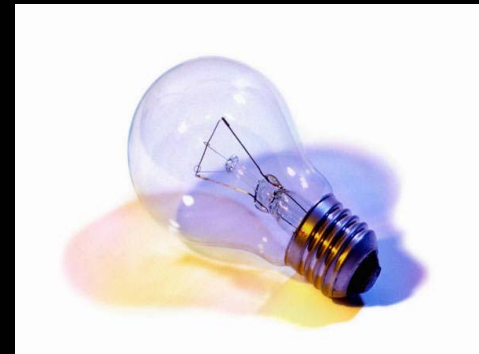
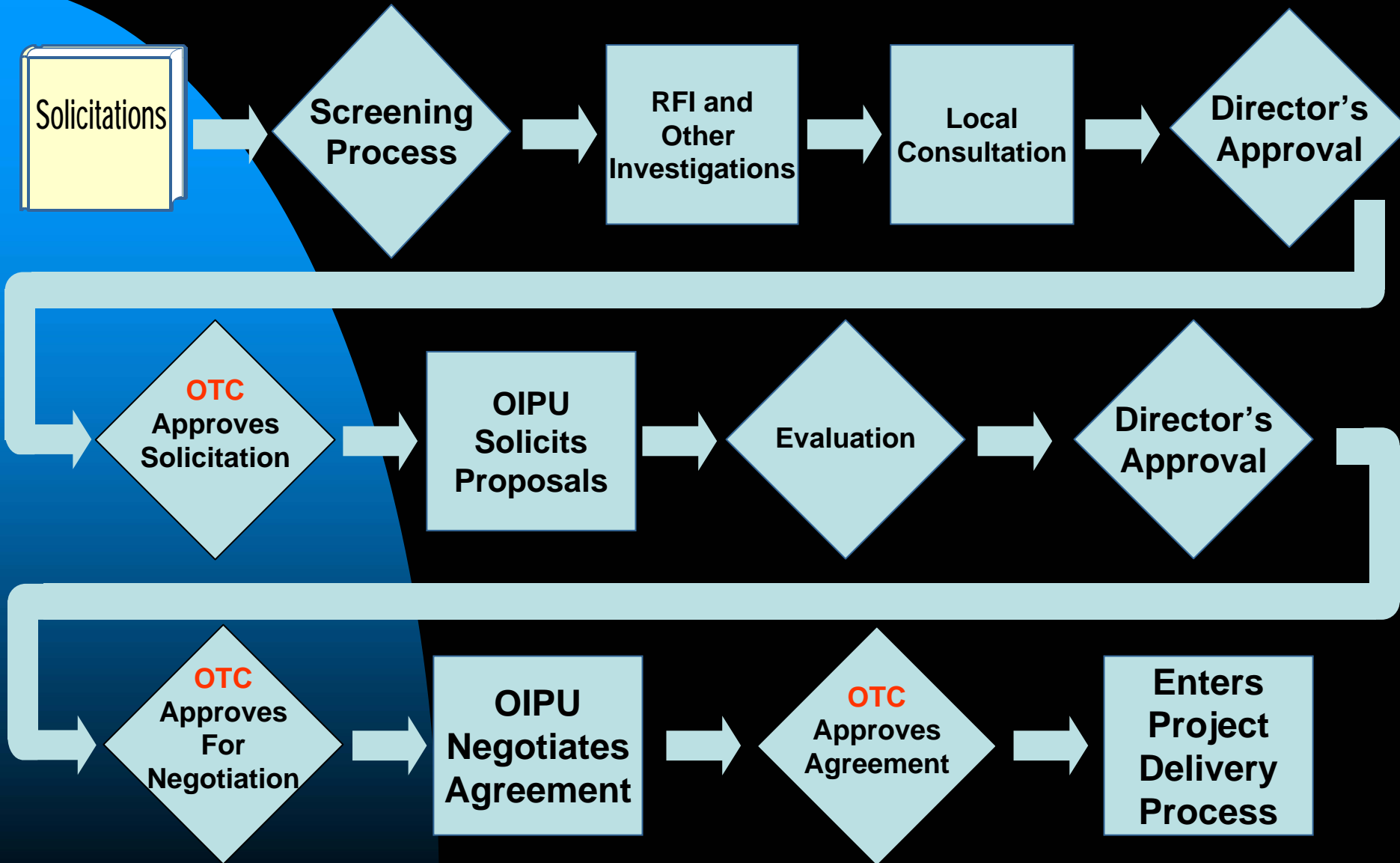


OREGON INNOVATIVE PARTNERSHIPS PROGRAM

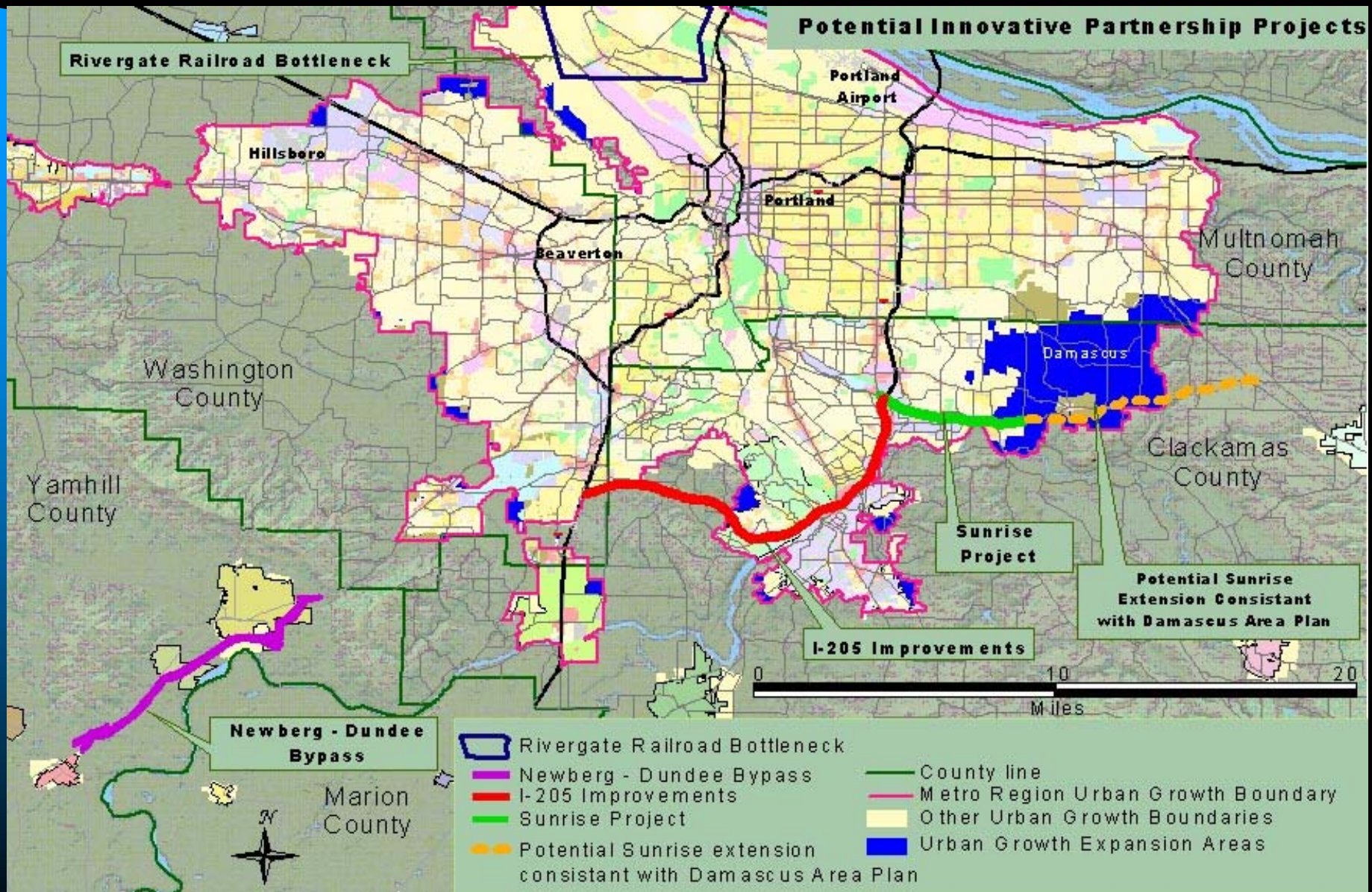




OREGON INNOVATIVE PARTNERSHIPS PROGRAM (OIPP)



Potential Innovative Partnership Projects

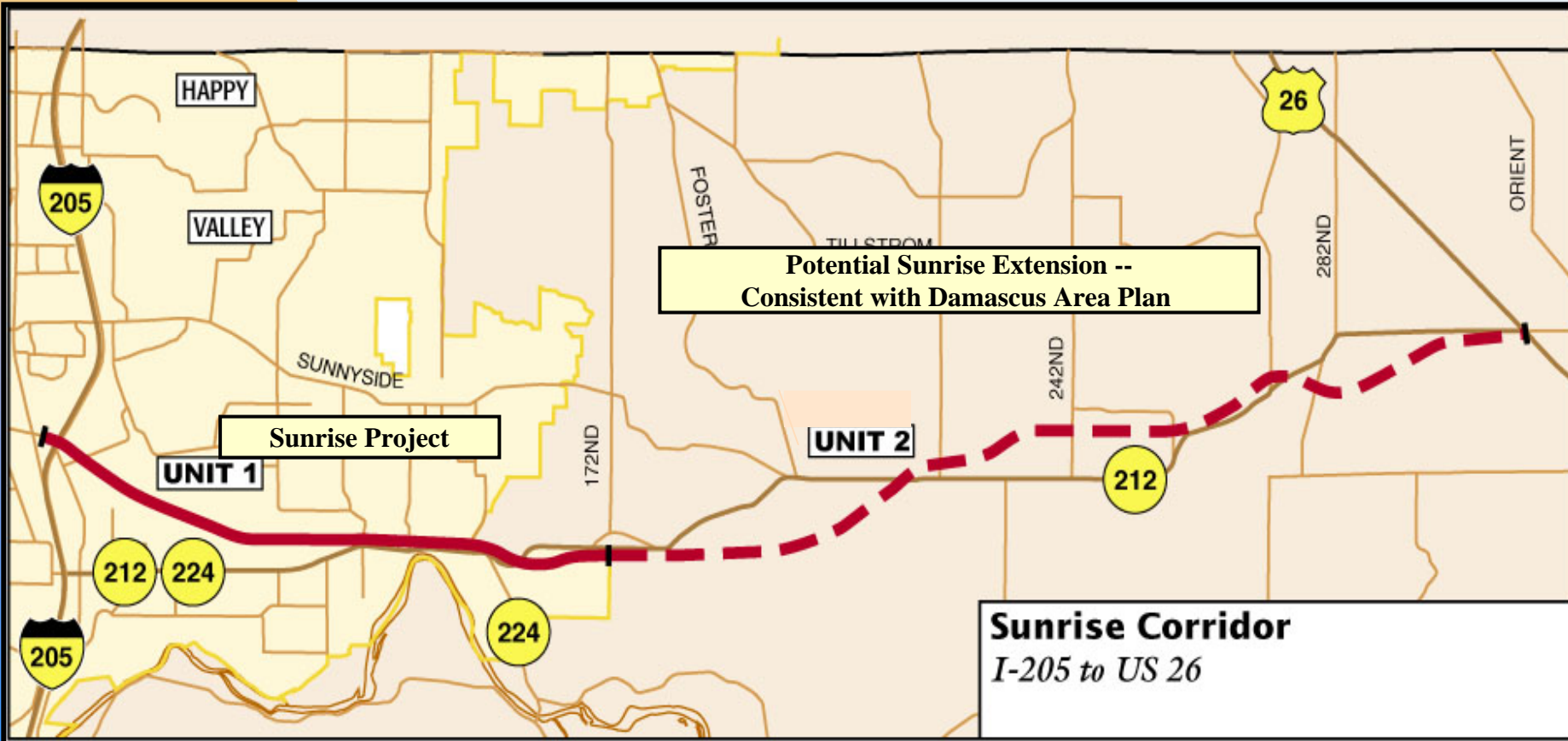


Sunrise Project

- The Sunrise Project corridor is a major truck/freight distribution center in the eastern Portland metropolitan area.
- Proposed construction of a new 4-lane, limited access facility.
- Current average daily traffic (ADT) of 58,400 trips on existing Hwy 212/224 through the corridor, of which 7,000 are truck trips (12%).
- Freight movement is negatively impacted because of congestion problems - many intersections are failing.
- Future development of this area will contribute to increased traffic volumes along the Sunrise Project Corridor to the west.
- The Sunrise Project Corridor is one of 8 projects designated by the Oregon Transportation Commission as a “Project of Statewide Significance”.
- Schedule for completion of EIS and start of construction is as follows: EIS (2004-2005); ROW and PE (2006-2008); Construction (2008-2011).
- Significant development in the project area presents difficulties in arriving at consensus as to the preferred alignment.

The Sunrise Corridor

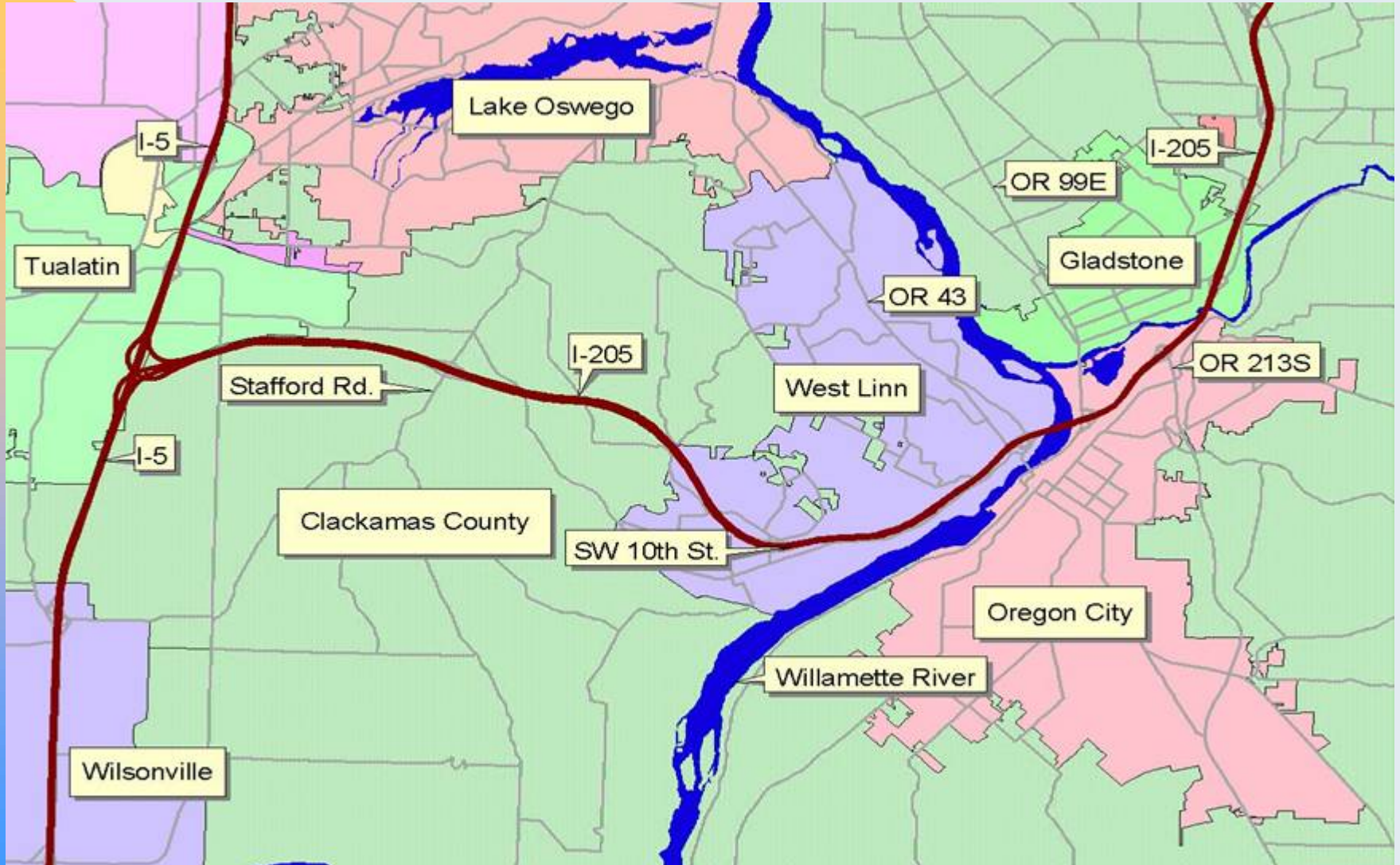
Sunrise Project extends from I-205 to Rock Creek Junction (5 miles)
Potential future extension east to Highway 26 (8 miles)
 (Alignment of potential extension of facility consistent with Damascus Area Plan - diagram for illustration purposes only)



South I-205 Corridor Improvements

- Major north-south freight and commuter route in the Portland metropolitan region.
- The transition from six lanes to four lanes at the Willamette River crossing contributes to significant congestion along the corridor.
- Traffic volumes have grown significantly with development in the south metro area over the last 10 years to 82,000 ADT (up 22%) at the south end at I-5 and to 137,000 ADT (up 20%) at the north end (Hwy 213S).
- Metro's 2000 Regional Transportation Plan identified the need for at least one additional through lane in each direction on this section of I-205.
- ODOT has scheduled a \$35 million Preservation project in 2006 and \$10 million to add permanent auxiliary lanes to bring a short section of south I-205 corridor to six lanes from I-5 to the Stafford Rd. interchange - Construction is expected in 2006-07.
- Preliminary ODOT assessment has determined that widening the South I-205 Corridor to 3 lanes in each direction is feasible without undue adverse impacts.

South I-205 Corridor Improvements

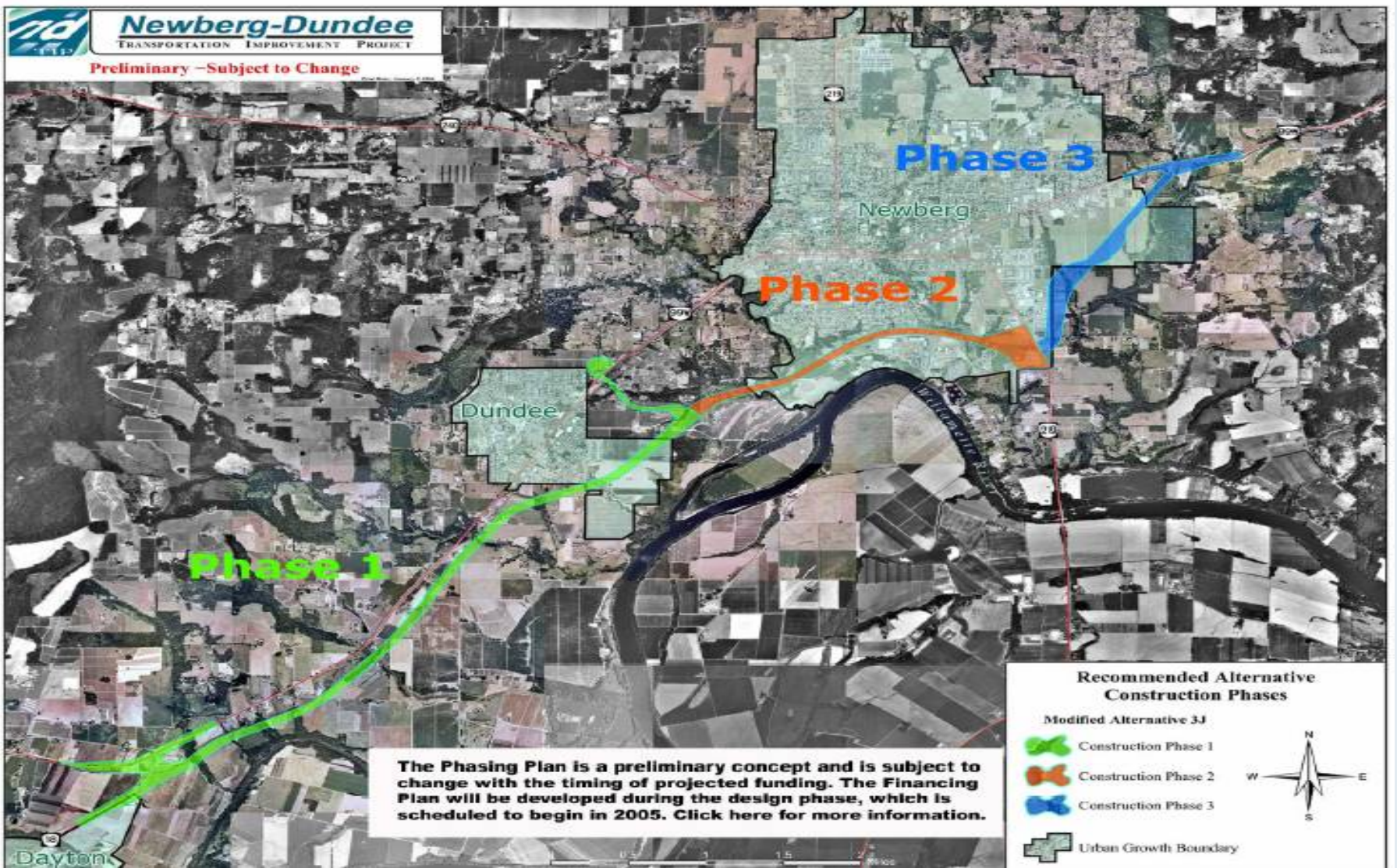


Newberg-Dundee

Transportation Improvement Project

- Over the past decade, traffic on 99W in has increased by about 40 percent.
- Traffic congestion has reached unacceptable levels for those who live and work in or travel through Newberg, Dundee and the surrounding areas.
- Traffic volumes on 99W are expected to increase substantially over the next 20 years to 40,000 – 56,000 VPD
- An identified alternative corridor (bypass) is approximately eleven miles long, starting at the east end of Newberg and ending near Dayton at the junction with OR 18.
- Current estimates of project cost are approximately \$310 million.
- ODOT has developed a three-phase concept plan: 1) Dayton Interchange to OR 99W in Dundee; 2) East Dundee Interchange to OR 219 Interchange; and 3) OR 219 to East Newberg Interchange.
- A recent survey validated strong public support for the bypass within Yamhill County and through the 99W corridor from Portland to the coast.

Newberg-Dundee Transportation Improvement Project

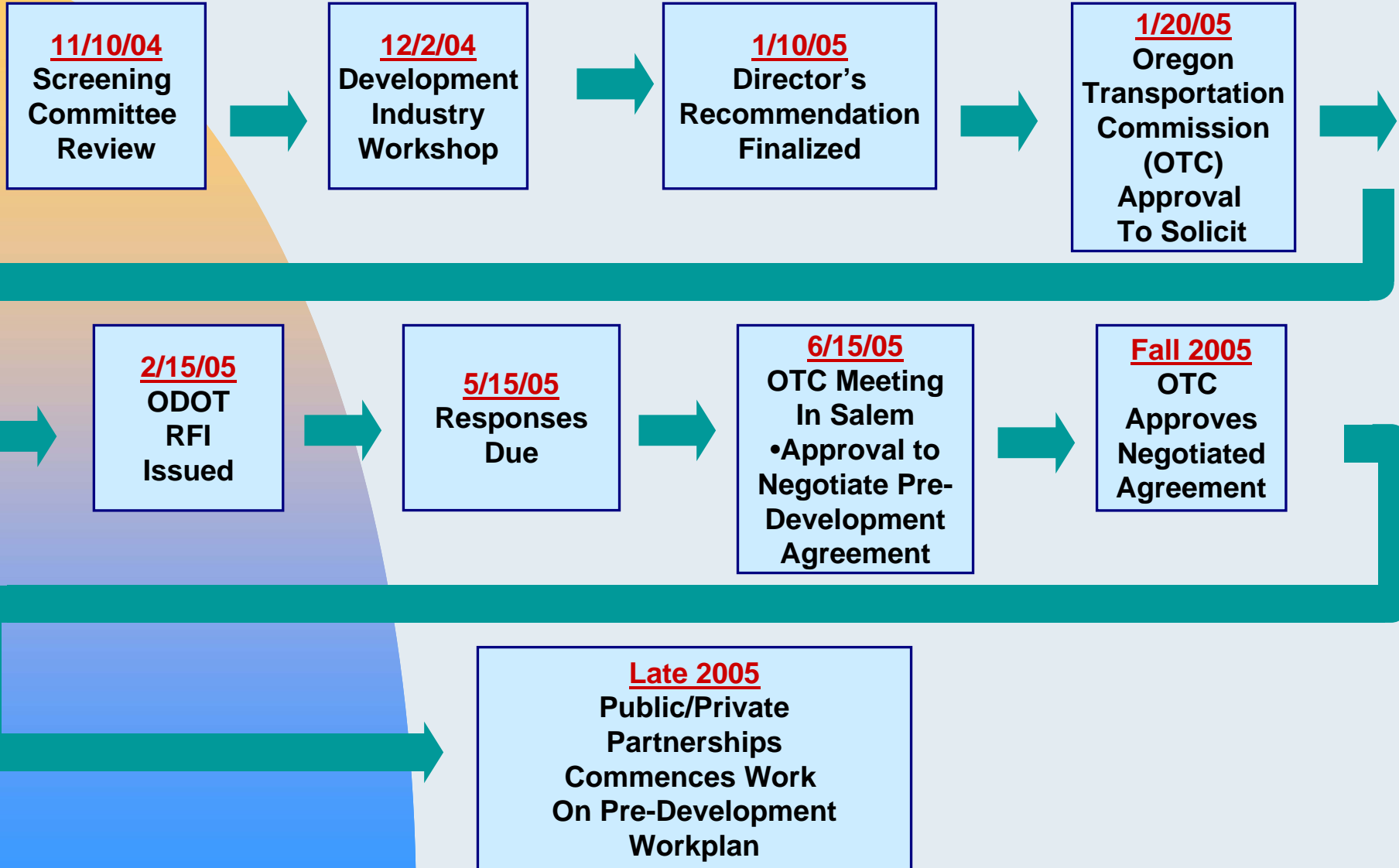


Maintenance Facilities

- ODOT owns facilities that were established 20-50 years ago outside developed areas, but now, with the growth of many Oregon cities are in the middle of prime, developed properties.
- Maintenance activities to support the highway system occur 24/7 and are not conducive to being next to residential or other commercial ventures.
- Since the “highest and best use” of these properties may be privately developed endeavors.
- Opportunities may exist to use the Innovative Partnerships Program to exchange some alternative, "turn-key" facility that will better meet ODOT's needs for development rights on valuable state-owned property.
- ODOT will introduce a statutory change to the 2005 legislature which will allow exchange of real property for services to implement this program .
- We are working to identify the criteria and locations that will best fit for moving this project forward and will issue a “Call for Projects” in 2005.

Rivergate Railroad Bottleneck

- The Portland area has pockets of rail congestion that, with more and more frequency, block the flow of both passenger and freight rail traffic.
- Within the “Portland Triangle”, these bottlenecks were identified by the *I-5 Rail Capacity Study* that focused on the Portland-area rail system.
- Projects include: (1) improving running times in selected corridors, (2) increasing capacity at chokepoints, (3) adding yard tracks, (4) installing grade separations that reduce vehicular delay at key locations.
- Benefiting parties include the Union Pacific Railroad (UPRR), Burlington-Northern/Santa Fe Railroad (BNSF), Port of Portland, local/regional shippers, and Amtrak/Cascades passenger rail service, area businesses and the traveling public.
- ODOT will continue to develop the project in cooperation with all of the effected entities and jurisdictions.



OIPP

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