

Draft JPACT Legislative Concept

September 9, 2004

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

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



September 12, 2004

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

Dear Mr. Warner:

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

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

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

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

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

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

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

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

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

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

Thank you in advance for your consideration of these comments.

Sincerely,

David Bragdon
Council President

Councilor Rod Park
Chair, Joint Policy Advisory Committee on Transportation



September 12, 2004

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

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Thank you in advance for your consideration of these comments.

Sincerely,

David Bragdon
Council President

Councilor Rod Park
Chair, Joint Policy Advisory Committee on Transportation



September 8, 2004

To: JPACT
From: Washington County Coordinating Committee
Subject: **Proposed Revisions to 2006-09 MTIP Staff Recommendation**

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

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

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

cc: Washington County Coordinating Committee

Transportation Priorities 2006-09

Draft Metro Staff First Cut Recommendation

Rank	Rank	Rank
Bike/Trail	Boulevard	Large Bridge
Requested Amount (millions of \$)	Requested Amount (millions of \$)	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 2 Bk4011 Marine Dr. Bike Lanes & Trail Gaps: 6th Ave. to 185th \$1.651 3 Bk2055 Springwater Trailhead at Main City Park \$0.310 4 Bk2052 Junction \$0.890 5 Bk5026 Trolley Trail: Arista to Glen Echo \$1.484 6 Bk3012 Rock Creek Trail: Orchard Park to NW Wilkens \$0.675 7 Bk5110 Jennifer St: 106th to 122nd \$0.550 8 Bk3072 Beaverton Powerline Trail: Schuepback Park to Burntwood Drive \$1.500 n/a 205 ODOT Preservation Supplement: Powell: 52nd to I-205 \$0.250 Subtotal: \$8.939	1 Bd3020 Rose Biggi extension: Crescent St. to Hall \$3.807 2 Bd3169 Burnside Street: Bridge to E 14th (PE only) \$3.360 3 Bd1260 Killingsworth: Minnesota to MLK \$3.029 4 Bd3124 Cornell Road: Saltzman to 119th \$2.535 Subtotal: \$12.731	RR101 2 Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental \$1.750 Subtotal: \$1.750
Not Recommended for Further Consideration	Not Recommended for Further Consideration	Not Recommended for Further Consideration
9 Bk6057 Washington Square Greenway: Hwy. 217 to Fanno Creek Trail \$1.256 10 Bk6020 Powerline Trail (South): Barrows to Beef Bend Rd. ODOT Preservation Supplement: Powell: 52nd to I-205 \$0.942 Subtotal: \$2.448	5 Bd3169 E Baseline: 10th to 20th \$2.447 Subtotal: \$2.447	RR101 2 Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental \$1.850 Subtotal: \$1.850
Mode Category Total: \$11.387	Mode Category Total: \$15.178	Mode Category Total: \$3.600
Green Streets	Freight	Planning
Requested Amount (millions of \$)	Requested Amount (millions of \$)	Requested Amount (millions of \$)
Recommended for Further Consideration	Recommended for Further Consideration	Recommended for Further Consideration
1 GS122 4 NE Cully Boulevard: Prescott to Killingsworth \$2.457 1 GS212 3 Beaver Creek Culverts: Troutdale, Cochran, Stark \$1.470 Subtotal: \$3.927	1 Fr4063 N Lombard: Slough overcrossing SW Tualatin-Sherwood Road At I-5 to Highway \$2.210 2 Fr3016 99W \$0.341 4 Fr6086 Kinsman Road extension: Barber to Boeckman \$1.400 5 Fr8008 Freight Data Collection Infrastructure and Archive System: Approximately 50 interchanges region wide \$0.179 6 Fr2074 NE Sandy Blvd. (PE/ROW): 207th to 238th \$0.630 Subtotal: \$4.760	n/a PI8000 Bike Model and Interactive Map: Region wide \$0.201 n/a PI0004 Livable Streets Update: Region wide \$0.200 n/a PI1003 Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center \$2.000 n/a PI0001 MPO Required Planning: Region wide \$1.731 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 n/a PI0002 Next Priority Corridor Study \$0.500 n/a PI0002 Regional Freight Planning: Region wide \$0.300 n/a PI3121 Tualatin Valley Highway Corridor Study: Highway 217 to Baseline Road \$0.950 n/a PI1017 Willamette Shoreline - Hwy 43 Transit Alternatives Analysis: Portland South Waterfront to Lake Oswego \$0.688 Subtotal: \$7.160
Not Recommended for Further Consideration	Not Recommended for Further Consideration	Not Recommended for Further Consideration
Subtotal: \$0.000 Mode Category Total: \$3.927	1 Fr4063 N Lombard: Slough overcrossing \$2.210 3 Fr4087 N Leadbetter Extension: N Bybee Lake Ct. to Marine Dr. \$3.000 7 Fr6065 SW Herman Road: Teton to 108th Avenue \$2.000 Subtotal: \$7.210 Mode Category Total: \$11.970	PI1017 Willamette Shoreline - Hwy 43 Transit preliminary engineering: Portland South Waterfront to Lake Oswego \$1.350 n/a PI1003 Milwaukie LRT Supplemental EIS: Portland central city to Milwaukie town center \$1.725 n/a PI5016 I-205/Hwy 213 Interchange Reconnaissance Study \$0.300 n/a TD000 5 Fuller Road @ I-205 \$0.500 n/a PI3121 Tualatin Valley Highway Corridor Study: Highway 217 to Baseline Road \$0.950 Subtotal: \$4.825 Mode Category Total: \$11.985
Pedestrian	Road Capacity	Road Reconstruction
Requested Amount (millions of \$)	Requested Amount (millions of \$)	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 2 Pd5054 Milwaukie Town Center: Main/Harrison/21st \$0.450 3 Pd1227 Tacoma Street: 6th to 21st \$1.340 4 Pd2105 Rockwood Ped to MAX: 188th Avenue and Burnside \$1.400 11 Pd1019 Transit Safe Street Crossings \$0.500 Subtotal: \$4.350	1 RC6014 SW Greenburg Road: Washington Square Dr. to Tiedeman \$1.000 2 Pd6127 Boones Ferry Road at Lanewood Street \$1.400 3 RC2110 Wood Village Blvd.: Arata to Halsey \$0.980 4 RC1184 Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE) \$1.100 Subtotal: \$4.480	RR105 3 Naito Parkway: NW Davis to SW Market \$3.840 2 Fr3166 10th Avenue @ Highway 8 Intersections \$0.837 3 5 Cleveland St.: NE Stark to SE Powell \$1.540 RR503 4 7 Lake Rd: 21st to Hwy 224 \$1.884 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 7 Pd1080 SE Hawthorne: 20th to 50th \$0.822 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 Subtotal: \$3.426 Mode Category Total: \$7.776	4 RC1184 Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE) \$1.800 5 RC7000 SE 172nd Ave: Phase I; Sunnyside to Hwy 212 \$4.300 6 RC3114 NE 28th Avenue: East Main to Grant \$1.682 7 RC5103 Clackamas County ITS: Safety and operational improvements at 4 railroad crossings \$0.500 Subtotal: \$8.282 Mode Category Total: \$12.762	RR200 5 1 NE 242nd Ave.: Stark to Glisan \$0.840 6 9 NW 23rd Avenue: Burnside to Lovejoy \$2.694 Subtotal: \$3.534 Mode Category Total: \$11.635
Regional Travel Options	TOD	Transit
Requested Amount (millions of \$)	Requested Amount (millions of \$)	Requested Amount (millions of \$)
Recommended for Further Consideration	Recommended for Further Consideration	Recommended for Further Consideration
n/a TO8052 RTO Base Program \$4.003 n/a TO0002 3 TravelSmart Projects \$1.700 Subtotal: \$5.703	1 TD8005 Regional TOD LRT Station Area Program \$3.000 2 TD0002 Regional TOD Urban Center Program \$2.000 3 TD0003 Site acquisition: Beaverton regional center \$3.000 4 TD0004 Gateway Transit Center Redevelopment \$0.500 Subtotal: \$8.500	n/a TR1001 Rail Commitment \$16.000 n/a TR1002 I-205 Supplemental \$2.600 1 Tr8035 Frequent Bus \$2.750 2 Tr1106 Eastside Streetcar \$1.000 3 Tr5106 South Metro Amtrak Station \$1.150 Subtotal: \$22.350
Not Recommended for Further Consideration	Not Recommended for Further Consideration	Not Recommended for Further Consideration
n/a TO0003 RTO Preferred: 2 additional TravelSmart Projects \$1.000 Subtotal: \$1.000 Mode Category Total: \$6.703	Subtotal: \$0.000 Mode Category Total: \$8.500	4 VC8038 SW Ash Street extension \$0.851 Subtotal: \$0.851 Mode Category Total: \$23.201

List Grand Total: \$92.751
 Expected 2008-09 Funding Authorized: \$60.50

September 2, 2004

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

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

Dear Councilor Park:

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

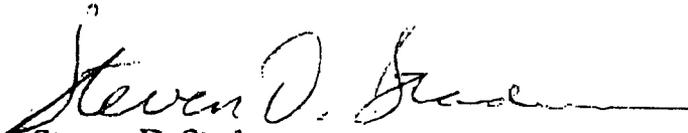
As you know, OHSU, the Portland Development Commission and private developers have recently embarked upon a plan to transform an undeveloped portion of the waterfront into a vibrant neighborhood. Portland's South Waterfront District, which is adjacent to downtown Portland between the Willamette River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

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

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

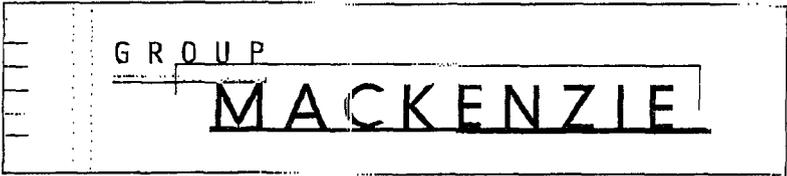
OHSU strongly urges your support of this MTIP application.

Sincerely,

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

Steven D. Stadum
Chief Administrative Officer

cc: Douglas Schmitz
Jane Heisler
Charles Hales



September 3, 2004

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

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

Dear Councilor Park:

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

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

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

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

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

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Tel: 503.224.9560 Web: www.gmpmack.com Fax: 503.226.1285

Group Mackenzie, Incorporated
Architecture
Interior
Land Use Planning

Group Mackenzie Engineering, Incorporated

Civil/Structural Engineering

Transportation Planning

Locations:

Portland, Oregon

Tucson, Arizona

Portland, Washington

METRO

Willamette Shoreline Consortium Application for MTJP Funds

Project Number 2010302.01

September 8, 2004

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

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

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

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

METRO

Willamette Shoreline Consortium Application for MTIP Funds

Project Number 2010302.01

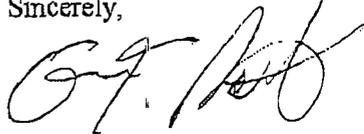
September 8, 2004

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

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

Sincerely,



Eric T. Saito, AIA
CEO

ETS/jml

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



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 1

123 NW Flanders

Portland, OR 97209-4037

(503) 731-8200

FAX (503) 731-8259

September 2, 2004

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

Dear Chairman Park:

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

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

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

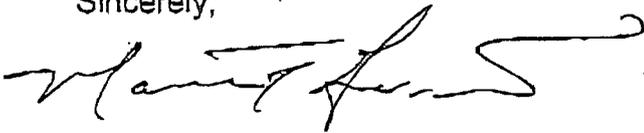
The request complies with the goals of the OTP by identifying options in:

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

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

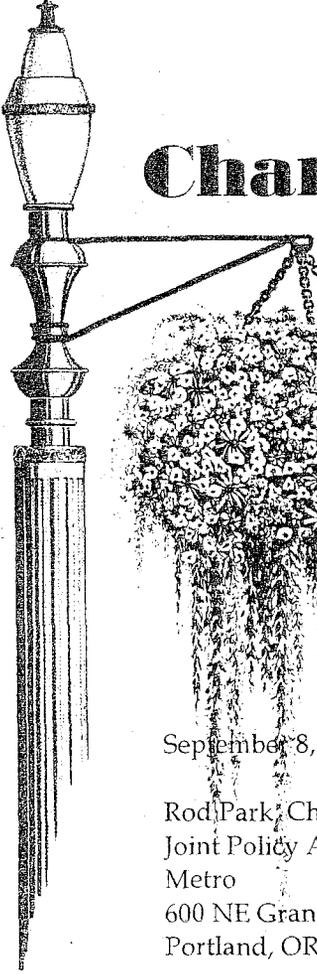
Thank you for this opportunity to support this regional effort to study alternatives in the Highway 43/Willamette Shore corridor. Please call me if you have any questions.

Sincerely,



Matthew L. Garrett
ODOT Region 1 Manager

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



Lake Oswego Chamber of Commerce

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September 8, 2004

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

Dear Mr. Park:

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

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

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

Sincerely,



Chris Schetky
President, Lake Oswego Chamber of Commerce

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

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

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

TOTAL: 18.411

	AGENCY	Code	Technical Ranking	PROJECT TITLE	FEDERAL FUNDS REQUESTED (\$ millions)	ESTIMATED TOTAL PROJECT COST (\$ millions)	Improve Efficiency of the Freight System (25 Pts.)		Addresses 2040 Land Use Objectives (40 Pts.)					Safety (20 Pts.)		Cost Effectiveness (15 Pts.)	Total Project Points	Qualitative Factors						
							Reduction in Freight Travel Time	Freight Route Designation	Improves Access to Industrial Areas	Ability to Leverage Economic Development	Local Protection of Industrial Development	Removal of Tier B/D Industrial Parcel Barriers	Reduction in Freight Traffic in Mixed Use Areas	Project Improves Safety	Project Adds Bike and/or Pedestrian Elements	Hours of Reduction in Local and Regional Freight Travel Time and Freight VMT vs. Project Cost		Past Regional Commitment	Linked Project	Minimum Phase	Multi-Modal Benefit	Overmatch	Affordable Housing/School	Economic Development
							Total points possible	15	10	15	10	5	5	5	15	5		15						
Management Programs	Portland State University	N/A		Permanent Freight Data Collection Infrastructure and Archive System	0.1795	0.3410	15	10	15	N/A	5	5	N/A	0.25	0	15	65	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			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			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Project supports existing development. Technical analysis of this alternative has been adjusted because of modeling limitations (PCE).		
	City of Portland	Fr4063		North Lombard Improvements (Columbia Slough Overcrossing)	4.42	4.9	15	10	15	3	5	5	0	6.25	5	15	79			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Project is essential for Rivergate. Technical analysis of this alternative has been adjusted because of modeling limitations (PCE).		
Projects Supports Existing/New Local Industrial Areas	City of Tualatin	Fr6065		SW Herman Road (SW Teton Ave. to SW 108th Ave.)	2	3	10	3	5	3	3	3	0	8	5	5	45					<input checked="" type="checkbox"/>		
	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	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		

Transportation Priorities 2006- 2009: Draft Technical Ranking and Qualitative Considerations					SPECIAL CRITERIA					EFFECTIVENESS				COST EFFECTIVENESS	QUALITATIVE FACTORS	
Green Street Culvert Projects																
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	
<i>Total points possible for each scoring category</i>					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		Complements other Ped-to-Max improvements and boulevard improvements to Stark Street in town center area. Project identified as priority need in several city plans and will help leverage other public/private development. LRT stations in area have highest ridership rates in Gresham. Strong public support.
City of Portland	Pd1202	6	SW Capitol Highway (PE): Multnomah to Taylors Ferry	0.538	74	17	17	30	10		Y		Y			Y		Project is an element of the Capitol Highway Plan adopted in 1996 and completes important gap in bike and pedestrian system. Stormwater treatment will be addressed as part of project and green street elements will be considered. Provides connection between Multnomah Main Street and West Portland town center.
City of Portland	Pd1080	7	SE Hawthorne: 20th to 50th	0.822	68	14	18	31	5	Y	Y		Y			Y		Implements Hawthorne Boulevard Transportation Plan adopted in 1997 and builds on earlier phase funded through Transportation Priorities program (\$1.5 M) Strong public support. Leverages TriMet Streamline Program improvements in corridor.
Washington County	Pd3021	8	SW Scholls Ferry Road: New Seasons to Fred Meyer in the Raleigh	0.436	63	21	14	13	15		Y		Y					Completes important regional pedestrian connection to major transit stop, linking two key shopping centers. Connects to frequent bus service on Beaverton-Hillsdale Highway.
Washington County	Pd3093	9	SW Murray Blvd (west side only): TV Hwy to Farmington (+ bike lane)	0.923	59	16	17	16	10		Y	Y	Y					Completes important regional bike and pedestrian gap. Strong public support. Connects to other east-west bike and pedestrian facilities that connect directly to Beaverton regional center.
City of Happy Valley	Pd5209	10	SE 129th Sidewalks and bike lane: Scott Creek Ln. to Mountain Gate	0.707	49	20	14	5	10		Y	Y	Y		Y			Connects Mt. Scott trail and completes important gap in regional bike and pedestrian system. Paved portion of project to be funded through SDCs. Connects to Spring Mountain Elementary School - all students are bused due to lack of safe bike/pedestrian connections.
TriMet	Pd1019	11	Transit Safe Street Crossings	0.500	44	15	14	5	10		Y	Y	Y					Application responds to direction provided to TriMet relative to a programmatic pedestrian transit access application in the previous round. Complements TriMet Transit Investment Plan on key frequent and rapid bus corridors.

Subtotal:

TOTAL: \$ 9.178

<p style="text-align: center;"><i>Transportation Priorities 2006-09: Technical Ranking and Qualitative Considerations</i></p> <p style="text-align: center;">Road & Small Bridge Reconstruction Projects</p>																							
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?	
<i>Total points possible for each scoring category</i>						100	10	15	20	20	20	15	10										
Portland	RR1053	1	Naito Parkway: NW Davis to SW Market	\$3.840	90.50	8	15	20	20	15.00	10	2.50	Y			Y							
Gresham	RR2035	2	10th Avenue @ Highway 8 Intersections	\$0.837	90.50	10	12	20	16	7.50	15	10.00			Y	Y							
Cornelius	Fr3166	3	Cleveland St.: NE Stark to SE Powell	\$1.540	87.75	10	15	6	18	18.75	15	5.00				Y							
Multnomah County	RR2001	4	Lake Rd: 21st to Hwy 224	\$1.884	83.50	8	15	10	18	17.50	10	5.00	Y	Y		Y							
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							

<p style="text-align: center;">Large Bridge Reconstruction Projects</p>																						
Multnomah County	RR1012	1	Sellwood Bridge Replacement: Type, Size & Location Study, Preliminary environmental	\$3.600	70.75	6	15	6	20	18.75	0	5.00				Y	Y					
SUBTOTAL:				\$15.235																		

Transportation Priorities 2006-09 Projects: Draft Technical Rankings					INCREASE NON-SOV MODE SHARE			2040 LAND USE OBJECTIVES				COST EFFECTIVENESS			
Regional Travel Options					Percent Mode Share Increase for Alternative Modes	Average Annual VMT Reduced	Pnts	Region 2040 Land Use Designation	Employees in 2025	Level of Community Focus		Annual Program Cost	Annual Program Cost/VMT Reduced	Pnts	
Agency	Code	#	Project Title	Federal Funds Request				TOTAL POINTS		Pnts	Pnts				Pnts
							Hi=35 Med=20 Low=5	Hi=10 Med=7 Low=3		Hi = 10 Med =7 Low = 3	Hi = 20			Hi=25 Med=10 Low= 5	
Region	TO8052		RTO Progam	\$ 4.003	87	7.0%	44.304	35	7	Regionwide	7	20	\$ 2.000	0.0451	25
Region	TO0002		RTO Base + 3 TravelSmart Projects	\$ 1.700	60	8.0%	1.800	20	10	Center	10	20	\$ 0.500	0.2778	10
Region	TO0003		RTO Preferred: 2 additional TravelSmart Projects	\$ 1.000	60	8.0%	3.000	20	10	Center	10	20	\$ 0.500	0.1667	10
				\$ 6.703											

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

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

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	31	8	15	0	Y		Y		Y							
City of Lake Oswego	Pd6127		Boones Ferry Road at Lanewood Street	\$1,400	64.00	10	10	24	18	10	2.5			Y	Y		Y						
Multnomah County	RC2110		Wood Village Blvd.: Arata to Halsey	\$0.980	61.75	11	10	22	19	5	5.0			Y	Y			Y					Regional travel demand model does not accurately forecast demand on some small new connectors such as Wood Village Blvd.
Washington County	RC1184		Beaverton-Hillsdale Hwy/Oleson/Scholls Ferry intersection (PE)	\$2,900	61.50	11	17	23	20	0	7.5		Y	Y									Regional travel demand model does not account for localized improvements associated with signal timing and access control that this project will enable to be implemented.
Clackamas County	RC7000		SE 172nd Ave:Phase I; Sunnyside to Hwy 212	\$4,300	55 or 60	6	14	29	15	0 or 5	5					Y			Y				Travel demand data varies depending on assumptions concerning surrounding street network - analysis results in range of cost-effectiveness score on reduction in vehicle delay from 0 to 5 points. The Rock Creek Industrial Study draft data shows the current V/C ratio for 172nd Avenue as .83, much higher than the model data for year 2000 of .33. The study also indicates that the intersections of Sunnyside/172nd and 172nd/Armstrong Circle/Highway-212 are currently operating at an unacceptable level of Service (LOS F) - funding is in place to reconstruct the 172nd/Armstrong Circle/Highway 212 intersection. No current freight system designation on this section of 172nd, however, freight route benefit for bonus points is assumed.
Hillsboro	RC3114		NE 28th Avenue: East Main to Grant	\$1,682	54.25	10	14	18	19	5	2.5				Y								Regional travel demand model does not accurately forecast demand on some small new connectors such as Ash Street.
Clackamas County	RC5103		Clackamas County ITS: Safety and operational improvements at 4 railroad crossings	\$0,500	46.00	6	17	30	5	0	5				Y								Regional travel model not capable of measuring reduction in vehicle delay for this project, however, region wide application of this pilot project has potential for reduction in delay, particularly among truck freight travel. Volume to capacity ratio at 10th Avenue in Oregon City very high.
Tigard	RC8038		SW Ash Street extension: P&W RR to Burnham	\$0,851	36.00	11	6	15	10	0	0		Y	Y	Y								

SUBTOTAL: \$13,613

- other representative, Washington will appoint a representative from Clark College and another community organization.
- Statewide –4 Oregon will ask the Freight Advisory Committee and AAA to appoint a member, Washington will ask the Freight Mobility Strategic Investment Board and AAA to appoint a member
- Environmental Organizations –2 Representatives will be appointed from 1000 Friends of Oregon and Friends of Clark County

RESPONSIBILITIES

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

STAFFING & OPERATIONS

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

DURATION

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

COMMITTEE TITLE JPACT

DATE September 9, 2004

NAME

AFFILIATION

Rod Park

Metro

MATTHEW GARRETT

ODOT

FRED HANSEN

TRIMET

Maria Rojo de Jaffey

Mult Co

Dino Karaman

Concreme Co

Rod Monroe

Metro Council

DECK PEDERSEN

CREGG DEG

Dean Lookingbill

RIC (alt. City of Vancouver)

LARRY J. SMITH

City of Vancouver Council

Don Wagner

WSDOT

SUSIE LAHSEN

Part of Portland

KARL ROHDE

C³

Rex Burkholder

Metro Council

TIM FRANCESCONI

PORTLAND

ROB DRAKE

CITIES OF WASHINGTON CO.

Ray Rogers

Washington County

LAUREL WENTWORTH

PORTLAND

COMMITTEE TITLE JPACT

DATE September 9, 2004

NAME

AFFILIATION

NAME	AFFILIATION
Richard Gray	CDP. PIDOT
Brian Newman	Metro Council
Dave Nordberg	DEC
REBECCA EISINGER	PORT OF VANCOUVER
Alice Rongier	City of Mississauga
Chris	
Timy Rose	Metro
Bob Seykora	Metro
KRISTOPHER STRICKLER	WSDOT
Doug Fieco	WSDOT
Patty Unfried Montgomery	Metro
Dick Fezhey	TL, Met
TOM KLOSTER	METRO
Jane Heisler	City of Lake Oswego
CHARLIE HALES	HOR/Lake Oswego
John Mermin	Metro
Patrick Flanagan	Thalatin Hills Park & Rec.

COMMITTEE TITLE JPACT

DATE September 9, 2004

NAME

AFFILIATION

Robin Katz

Port of Portland

William Brown

Private Citizen

Danielle Cowan

City of Wilsonville

Gregory S. Everhart

Portland Parks & Rec'n

Robin McArthur

OACT

Karen Schilling

Multnomah County

Lance Lindahl

Metro