119th	\$2.535				
5	Bk5026	Trolley Trail: Arista to Glen Echo	\$1.484								
6	Bk3012	Rock Creek Trail: Orchard Park to NW Wilkens	\$0.675								
7	Bk5110	Jennifer St: 106th to 122nd	\$0.550								
8	Bk3072	Beaverton Powerline Trail: Schueback Park to Burntwood Drive	\$1.500								
		Subtotal:	\$8.689				Subtotal:	\$12.731		Subtotal:	\$3.600
Not Recommended for Further Consideration			Not Recommended for Further Consideration			Not Recommended for Further Consideration					
9	Bk6057	Washington Square Greenway: Hwy. 217 to Fanno Creek Trail	\$1.256	5	Bd3169	E Baseline: 10th to 20th	\$2.447				
10	Bk6020	Powerline Trail (South): Barrows to Beef Bend Rd.	\$0.942								
		Subtotal:	\$2.198				Subtotal:	\$2.447		Subtotal:	\$0.000
		Mode Category Total:	\$10.887				Mode Category Total:	\$15.178		Mode Category Total:	\$3.600
Green Streets			Freight			Planning					
Rank	Requested Amount (millions of \$)		Rank	Requested Amount (millions of \$)		Rank	Requested Amount (millions of \$)				
Recommended for Further Consideration			Recommended for Further Consideration			Recommended for Further Consideration					
1	GS1224	NE Cully Boulevard: Prescott to Killingsworth	\$2.457	1	Fr4063	N Lombard: Slough overcrossing	\$2.210	n/a	PI8000	Bike Model and Interactive Map: Region wide	\$0.201
				2	Fr3016	SW Tualatin-Sherwood Road ATMS: I-5 to Highway 99W	\$0.341	n/a	PI0004	Livable Streets Update: Region wide	\$0.200
1	GS2123	Beaver Creek Culverts: Troutdale, Cochran, Stark	\$1.470	3	Fr4087	N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr.	\$1.800	n/a	PI1003	Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center	\$2.000
				4	Fr6086	Kinsman Road extension: Barber to Boeckman	\$1.400	n/a	PI0001	MPO Required Planning: Region wide	\$1.731
				5	Fr8008	Freight Data Collection Infrastructure and Archive System: Approximately 50 interchanges region wide	\$0.179	n/a	PI5053	Multi-Use Path Master Plans: Lake Oswego to Milwaukie, Sullivan's Gulch, Tonquin Trail, Mt. Scott Scouter's Loop Trail	\$0.590
				6	Fr2074	NE Sandy Blvd. (PE/ROW): 207th to 238th	\$0.630	n/a	PI0002	Next Priority Corridor Study	\$0.500
		Subtotal:	\$3.927				Subtotal:	\$6.560		Subtotal:	\$7.560
Not Recommended for Further Consideration			Not Recommended for Further Consideration			Not Recommended for Further Consideration					
				1	Fr4063	N Lombard: Slough overcrossing	\$2.210	n/a	PI1003	Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center	\$1.725
				3	Fr4087	N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr.	\$1.200	n/a	PI5016	I-205/Hwy 213 Interchange Reconnaissance Study	\$0.300
				7	Fr6065	SW Herman Road: Teton to 108th Avenue	\$2.000	n/a	TD0005	Fuller Road @ I-205	\$0.500
		Subtotal:	\$0.000				Subtotal:	\$5.410		Subtotal:	\$1.900
		Mode Category Total:	\$3.927				Mode Category Total:	\$11.970		Mode Category Total:	\$4.425
										Mode Category Total:	\$11.985
Pedestrian			Road Capacity			Road Reconstruction					
Rank	Requested Amount (millions of \$)		Rank	Requested Amount (millions of \$)		Rank	Requested Amount (millions of \$)				
Recommended for Further Consideration			Recommended for Further Consideration			Recommended for Further Consideration					
1	Pd3163	Forest Grove Town Center Pedestrian Improvements	\$0.660	1	RC6014	SW Greenburg Road: Washington Square Dr. to Tiedeman	\$1.000	1	RR1053	Naito Parkway: NW Davis to SW Market	\$3.840
2	Pd5054	Milwaukie Town Center: Main/Harrison/21st	\$0.450	2	Pd6127	Boones Ferry Road at Lanewood Street	\$1.400	2	Fr3166	10th Avenue @ Highway 8 Intersections	\$0.837
3	Pd1227	Tacoma Street: 6th to 21st	\$1.340	3	RC1184	Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	\$1.411	3	RR2035	Cleveland St.: NE Stark to SE Powell	\$1.540
4	Pd2105	Rockwood Ped to MAX: 188th Avenue and Burnside	\$1.400	4	RC2110	Wood Village Blvd.: Arata to Halsey	\$0.980	4	RR5037	Lake Rd: 21st to Hwy 224	\$1.884
11	Pd1019	Transit Safe Street Crossings	\$0.500	5	RC7000	SE 172nd Ave: Phase I; Sunnyside to Hwy 212	\$4.300				
n/a	Pd8007	ODOT Preservation Supplement: Powell: 52nd to I-205	\$0.250	7	RC5103	Clackamas County ITS: Safety and operational improvements at 4 railroad crossings	\$0.500				
		Subtotal:	\$4.600				Subtotal:	\$9.591		Subtotal:	\$8.101
Not Recommended for Further Consideration			Not Recommended for Further Consideration			Not Recommended for Further Consideration					
5	Pd1202	SW Capitol Highway (PE): Multnomah to Taylors Ferry	\$0.538	4	RC1184	Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	\$1.489	5	RR2001	NE 242nd Ave.: Stark to Gisan	\$0.840
7	Pd1080	SE Hawthorne: 20th to 50th	\$0.822	6	RC3114	NE 28th Avenue: East Main to Grant	\$1.682	6	RR1209	NW 23rd Avenue: Burnside to Lovejoy	\$2.694
8	Pd3021	SW Scholls Ferry Road: New Seasons to Fred Meyer in the Raleigh Hills town center	\$0.436								
9	Pd3093	SW Murray Blvd (west side only): TV Hwy to Farmington (+ bike lane)	\$0.923								
10	Pd5209	SE 129th Sidewalks and bike lane: Scott Creek Ln. to Mountain Gate Rd.	\$0.707								
n/a	Pd8007	ODOT Preservation Supplement: Powell: 52nd to I-205	\$0.250								
		Subtotal:	\$4.176				Subtotal:	\$3.171		Subtotal:	\$3.534
		Mode Category Total:	\$8.776				Mode Category Total:	\$12.762		Mode Category Total:	\$11.635
Regional Travel Options			TOD			Transit					
Rank	Requested Amount (millions of \$)		Rank	Requested Amount (millions of \$)		Rank	Requested Amount (millions of \$)				
Recommended for Further Consideration			Recommended for Further Consideration			Recommended for Further Consideration					
n/a	TO8052	RTO Base Program	\$4.003	1	TD8005	Regional TOD LRT Station Area Program	\$3.000	n/a	TR1001	Rail Commitment	\$16.000
n/a	TO0002	3 TravelSmart Projects	\$1.700	2	TD0002	Regional TOD Urban Center Program	\$2.000	n/a	TR1002	I-205 Supplemental	\$2.600
				3	TD0003	Site acquisition: Beaverton regional center	\$3.000	1	Tr8035	Frequent Bus	\$2.750
				4	TD0004	Gateway Transit Center Redevelopment	\$0.500	2	Tr1106	Eastside Streetcar	\$1.000
		Subtotal:	\$5.703				Subtotal:	\$8.500		Subtotal:	\$1.150
Not Recommended for Further Consideration			Not Recommended for Further Consideration			Not Recommended for Further Consideration					
n/a	TO0003	RTO Preferred: 2 additional TravelSmart Projects	\$1.000								
		Subtotal:	\$1.000				Subtotal:	\$0.000		Subtotal:	\$0.639
		Mode Category Total:	\$6.703				Mode Category Total:	\$8.500		Mode Category Total:	\$24.139
										Subtotal:	\$0.212
										Subtotal:	\$0.212
		Mode Category Total:	\$6.703				Mode Category Total:	\$8.500		Mode Category Total:	\$24.351

List Grand Total: \$103.701

Expected 2008-09 Funding Authorized: \$60.50

ODOT Region 1 Recomm. ns for DRAFT 06-09 STIP
(OTC Not reviewed)

KN	Project Name	Type	Year	Amount (x \$1,000)	County	Comments
Region 1 Mod (\$210.323M)						
12868	Boeckman Road Extension	Mod	2006	\$2,181	Clackamas	City of Wilsonville - Extend from 95th to 110th, reconstruct Tooze Rd (110th to Graham F)
12869	2006 Mod Reserve*	Mod	2006	\$4,892	Various	
13718	I-205/Mall LRT Unit 1	Mod	2006	\$7,500	Clack/Mult.	I-205 Gateway Transit Center to Clack Town Center, Union Station to I-405 Light Rail (\$23M tot)
13763	US26: Connection to Springwater Industrial Area (D-STIP)	Mod	2006	\$2,000	Multnomah	Refinement plan/NEPA - access needs US26 to Springwater Industrial Area
13958	US30B: Pres/Mod Refinement Plan (DSTIP)	Mod	2006	\$100	Multnomah	US30 Bypass - Refinement plan - MOD/PRES elements - St. Johns to MLK
12076	I-5: Victory Blvd. - Lombard St. Section (PE in 2006 & UTL in 2007)	Mod	2006	\$1,987	Multnomah	Const. funding under OTIA 3 fed. Earmark - add 3rd lane I-5 SB (Delta Park - Columbia Blvd)
12874	I-205:Willamette Rvr Br - Pacific Hwy (Aux Lanes I-5 to Stafford Rd)	Mod	2007	\$2,000	Clackamas	Related to Pres proj. w/same KN. Total = \$45,058m. Widen lanes between MPs 0.0 - 3.1 (aux lane)
12884	2007 Mod Reserve*	Mod	2007	\$5,338	Various	
6025	OR 217: Sunset Hwy - Tualatin Valley Hwy	Mod	2008	\$100	Washington	Funding for Utilities phase
12885	US26: Sunset Hwy @ Glencoe Rd. Interchange (D-STIP)	Mod	2007	\$522	Washington	Refinement plan - Rebuild and widen Glencoe Rd overcrossing - clearance/seismic
13719	I-205/Mall LRT Unit 2	Mod	2007	\$10,500	Clack/Mult.	I-205 Gateway Transit Center to Clack Town Center, Union Station to I-405 Light Rail (\$23M tot)
13720	I-205/Mall LRT Unit 3	Mod	2008	\$5,000	Clack/Mult.	I-205 Gateway Transit Center to Clack Town Center, Union Station to I-405 Light Rail (\$23M tot)
13955	2008 Mod Reserve*	Mod	2008	\$2,104	Various	
13759	Pedestrian & Bicycle Elements for Pres projects	Mod	2009	\$1,000	Various	Funds used to supplement pres. projects to integrate ped/bike facilities.
13762	Sellwood Bridge EIS (D-STIP)	Mod	2009	\$1,500	Multnomah	Refinement plan/NEPA - leading to replacement of Sellwood Bridge
13953	US26: Langensand Rd - Brightwood Loop Rd	Mod	2009	\$1,500	Clackamas	Project is related to Safety KN 12840. Corridor safety improvements pending further scoping
13964	2009 Mod Reserve*	Mod	2009	\$3,104	Various	
Not Recommended for Further Consideration						
00000	US 26: Shute Road/Helvetia Road Interchange	Mod		\$34,503		Relocate WB onramp to construct WB to SB loop ramp, widen o'ving
00000	I-5: Wilsonville Interchange Mod/Project	Mod		\$3,000		Estimate for PE only, Interchange improvements
00000	US 26: Sunset Hwy at Nehalem Highway Interchange	Mod		\$7,254		Overpass with diamond exit ramp configuration & stop control to allow traffic to Sunset Highway.
00000	US 26: Sunset Hwy @ Rock Creek Bidge WB	Mod		\$3,561		
00000	US 26: Sunset Tunnel	Mod		\$9,015		Install a new concrete tunnel liner, drains, & new lighting system
00000	US26: Mt. Hood Highway @ Polalie Creek	Mod		\$6,539		
00000	OR 99E: N. Redwood St. - Berg Pkwy. (Canby)	Mod		\$22,226		
8638	East Columbia Blvd. to Lombard Street Connector	Mod	2007	\$24,765	Multnomah	Construct new wider underpass & at-grade intersection, Proj. applied for OTIA 3 FAC (\$3.5m)
Statewide Significance (\$20M/\$100M)						
13136	I-5 Columbia River Crossing (Portland/Vancouver)	Mod	2008	\$5,000	Multnomah	Pre-EIS / EIS / Alternatives Analysis
12454	OR212 / 224: Sunrise Corridor (I-205 - Rock Creek)	Mod	2008	\$10,000	Clackamas	Total funding = \$20M OTIA 3, new highway, connecting OR 224/I-205 - OR 224/212 (Rock Cr. Jct)
13301	I-5 to OR 99W Tualatin - Sherwood Connector	Mod	2009	\$5,000	Washington	Total funding = \$10M OTIA 3
Not Recommended for Further Consideration						
00000	I-205 (I-5 to Columbia River)	Mod				
00000	I-405 Loop (Portland)	Mod				
Federal Earmark (\$54.58M / \$200M)						
12076	I-5: Victory Blvd. - Lombard St. Section (Const. phase 2007)	Mod	2008	\$29,100	Multnomah	Additional funding under Region 1 Mod for PE/Utilities
6025	OR 217: Sunset Hwy - Tualatin Valley Hwy	Mod	2008	\$25,480	Washington	Funding for Construction phase, Prospectus indicates 2/07 bid
All requests for Region 1 Federal earmark submitted						
Mod. Equity (\$98M / \$100M)						
12874	I-205:Willamette Rvr Br - Pacific Hwy (Aux Lanes I-5 to Stafford Rd)	Mod	2007	\$5,000	Clackamas	Related to Pres proj. w/same KN. Total = \$45,058m. Widen lanes between MPs 0.0 - 3.1 (aux lane)
12451	Sunnyside Road (phase 3)	Mod	2008	\$8,750	Clackamas	Widening from 152nd to 172nd
12454	OR212 / 224: Sunrise Corridor (I-205 - Rock Creek)	Mod	2008	\$10,000	Clackamas	Total funding = \$20M OTIA 3, new highway, connecting OR 224/I-205 - OR 224/212 (Rock Cr. Jct)
13301	I-5 to OR 99W Tualatin - Sherwood Connector	Mod	2009	\$5,000	Washington	Total funding = \$10M OTIA 3
13956	I-84 @ Hwy 35 Interchange Improvements (DSTIP)	Mod	2009	\$2,250	Hood River	Proj. dev. to address congestion and sight dist. problems at I-84 Overcrossing of OR 35 Spur
13957	US26 @ Hwy47 Hares Canyon State Park	Mod	2009	\$5,000	Washington	Intersection improvements to new state park
13980	Dubarko Drive Extension	Mod	2009	\$1,000	Clackamas	City of Sandy - Street extension including a bridge
13976	US 30: Havlik Road Intersection (Signalized Intersection)	Mod	2009	\$1,000	Columbia	City of Scappoose - signalized intersection to tie into a new city street
Not Recommended for Further Consideration						
00000	I-205/Powell Interchange	Mod		\$15,000		
00000	Powell Blvd-US26 to Gresham	Mod		\$60,000		
00000	Hwy 217 - phase 1	Mod				

**ODOT Region 1 Recommendations for DRAFT 06-09 STIP
(OTC Not Reviewed)**

KN	Project Name	Type	Year	Amount (x \$1,000)	County	Comments
13986	NE 257th Ave Improvements (Gresham)	Mod	2008	\$4,800	Multnomah	Improve NE 257th between Division and Powell Valley Rd
8838	East Columbia Blvd. to Lombard Street Connector	Mod	2008	\$3,500	Multnomah	Connection Columbia Blvd/82nd Ave to US30 Bypass/1-205 interch. Widen SB I-205 on ramp
13987	NE 47th Intersection Rdway Improve (Portland)	Mod	2008	\$3,330	Multnomah	Widen and channelize intersections at NE Comfoot & at NE Columbia
13988	NE Alderwood Air Cargo Access Improve (Portland)	Mod	2008	\$2,090	Multnomah	Widen/channelize/signalize intersection at 82nd & at Columb.
13989	NE Comfoot Air Cargo Access Improve	Mod	2008	\$830	Multnomah	Widen/channelize/signalize intersections.
13990	North Leadbetter Extension Overcrossing (Portland) (Job)	Mod	2008	\$6,000	Multnomah	Extend to Terminal 6/Manne Dr. incl rail overcrossing
13991	N. Going Street Bridge Replacement Project	Mod	2008	\$3,000	Multnomah	Bridge to serve industrial users/development at Swan Island
14017	I-5 @ N. Macadam - Access Improvements (Job)	Mod	2009	\$15,000	Multnomah	Improvements to serve South Waterfront development (N. Macadam Ave / South Waterfront)
14008	North Lombard Access Improvements (Portland)	Mod	2009	\$3,610	Multnomah	Improve access/mobility to Rivergate and industrial areas
14009	Terminal 4 Entrance Improvements (Portland)	Mod	2009	\$1,000	Multnomah	Consolidate driveways
14010	US 30: Lake Yard Hub Facility Access Improve	Mod	2009	\$2,400	Multnomah	Provide turn lane on US30 for trucks, signalization at entr.
14011	West Lane Road - Scappoose	Mod	2009	\$2,000	Columbia	Improve road between US30 and Scappoose Airport
Not Recommended for Further Consideration						
Tier 2	I-5/Columbia Blvd Improvements	Mod		\$56,000		Construct full direction access interchanged based on rec. (I-5 Trade and Transp. Partn. Study)
Tier 2	I-5 North Improvements	Mod		\$41,000		Widen to six lanes between Lombard and Expo Center
Tier 2	US28/Glencoe Rd Interchange Improvements	Mod		\$14,000		Construct new interchange
Tier 2	NE Columbia Blvd/82nd Ave	Mod		\$1,100		Signalize ramps and provide additional capacity
Tier 2	I-84 Cascade Locks Industrial Park Interchange	Mod		\$20,000		Construct new interchange to provide access to Port of Cascade Locks industrial park
Tier 2	Sunrise Highway Unit 1, Phase 1	Mod		\$85,000		Construct new four-lane facility from I205 to OR212/135th Ave.
Tier 2	I205 Aux Lanes	Mod		\$8,000		Construct permanent aux. lanes between I-5 and Stafford Rd as part of programmed pres. proj.
Tier 2	US28 (Sunset Highway) Improvements	Mod		\$12,300		Widen US26 to six lanes from Cornell Road to 185th Ave.
Tier 3	North Going Street Bridge Replacement Project	Mod		\$13,500		Replace existing bridge with a new six-lane structure
Tier 3	I-5 Wilsonville Interchange	Mod		\$20,900		Reconstruct interchange by lengthening ramps, adding left turn lanes, install ramp metering ..
Tier 3	I-5 to OR 99W Tualatin - Sherwood Connector	Mod		\$53,000		Construct arterial connection from I-5 to OR 99W
Tier 3	OR217 Improvements	Mod		\$33,000		Widen northbound OR 217 to three lanes between OR9 and US26 and make ramp improv.
Tier 3	SE Belmont (Morrison Bridge) Ramp Reconstruction	Mod		\$1,500		Reconstruct to provide better access to Central Eastside
Tier 3	SE 172nd Ave. Improvements	Mod		\$15,000		Extend SE 172nd Ave to OR212 and signalize intersection; widen to four lanes OR212 of Sunnys.
Tier 3	Springwater Corridor Interchange	Mod		\$25,000		Construct new interchange at US26 to facilitate traffic move on Hogan Cor and access to indus.
Tier 3	NE Sandy Blvd Widening	Mod		\$11,800		Widen of five lanes between NE 162nd to 238th Ave.
Tier 3	OR 217 Interchange Improvements (Braided Ramp)	Mod		\$15,000		Improve ramps to interchanges on OR 217 between OR10 and SW Allen Blvd
Tier 3	I5/North Macadam Access Improvements	Mod		\$25,000		Construct new off-ramp from I-5 northbound to Macadam Ave northbound
Region 1 Total for Modernization Projects				\$236,233	Region 1	

* Mod reserves are programmed to cover cost overruns, potential shortfalls in anticipated federal earmarks, and PE and RoW costs needed for construction projects to be scheduled in 2010, 2011, 2012.

**ODOT Region 1 Recommendations for DRAFT 06-09 STIP
(OTC Not Reviewed)**

KN	Project Name	Type	Year	Amount (x \$1,000)	County	Comments
Region 1 Operations Projects						
10699	Region 1 Traffic Signal Upgrade Unit 3	Ops	2006	\$1,196	Various	
12865	Region 1 ATMS Hardware & Software (Ph 8)	Ops	2006	\$1,009	Various	
13701	Region 1 Rural Variable Message Signs	Ops	2006	\$240	Various	
10873	Region 1 Traffic Loop Repair Unit 14	Ops	2007	\$886	Various	
10874	Region 1 Traffic Signal Upgrade Unit 4	Ops	2007	\$938	Various	
12881	Reg. 1 ATMS Hardware & Software (Ph 9)	Ops	2007	\$938	Various	
13699	Portland Area Variable Message Signs	Ops	2007	\$820	Multnomah	
13700	2008 ITS Rural Corridor	Ops	2008	\$1,287	Various	
13733	2008 Traffic Loop Replacement	Ops	2008	\$351	Various	
13736	2008 ITS Urban Corridor	Ops	2008	\$1,287	Various	
13738	2008 Signal Upgrades	Ops	2008	\$994	Various	
13740	2008 Operations PE & R/W	Ops	2008	\$1,544	Various	
13788	2008 ITS Misc. Hardware & Software	Ops	2008	\$585	Various	
13947	2007 ITS Urban Corridor	Ops	2008	\$885	Various	
13717	US26: Mt Hood Hwy MP 49.60 - MP 50.00 (Rockfall)	Ops	2009	\$5,110	Clackamas	
13734	2009 Loop Replacement	Ops	2009	\$365	Various	
13735	2009 ITS Rural Corridor	Ops	2009	\$1,095	Various	
13737	2009 ITS Urban Corridor	Ops	2009	\$1,095	Various	
13739	2009 Signal Upgrade Project	Ops	2009	\$1,034	Various	
13741	2009 operations PE & R/W	Ops	2009	\$1,621	Various	
13789	2009 ITS Misc. Hardware & Software	Ops	2009	\$487	Various	
Not Recommended for Further Consideration						
00000	US26 @ Bluff (Sandy)	Ops		\$160		Signal Upgrade
00000	OR 43: Oswego Highway @ Greenwood	Ops		\$533		Signal Upgrade
00000	US 30: RR signal upgrades	Ops		\$200		
00000	I5/SB Offramp Boonas Ferry Rd/Stafford Interchange	Ops		\$72		
00000	US 26 westbound @ Meling (Sandy)	Ops		\$1,800		
00000	I-84: Columbia River Highway @ MP ?? (Rockfall)	Ops		\$1,088		
00000	OR224: Clackamas Hwy @ Tong Rd (Rockfall)	Ops		\$1,036		
00000	US26: Mt Hood Hwy MP 49.48 - MP 49.60 (Rockfall)	Ops		\$3,808		
00000	OR 99E: MP 17.35 - MP 17.55 (Rockfall)	Ops		\$739		
00000	OR 99E @ Ivy (Canby)	Ops		\$607		
00000	OR 224 @ Monroe (Milwaukie)	Ops		\$140		Signal Upgrade
00000	OR 224 @ Edison (Milwaukie)	Ops		\$140		Signal Upgrade
00000	US26: Sunset Hwy @ Bethany Blvd	Ops		\$412		Signal Upgrade
Region 1 Total for Operations				\$23,767	Region 1	
Region 1 Preservation Projects						
12855	OR99E SE Kellogg Cr MP 9 19	Pres	2006	\$5,731	Clackamas	
12872	OR224 SE 17th Ave - E Portland Fwy	Pres	2006	\$4,073	Clackamas	
12856	US26 Jewell Jct - Military Rd	Pres	2006	\$2,796	Clatsop	
12854	OR217 Sunset Hwy - SW 72nd	Pres	2006	\$9,933	Washington	Prospectus total estimate at \$10 029M
12870	US30 Columbia Co Line - Swedetown Rd	Pres	2007	\$4,046	Columbia	
13715	US 26 E Mountain Air Dr - E Lblo Pass Rd	Pres	2008	\$2,411	Clackamas	
13716	US 26 MP 44 03 - MP49 2	Pres	2008	\$2,135	Clackamas	
13708	US 30 Yeon Steet Preservation	Pres	2008	\$2,605	Multnomah	
13712	US 26 SE 51st - I-205 (East Portland Freeway)	Pres	2008	\$2,000	Multnomah	
13713	US 26 MP37 26 - MP39	Pres	2008	\$1,353	Multnomah	
13972	Reserve PE & RW Preservation 2008	Pres	2008	\$726	Various	
13970	Reserve Utilities Preservation 2008	Pres	2008	\$292	Various	
13706	OR224 Jct Hwy 172 - Jct Hwy 161	Pres	2009	\$3,146	Clackamas	
13709	OR213 MP7 7 - MP 10 75	Pres	2009	\$1,275	Clackamas	
13710	OR213 S Henrici Road - S Monte Carlo Wy	Pres	2009	\$813	Clackamas	
13971	Reserve Utilities Preservation 2009	Pres	2009	\$304	Various	
13973	Reserve PE & RW Preservation 2009	Pres	2009	\$754	Various	
13707	US26 North Plains - Cornell Rd	Pres	2009	\$9,536	Washington	
Not Recommended for Further Consideration						
00000	OR211 Meadowbrook - Hull Rd	Pres		\$1,910		
00000	OR211 Jct Hwy 213 Mathias Rd (Molalla)	Pres		\$2,238		
00000	US 30 Lombard Street (60th - 62nd Ave)	Pres		\$2,900		
00000	US 30 Bypass St John's Bridge to MLK Blvd	Pres		\$3,950		
00000	US 30 Havlik Road Intersection	Pres		\$1,106		
00000	OR211 Jct Hwy 26 (EB) - Jct Hwy 224	Pres		\$2,346		

**ODOT Region 1 Recommendations for DRAFT 06-09 STIP
(OTC Not Reviewed)**

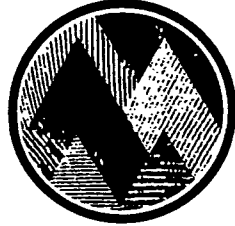
KN	Project Name	Type	Year	Amount (x \$1,000)	County	Comments
00000	OR213: E. Portland Fwy.-Conway (Oregon City)	Pres		\$4,594		
00000	OR35: Jct 26 - Polallie Cr.	Pres		\$13,510		
00000	OR 99E: N. Redwood St. - Molalla Rv. (Canby)	Pres		\$3,949		
00000	US26: Multnomah U'xing - Jct 35	Pres		\$2,779		
Region 1 Total for Preservation Projects						
12839	I-84: Sandy River - The Dalles (Fencing)	Pres	2006	\$1,697	Various	
12858	I-5: Capitol Hwy - Tualatin River	Pres	2006	\$13,757	Washington	
12874	I-205: Willamette Rvr Br. - Pacific Hwy	Pres	2007	\$35,290	Clackamas	Related to MOD proj w/same key number. Total = \$45,058m MP0.0 to 8.8 overlay, signage
13702	I-5: Wilsonville - Tualatin River	Pres	2008	\$17,441	Clackamas	
13704	I-405: Stadium Freeway Rut Mitigation Project	Pres	2009	\$13,167	Multnomah	
13705	I-84: Multnomah Falls - Cascade Locks	Pres	2009	\$15,713	Multnomah	
13703	I-84: East Portland Freeway - 181st Avenue	Pres	2009	\$8,895	Multnomah	
Not Recommended for Further Consideration						
00000	I-5: Holladay - Marquam	Pres		\$9,576		
Region 1 Total for Preservation Projects				\$159,889	Region 1	
Region 1 Safety Projects						
12904	OR99E: Pacific Hwy East @ Territorial Rd.	Safety	2006	\$2,973	Clackamas	
13742	Reserve Utilities Safety 2006	Safety	2006	\$270	Various	
12863	I-5: Nyberg Rd.-Boone Bridge Section	Safety	2006	\$1,930	Washington	Project is being funded with Interstate Maintenance
12861	OR219 @ Burkhalter Rd/ Simpson Rd	Safety	2006	\$1,503	Washington	Project possibly moved to 2009 based on RPDLT minutes. Total est \$2,352 based on prospect.
11967	US26: West Ski Bowl - Government Camp Loop	Safety	2007	\$1,961	Clackamas	
12876	OR213: S. Conway Dr.-S. Henrici Rd.	Safety	2007	\$5,740	Clackamas	
12877	OR212: Tong Rd. - WyEast Ave.	Safety	2007	\$4,698	Clackamas	
13163	SE 82nd Ave @ Stone Rd.	Safety	2007	\$708	Various	
13743	Reserve Utilities Safety 2007	Safety	2007	\$281	Various	
12840	US 26: Langensand Rd - Brightwood Loop Rd	Safety	2008	\$3,813	Clackamas	Project is related to Mod KN 13953.
13723	OR213: Cascade Hwy S @ S Mulino Rd (Left turn)	Safety	2008	\$1,166	Clackamas	
13724	OR213: Cascade Hwy S @ S Barnards Rd	Safety	2008	\$909	Clackamas	
13729	LED Upgrade - Region wide	Safety	2008	\$351	Various	
13732	2008 Button Replacement Program	Safety	2008	\$351	Various	
13744	Reserve PE & RW Safety 2008	Safety	2008	\$4,175	Various	
13764	2008 Safety Project	Safety	2008	\$468	Various	
13974	Reserve Utilities Safety 2008	Safety	2008	\$292	Various	
13725	OR 219: Midway - McFee Creek	Safety	2008	\$1,235	Washington	
13728	OR 99E: MP 14.0 - MP 14.9 (Oregon City)	Safety	2009	\$1,015	Clackamas	
13722	US 26: Salmonberry Road - Viewpoint Sec. (Tillamook State Forest)	Safety	2009	\$1,425	Washington	
13730	Reserve PE & RW Safety 2009	Safety	2009	\$4,350	Various	
13731	2009 Button Replacement Program	Safety	2009	\$365	Various	
13765	2009 Safety Project	Safety	2009	\$487	Various	
13975	Reserve Utilities Safety 2009	Safety	2009	\$304	Various	
13721	OR 219 @ East Laurel Rd.	Safety	2009	\$1,983	Washington	
13977	OR99W: 64th Ave - Canterbury (sidewalk improvement)	Bike/Ped	2006	\$568	Washington	
Not Recommended for Further Consideration						
00000	OR224: Clackamas Hwy @ Tong Rd.	Safety		\$2,911		
00000	OR99E: MP17.35 - MP17.45 (Rockfall)	Safety		\$739		
00000	OR47: South Fork Dairy Creek-Kemper Rd.	Safety				
00000	OR224: Clackamas Hwy. @ Carver Rd. (Carver)	Safety		\$1,331		
00000	US26: Mt Hood Safety Corridor	Safety				Provide minimum 10 ft median
00000	US26: Mt. Hood Hwy (Flasher Signal Upgrades)	Safety		\$353		
Region 1 Total for Safety Projects				\$43,321	Region 1	

**ODOT Region 1 Recomm. ons for DRAFT 06-09 STIP
(OTC Not Reviewed)**

KN	Project Name	Type	Year	Amount (x \$1,000)	County	Comments
11948	US26: Dennis L Edwards Tunnel (Sunset Hwy) Br. #02552	Bridge	2007	\$9,617	Washington	Replace lining and lighting inside tunnels
Region 1 OTIA III State Bridge Projects - Stages 4 and 5 (07-08)						
14014	Willamette River Bridge - Oregon City	Bridge	2008	\$4,158	Clackamas	Rehabilitation / Historic (#00123k) MP 11.43
Region 1 OTIA III Local Bridge Projects - All phases (04-07) (\$85.5M / \$300M)						
13650	Oswego Canal	Bridge		\$1,462	Clackamas	South Shore Blvd. - City of Lake Oswego
*	Molalla River	Bridge		\$3,565	Clackamas	Robbins Rd.
*	Tualatin River	Bridge		\$6,329	Clackamas	NE 33rd Ave Ramp
*	Tualatin River	Bridge		\$4,530	Clackamas	Market Road 14
*	Milk Creek	Bridge		\$4,925	Clackamas	Mulino Road
*	Milk Creek	Bridge		\$1,123	Clackamas	Dhooge Road
*	Sandy River FAS A643	Bridge		\$3,606	Clackamas	Ten Eyck Road
13649	Johnson Creek	Bridge		\$1,985	Clackamas	Johnson Ck. Blvd.
13648	Clackamas River	Bridge		\$7,375	Clackamas	SpringWater Rd
Subtotal for Clackamas County				\$34,900		
*	N Fork Scappoose Creek	Bridge		\$327	Columbia	Chapman Grange Rd.
*	Tide Creek	Bridge		\$350	Columbia	Anliker Rd.
*	Lizzie Creek	Bridge		\$543	Columbia	Chapman Rd.
*	N Fk. Scappoose Creek	Bridge		\$844	Columbia	Scappoose-Vernonia
*	E Fk. Nehalem River	Bridge		\$974	Columbia	Scappoose-Vernonia
*	Lost Creek	Bridge		\$300	Columbia	Lost Creek Rd.
*	South Beaver Creek	Bridge		\$387	Columbia	Old Hwy 30
Subtotal for Columbia County				\$3,725		
*	Sauvie Island Bridge	Bridge		\$25,000	Multnomah	Sauvie Island Road
13651	B-84A X Columbia Slough	Bridge		\$1,839	Multnomah	NE 33rd Ave. - City of Portland
13653	B-76 Over Abandoned RR	Bridge		\$1,445	Multnomah	N Burgard St. - City of Portland
13652	B-80 Over Johnson Creek	Bridge		\$1,421	Multnomah	Foster Rd. - City of Portland
Subtotal for Multnomah County				\$29,705		
13647	Council Creek	Bridge		\$2,283	Washington	Susbauer Rd. - City of Cornelius
*	Council Creek	Bridge		\$841	Washington	Cornelius Scheflin
*	Council Creek	Bridge		\$1,859	Washington	Spiesschaert Rd.
*	E FK Dairy Creek	Bridge		\$755	Washington	Greener Rd.
*	Nehalem River	Bridge		\$1,186	Washington	Vernonia Rd.
*	Beaver Creek	Bridge		\$735	Washington	Timber Rd.
*	Nehalem River	Bridge		\$1,159	Washington	Timber Rd.
*	Tualatin River	Bridge		\$8,331	Washington	SW Scholls Fry Rd.
Subtotal for Washington County				\$17,149		
Region 1 TOTAL				\$99,254		
* Bridges outside the MPO will be listed under one key number (13315) as OTIA III Local Bridge Projects in the 06-09 STIP						
**Local bridge projects with a key number are bridges located within the MPO and have been amended into the 04-07 MTIP/STIP. They will also be listed in the 06-09 MTIP/STIP						
Region 1 OTIA III State Bridge Projects - Stages 4 and 5 (07-08)						
13312	Lewis & Clark Br Conn over Hwy 2W	Bridge	2007	\$4,852	Columbia	Stage 4 - Replace
13312	Lost Creek, Hwy 2W	Bridge	2007	\$1,296	Columbia	Stage 4 - Replace
13312	Hwy 2W over Swedetown County Rd	Bridge	2007	\$1,000	Columbia	Stage 4 - Repair
13312	Clatskanie River, Hwy 2W	Bridge	2007	\$3,556	Columbia	Stage 4 - Replace
13313	East Fork Dairy Creek, Hwy 47 WB	Bridge	2008	\$2,288	Washington	Stage 5 - Replace
13313	Hwy 47 WB over PNWR (Vadis)	Bridge	2008	\$8,608	Washington	Stage 5 - Replace
13313	McKay Creek, Hwy 47 WB	Bridge	2008	\$2,390	Washington	Stage 5 - Replace
13313	Hwy 47 over Hwy 29 WB (SW Canyon Rd), (Sylvan)	Bridge	2008	\$6,204	Washington	Stage 5 - Replace
13313	Hwy 47 EB Conn to SW Market St over Hwy 61	Bridge	2008	\$3,170	Multnomah	Stage 5 - Replace
13313	Tide Creek, Hwy 2W	Bridge	2008	\$4,588	Columbia	Stage 5 - Replace
Region 1 OTIA 3 Total for Stage 4 and 5*				\$37,952		
* OTIA 3 Bridge Delivery roll-out has a total of 5 stages.						

**ODOT Region 1 Recommendations for DRAFT 06-09 STIP
(OTC Not Reviewed)**

KN	Project Name	Type	Year	Amount (x \$1,000)	County	Comments
					Local	
	Total Projected Funding by County	(x \$1,000)	w/o LRT		Bridges (x1,000)	
	Clackamas	\$158,131	\$ 135,131		\$39,058	
	Clatsop	\$2,796				
	Columbia	\$7,046			\$3,725	
	Hood River	\$2,250				
	Multnomah	\$154,565			\$29,705	
	Washington	\$92,589			\$26,766	
	Various	\$50,450				
	TOTAL	\$467,827			\$99,254	
		*w/o Bridge				



METRO

Transportation Priorities 2006-09:

Investing in the 2040 Growth Concept

Technical Evaluation and Qualitative Factors Summary

October 12, 2004

**Transportation Priorities 2006-09 Projects:
Technical Ranking and Qualitative Factors**

Bicycle/Trail Projects

Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Economic development, jobs impact?	Environmental Justice Issue?	Received Comments?	QUALITATIVE FACTORS
Portland	1	Springwater Trail: Sellwood Gap (PE/ROW): Johnson Creek Bridge to SE Umatilla	\$1.629	93	Y	Y	Y	Y						Completing 0.9 mile gap makes 19.2 miles of continuous off-street trail. Allows access between homes and jobs in Milwaukie, Happy Valley, Gresham and Portland. Project was among top four trail priorities developed by Metro's Green Ribbon Committee.
Portland	2	Marine Dr. Bike Lanes and Trail Gaps: NE 6th Ave. to NE 185th Ave.	\$1.651	82	Y	Y	Y	Y				Y		Completes a gap that is still incomplete after 20 years of constructing individual segments. Would improve access to Kelley Point Park, Smith and Bybee Lakes Wildlife area, Heron Lakes Golf Course, Portland International Raceway, East Delta Park, Broughton Beach, Blue Lake Park and Sandy River Delta Natural area. Serves concentration of Black population.
Gresham	3	Springwater Trailhead: At Main City Park	\$0.310	81	Y		Y	Y	11%					Trailhead will feed Springwater Trail in two directions and connects directly to Historic Downtown Gresham and the MAX light rail system. Identified in City and regional plans
Gresham	4	MAX Multi-use path: Cleveland Station to Ruby Junction	\$0.890	76	Y	Y	Y	Y				Y		Many people will benefit from Max Path, including residents of deaf and blind residential home adjacent to Cleveland Avenue light rail station. Max Path will connect with Gresham/Fairview trail in its first phase. Serves moderate concentration of low-income population and a concentration of Hispanic ethnicity population.
NCPRD	5	Trolley Trail: Arista to Glen Echo	\$1.484	75	Y	Y	Y	Y						Trolley Trail project has been a collaborative planning effort among a number of organizations and has benefited from public support and input from citizens and business owners. Provides a functional link between the town centers of Milwaukie and Gladstone and offers connections to the regional bikeway system.
Hillsboro	6	Rock Creek Trail: Orchard Park to NW Wilkens	\$0.675	73		Y	Y	Y	40%		Y			Strong community support and spending commitment by Hillsboro; completes upper section of regional trail; provides on-street access to Quatama light rail station; improves connectivity between two Town Center areas.
Clackamas County	7	SE Jennifer Street: 106th to 122nd; On-street bike lanes and sidewalks	\$0.550	67			Y	Y	48%		Y			Completion of Jennifer Street bike lanes provides access from Gladstone to SE 135th and to the Sunnyside area and the Clackamas industrial area; completes another mode of alternative transportation to and within the Clackamas industrial area.
Tualatin Hills Parks & Rec. District	8	Powerline Trail (North: Scheupback Park to Burntwood Drive)	\$1.500	65	Y	Y	Y	Y						Improves livability for inner Beaverton residents; opportunity for transportation choices, recreation and exercise. Citizen trail advisory committees, local trails advocates, and Friends of Westside Trails are in support of the project.
Tigard	9	Washington Sq. RC Trail: Hwy 217 to Fanno Creek Trail	\$1.256	63	Y	Y	Y	Y						Washington Square Regional Center Plan adopted in 2000 and implemented in 2001. Connects existing Fanno Creek Trail System to the Washington Square Regional Center once a crossing of Hwy. 217 is constructed.
Tigard	10	Powerline Trail (South): Barrows to Beef Bend Rd	\$0.942	53	Y		Y	Y						Powerline South provides access to Murray Scholls Town Center. Provides a good north/south connection for bicyclists in an area that is deficient in bicycle and pedestrian facilities.
Subtotal:			\$7.189											

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

Agency	Code	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Green Street Bonus points	USE FACTOR	SAFETY	SUPPORTS 2040	COST EFFECTIVENESS	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Economic Impact/jobs benefit?	Environmental Justice Impacts?	Received public comments?	QUALITATIVE FACTORS
City of Beaverton	Bd3020	1	Rose Biggi extension: Crescent St. to Hall	\$ 3,807	102	10	25	12	40	15	Y	Y	Y	Y			Y	Y		Project complements extensive planning and redevelopment in downtown Beaverton - library expansion, The Round, Hall/Watson Beautification Plan, downtown parking and street design study and other plans. Provides critical multi-modal connection to the Round and Beaverton Transit Center which serves light rail, bus and future commuter rail. Supports other transit-oriented development activities. Serves low income area and concentration of Hispanic population.
City of Portland	Bd3169	2	Burnside Street: Bridge to E 14th (PE only)	\$ 3,360	97	5	25	20	39	8		Y		Y		Y	Y	Y		Project resulted from a 3-year community planning effort adopted in the Burnside Transportation and Urban Design Plan adopted by City Council. The project complements urban renewal area monies and was endorsed by the PDC and Portland Business Alliance's Transportation Committee. Facilitates better bike, pedestrian and transit connections across Burnside and supports development, jobs and housing within the Central city while maintaining good access and mobility to downtown Portland. Serves very low income area.
City of Portland	Bd1260	3	Killingsworth: Minnesota to MLK	\$ 3,029	95	10	25	8	37	15		Y	Y	Y		Y	Y	Y		Project need and design resulted from 6-month planning process that involved more than 1,000 community members and a citizen advisory committee. Community process included surveys in 4 languages, presentations to more than 15 community groups and phone calls to encourage participation in community meetings. Complements Interstate MAX improvements, PCC Cascade campus expansion, the Jefferson Pavilion Project Interstate urban renewal area monies and other mixed-use redevelopment efforts in community. Serves very low income area and concentration of Black population.
Washington County	Bd3124	4	Cornell Road: Saltzman to 119th	\$ 2,535	89	10	25	15	24	15		Y	Y	Y		Y	Y			Complements boulevard improvement in town center funded through MSTIP and Transportation Priorities programs. Implements town center plan. Completes gaps in regional bike and pedestrian network and will serve multi-family housing.
City of Cornelius	Bd3169	5	E Baseline: 10th to 20th	\$ 2,447	87	5	25	12	30	15	Y	Y	Y	Y			Y	Y		Project complements boulevard improvements to Adair Street funded through Transportation Priorities 2000. Implements Cornelius Main Street Plan elements. Designated Special Transportation Area. Complements several housing and social service projects funded by Oregon Housing and Community Services Department. Serves concentration of Hispanic population.
Washington County		6	B-H/Oleson/Scholts Phase 1 PE	\$ 3,233	71	10	18	20	23	0		Y		Y			Y			Project is on Metro's list of Regional Priorities for federal funding. Builds on MSTIP bike and pedestrian project. Project could help redevelopment of town center area.

TOTAL: 18.411

	AGENCY	Code	PROJECT TITLE	FEDERAL FUNDS REQUESTED (\$ millions)	ESTIMATED TOTAL PROJECT COST (\$ millions)	Improve Efficiency of the Freight System (25 Pts.)		Addresses 2040 Land Use Objectives (40 Pts.)					Safety (20 Pts.)		Cost Effectiveness (15 Pts.)		Total Project Points	Qualitative Factors				
						Reduction in Freight Travel Time	Freight Route Designation	Improves Access to Industrial Areas	Ability to Leverage Economic Development	Local Protection of Industrial Development	Removal of Tier B/D Industrial Parcel Barriers	Reduction in Freight Traffic in Mixed Use Areas	Project Improves Safety	Project Adds Bike and/or Pedestrian Elements	Hours of Reduction in Local and Regional Freight Travel Time and Freight VMT vs. Project Cost	Past: Regional Commitment		Linked Project	Minimum Phase	Multi-Modal Benefit	Overmatch	Affordable Housing/School
Management Programs	Portland State University	N/A	Permanent Freight Data Collection Infrastructure and Archive System	0.1795	0.3410	15	10	15	N/A	5	5	N/A	0.25	0	15	65	X	X				This project significantly expands the regional freight model capabilities. This project update existing monitors. The project is very cost effective.
	Washington County	N/A	Tualatin-Sherwood Road ATMS	0.3410	0.3800	15	10	15	N/A	5	5	3	8.75	0	15	77		X	X			Project will cost effectively significantly improve current and future freight movement in Washington Co.
Projects Supports Major Existing Regional Industrial Areas	Port of Portland	Fr4087	North Leadbetter Extension: (N. Bybee Lake Ct. to Marine Dr.)	3.00	9.87	10	10	10	7	5	5	0	6.25	5	10	68	X	X	X			Project supports existing development. Technical analysis of this alternative has been adjusted because of modeling limitations (PCE). Serves concentration of Black population.
	City of Portland	Fr4063	North Lombard Improvements (Columbia Slough Overcrossing)	4.42	4.9	15	10	15	3	5	5	0	6.25	5	15	79		X	X			Project is essential for Rivergate. Technical analysis of this alternative has been adjusted because of modeling limitations (PCE). Serves concentration of Black population.
Projects Supports Existing/New Local Industrial Areas	City of Tualatin	Fr6065	SW Herman Road (SW Teton Ave. to SW 108th Ave.)	2	3	10	3	5	3	3	3	0	8	5	5	45				X		
	City of Wilsonville	Fr6086	Kinsman Road (Barber St. to Boeckman Rd.)	1.4	4.2	10	10	10	7	5	5	0	4.5	5	10	67	X		X	X		Technical analysis of this alternative has been adjusted because this alternative supports future development of industrial lands.
	Multnomah County	Fr2074	Sandy Blvd. Prel. Engineering & R/W (NE 207th Ave. to NE 238th Dr.)	0.63	0.939	7	7	10	3	3	5	3	8.25	5	10	61	X			X		Project will be a catalysis for the eastern portion of the Columbia Corridor. This development phase represents a valuable investment in future development. Construction cost est. \$4.028 M.
	City of Cornelius	Fr3166	Highway 8 Intersection Improvement (No. 10th Ave. at Tualatin Valley Hwy.)	0.8373	0.9423	3	7	3	0	0	0	3	5	5	3	29	X			X		Serves concentration of low-income and of Hispanic populations.

Transportation Priorities 2006- 2009: Draft Technical Ranking and Qualitative Considerations						2040 Land Use Objectives				Effective removal of stormwater runoff from piped system and infiltration of stormwater near source of runoff						Safety			Cost Effectiveness			QUALITATIVE FACTORS							
						2040 Land Use Designation				Size of Project			Design Elements			Panel Score plus Bike Lanes and Sidewalks			Amount infiltrated/project cost										
Green Street Design Elements: Retrofit						Central City, Regional Center, Industrial Area, Town Center	Main Streets, Station Community	Corridors	All other areas	Points	High	Medium	Low	Points	Preserve Existing/Plant Large Trees	Removal Of Impervious Surface Area	Pervious sidewalks or low traffic areas	Curb options per Green Streets handbook	Use of Infiltration/detention devices	Points	Safety Panel Score	Addition of Bike Lanes	Addition of Sidewalks	Points	High	Medium	Low	Points	
Agency	Code	Rank	Project Title	Federal Funds Request (millions)	Total Project Points																								
					80	10	7	3	0	10	10	7	3	10	10	10	5	10	45	15.0	2.5	2.5	20	15	8	0	15		
City of Portland	GS1224	1	NE Cully Boulevard: Prescott to Lombard	2.457	88	7				7	10			10	10	10	5	10	45	12.5	2.5	2.5	17.5	8			8	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). Serves concentrations of Black, Hispanic and low-income populations.	
Subtotal				2.457																									

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

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

Subtotal:

TOTAL: \$ 9.178

Transportation Priorities 2006-09 Projects:
Draft Technical Ranking and Qualitative Considerations

Road Capacity Projects

Agency	Code	Proposed Rank	Project Title	Federal Funds Request	Total Project Points	ADDRESS CONGESTION	2040 ACCESS AND CIRCULATION	ECONOMIC AND COMMUNITY DEVELOPMENT	SAFETY	COST/REDUCED DELAY	BONUS POINTS	Past Regional Commitment?	Link to other Project(s)?	Minimum Phase?	Multi-Modal Benefit?	Overmatch	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic Development - Jobs Impact	Environmental Justice Issues?	Public Comments Received?	QUALITATIVE FACTORS	
Tigard	RC6014		SW Greenburg Road:Washington Square Dr. to Tiedeman	\$1.000	73.50	20	20	11	7.50	15	0	Y		Y		Y				Y		Serves concentrations of low-income and Hispanic populations.	
City of Lake Oswego	Pd6127		Boones Ferry Road at Lanewood Street	\$1.400	65.00	10	10	14	17.50	11	2.5			Y	Y		Y						
Washington County	RC1184		Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	\$2.900	64.50	11	10	6	20.00	7	5		Y	Y								Based upon projected 2025 increase in delay on the road segments surrounding this intersection, project receives 0 out of 15 possible points for Cost Effectiveness measure. However, regional travel demand model does not account for projected delay reduction achieved through addition of intersection turn lanes and increased distance between intersections provided through this project. County staff analysis of 2020 turn volumes and delay indicates 75 hours of total delay reduction at Oleson Rd. intersections with B-H Hwy. and Scholls Ferry when proposed Phase 1 improvement is implemented.	
Multnomah County	RC2110		Wood Village Blvd.: Arata to Halsey	\$0.980	63.75	11	17	12	18.75	3	7.5			Y	Y			Y		Y		Regional travel demand model does not accurately forecast demand on some small new connectors such as Wood Village Blvd. Serves concentrations of low-income and Hispanic populations.	
Clackamas County	RC7000		SE 172nd Ave:Phase I; Sunnyside to Hwy 212	\$4.300	62.00	6	14	15	15.00	0 or 5	5	Y	Y	Y		Y			Y			Travel demand data varies depending on assumptions concerning surrounding street network - analysis results in range of cost-effectiveness score on reduction in vehicle delay from 0 to 5 points. The Rock Creek Industrial Study draft data shows the current V/C ratio for 172nd Avenue as .83, much higher than the model data for year 2000 of .33. The study also indicates that the intersections of Sunnyside/172nd and 172nd/Armstrong Circle/Highway-212 are currently operating at an unacceptable level of Service (LOS F) - funding is in place to reconstruct the 172nd/Armstrong Circle/Highway 212 intersection. No current freight system designation on this section of 172nd, however, freight route benefit for bonus points is assumed.	
Hillsboro	RC3114		NE 28th Avenue: East Main to Grant	\$1.682	56.25	10	14	4	18.75	7	2.5				Y							Regional travel demand model does not accurately forecast demand on some small new connectors such as Ash Street.	
Clackamas County	RC5103		Clackamas County ITS: Safety and operational improvements at 4 railroad crossings	\$0.500	46.00	6	17	13	5.00	0	5				Y							Regional travel model not capable of measuring reduction in vehicle delay for this project, however, region wide application of this pilot project has potential for reduction in delay, particularly among truck freight travel. Volume to capacity ratio at 10th Avenue in Oregon City very high.	
Tigard	RC8038		SW Ash Street extension: P&W RR to Burnham	\$0.851	36.00	11	6	9	10.00	0	0		Y	Y	Y								

SUBTOTAL: \$13.613

**Transportation Priorities 2006-09:
Technical Ranking and Qualitative Considerations
Road & Small Bridge Reconstruction Projects**

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

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

Transportation Priorities 2006-09 Projects: Technical Ranking and Qualitative Factors															
Regional Travel Options Program and Projects															
Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic development, jobs impact?	Environmental Justice Impact?	Received Comments?	QUALITATIVE FACTORS
Region	87	Regional RTO Base Program	\$ 4.003		Y	Y	Y	Y				Y			Includes program administration, collaborative marketing program, program evaluation and regional rideshare program adopted in RTO 5-Year Strategic Plan. RTO program is becoming increasingly connected with regional planning efforts such as 2040 centers, transit-oriented development, corridor planning and Tri-Met's transit investment plan
Region	60	RTO Base + 3 TravelSmart Projects	\$ 1.700		Y		Y	Y				Y			Funds TravelSmart projects every other year over a 5-year period with project locations to be determined. Pilot TravelSmart project in SW Portland reduced VMT by 10%.
Region	60	RTO Preferred Program: 2 additional TravelSmart Projects	\$ 1.000		Y			Y				Y			Funds TravelSmart projects every year over a 5-year period with project locations to be determined. Pilot TravelSmart project in SW Portland reduced VMT by 10%.
		Subtotal:	\$6.703												

**Transportation Priorities 2006-09 Projects:
Technical Ranking and Qualitative Factors**

TOD Projects

Agency	Technical Rank	Project Title	Federal Funds Requested	Total Project Points	Past Regional Commitment?	Linked Project?	Minimum Phase?	Multi-Modal Benefit?	Overmatch? (local match shown for projects that exceed required 10% match)	Affordable Housing/ Schools?	Endangered Species Recovery?	Economic development, jobs, impact?	Environmental Justice Impacts?	Received Comments?	QUALITATIVE FACTORS
Metro	1	Regional TOD LRT Station Area Program	\$3.000	98	y	y	na	y		y	ind	y			Indirect impacts to endangered species due to Green Building practices guidelines in project selection criteria.
Metro	2	Regional TOD Urban Center Program	\$2.000	95	y	y		y		y	ind	y			Indirect impacts to endangered species due to Green Building practices guidelines in project selection criteria.
Metro/Beaverton	3	Site acquisition: Beaverton regional center	\$3.000	88		y		y		y		y			
COP	4	Gateway Transit Center Redevelopment	\$0.500	81	y	y	na	y	y			y			
Clackamas Co.	5	Fuller Road @ I-205	\$0.500	35	y	y	na								

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



METRO

DATE: October 14, 2004
TO: JPACT and Interested Parties
FROM: Rod Monroe: Metro Councilor
SUBJECT: SW Capitol Highway pedestrian project

* * * * *

I am proposing an amendment to the TPAC recommendation to add the SW Capitol Highway: Multnomah to Taylors Ferry pedestrian project as recommended for further consideration on the First Cut list during the public comment period. Funding is requested to develop project specifications that address the difficult drainage issues and right-of-way impacts to constructing bike lanes and sidewalks on this facility between Multnomah Village and the West Portland town center. Currently, pedestrians on this facility must negotiate intermittent dirt paths and bicycles must ride in motor-vehicle lanes as there is not even a paved shoulder for their use.

This project is the highest-ranking project not recommended for further consideration by TPAC within the pedestrian category. Its technical score is within one point of the next highest ranked project and two points of the fourth ranked project. I believe the clear technical break in scoring would include the Capitol Highway project.

Furthermore, the pedestrian category of projects had the greatest number of projects recommended to be cut from further consideration. Given the policy emphasis of this program, I believe the pedestrian category of projects should receive a greater emphasis than what has been recommended.

The Portland City Council approved the Capitol Highway Plan in 1996 and it remains the highest priority project for Southwest Neighborhoods, Inc, the coalition of 16 neighborhoods in Southwest Portland.

Thank you for your consideration.



METRO
PEOPLE PLACES • OPEN SPACES

FIRST CLASS POSTAGE

Planning Department
600 NE Grand Ave.
Portland, OR 97232



**Notice of
comment meetings
on transportation
funding**

Speak up on future transportation projects



Public comments will be taken on proposed regional and state transportation projects.

Metro's \$60.5 million draft Metropolitan Transportation Improvement Program (called Transportation Priorities 2006-09) outlines proposed regional projects in the Portland metropolitan area.

ODOT's \$1 billion draft Statewide Transportation Improvement Program identifies the highest-priority state transportation projects proposed for 2006-09.

If you can't attend a meeting, send comments by:

Mail: Metro Planning, 600 NE Grand Ave., Portland, OR 97232

E-mail: trans@metro.dst.or.us

Phone: (503) 797-1900 option 3

Fax: (503) 797-1911

Web: www.metro-region.org/mtip

**All comments are due by
5 p.m. Monday, Dec. 6, 2004.**

For a list of proposed transportation projects, call Metro at (503) 797-1839 or visit

www.metro-region.org/mtip

Comment meetings

PORTLAND

4 to 8 p.m. Monday, Oct. 25

To reserve a time to comment, call (503) 797-1745 starting Oct. 20

Metro Regional Center

600 NE Grand Ave.

TriMet bus 6 or MAX

OREGON CITY

5 to 8 p.m. Tuesday, Oct. 26

Pioneer Community Center

615 Fifth St. at Washington

TriMet bus 33

GRESHAM

5 to 8 p.m. Wednesday, Oct. 27

Multnomah County East Building

600 NE Eighth St. at Kelly

(near Gresham Central Transit Center)

TriMet bus 4, 9, 12, 20 or MAX

BEAVERTON

5 to 8 p.m. Thursday, Oct. 28

Beaverton Resource Center

12500 SW Allen Blvd. at Hall Blvd.

TriMet bus 76, 78 or 88

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METRO
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DRAFT

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF FOR THE PURPOSE OF) RESOLUTION NO. 04-3498
ENDORING REGIONAL PRIORITIES FOR A)
STATE TRANSPORTATION FUNDING) Introduced by Councilor Rod Park
PACKAGE

WHEREAS, an efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout the state of Oregon; and

WHEREAS, the Governor and the Oregon Legislature have effectively begun to address critical transportation needs with the passage of the Oregon Transportation Investment Acts; and

WHEREAS, the investments that have been made possible by OTIA I, II, and III will help Oregon respond to both population growth and important economic opportunities; and

WHEREAS, these acts have provided new transportation investment dollars for the Portland metropolitan region, both for new projects and for maintenance of the existing system; and

WHEREAS, the impact of these investments will have a positive impact on the regional economy; and

WHEREAS, Oregon still has the lowest transportation funding per capita and per mile among all western states; and

WHEREAS, connecting Oregon's people and businesses with local, domestic and international markets is critical for a healthy economy; and

WHEREAS, Oregon's population growth continues to outpace the nation, and freight volumes in Oregon are expected to double in the next twenty years; and

WHEREAS, the distribution and logistics employment sector accounts for over 11.5% of the jobs in the Portland Metropolitan Statistical Area, placing the region 3rd among all U.S. MSA's; and

WHEREAS, funding for non-highway transportation projects is an appropriate and wise use of state funds; and

WHEREAS, the region has identified multiple project and funding needs for all modes of transportation through its Regional Transportation Plan, which has been adopted by Ordinance No.00-869A and Resolution No. 00-2968B; and

WHEREAS, the Regional Transportation Plan documents a need for \$7.8 billion in multi-modal transportation improvements to ensure a vibrant economy and the efficient movement of freight, automobiles and transit; and

WHEREAS, approximately one-half of the needed transportation improvements called for in the Regional Transportation Plan remain unfunded; and

WHEREAS, there is also a funding shortfall to maintain and operate the existing city, county and state road system; and

DRAFT

WHEREAS, additional funding to meet these transportation needs will create thousands of jobs and help stimulate the economy of the region and the state; and

WHEREAS, without additional investment in Oregon's transportation infrastructure, increasing congestion will cost Oregon businesses and motorists tens of millions of dollars each year; and

WHEREAS, it is in the interest of local governments inside Metro to jointly seek additional transportation funding from the 2005 Oregon Legislature; now, therefore

BE IT RESOLVED that the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) endorse a state legislative funding proposal for a multi-modal transportation program as shown in Exhibit "A" including:

1. A funding package for road operations, maintenance and modernization.
2. A funding package for light rail, heavy rail, marine and aviation projects.
3. Continuation of funding through the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.
4. Initiation of a comprehensive transportation economic impacts study.

ADOPTED by the Metro Council this _____ day of _____, 2004.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

**Joint Policy Advisory
Committee on
Transportation**

JPACT Multi-Modal Transportation Funding Concept

Rod Park, Chair
Metro Councilor

Rex Burkholder, Vice Chair
Metro Councilor

Rob Drake
Mayor, City of Beaverton
Cities of Washington County

Jim Francesconi
Commissioner
City of Portland

Matthew Garrett
Region 1 Manager
Oregon Department of
Transportation

Stephanie Hallock
Director
Oregon Department of
Environmental Quality

Fred Hansen
General Manager
TriMet

Larry Haverkamp
Councilor, City of Gresham
Cities of Multnomah County

Bill Kennemer
Commissioner
Clackamas County

Rod Monroe
Metro Councilor

Royce Pollard
Mayor
City of Vancouver, WA

Roy Rogers
Commissioner
Washington County

Karl Rohde
Councilor, City of Lake
Oswego
Cities of Clackamas County

Maria Rojo de Steffey
Commissioner
Multnomah County

Judie Stanton
Commissioner
Clark County

Don Wagner
District Administrator
Washington State Department
of Transportation

Bill Wyatt
Executive Director
City of Portland

JPACT intends to seek support from the Governor and the Oregon Legislature for development of a multi-modal transportation finance legislative package, including:

1. Road Package:

JPACT recommends the adoption of a state road finance package to fund operations and maintenance of the existing system as well as modernization of the road system to address congestion and foster business expansion and economic development. While there has been significant progress through the adoption of OTIA I, II and III, urgent needs remain unfunded. In particular, maintenance and operation of the existing city, county and state road systems have fallen behind, threatening the condition of the existing system. In addition, urban road investments are vital to support economic development and recovery and reduce the backlog of congestion.

Even with the new revenues generated by OTIA I, II and III, Oregon still ranks lowest among western states in per capita and per mile transportation funding. Nationally, Oregon now ranks 46th in registration fees, 34th in title fees and 13th in gas taxes. In addition to considering these traditional funding sources, we support ODOT's efforts to explore more creative options for meeting our outstanding Highway Fund needs. Such options might include bonding against increased federal funds, indexing the gas tax or instituting a title fee for vehicles added to the statewide fleet.

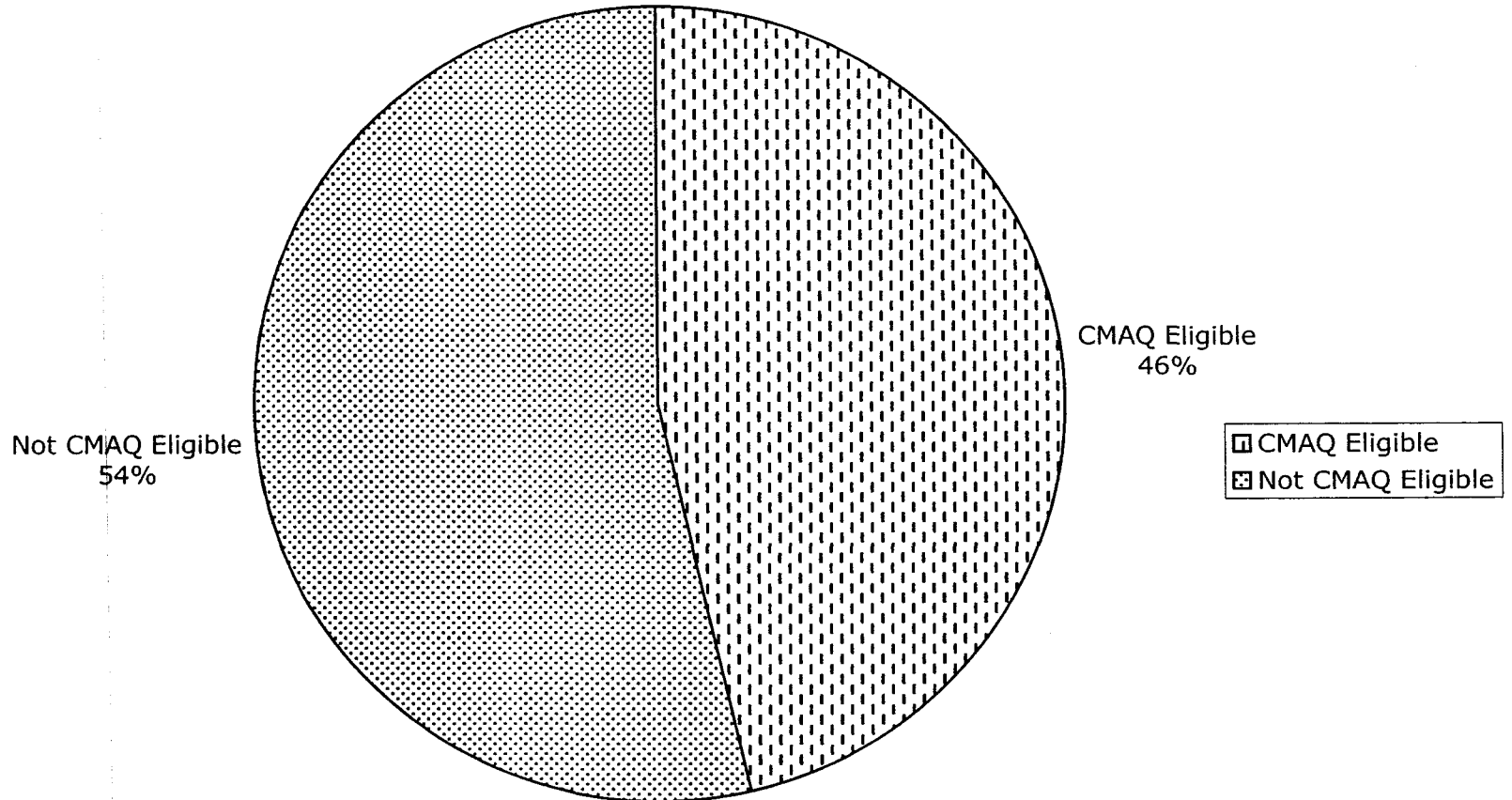
2. Non-Road Package:

As all modes of transportation are critical in providing a healthy transportation network and a healthy economy, JPACT also recommends the adoption of a funding package to support non-Highway Fund modes of passenger and freight transportation improvements as well as additional investments in transit. While other states have aggressively invested in rail, marine, aviation and transit infrastructure, these modes have received relatively small investments here in Oregon in recent years.

We are therefore encouraged that the Governor, under the banner of "Connect Oregon," has recently asked the Oregon Transportation Commission to undertake an assessment of the state's need for investment in its multi-modal transportation system. Because there are multiple projects in each of these modes that would significantly benefit the public and provide economic returns for the state and region, JPACT supports identification of rail, transit, marine and aviation projects that merit public investment. The region and the state have benefited significantly from past investments in light and heavy rail infrastructure, marine terminals, and airports. Additional funding for future projects that support a diverse, efficient and healthy transportation network, including the next leg of the Portland region's light rail system, is essential in order to address both short-term and long-term economic and livability needs.

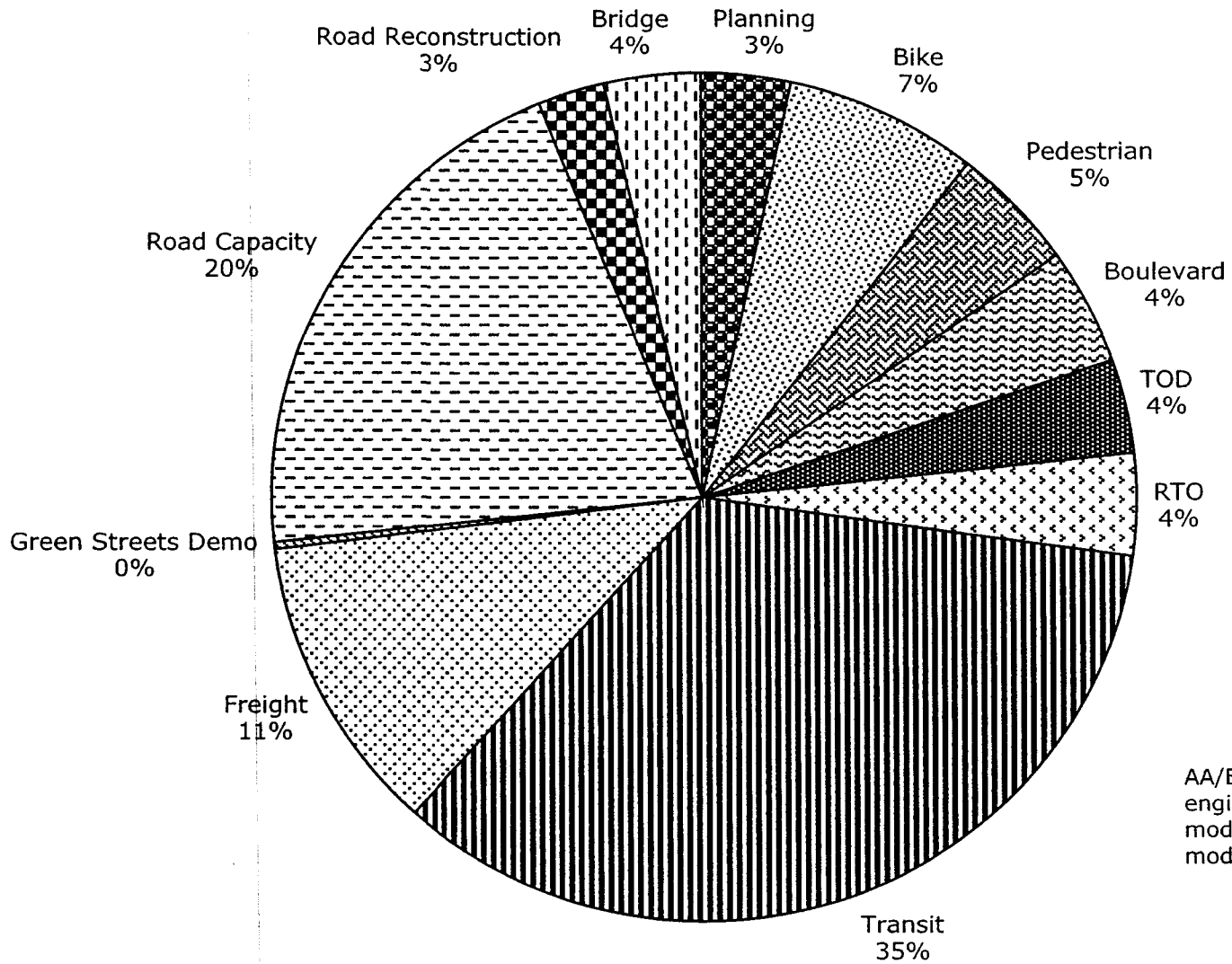
3. JPACT recommends continued funding within the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.
4. JPACT recommends initiation of a study that can provide data about the statewide economic impacts of transportation investments. Transportation infrastructure is a key asset for our region, and we should be able to clearly and comprehensively state the benefits to the region and the state of all phases of project development and implementation. JPACT supports the pursuit of a study that will seek to capture this data and also look at the best and most efficient practices in modernizing, maintaining and preserving our transportation infrastructure.

**Local Project CMAQ Eligibility
TPAC Recommendation for Further Consideration of Projects:
2008 - 2009**



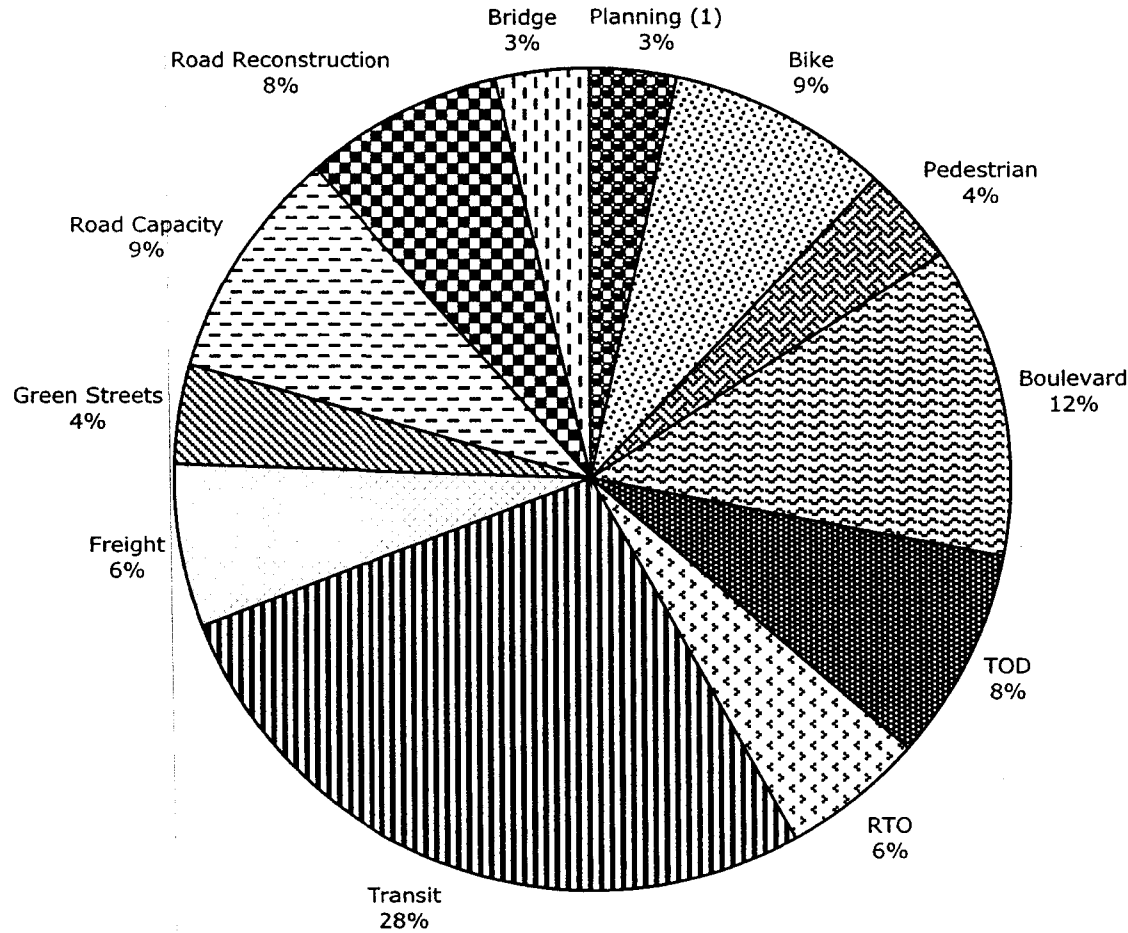
Modal Share

Historic Allocation of Regional Flex Funds: 1992-2007



AA/EIS or preliminary engineering funds for a specific modal project are shown in their modal category.

Modal Share TPAC Recommendation for Further Consideration of Projects: 2008 - 2009



(1) The Milwaukie SDEIS and Willamette Shoreline AA/PE planning studies are included in the Transit modal category.

DRAFT

October 13, 2004

The Honorable Ron Wyden
US Senate
516 Hart Senate Office Bldg.
Washington, DC 20510

The Honorable Gordon Smith
US Senate
404 Russell Senate Office Bldg.
Washington, DC 20510

The Honorable Earl Blumenauer
US House of Representatives
1406 Longworth H.O.B.
Washington, DC 20515

The Honorable David Wu
US House of Representatives
1023 Longworth H.O.B.
Washington, DC 20515

The Honorable Darlene Hooley
US House of Representatives
1309 Longworth H.O.B.
Washington, DC 20515

The Honorable Greg Walden
US House of Representatives
1404 Longworth H.O.B.
Washington, DC 20515

The Honorable Peter DeFazio
US House of Representatives
2134 Rayburn H.O.B.
Washington, DC 20515

Dear Oregon Congressional Delegation:

RE: FY 2005 Transportation Appropriations Bill: House Report Language on New Starts Rating Process

I am writing on behalf of the Joint Policy Advisory Committee on Transportation (JPACT) to request your assistance in ensuring that language that was under consideration in the House Appropriations Committee Report to the FY 2005 Transportation Appropriations Bill regarding FTA's New Start process does not become part of the bill's Conference Report. It is our understanding that the House Committee Report was stripped of the problematic language, but we are concerned that it could reappear when the Conference Committee takes up the bill.

Attached to this letter is an analysis that details the impacts that the House Report language could have on FTA's evaluation of fixed guideway investments. This analysis concludes that the House Report would:

- Roll back improvements made to the New Starts rating procedures during TEA-21, in particular undercutting the importance of land use.
- Require an excessive amount of undue studies by FTA on "congestion relief," unnecessarily diverting FTA's resources from advancing projects.
- Create an inefficient project development process that is bound to raise project costs.

Accordingly, JPACT requests that you support the following:

- Seek language in the Conference Report supporting the continued use of the 'land use' rating as exists under the current FTA rating system.
- Reject proposals for additional study of how 'congestion relief' can be further emphasized in the ratings process; instead seek language in the Conference Report that FTA re-introduce highway-user benefits in the TSUB calculation.
- Reject proposals to modify project advancement criteria and funding ratios; instead seek Conference Report language acknowledging that the project rating process implemented under TEA-21 has improved the evaluation of fixed-guideway projects and further refinements should occur over time through FTA's normal rule-making process.

While we may differ with the House Committee on specifics, JPACT recognizes that FTA's fixed guideway evaluation and decision-making process for the New Starts has improved and further improvement may be needed. To date, the continuous improvement in the rigor of how New Start projects are rated has generally resulted in good projects being built. In addition, it is our experience that once a federal funding contract has been signed, there has not been a problem with cost overruns. In fact, projects in the Portland region have been completed ahead of schedule and under budget.

Any improvements to the rating system must be carefully thought through at a professional level so that projects that currently are close to a funding decision are not adversely and unnecessarily affected. In the Portland region, the Commuter Rail Project is now seeking a Full Funding Grant Agreement (FFGA), and the I-205/Mall LRT Project will be seeking Final Design approval shortly. The House Report language, if enforced, could delay these projects and add millions of dollars of cost, leaving the region with revenue shortfalls it may not be able to handle. The language would also hurt the Portland region's streetcar plans, and many important projects in other regions.

The real problem with the New Starts rating process is that the program is over subscribed. The rigor of the rating process serves to slow down or down scale good projects because there is far more demand than there is funding. The preferable solution is to authorize a higher funding level for the program in the pending reauthorization of TEA-21.

Your assistance would, therefore, be greatly appreciated. Should you have any questions, please feel free to contact me.

Sincerely,

Rod Park, Chair
Joint Policy Advisory Committee on Transportation

Attached: Analysis of FY 2005 Transportation Appropriations House Report Language on
FTA New Starts Process

Analysis of FY 2005 Transportation Appropriations House Report Language on FTA New Starts Process

1. House Report Language Undercuts the Importance of 'Land Use' in Rating Fixed Guideway Projects

The House Report concludes that the 'land use' rating causes an imbalance in the evaluation process and directs FTA:

"to perform a review of this ratings imbalance and report to the House and Senate Committees on Appropriations by December 10, 2004, on how this balance could be better reflected in FTA's process. This report should include an analysis of every project in the new starts pipeline that compares a land use rating to their cost-effectiveness rating and the project's overall rating."

The House Report found FTA's application of the "land use" rating to be "imbalanced" because:

"... even if a project has received a low cost-effectiveness rating, a high land use rating could result in a total project rating of medium. Therefore, FTA may be promoting projects where the cost-effectiveness does not support continuation of the project, yet possible development opportunities around the project may allow it to continue forward..."

This statement reflects a misunderstanding of FTA's evaluation measures. FTA's cost effectiveness' measure is the 'dollar cost of an hour of travel time savings' (so called, "transportation system user benefit" (TSUB)). While this measure is titled 'cost effectiveness,' FTA acknowledges that it addresses only one benefit of transit, and not the full cost-benefit of a potential project. Accordingly, FTA's overall project rating merges the TSUB-based "cost-effectiveness" rating with a "land use" rating to produce a comprehensive assessment of cost-benefit on which to base its project recommendations. Thus, the reality is precisely opposite of the House Committee's assertion, FTA's evaluation process could promote projects with poor cost-effectiveness if land use is not considered because the cost-effectiveness rating itself is defined in a very narrow manner.

Moreover, the success of any transportation project, whether it is light rail or a highway, depends on the land use patterns surrounding the project. For a transit investment, this is particularly important; supportive land uses are essential for maximizing ridership and ensuring that ridership forecasts are achieved. Given the House Report's continuing concern with the reliability of ridership forecasts, the House Committee should be further emphasizing 'land use,' rather than seeking to de-emphasize it.

Removed. A final report language in the Conference Report stipulated the continued use of the 'land use' rating in the overall FTA project rating.

2. House Report Requires Excessive and Undue Studies “Congestion Relief,” Diverting FTA Resources from Advancing Projects through the Pipeline

The House Report directs FTA to emphasize ‘congestion relief’ as a ‘critical’ justification for building fixed guideway projects, rather than to consider the full-range of benefits of such projects as called for in TEA-21. The House Report directs FTA to “*develop a new starts process that better emphasizes cost-effectiveness and congestion relief.*” In addition, the House Report calls for a study on further emphasizing “congestion relief” in the evaluation:

“The IG has recommended a joint evaluation ...by the Federal Highway Administration and the FTA, with the goal of understanding the extent to which transit provides highway congestion relief. ... the Committee directs FTA and FHWA to immediately begin this review and, beginning on October 1, 2004, FTA shall report to the House and Senate Committees on Appropriations by the first of every month on the progress. By June 1, 2005, FTA ...shall submit a final report to the House and Senate Committees on Appropriations showing how congestion relief could be implemented as an evaluation procedure and rating in the new starts process.”

Further, the House Report directs yet another FTA study:

“to ensure that proper procedures are in place whereby FTA can distinguish the criteria which place the federal benefits (i.e. congestion relief) of a transit alternative above those of other projects. FTA shall report to the House and Senate Committees on Appropriations by June 1, 2005, on the implementation of this direction.”

These studies are in addition to the study of the ‘land use imbalance’ discussed under the first bullet, and are part and parcel of the House Committee’s desire to de-emphasize ‘land use’ considerations.

The House Report fails to consider a simple solution to its desire for more consideration of ‘congestion relief,’ one that fits within FTA’s New Start rating rules and procedures. FTA’s initial TSUB (i.e. cost per hour of travel time savings) measure considered the highway-user and transit-user travel time savings from a proposed fixed guideway investment. It subsequently dropped the highway-user benefits from the computation. Reintroducing these highway-user benefits into the TSUB calculation would reemphasize congestion relief benefits, and would do so in a way that does not undercut the ‘land use’ rating.

Not only are the House Report’s studies unnecessary, they would divert FTA’s attention from reviewing projects in the funding pipeline, causing delay and increased costs for these projects.

Requested Action: Reject proposals for additional study. Conference Report should acknowledge that the revised rating process under TEA-21 has improved the evaluation of fixed guideway projects and should be retained over time through FTA's normal rule-making process. Conference Report can also suggest that FTA reintroduce highway-user benefits in the TSUB calculation.

- **Creates an inefficient project development process**

The House Report includes directives aimed at revising how fixed guideway projects are evaluated and recommended; these directives are either unnecessary or create undue obstacles for projects as they progress through FTA's process.

First, the Committee directs FTA to ensure that:

"...as projects progress through planning and development phases, forecasts reflect changes in scope and service levels and any other factors that materially impact ridership."

FTA's New Starts rating process already accounts for ridership changes during the Alternatives Analysis, Preliminary Engineering, and Final Design stages. Apparently, the House Committee seeks to extend this consideration into the post-Final Design period. Modifications to the project scope can occur during the post-Final Design period as a result of cost overruns, negotiations with FTA regarding the Full Funding Grant Agreement or due to other circumstances. A revised ridership evaluation in the post-Final Design period would have much greater detrimental impacts than a re-assessment at an earlier stage because construction, vehicle procurement and right-of-way contracts would be negotiated (or being negotiated) and the likely one-half to full year delay for redoing ridership and securing FTA's review would grind these contracts to a halt; perhaps even causing the need for re-bidding. As a practical matter, to avoid promoting cost overruns and schedule delays the final FTA project rating must occur upon entry into Final Design, unless there are exceptional changes to project scope.

Second, the Committee seeks to establish a poorly thought-through criterion for advancing New Starts projects:

"FTA shall not approve the entry of any project into preliminary engineering if the project's alternatives analysis does not clearly espouse the federal new starts criteria and standards, by showing that the project will attract and move more riders, at lower cost, than other transportation alternatives."

While the House Report's criterion may appear sensible, it actually shows why Congress, in TEA-21, replaced FTA's use of a single, dominant criterion with a requirement for a more comprehensive analysis. The House Report seeks to advance projects that meet two factors: (a) highest ridership and (b) lowest cost (presumably per user). What if the highest ridership alternative is not the least expensive, or vice versa? What if the high

ridership or low cost alternatives have unacceptable environmental or social impacts (i.e. dividing low income neighborhoods, adverse land use impacts, etc)? What if a higher cost alternative attracts longer trips (and therefore better reduces miles of vehicle travel), or a lower ridership option has a better impact on traffic relief? The House Report language does not allow for these more comprehensive considerations. By being so narrowly defined, the strategy espoused by the House Report would advance the less cost-effective alternative in all of these instances.

Third, the House Report seeks to cut the Federal share of New Starts projects:

“The Committee reiterates ... that FTA should not sign any FFGAs that have a maximum federal share of higher than sixty percent.” “The Committee agrees with the administration that statutory law should be changed to prohibit a federal share of no more than fifty percent.”

The FTA process already is set-up to prevent projects with a Section 5309 funds share greater than 60 percent from advancing. It does so by automatically giving such projects a “Low” rating for its financial plan and requiring a minimum of a “Medium” rating to receive an overall rating of “Recommended.” The Portland region has been able to adjust its financial approach to projects by assuming a maximum of 60 percent federal funding. But, a change to a 50 percent maximum would severely setback the I-205/Mall LRT Project and other future regional projects.

Requested Action: Reject proposals to modify project advancement criteria and funding ratios, instead seek Conference Report language acknowledging that the project rating process implemented under TEA-21 has improved the evaluation of fixed-guideway projects and further refinements should occur over time through FTA's normal rule-making process.

Voice your choice for Highway 217; open house Oct. 26

Metro is seeking comments on first phase alternatives for the Highway 217 Corridor Study. The Highway 217 Policy Advisory Committee will review the input before determining which alternatives should be considered during the study's second phase. The study is being conducted to consider possible changes to the Highway 217 Corridor to accommodate the population growth that has occurred in Washington County since 1990. The study includes a variety of changes to Highway 217, improvements to surface streets, increased transit service and investments in bike and pedestrian routes.

The study's roadway alternatives include:

- an option that would focus on increased transit service, improvements to surface streets and treatments to address the merge/weave problems on the highway
- an option that would add a lane in each direction to Highway 217
- an option that would add a lane in each direction to Highway 217 and address the highway's merge/weave problems
- an option that would add a carpool lane in each direction to Highway 217 and address the highway's merge/weave problems
- an option that would add a tolled express lane in each direction to Highway 217 and address the highway's merge/weave problems
- an option that would add a lane in each direction to Highway 217 and address the highway's merge/weave problems as well as provide a tolled express lane at entrance ramp signals.

You can review the findings and provide input in two ways:

Attend the Highway 217 Corridor Study open house

4 to 7:30 p.m. Tuesday, Oct. 26
St. Bartholomew's Episcopal Church
11265 SW Cabot St., Beaverton

Visit the virtual open house at www.hwy217.org

The virtual open house is a new and innovative opportunity to review and comment on the Highway 217 study findings on Metro's web site between Oct. 5 and Nov. 5. The web site includes a feedback form. Metro staff will be available to answer questions in real time during three sessions:

4 to 8 p.m. Monday, Oct. 18.
3 to 7 p.m. Thursday, Oct. 21
6 to 8 p.m. Sunday, Oct. 24

During the posted times, Metro staff will answer questions immediately. If you visit the virtual open house at other times, Metro staff will respond to your questions by the end of the next workday. As always, you can send e-mail to trans@metro.dst.or.us or call (503) 797-1757.

Billboard on Highway 217

In an effort to reach more people who use Highway 217 regardless of where they live or work, Metro has rented a billboard along Highway 217 during October. The billboard, located between Washington Square and 72nd Avenue, could be viewed by as many as 65,000 drivers daily. The billboard will feature the theme, "New ideas for 217," and will direct people to www.hwy217.org, a shortcut to the virtual open house on Metro's web site. The shortcut was created to be easy to remember for drivers passing the billboard at highway speeds.

The billboard and the virtual open house are a targeted strategy to reach more people who use Highway 217 but who may not be involved in local neighborhood or business associations or other planning processes. Metro will measure the billboard's effectiveness by tracking the number of visits to www.hwy217.org and asking virtual open house participants how they found out about it.

Highway 217 Corridor Study

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

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

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

Study goal

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

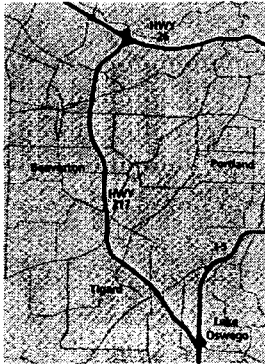
The study will look at ways to:

- engage community members in discussions about possible improvements and develop widely supported projects that include financing and phasing plans

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

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





Study organization

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

The Policy Advisory Committee will meet once a month throughout the study to review findings, make recommendations and

advise staff on public outreach. The committee also will hear public comment and make final study recommendations to the Metro Council and local jurisdictions.

Get involved

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

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

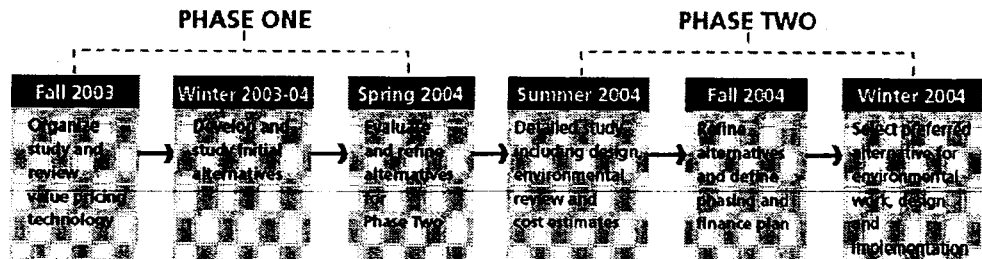


PAC members

- Brian Moore** – PAC chair, Tigard City Council, PGE
- Frank Angelo** – Westside Economic Alliance, Transportation Committee chair
- Dan Aberg** – Westside Transportation Alliance
- Steve Clark** – Community Newspapers, Westside Economic Alliance
- Domonic Biggi** – Beaverton Chamber of Commerce, Beaverton Foods
- Nathalie Darcy** – Garden Home resident
- Rob Drake** – mayor of Beaverton, member of Metro Joint Policy Advisory Committee on Transportation
- Matthew Garret** – ODOT Region 1
- Kent Haldorson** – citizen representative, north of Highway 217
- S. Joan Hamrick** – citizen representative, south of Highway 217
- Van Hooper** – Sysco Food Systems
- Carl Hosticka** – Metro councilor, District 3
- James A. Johnson** – frequent user of Highway 217
- John Kaye** – Tektronix
- George Machan** – Coriolis Consultants, Inc.
- Jim Persey** – Greenway Neighborhood Association, committee chair
- Lynn Peterson** – Lake Oswego City Council
- Jack Reardon** – Washington Square
- Dick Schouten** – Washington County Board of Commissioners
- Dennis Thomas** – Beaverton School District

Timeline

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



Phase One Highway 217 Corridor Study Options

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

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

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

Base case option

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

The base case option would include:

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

Four-lane plus transit and interchange improvements option

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

region's preferred plan includes projects that are not expected to be constructed unless new funding sources are identified.

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

The four-lane plus option would include:

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

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



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



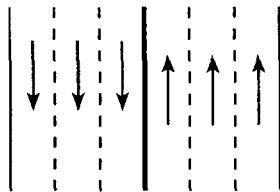
Another way to address merge/weave conflicts is **consolidating interchanges** and connecting them with frontage roads. This solution has been applied at Canyon Road and the Beaverton-Hillsdale Highway on Highway 217 where access to two streets has been combined into one interchange. Drivers entering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

SIX LANE OPTIONS

Six-lane option without interchange improvements

The six-lane option would include:

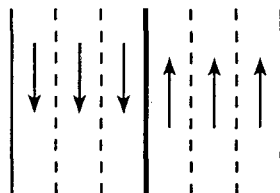
- six through lanes (three in each direction) on Highway 217 from US 26 to I-5
- existing on and off ramp system with auxiliary lanes
- improvements included in the base case option.



Six-lane plus option

The six-lane plus option would include:

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

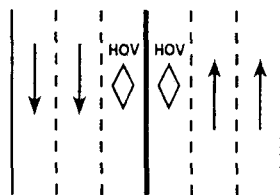


Carpool lane option

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

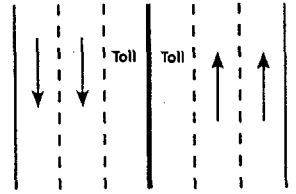
The carpool lane option would include:

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



Rush-hour toll lane option

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



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

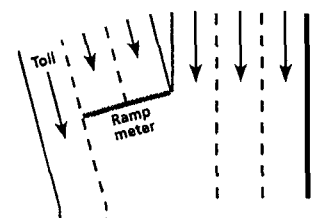
The rush-hour toll lane option would include:

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

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

Ramp meter bypass option

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



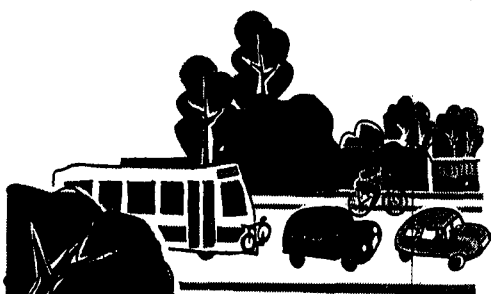
The ramp meter bypass option would include:

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

NOT SELECTED FOR STUDY AT THIS TIME

Eight-lane option

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





Oregon Metropolitan Planning Organization
SUMMIT II

Activity Summary

Thursday, October 14th

Reception

6:00 – 8:30 PM

Courtyard Room of Marché Restaurant
5th Street Public Market

Friday, October 15th

MPO Summit II

9:00 AM – 3:00 PM

Bascom-Tykeson Room in the Eugene Public Library

After the Summit...

- Friday, October 15th 7:30 PM – Ladysmith Black Mambazo
The Shedd – 868 High Street
Tickets & Information: 687-6526
- 8:00 PM – Flamenco Vivo-Carlota Santana
("new world" flamenco dancing)
Hult Center for the Performing Arts
Ticket Office: 682-5000
- Saturday, October 16th 3:30 PM – Oregon vs. Arizona, Homecoming
Autzen Stadium
Ticket Office: 346-4461

Oregon Metropolitan Planning Organization

Summit II

October 14-15, 2004

Hosted by:



Registration: To register for the summit, please complete this form and return with payment to: LCOG, c/o Ann Mortenson, LCOG, 99 E. Broadway, Suite 400, Eugene, OR 97401 or fax to (541) 682-4099. Please call Ann Mortenson, (541) 682-4373 for more registration information if needed. Deadline to register is October 4, 2004.

Hotel: A group rate is available at the Best Western – New Oregon Hotel, Eugene. The room rate is \$62 plus tax. Please contact the hotel directly to make your reservations by October 4, 2004. The group rate will not be guaranteed after that date. See the attached lodging information sheet for more contact information.

✂ -----

**Oregon Metropolitan Planning Organization Summit II
Registration Form**

Name _____ Organization: _____

Address: _____

Phone: _____ Fax: _____

Email: _____

Summit Registration: **\$50.00**
Includes Reception, Continental Breakfast and Lunch

MPO Reception – October 14, 6:00-8:30 pm, Marché's
Includes appetizers and no-host bar. Please RSVP.

Payment: \$ _____

Payment Method: _____ Check (Payable to LCOG)
_____ Credit Card: Register online at

http://www.laneinfo.com/product_detail.asp?product_id=194



THEODORE R. KULONGOSKI
Governor

September 23, 2004

Stuart Foster, Chairman
Oregon Transportation Commission
201 West Main St. Suite 4A
Medford, OR 97501

Dear Chairman Foster:

The Oregon transportation system is critical to the state's economy. Oregon initiated three major programs since 2002 to invest in our transportation infrastructure. The Oregon Transportation Investment Acts (OTIA) I, II, and III resulted in \$2.96 billion in projects to improve and maintain roads and bridges throughout Oregon. While more funding is still needed for additional improvements, OTIA is helping the state's economy and helping put Oregon businesses and citizens to work.

In addition to these substantial highway investments, we have recently put some state dollars toward improving other modes of transportation, including small investments of lottery dollars into rail and marine facilities around the state. But more needs to be done.

As you know, the funding available for highways is constitutionally dedicated to roads and bridges and cannot be used for other types of infrastructure investment. While this is a prudent restraint, these other transportation modes certainly provide vital connections for Oregon businesses, people and goods to get to national and international destinations.

Because we are successfully investing a great deal in our highway system, and will be for the next several years, now is the time to invest in other types of transportation infrastructure. Many other states, including our neighbors to the north and south, are investing heavily in these other modes of transportation. For example, in 2003, Washington put nearly \$300 million in their rail system, and the year before, California put over \$200 million toward their rail infrastructure. While I am pleased that we were able to invest \$10 million into our short lines and for key industrial rail projects, we are not able to make the necessary improvements to aid shippers dependent on reliable rail service.

Making these key improvements to Oregon's rail, marine, air and transit systems will ensure that Oregon's transportation system is strong, diverse and efficient. It is time to invest in our ENTIRE transportation network. It is time to Connect Oregon. A multi-modal investment will save Oregon shippers money, create jobs and help the Oregon economy.

I am aware of many projects that have been proposed for better rail connections, more advantageous marine commerce, improved aviation infrastructure and transit facilities. I want to be very strategic, however, about which investments will bring the greatest return for Oregon taxpayers, and which investments are clearly ready to move forward soon.

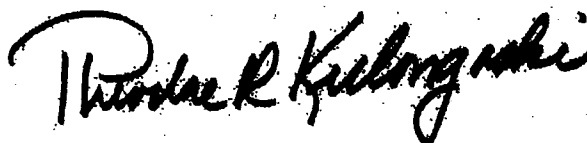
Because I am so proud of the work the Oregon Transportation Commission has done, and because I trust your sound judgment and broad view of our transportation infrastructure, I am asking the Commission to assess what the state needs to do to Connect Oregon with all modes of the transportation system. Please begin a dialogue with the transportation stakeholders that represent our rail, marine, air and transit systems to look for solid and practical ideas and input about what investments are needed. I am looking for the best list of opportunities to create jobs, move people and move goods.

The reason I am asking the Oregon Transportation Commission to oversee this effort is because it is about transportation connections – how we move people and goods from one mode to another. I know that you will collaborate with the Oregon Economic and Community Development Department, the Department of Aviation and other state, local and private partners that have a stake in this effort.

This information will be critical as I formulate my budget for the next biennium. I also would like to have this information available for discussion as part of the Oregon Business Plan at the Business Summit in December. As you know, there is a great deal of enthusiasm in the business community about the bold investments we have made each of the last two sessions in our transportation infrastructure. I firmly believe that we can and will be able to use that enthusiasm to move us toward a partnership with legislators during the 2005 Session.

Thank you and all of the Commissioners again for your leadership and sound investment strategy that has put Oregon's economy back on the right track. I look forward to working with you in the coming months.

Sincerely,



THEODORE R. KULONGOSI
Governor

COMMITTEE TITLE JPACT

DATE October 14, 2004

NAME	AFFILIATION
Rod Park	Metro Council
Robin McArthur	ODOT
FRED HANSEN	JPACT
Marita Rejo de Jeffrey	Mult. Cty.
Rod Monroe	Metro Council
Stephanie Kellock	DEQ
Dean Lookingsill	RTC (att. Dr. Vancouver Mayor Ballard)
PETER CAPELL	CLATSOP COUNTY
Bill Wyatt	Port of Portland
Larry Haverkamp	Clatsop Mult. County
Rex Burkholder	Metro
KARL RODE	C ³
Jim Francesconi	CITY OF PORTLAND
Roy Rogers	Washington County
Kathy Busse	" "
LAUREL WENTWORTH	CITY OF PORTLAND
Susie LaSene	Port of Portland
Lynn Peterson	City of Lake Oswego
Danielle Cowan	City of Wilsonville

COMMITTEE TITLE JPACT

DATE October 14, 2004

NAME

AFFILIATION

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City of Milwaukee

John Edwards

V. Pres. Candidate

Annette Liebe

DEQ

~~DEQ~~ Dick PEDERSKI

DEQ

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Nancy Kraushaar

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Alice Rouyer

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COMMITTEE TITLE JPACT

DATE October 14, 2004

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