

G - 4-27

April 3, 2006



Region 1 SIP Coordinator
123 NW Flanders St.
Portland, OR 97209

Subject: Springwater US 26 Access Improvement

Dear Coordinator:

My name is Max Talbot, Alpha Community Development Eastside Development Manager. I was also the Community and Economic Development Director for the City of Gresham from 1994 to 2004. One of the highest priorities for the City of Gresham was the adoption of the Springwater Master Plan. With the adoption of that plan in 2005, there is a high expectation that Springwater will support upwards to 15,000 new family wage jobs. These new jobs are critical in reducing East Multnomah County's huge imbalance of housing to jobs, the highest in the region.

To assure Springwater develops with the quality jobs that are envisioned, a number of transportation improvements will be necessary. The City of Gresham has made a number of transportation commitments to assure improved access to Springwater including improved connections to I-84 to the north and Hwy 212 to the south. However, it will be necessary, in conjunction with these projects to provide improved access from US 26 to Springwater. This project is crucial if Springwater is to develop as a high quality employment center.

Ultimately, with this project and the other needed transportation improvements, Springwater will develop with the jobs necessary in order to reduce the jobs housing imbalance which in turn will reduce East Multnomah County's need to commute elsewhere in the region for employment. This project will also help to reduce traffic congestion and air pollution.

Alpha Community Development is working with clients in both Springwater and Pleasant Valley and is engaged in the discussions and planning of Damascus to the south. Our commitment to these new communities is in building complete and sustainable communities. Our record shows our commitment to building such communities with our work in the planning and development of Fairview Village, Orenco Station and Villebois to name a few.

We urge your support of the US 26 access improvement project. This is a must project to assure the economic future of the East Multnomah County.

Sincerely,

Max Talbot
Eastside Development Manager
Alpha Community Development
501 NE Hood Ave., Suite 310
Gresham, Or 97030
503.351.8649

w w w . a l p h a c o m m u n i t y . c o m

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PROPERTY OF TRAVEL
RESIDENTIAL SERVICE

G 4/17/06

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OREGON DEPT. OF TRANSP.
REGION 1 OFFICE

2006 APR 17 AM 8:28



PORTLAND BUSINESS ALLIANCE

Leading the way

April 14, 2006

Region 1 STIP Coordinator
123 NW Flanders St.
Portland, Oregon 97209

To Whom It May Concern:

Thank you for the opportunity to comment on the 150% Candidate Modernization Project List for the 2008-2011 Statewide Transportation Improvement Program (STIP). The Portland Business Alliance (Alliance) represents over 1,300 member businesses in the Portland metropolitan region, which rely on the efficient and reliable movement of both people and goods.

The Alliance has supported the following projects in the past and offers its continued support:

- I-205/Mall Light Rail Unit 3 – This light rail extension is important to improve the movement of people into, out of and through downtown Portland. Already approved in the 2006-2009 STIP, the Alliance supports the additional funds programmed for 2008-2009.
- I-5: Delta Park Phase 1 and I-5: Delta Park Phase 2 – Interstate 5 is the lifeline of west coast trade and transportation. In addition, I-5 provides access to some of the region's most productive heavy industrial land and multi-modal facilities. The Alliance fully supports moving ahead with both Phase 1 and Phase 2 for this project. It is critical that the Phase 2 access improvements do not languish.
- Troutdale Marine Dr./Backage Road – The Alliance supports funding to improve this interchange, currently inadequate to handle the level of traffic now and in the future, which impedes economic development objectives in this area.

Thank you again for the opportunity to comment.

Sincerely,

Sandra McDonough
President & CEO

G 4-27

East Multnomah County Transportation Committee

City of Fairview City of Gresham City of Troutdale City of Wood Village Multnomah County

April 11, 2006

Ms. Sandi Bertolani
ODOT Region 1 STIP Coordinator
123 NW Flanders St.
Portland, OR 97209

RE: STIP: US 26 Springwater Interchange Phase 1 Project

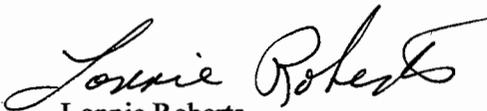
Dear Ms. Bertolani:

The East Multnomah County Transportation Committee (EMCTC) represents the transportation interests for the cities of Gresham, Fairview, Troutdale, and Wood Village. EMCTC supports the US 26 Springwater Interchange Phase 1 Project. The Project will connect the new Springwater Industrial Area to both East Multnomah County and the region. \$5,800,000 of funding for the US 26 Springwater Interchange Phase 1 Project currently is included in the 150% project list for modernization projects for the Draft 2008-11 Statewide Transportation Improvement Program (STIP).

Springwater will strengthen our region's economy, as it is projected to create of in excess of 15,000 jobs at build out.

This project is critical to the development of Springwater. We commend your support of the Project to date, and seek your continued support for US 26: Springwater Interchange Phase 1 Project.

Sincerely,



Lonnie Roberts
Chair
East Multnomah County Transportation Committee

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REGIONAL DEPT. OF TRANSPORTATION
REGIONAL OFFICE
2006 APR 14 AM 10:02

East Multnomah County Transportation Committee

City of Fairview

City of Gresham

City of Troutdale

City of Wood Village

Multnomah County

April 3, 2006

Jason Tell
ODOT Region 1
123 NW Flanders Street
Portland, OR 97209

RE: 2008-2011 STIP Comments

The East Multnomah County Transportation Committee is pleased to submit the following comments in support of the "Troutdale Marine Drive/Backage Road" project on ODOT's "150% Candidate Modernization Project List for 2008-2011 Statewide Transportation Improvement Program (STIP)."

Interstate 84's interchange in Troutdale serves about 30,000 vehicles daily, including a high percentage of local and interstate trucks. Frontage Road, a state road that parallels the freeway, handles much of the traffic entering and exiting the freeway in Troutdale. Frontage Road has serious congestion and safety hazards due to the high volume of traffic and the conflicts between through traffic and vehicles turning in and out of businesses, especially two very active truck stops. At peak hours, traffic is often backed up onto the Exit 17 eastbound exit ramp and even onto the freeway itself. The congestion and traffic conflicts also cause excessive vehicle idling with resultant emissions, a very undesirable welcome to the Columbia Gorge National Scenic Area. The proposed Backage Road will mitigate these problems by providing an alternative route for through traffic that wants to avoid Frontage Road.

For these reasons, the East Multnomah County Transportation Committee strongly requests that Region 1 include this project on its final FY 2008-2011 STIP project list.

Sincerely,



Lonnie Roberts
Chair

East Multnomah County Transportation Committee

G 4-27



City of Gresham

Mayor Charles Becker

1333 N.W. Eastman Parkway
Gresham, Oregon 97030-3813
(503) 618-2306
Fax (503) 665-7692

April 5, 2006

Ms. Sandi Bertolani
ODOT Region 1 STIP Coordinator
123 NW Flanders St.
Portland, OR 97209

RE: US 26 Springwater Phase 1 Access Improvement Project: STIP funding

Dear Ms. Bertolani:

We appreciate the inclusion of \$5,800,000 of funding for the project in the 150% project list for modernization projects for the Draft 2008-11 Statewide Transportation Improvement Program (STIP). I am writing to express the City of Gresham's strong support for retaining this funding as ODOT works to constrain the project list to actual estimated revenue.

Springwater is a 1,400 acre proposed community located just south of the Gresham city limits. Metro has designated roughly 1,100 acres of Springwater as a Regionally Significant Industrial Area.

Springwater is divided by the US 26 corridor. The Springwater Plan has been adopted by the City of Gresham and is an important element of the City's economic development strategy. The adopted plan provides for the creation of in excess of 15,000 jobs at build out. In addition, the City has proposed \$4,900,000 in the Springwater transportation system development charge program to provide a 20% local match for the estimated \$24.5 million cost of the full access improvement concept.

The Springwater/US 26 Access concept was developed jointly by the City and ODOT. We are already working together to pursue environmental review and planning and engineering for the concept through previous OTIA III funding. The Phase 1 Project has two primary components. Phase 1A includes construction of a new east/west collector that would cross US 26 south of SE Hillyard Road. The new collector also would cross Telford Road and the Springwater Trail, and will require a bridge over Johnson Creek. Phase 1B includes construction of a traffic signal at the intersection of Proposed Collector A and US 26 when signal warrants are met.

This project is critical to the development of Springwater. We commend your support of the Project to date, and seek your continued support for US 26: Springwater Interchange Phase 1 Project.

Yours truly,

Charles J. Becker
Mayor

CJB:rp
m:\ocr\ODOTBertolani

2006 APR -7 PM 12: 15
RECEIVED
REGIONAL OFFICE
TRANSPORTATION DEPT.



CITY OF

PORTLAND, OREGON

OFFICE OF PUBLIC UTILITIES

G 4-27
Sam Adams, Commissioner
1221 S.W. Fourth Avenue, Rm. 220
Portland, Oregon 97204-1994
(503) 823-3008
FAX: (503) 823-3017
E: samadams@ci.portland.or.us
www.commissionersam.com

April 12, 2006

Mr. Jason Tell
Director: ODOT Region 1
123 NW Flanders
Portland, OR 97209

Re: 2008-2011 Region 1 Statewide Transportation Improvement Program Projects

Dear Mr. Tell:

Thank you for allowing the City of Portland the opportunity to review and provide our recommendations on the proposed list of candidate projects for the 2008-2011 Statewide Transportation Improvement Program (STIP). We recognize that the draft STIP is beyond current funding capacities, and offer recommendations on projects to be included in the STIP's 100 percent funding list:

Priority Modernization Program Projects

- I-5: Delta Park Phase 2: (Access Improvements at Columbia Blvd) Due to the regional and statewide significance of the I-5 corridor, the City strongly encourages that Phase 2 of this project (preliminary engineering and right-of-way acquisition for northbound access to I-5 from Columbia Blvd) also be included in the 100-percent fully funded list. This will ensure that construction between the Phases 1 and 2 are implemented in a sequential and timely manner with minimal lag time.
- Bicycle and Pedestrian System Components of the Candidate Preservation Projects. There are currently a large number of high volume state highways located within Portland that also support the City's multi-modal transportation network. Due to Portland's overall higher densities to meet both regional and state-wide land use planning goals, the City supports a higher supplemental funding level beyond the currently proposed allocation of \$1 million for implementing the additional multi-modal improvements identified in the Priority Bicycle and Pedestrian Preservation Projects described on pages 2 and 3.

Priority Preservation Program Projects

Priority Freight Projects

The following preservation projects are identified as having relevant importance to regional freight mobility and have been recommended by the Portland Freight Committee for inclusion in the STIP's 100 percent funding list:

- OR 99E (MLK): S.E. Viaduct to Kellog Creek in Milwaukie.
This project is located on a Regional Truck Way in the Freight Master Plan and provides access along the Inner Eastside Industrial District. OR 99E is recognized as an important freight access facility and the City supports this preservation project. The City also recognizes that there are neighborhood access-related issues along segments of this facility, which are addressed under Priority Bicycle and Pedestrian Projects below.
- U.S. 30 Bypass (N.E. Portland Hwy/Killingsworth): N.E. 60th to NE 82nd Ave.
This project is located on a Priority Truck Street in the Freight Master Plan and provides access to the Airport Industrial District. This project also links to the proposed East-End Connector project for improving the NE 82nd Ave. and Columbia Blvd interchange. The City supports this project for 100 percent funding in the 2008-2011 STIP.
- OR 99E (MLK): I-5 to Columbia Blvd.
This project is located on a Priority Truck Street and provides access to the Airport Industrial District. While this project will likely require more extensive modernization improvements to proceed, its direct access between I-5 to the north and Columbia Boulevard to the south makes this project important to regional freight mobility. The City supports this project for 100 percent funding in the 2008-2011 STIP.

Priority Bicycle and Pedestrian Projects

The following Preservation Projects also include important components of the City's bicycle and pedestrian system and are recommended for additional supplemental funding for implementing more extensive modernization improvement needs:

- U.S. 26 (Powell Blvd.): I-205 to S.E. 182nd Ave.
This facility serves as a major east/west bicycle and pedestrian corridor in SE Portland. The City recommends this project be funded as a preservation project only if it also accommodates bicycle and pedestrian improvement needs. This segment of Powell should also be augmented with the recommended safety improvements along this facility from 122nd Ave. to 136th Ave., as described below. While the City recognizes the immediate safety needs to provide bicycle and pedestrian system improvements along this facility, the City will also continue to support the long-term improvement needs identified in the Foster-Powell Corridor Plan.
- OR 213 (82nd Ave.): N.E. Killingsworth St. to Hwy 224.
As proposed, this project has a relatively high cost per-mile ratio and will likely require more extensive modernization improvements to proceed – i.e., traffic signal and intersection improvements, utility work, bicycle and pedestrian improvements, etc. The City recommends implementing targeted crossing improvements to meet the immediate short-term safety needs along this corridor. Due to the complex relationships between transportation, commercial business access, and the residential

neighborhoods located within the 82nd Avenue corridor, the City also suggests that additional funding be provided to conduct a more comprehensive multi-modal corridor study for this facility.

- U.S. 30 Bypass (North Lombard St.): St. Johns Bridge to MLK.
As proposed, this project has a very high cost per-mile ratio and will likely require more extensive sidewalk and other modernization improvements to proceed. Due to potential impacts on the surrounding neighborhoods and businesses along this facility, supplemental funding for implementing main street improvements is recommended for this segment of Lombard Street.
- OR 99E (SE Grand Ave/McLoughlin Blvd: S.E. Viaduct to Kellog Creek in Milwaukie.
As noted above, segments of this facility act as a major east-west barrier between the adjoining residential neighborhoods along this facility and access to the Willamette River to the west. As proposed, the preservation portion of this project may only include the segment of 99E south of Harold Street if additional funds for more extensive modernization and access improvements are not provided. Therefore, the City recommends that supplemental funding be provided to initiate a planning process with the Brooklyn neighborhood to determine a safe crossing of McLoughlin Boulevard.

Priority Bridge Program Projects

- OR 99W (SW Barbur Blvd) over SW Multnomah Blvd.
Prior to developing final design plans for this project, the City recommends that a joint ODOT/PDOT coordination effort take place to determine the appropriate improvements for accommodating bicycle and pedestrian facilities.

Priority Safety Program Projects

- OR 99E (MLK) @ Columbia Blvd.
This project is located on two Priority Truck Streets in the Freight Master Plan and will enhance turning movements for westbound truck traffic by adding right turn-lane capacity from Columbia Blvd. onto northbound 99E. The City supports implementing this safety project.
- US 26 (Powell Blvd.): 122nd to 136th Ave.
The City supports the implementation of the recommended safety improvements along this segment of U.S. 26. The City also recognizes that these interim system improvements should not preclude the development and funding of a more comprehensive (Phase II) Powell-Foster Corridor Study to determine the long-term connectivity and multi-modal transportation needs along this corridor.

- US 30 Bypass (NE Sandy Blvd): NE 122nd Ave to NE 141st Ave.
The City supports the inclusion of both bicycle lane and sidewalk improvements on the south side of Sandy Blvd. Given the potential railroad right-of-way constraints on the north side, the City would encourage the inclusion of bus stop pads to help accommodate westbound transit passengers along this corridor.

Project-Related Issues

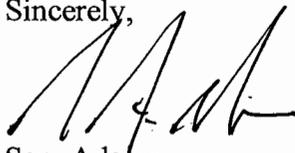
- OR 99W (SW Barbur Blvd): Capitol Hwy to SW Huber St.
As proposed, this project will provide a southbound left-turn lane onto eastbound Capitol Hwy from Barbur Blvd. and convert Huber from a one-way into a two-way street. It is unclear if the existing bus only left-turn lane will be removed from southbound Barbur Blvd. to accommodate vehicular traffic movement at this intersection. Prior to recommending this project for funding in the 2008-2011 STIP, the City needs to review the design configurations along this intersection and also determine the safety justifications for this project.
- OR 213 (SE 82nd Ave) @ Foster Road.
As proposed, this project will add both westbound and eastbound turn lanes onto Foster Road which will require additional right-of-way and increase the pedestrian crossing distance along this intersection. The City is concerned with accommodating pedestrian safety and would support the inclusion of refuge islands or other crossing improvements along this intersection. Prior to developing final design plans for this project, the City recommends that a joint ODOT/PDOT coordination effort take place to determine the appropriate improvements for accommodating pedestrian safety along this intersection.

Developmental STIP Projects

- I-5 / I-405 Loop Study.
Since this facility is of both regional and statewide significance, the City recommends that continued project development funding be provided to support the long-range planning efforts for this study.

The Portland Office of Transportation would appreciate your positive response to the priority projects that we recommended for inclusion in the 100 percent funding list in the 2008-2011 Region 1 STIP.

Sincerely,



Sam Adams
Commissioner

G 4423

NWACT

Northwest Oregon Area Commission on Transportation

Representing Counties:

Clatsop County Commission
Columbia County Commission
Tillamook County Commission
Washington County Commission

Representing Cities:

City of Astoria
City of Banks
City of Bay City
City of Cannon Beach
City of Columbia City
City of Clatskanie
City of Garibaldi
City of Gaston
City of Gearhart
City of Manzanita
City of Nehalem
City of North Plains
City of Rainier
City of Rockaway Beach
City of Scappoose
City of Seaside
City of St Helens
City of Tillamook
City of Vernonia
City of Wheeler

Representing Ports:

Port of Astoria
Port of Garibaldi
Port of Nehalem
Port of St Helens
Port of Tillamook Bay

Representing Transit Districts:

Columbia County Transportation
Sunset Empire Transit
Tillamook County Transportation

Representing Transit Districts:

ODOT Region 1 -- NW Area
ODOT Region 2 -- NW Area

Representing Others:

NW Oregon Regional Partnership
Transportation Stakeholders
Citizens-At-Large

4336 SW Condor Ave
Portland, OR 97239
503.228.5565

NWOregon.org/NWACT
Email: NWACT@NWOregon.org

RE: Columbia County's 2008-11 STIP Priorities

Tim Wilson
ODOT – Region 1
123 NW Flanders
Portland, OR 97209-4037

April 16, 2006

Dear Tim,

The Northwest Area Commission on Transportation (NWACT) has reviewed Columbia County's March 23, 2006 letter requesting that the US 30, Van St Turning Lane Project replace the US 30 Tide Creek Bridge project as its top priority, and supports their request. It makes sense to shift resources to widening US 30 and constructing a turning lane if ODOT will not be replacing the Tide Creek Bridge, only making modifications to it.

However, should either project specifications or resources change in the future, NWACT would also like to reserve the option to review the project priorities at that time.

Sincerely,



Lylla Gaebel
NWACT Chair

cc Columbia County Board of Commissioners

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2006 APR 18 AM 10:39

G-4-26



**REPRESENTATIVE KAREN MINNIS
SPEAKER OF THE HOUSE
OREGON HOUSE OF REPRESENTATIVES**

April 6, 2006

Ms. Sandi Bertolani
ODOT Region 1 STIP Coordinator
123 NW Flanders St.
Portland, OR 97209

Dear Ms. Bertolani:

On behalf of House District 49, I am writing to support State Transportation Improvement Program (STIP) funding for the US 26 Springwater Phase 1 Access Improvement Project.

Metro has designated roughly 1,100 acres of Springwater as a Regionally Significant Industrial Area. The Springwater Plan has been adopted by the City of Gresham and is an important element of the City's economic development strategy. The adopted plan provides for the creation of more than 15,000 jobs at build out.

The Oregon Department of Transportation (ODOT) previously has recognized the importance of transportation infrastructure for Springwater. In 2004, ODOT awarded Gresham a Transportation Growth Management (TGM) grant to prepare a Concept Design and Access plan to address access for Springwater from US 26. This grant allowed Gresham and ODOT to assess the adequacy of the US 26/Springwater transportation network; to develop access alternatives in a specified study area along the US 26 corridor in Springwater; and to determine a recommended corridor concept. The corridor concept was to be used as the starting point for an environmental assessment and detailed refinement plan.

The Final Report concluded that the existing intersections on US 26 in the study area are inadequate to meet anticipated future demand. The Report recommended phased construction of improvements.

\$5,800,000 of funding for the US 26 Springwater Interchange Phase 1 Project currently is included in the 150 percent project list for modernization projects for the Draft 2008-11 STIP. This project is critical to the development of Springwater, as it would serve as a catalyst for future development in Springwater and assist in efforts to provide much needed jobs and economic development in east Multnomah County.

I urge your continued support for US 26: Springwater Interchange Phase 1 Project.

Sincerely,

Representative Karen Minnis
Speaker of the House
Oregon House of Representatives
House District 49

cc: Mayor Charles Becker

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Council Transportation Advisory Committee

March 2, 2005

Ms. Sandi Bertolani
ODOT Region 1 STIP Coordinator
123 NW Flanders St.
Portland, OR 97209

Dear Ms. Bertolani:

I am writing on behalf of the Gresham Council Transportation Advisory Committee (CTAC) to support the US 26 Springwater Interchange Phase 1 Project. CTAC is made up of citizen volunteers that advise the City Council on transportation issues and is the primary advisory committee for the Gresham Transportation System Plan. \$5,800,000 of funding for the US 26 Springwater Interchange Phase 1 Project currently is included in the 150% project list for modernization projects for the Draft 2008-11 Statewide Transportation Improvement Program (STIP).

Springwater is a 1,400 acre proposed community located just south of the Gresham city limits. Metro has designated roughly 1,100 acres of Springwater as a Regionally Significant Industrial Area. Springwater is divided by the US 26 corridor. The Springwater Plan has been adopted by the City of Gresham and is an important element of the City's economic development strategy. The adopted plan provides for the creation of in excess of 15,000 jobs at buildout.

Gresham and ODOT have partnered to study the critical transportation issues related to access to Springwater from US 26. In 2004, Gresham received a Transportation Growth Management (TGM) grant from ODOT to prepare a Concept Design and Access plan to assess the adequacy of the US 26/Springwater transportation network under existing and Year 2025 conditions; develop access alternatives in a specified study area along the US 26 corridor in Springwater; and determine a recommended corridor concept.

The corridor concept is the starting point for an environmental assessment and detailed refinement plan. The Final Report concluded that the existing intersections on US 26 in the study area are inadequate to meet anticipated future demand. The Report recommended phased construction of improvements. Phase 1 has two primary components. First, Phase 1A includes construction of a new east/west collector that would cross US 26 south of SE Hillyard Road. The new collector also would cross Telford Road and the Springwater Trail, and will require a bridge over Johnson Creek. Phase 1B includes construction of a traffic signal at the intersection of Proposed Collector A and US 26 when signal warrants are met. The cost estimate for Phase 1, not including right of way or permitting costs, is \$5,797,117.

Ms. Sandi Bertolani
March 2, 2006
Page 2

This project is critical to the development of Springwater. We urge your continued support for US 26: Springwater Interchange Phase 1 Project.

Sincerely,

A handwritten signature in cursive script that reads "Kathy Everett". The signature is written in black ink and includes a stylized flourish at the end.

Kathy Everett, Chair
Gresham Council Transportation Advisory Committee

G 4-26



CLACKAMAS COUNTY

Board of County Commissioners

BILL KENNERM
Chair

LARRY SOWA
Commissioner

MARTHA SCHRADER
Commissioner

February 9, 2006

Oregon Transportation Commission
c/o David Kim
ODOT, Region 1
123 NW Flanders St
Portland OR 97209

Dear Commission Members:

The Clackamas County Board of County Commissioners supports funding the following projects listed in the ODOT Region 1 150% Candidate Modernization Project List for 2008-2011 STIP:

- o \$7 million for the OR 212/OR 224 Sunrise Corridor Project
- o \$10.5 million for the I-5 Wilsonville Interchange

Each of these projects has compelling economic development attributes that make funding critical. The Sunrise Corridor has been designated a Project of Statewide Significance by the OTC. It is a critical eastbound freight route that is needed to serve the immediate area, the growing Damascus community, to provide connections to neighboring industrial areas, and to connect the region to central Oregon via US 26. The 2,000 acre Clackamas Industrial area supports approximately 500 businesses and 40-50,000 employees.

The I-5 Wilsonville Interchange project was identified as a top priority in ODOT's November 2002 Freeway Access Study. Wilsonville Road is a very active truck transportation corridor in the Portland Metro area and serves many large and small industrial and commercial businesses. This interchange is near capacity and businesses in the area will no longer be able to expand without improvements to this interchange.

The County and City of Wilsonville have provided local financial support to these projects and encourage ODOT and the OTC to fully fund these projects in the 2008-2011 STIP.

Thank you for the opportunity to support these essential projects.

Sincerely;

Bill Kennerm, Chair
Clackamas County Commission

- C:
- Commissioner Larry Sowa
 - Commissioner Martha Schrader
 - Mayor Charlotte Lehan, City of Wilsonville
 - Cam Gilmour
 - John Rist

RECEIVED
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2006 FEB 10 AM 11:25

G 4-26

"The Heart of the Columbia River Gorge"



City of Cascade Locks
PO Box 308 140 SW WaNaPa St.
Cascade Locks, OR 97014

(541) 374-8484 Fax: (541) 374-8752
TTY 711

April 11, 2006

Jason Tell
Region 1 Manager
123 NW Flanders
Portland, OR 97209

Dear Mr. Tell,

I am writing in support of the proposed Cascade Locks preservation project in the Draft STIP. The proposal would include grinding and replacing some of the existing asphalt on our main street, including the freeway ramps. The condition of this asphalt has been deteriorating for several years. Your maintenance crew patches it each year, but the size and number of potholes is increasing. This roadway needs a new surface. The timing of the preservation project would coincide with a City downtown streetscape project. We developed a Downtown Redevelopment Plan using a TGM grant. That plan includes the streetscape project for which we are now seeking a Transportation Enhancement grant. That grant request is pending.

The City would like to tie the two projects together both as to funding and construction. Cascade Locks is a former mill town with very limited resources. Our Downtown Redevelopment project is intended to make our portion of the Scenic Highway more scenic. This will make our downtown more appealing the tourists and the commercial businesses we need to attract tourists. If we can coordinate the two projects, both the local economy and the Scenic Highway Historic District will benefit. Our Council and community are very supportive of the City's project and the proposed ODOT preservation project. Hopefully, both will be funded with TE grants.

Sincerely,

Robert S. Willoughby
City Administrator
City of Cascade Locks

G 4-28

Eric E. Parsons
Commission Chair

April 12, 2006

Douglas C. Blomgren
Commissioner

Mr. Jason Tell, Region 1 Manager
Oregon Department of Transportation
123 NW Flanders St.
Portland, OR 97209

Bertha Ferrán
Commissioner

RE: FY 2008-2011 Statewide Transportation Improvement Program Comments

Sal Kadri
Commissioner

Dear Jason:

Mark Rosenbaum
Commissioner

I recommend Phase II of Interstate 5 widening at Delta Park, which is currently on the Oregon Department of Transportation (ODOT) Region 1, 150% Project list for the Fiscal Year 2008-2011 Statewide Transportation Improvement Program, be moved onto the 100% list and be funded.

Tom Potter
Mayor

As you know, if Alternative 2 is selected as the preferred alternative for Phase 1 of the project, the Phase II funding would cover right-of-way acquisition and preliminary engineering for the new Argyle ramp in the Kenton neighborhood.

Bruce A. Warner
Executive Director

Kenton is part of PDC's Interstate Corridor Urban Renewal Area (ICURA). This area has been the focus of one of the ICURA's key revitalization projects, called the Downtown Kenton Redevelopment Project. In conducting development feasibility studies for this project, we have concluded implementing Alternative 2 is valuable to the development in and around the historic Kenton downtown. Alternative 2 provides a mechanism to move major traffic off the current Argyle Way and helps turn it into an attractive local street.

For this to happen, Phase II improvements would have to be funded and have a firm implementation date identified. Perhaps the most harmful scenario to the struggling downtown Kenton area would be if Alternative 2 were chosen without a corresponding commitment for Phase II. This scenario could halt future development of Denver, Argyle, and the adjacent Interstate MAX station area, as property owners, businesses, and developers will be skeptical, waiting to see what happens before committing to new private investment.

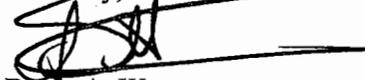
For these reasons, PDC recommends Phase II improvements be moved to the 100% list and subsequent funding is made available for its implementation.

www.pdc.us

Thank you for your time and interest.

222 Northwest
Fifth Avenue
Portland, OR
97209-3859

Sincerely,



Bruce A. Warner
Executive Director

tel: 503.823.3200
fax: 503.823.3368
TTY: 503.823.3366

tag

Copies to:
- Lainie
- David Kr

File STP



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- DMIP/kin
- LAINSE
File STIP



East Metro Economic Alliance

1300 NE Village St
 Fairview, OR 97024

April 13, 2006

President:
 Mark Garber

Vice President:
 Dave Earnest

Secretary:
 Steve Entenman

Treasurer:
 Barb Cardinale

Asst.(Interim)
 Misty Orluck

Jason Tell, Region 1 Manager
 C/o Region 1 STIP Coordinator
 123 Flanders St.
 Portland, Oregon 97209

RE: Retaining Troutdale/Marine Dr. Backage Road at I-84 in 100% STIP List

Dear Mr. Tell,

On behalf of E.M.E.A., I am requesting retention of the Troutdale/Marine Dr. backage Road at I-84 in the 100% list of the STIP. This interchange is one of six priority transportation projects for the development of the Columbia-Cascade River District in east Multnomah County. It is in the City of Troutdale TSP and the Port of Portland Transportation Improvement Plan. The interchange serves about 30,000 vehicles daily, including a high percentage of local and interstate trucks. Troutdale is the first point of rest for westbound interstate traffic, including interstate trucks, traveling from the inland U.S. through the Columbia River Gorge. Traveling in the opposite direction, it is also the last interchange on I-84 before entering the Columbia River Gorge. North of the interchange is the Troutdale airport and large industrial areas. Finally, it is the primary access route for industrial traffic in East Multnomah County past NE 181st Street.

The inefficient configuration of this busy interchange causes serious congestion and safety problems and excessive truck idling near the Columbia River Gorge Scenic Area. The interchange consists of a one-way loop system with frontage roads on either side of the freeway. The south frontage road has multiple driveways for businesses, including two truck stops. Peak hour flows at the interchange routinely back up along the south frontage road because of the conflicts between through traffic and vehicles turning in and out of the driveways. Year 2025 forecasts expect traffic volume at the interchange to increase by 35%, to over 40,000 vehicles daily.

The Congressional delegation has provided the region with \$1 million of high priority funds to begin to address the interchange problem. It is our hope that a solution can be developed and funded with the State Transportation Improvement Program (STIP) funds. We are very concerned about the impact that this poorly designed interchange is having on our ability to realize economic development of the industrial lands in the vicinity of the Troutdale airport, as well as impacts to our community's overall livability. We are in desperate need of a solution that meets the multiple objectives of expanding economic

development and improving livability for our citizens. We appreciate your attention to this request.

Sincerely,



Mark Garber
President

Cc: Councilor Rod Park
Representative Karen Minnis
Commissioner Stuart Foster
Andy Cotugno

G 4-26

KIM David

From: JOHNSON Andrew * Andy
Sent: Friday, February 17, 2006 12:04 PM
To: KIM David
Subject: FW: All I want is the opportunity for good family wage jobs so much depend on it

Here is another comment that came in via e-mail.

-----Original Message-----

From: Paul Edgar [mailto:pauloedgar@qwest.net]
Sent: Friday, February 17, 2006 11:21 AM
To: Cam Gilmour; Nancy Kraushaar; Don Slack; Brian Newman; Rex Burkholder; Board of Clackamas County Commissioners
Cc: Robert E. Russell; Matthew L. Garrett; James Mayer
Subject: All I want is the opportunity for good family wage jobs so much depend on it

To everyone, congestion impacts the economy and our basic quality of life. I fight to bring this to everyone attention. Common Sense tells us that there is a need for reasonable levels of Freight Mobility with our freight dependent economy. I thought that if I could bring this picture to you it could be worth a thousand words.

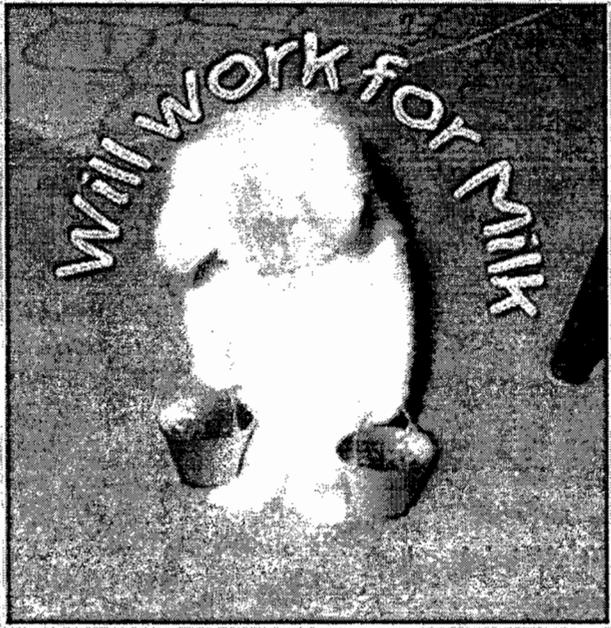
As many of you know, I live in a partly suburban, partly rural neighborhood. Times are pretty hard around my inter neighborhood of Canemah in Oregon City. There are too few good family wage jobs here. To many the local area is considered economically depressed.

We need local jobs where we should not have to have these long commutes to find work. We know that many of neighbors have been having a hard time making ends meet. Today's cost of transportation with these long commutes in congested roadways to find work is breaking the back of many of the young families that have located out in Clackamas County.

This morning, someone knocked at our door and woke us my wife and I up. When we opened the door -- this is what she saw. I had to take a picture of it.

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**We need to do better in this state for all the constituencies...!
Unless we solve congestion on our roads and highways life
can get pretty grim.**

PRESIDENT
RON JOHNSON
PORTLAND GENERAL ELECTRIC

VICE PRESIDENT
JACK ORCHARD
BALL JANIK LLP

TREASURER
STEVE CLARK
COMMUNITY NEWSPAPERS

PAST PRESIDENT
JIM EDWARDS
BIRTCHEER DEVELOPMENT, LLC

MEMBER AT LARGE
MATT FELTON
FELTON PROPERTIES, INC.

DIRECTORS

FRANK ANGELO
ANGELO EATON & ASSOCIATES

JONAE ARMSTRONG
WASHINGTON SQUARE MALL

DAVID BENNETT
LANDY BENNETT BLUMSTEIN

JANICE BURGER
PROVIDENCE HEALTH SYSTEM

LOIS DITMARS
PETERKORT TOWNE SQUARE

NORM EDER
CONKLING FISKUM & MCCORMICK

MARK FISHER
STANCORP MORTGAGE INVESTORS, LLC

RICH FOLEY
UMPQUA BANK

KIMBERLY FULLER
EQUITY OFFICE

DICK LOFFELMACHER
PACTRUST

TIM PARKER
THE MELVIN MARK COMPANIES

JIM PETSCH
NIKE, INC.

BRIAN RICE
KEY BANK

MIKE SCHMID
Kpff CONSULTING ENGINEERS

ED TROMPKE
JORDAN SCHRADER

RANDY YOUNG
NORRIS BEGGS & SIMPSON

TOM BRIAN
WASHINGTON COUNTY

ROB DRAKE
CITY OF BEAVERTON

TOM HUGHES
CITY OF HILLSBORO

LOU OGDEN
CITY OF TUALATIN

NICK WILSON
CITY OF TIGARD

JONATHAN SCHLUETER
WESTSIDE ECONOMIC ALLIANCE

SUSTAINING MEMBERS

EQUITY OFFICE
FELTON PROPERTIES, INC.
INTEL CORPORATION
KAISER PERMANENTE
KG INVESTMENTS
MELVIN MARK COMPANIES
NIKE, INC.
PACTRUST
PORTLAND GENERAL ELECTRIC
PROVIDENCE HEALTH SYSTEM
PS BUSINESS PARKS
QWEST COMMUNICATIONS
THE STANDARD
TEKTRONIX, INC.
TRAMMELL CROW RESIDENTIAL
VERIZON NORTHWEST
WASHINGTON SQUARE MALL



G 4-26

March 14, 2006

Mr. Jason Tell
Manager, Region 1
Oregon Department of Transportation
123 NW Flanders
Portland, OR 97209

Mr. Tell:

On behalf of the employers, land owners and developers, commercial property managers and community partners represented by Westside Economic Alliance, we recommend that ODOT include an additional item of critical importance to its 2008-2011 Statewide Transportation Improvement Program listings--funding for the Highway 217 Environmental Impact Statement (EIS).

After more than two years of study, the Highway 217 Policy Advisory Committee completed their work last fall, and identified a set of improvement options to move forward into the EIS phase of implementation. One of the key next steps included in the recommendation, and adopted in February by the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), is to include funding for the Highway 217 EIS in the 2008-2011 STIP. But this request is currently not addressed in the draft STIP and must be added if improvements to this key corridor are to move forward in a timely manner.

As you know, timing is critical for this project. Highway 217 is the primary north-south corridor in eastern Washington County, and provides a critical link connecting Interstate 5 with U.S. Highway 26. The facility serves the daily transportation needs of residents and workers in seven counties. Traffic volumes have doubled in the past 20 years, and now exceed 110,000 vehicles daily in this 7.44-mile corridor. These numbers are expected to increase by at least 30 percent during the next 20 years, to exceed an estimated 140,000 vehicles daily.

No other transportation corridor in Oregon handles this volume of traffic in such a confined area, allowing just two through lanes in both directions. Highway 217 serves one of the fastest-growing and economically vital portions of the Portland metro region. Every transportation planning effort that has looked at this part of the region has identified the need for additional capacity and safety improvements for Highway 217. Yet despite the clear needs and obvious benefits, there is no funding source identified to begin the necessary engineering work on this facility.

Mr. Jason Tell
March 14, 2006
Page Two

As bad as traffic problems on 217 currently are---and are expected to become---these matters are made much worse when traffic seeks less congested routes and use neighborhood streets and local arterials to reach their destinations. This spillover effect creates unwelcome congestion of surface streets, and increases safety hazards within a 2-mile corridor along this congested highway.

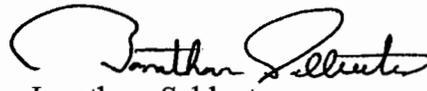
For all these reasons, Highway 217 is a top priority for members of our organization, and for our employees and neighbors who live and work in Washington County and depend on a reliable, safe and efficient highway system for their daily transportation needs. So we urgently request your support and assistance in appropriating \$3.2 million in funding for the Highway 217 EIS to enable this project to move forward.

The transportation improvement needs for Highway 217 have been identified and agreed upon by the community, the PAC, Metro and JPACT. Continued mobility of commuter and freight traffic in this vital corridor is now dependent on your help in obtaining the funding to allow us to move forward.

Sincerely,



Frank Angelo, Chairman
Transportation Committee
Westside Economic Alliance



Jonathan Schlueter
Executive Director

cc: Stuart Foster, Chairman, Oregon Transportation Commission
Rex Burkholder, Chairman, Joint Policy Advisory Committee on Transportation

G 4-26

April 11, 2006

RECEIVED
OREGON DEPT. OF TRANSP.
REGION 1 OFFICE

2006 APR 13 AM 9:58



Region 1 STIP Coordinator
123 NW Flanders Street
Portland, OR 97209

Thank you for the opportunity to comment on the proposed 2008-2011 Statewide Transportation Improvement Program (STIP). The enclosed resolution, unanimously passed by the Tigard City Council, expresses our support for the following projects to remain on the final lists:

- Modernization category: Improvements to I-5 at the I-205 merge and at the Wilsonville interchange.
- Preservation category: Pavement inlay and overlay on Hall Boulevard within the Tigard City Limits.
- Bridge category: Replacement of the Highway 99W overpass adjacent to downtown Tigard.

These projects, if included in the final 2008-2011 STIP, would:

- enhance traffic movement into and out of the City
- provide better rideability and more efficient traffic flow along Hall Boulevard
- present an opportunity for the City to be involved in the design review of the overpass replacement project to improve entry into the Tigard downtown area via Tigard and Commercial Streets and to enhance the appearance of the overpass as viewed from the Tigard downtown area.

ODOT is currently exploring the possibility of transferring jurisdiction of Hall Boulevard to either Washington County or the City of Tigard. To improve Hall Boulevard and encourage future transfer, we suggest that the funding for the preservation project on Hall Boulevard be reserved and combined with other potential funding sources to widen and improve that street within the Tigard City Limits.

While freight mobility appears to be the primary reason for replacement of the overpass, it is crucial that freight movement and traffic flow be well-balanced to avoid heavy reliance on the heavily-congested Highway 99W corridor. The I-5 connector to Highway 99W is vital to maintaining that balance and should be moved aggressively towards project development and construction. We request that the I-5/Highway 99W Connector Project be readied for possible construction in the following STIP.

Sincerely,

Craig E. Dirksen
Mayor

Enclosure: Tigard City Council Resolution No. 06-17

c: Tigard City Councilors
Craig Prosser, City Manager

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 06-17

A RESOLUTION PROVIDING CITY COUNCIL INPUT INTO THE DRAFT 2008-2011 STIP (STATE TRANSPORTATION IMPROVEMENT PROGRAM) AND EXPRESSING STRONG SUPPORT FOR INCLUSION OF CERTAIN KEY PROJECTS IN THE FINAL STIP.

WHEREAS, the STIP (State Transportation Improvement Program) is ODOT's (Oregon Department of Transportation) project funding and scheduling document; and

WHEREAS, ODOT is requesting public input and comment on the draft project lists for the 2008-2011 STIP; and

WHEREAS, the draft STIP projects are divided into categories under modernization, preservation, safety and bridge; and

WHEREAS, certain projects under the modernization, preservation, and bridge categories are important to this part of Region 1 and should be strongly supported for inclusion in the final STIP for 2008-2011; and

WHEREAS, two projects in the modernization category are focused on improvements to the I-5 corridor from Tigard to Wilsonville, which would improve traffic movement into and out of the City; and

WHEREAS, the preservation category includes a project to resurface Hall Boulevard within the Tigard City Limits from Scholls Ferry Road within the Washington Square Regional Center in the north to Durham Road in the southern end of the City; and

WHEREAS, the bridge category includes a project to replace the Highway 99W overpass adjacent to downtown Tigard, which presents a rare opportunity for the City to become actively involved in the design of the project to enhance the look of the overpass and to ensure better entry into the downtown from Tigard and Commercial Streets; and

WHEREAS, the Tigard City Council strongly supports the inclusion of those projects into the final STIP for 2008-2011; and

WHEREAS, the deadline for public input into the draft project lists is April 14, 2006.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

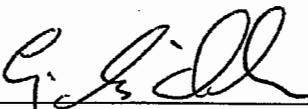
SECTION 1: City Council strongly supports inclusion of the projects listed in the attached Exhibit A in the final 2008-2011 STIP.

SECTION 2: City Council requests that ODOT consider the enhancement of the Tigard downtown area in the replacement of the Highway 99W overpass. City Council further requests that ODOT include the City as an active participant in the design review to ensure that the appearance of the overpass is in harmony with the Tigard Downtown Plan and that placement of the piers enhance entry into the downtown area via Tigard and Commercial Streets.

SECTION 3: City Council authorizes the Mayor to transmit this resolution to ODOT, on behalf of the entire Council, prior to the public input deadline of April 14, 2006.

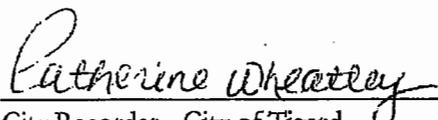
SECTION 4: This resolution is effective immediately upon passage.

PASSED: This 28th day of March 2006.



Mayor - City of Tigard

ATTEST:



City Recorder - City of Tigard

L:\eng\scouncil agenda summaries\3-28-06 resolution expressing city council support for key projects in the draft 2006-11 stp res.doc

Exhibit A

Projects Recommended for Inclusion in the 2008-2011 STIP

Modernization Projects

- **I-5 SB/ I-205 Merge: Acceleration Lane** (scheduled for 2010). This project constructs an acceleration lane at the merge of I-205/I-5 southbound for improved operations and safety. This project would reduce the severe backups experienced on I-5 adjacent to Tigard and should improve traffic movements into and out of the City.
- **I-5: Wilsonville Interchange** (scheduled for 2011). This project would improve the Wilsonville interchange with I-5. The bottleneck on I-5 extends from Tigard down to Wilsonville. South of Wilsonville, the traffic on I-5 moves much more freely. Any project that seeks to improve traffic flow on I-5 from Tigard to Wilsonville should be supported for funding.

Preservation Projects

- **OR141 and OR210: Hall Blvd, Boones Ferry Road, Scholls Ferry Road** (scheduled for 2010 or 2011). This is a resurfacing project covering the full length of Hall Boulevard from Scholls Ferry Road near the Washington Square Regional Center to Durham Road. This project would improve the rideability and existing pavement condition on Hall Boulevard within the City Limits.

Bridge Projects

- **OR99W over Portland/Western Railroad in Tigard** (scheduled for 2009). This project replaces the Highway 99W overpass over the railroad in Tigard. Freight mobility is the driving factor behind the replacement of this overpass. The existing overpass cannot take overweight loads and poses a barrier to movement of freight up and down the 99W corridor. The entire overpass was not constructed to deal with seismic activity and needs to be redesigned and replaced to meet current standards. This project presents a rare opportunity for the City to provide input on the placement of the piers to improve access to the Tigard downtown via Tigard and Commercial Streets. In addition, City participation in the design review may provide opportunities to enhance the appearance of the overpass, which should be aesthetically pleasing and in harmony with the Tigard Downtown Plan.



CITY OF CORNELIUS

April 13, 2006

Mr. Jason Tell
ODOT-Region 1 Manager
123 NW Flanders Street
Portland, Oregon 97209

RE: Draft 2008-11 STIP; OR8: Minter Bridge Rd./Forest Grove Preservation Project

Dear Jason,

The City of Cornelius understands that your staff is scoping an \$8.8 million preservation project on OR8 from Minter Bridge Road to Forest Grove for possible inclusion in the 2008-2011 STIP. We join the Cities of Hillsboro and Forest Grove and respectfully request that you assure inclusion of full funding for the project in both the Draft and Final STIP Preservation program. If only part of the project can be funded we urge you to assure that the OR8 Couplet through Cornelius will be included in the final project limits. In support of this request, the City offers the following information for your consideration.

Cornelius is a small community of about 10,000 residents situated on OR 8 between Hillsboro and Forest Grove. We are an OECDD recognized Disadvantaged Community with a high proportion of poor, minority and transit dependent citizens. TriMet serves our community with a high frequency route (the #57) running on OR8 with 15-minute headways. OR8 bisects much of the City as a couplet (Adair Street westbound; Baseline Street eastbound).

Operation and appearance of the highway dramatically and, in many respects, adversely impacts life in our small town. It carries about 40,000 vehicles per day, and, because it is an NHS Connector Route, the volume of single-unit trucks, buses and multi-unit trucks traveling the highway *exceeds 30 percent*. The vast majority of this traffic simply rumbles through our City and, for decades, the highway has been managed by ODOT almost solely to maintain this through-travel function.

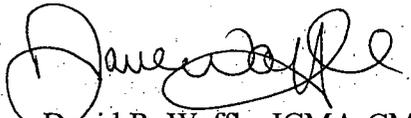
In an effort to better incorporate this State highway into the fabric of our community and build a healthy central business district, Cornelius developed and adopted, in 1999, the Main Street Master Plan. We revised this Plan in 2002 and, with ODOT and Metro assistance, revised the City's Transportation System Plan in 2005 to reflect the Main Street objectives. We petitioned the Oregon Transportation Commission to designate the 10th to 20th Avenue section of the highway as a Special Transportation Area. This

submitted by the Washington County Coordinating Committee requesting that opportunities be created now to address these decision makers and that receiving testimony be a piece of all subsequent winnowing exercises leading to adoption of the Final STIP.

We are a small community reaching for something better. We have received little from ODOT over the years. Now would be a really good time to help out; to preserve the highway before it requires costly reconstruction later. Please do the work now so the City's economic development is helped and not hindered.

Your partner in community development,

Sincerely,

A handwritten signature in black ink, appearing to read "David R. Waffle". The signature is fluid and cursive, with the first name "David" being the most prominent.

David R. Waffle, ICMA-CM
City Manager

Cc: Richard Meyer, Development and Operations Director
Terry Whisler, Project Manager

drw/stip 041406

April 14, 2006

Stuart Foster, Chair
Oregon Transportation Commission
355 Capitol Street, NE, Room 101
Salem, OR 97301

Re: Wilsonville Freeway Interchange Improvements (Exit 283)

Dear Mr. Foster:

My brother, Tom, and I own a golf course and surrounding property immediately south of the City of Wilsonville city limits. We support the additional investment of funds for interchange improvements at Interchange 283 in Wilsonville.

Our property is just west of Charbonneau and south of the Willamette River. While additional interchange improvements are likely warranted due to the traffic levels using Interchange 283, my brother and I have some additional thoughts and comments about the continued funding for such improvements and the use of the regional transportation system in the Wilsonville area.

Wilsonville traffic will continue to put pressure on Wilsonville interchanges as long as Wilsonville continues to de-emphasize the use of the Canby-Hubbard Interchange. That interchange provides significant transportation opportunities for areas south of the Willamette River. It accesses our property and south Clackamas and north Marion Counties. Our property is bordered by I-5 and Airport Road and bisected by State Highway 51. These are major roads.

Wilsonville has voiced concerns for years about ever-increasing trips using the Boone Bridge and the two interchanges inside the City. The reality is that the Charbonneau area is basically required to utilize the Wilsonville interchanges for shopping, services and jobs. This is also true for Canby and North Marion County residents who work or patronize the businesses in the Wilsonville Town Center or the areas west of I-5. This traffic gets focused on Interchange 283. More pressure will be placed on this interchange as Wilsonville grows. Notwithstanding, Wilsonville seems unwilling to look at alternatives to relieving some of this pressure. What is occurring is a large number of local trips using the interstate system. This has resulted because Wilsonville has chosen to direct growth and development requiring extensive local use of the two Wilsonville interchanges.

This situation reflects the political choices made by the City, which refuses to recognize the opportunities for business, services and employment (if not residential use) that can access the Canby-Hubbard Interchange to at least make use of the property between Wilsonville's southern boundary and the Clackamas-Marion County line. Because of these political decisions, the state's investment in the road system immediately south of Wilsonville is under-utilized and additional traffic instead congests the two Wilsonville interchanges.

The area south of Wilsonville to the County line is fully serviceable and has been reviewed several times by the Port of Portland and found by the Port to be excellent industrial acreage, capable of supporting employment and other business uses. The Governor's "Shovel Ready" Task Force specifically pointed to this area as a prime future employment location. It is inconsistent for Wilsonville to continue to seek more state money to rebuild existing Wilsonville interchanges when, at the same time, Wilsonville objects to better utilization of the Canby-Hubbard Interchange area and surrounding road system. That system is the equal of Wilsonville's street system. It is capable of

Stuart Foster
April 14, 2006
Page 2

accommodating more intensive levels of traffic at little additional public cost. Its usage will mitigate the demand at Interchange 283.

At some point, a Wilsonville request for more interchange money to deal with traffic caused by growth approved by Wilsonville, becomes counterproductive to the best use of transportation funds. As ODOT staff well know, the right-of-way and improvements for the road system south of Wilsonville represent perhaps the most cost-effective freeway-based system with abundant capacity, along I-5 in the Portland metro area.

Wilsonville's request for additional interchange money represents advancing politics over both good planning and the efficient use of current and future public investment in the transportation system. The area south of the Willamette River has already been urbanized with Charbonneau, the job base associated with the Aurora Airport and the industry located in the vicinity of Arndt Road, as well as our golf course. Wilsonville's refusal to recognize the appropriate planning opportunity, taking advantage of not only I-5 but the Canby-Hubbard interchange and road system, ignores both the reality of existing development and the opportunities for using the existing, under-utilized infrastructure.

It is unfair to those who are forced to use these interchanges to not have them function properly. That is why we support the present request. Conversely, it is unfair to taxpayers and property owners for Wilsonville to continue to demand scarce transportation money when other alternatives for a better-served community exist, immediately adjacent to Wilsonville, at an existing, under-utilized interchange. We hope a longer view and more cost-effective set of decisions can be taken from this point forward.

Thank you for the opportunity to comment.

Very truly yours,



Chris Maletis

cc: OTC Members
Mathew Garrett, Director,
Oregon Department of Transportation
ODOT Region I STIP Coordinator ✓
David Bragdon, President,
Metro
Mark Ottenad, Executive Director,
Wilsonville Chamber of Commerce
Pat Egan, Governor's Office
Mike Salsgiver, OECD
Bill Wyatt, Port of Portland



2006 MAR 22 PM 12:00

G 4-26

March 20, 2006

Sandra Bertolani, Region 1 STIP Coordinator
Oregon Department of Transportation
123 NW Flanders Street
Portland, OR 97209

RE: 2008-2011 STIP Update Review

Dear Ms. Bertolani:

The City of Hillsboro staff has reviewed the candidate list of projects within Region 1 identified on the draft 2008-2011 Statewide Transportation Improvement Program (STIP) update. Our comments center around three primary projects, two of them are on Preservation list of projects while one is a Modernization project.

1. OR 8: Minter Bridge Road to Forest Grove (Preservation)

The Tualatin Valley Highway (OR 8) is a vital east-west urban arterial through Washington County. More than a vehicular corridor, Tri-Met provides frequent transit bus service via OR 8 between Beaverton and Forest Grove. Consequently, a sizeable amount of pedestrian activity occurs as well along both sides of the corridor. The existing lack of sidewalks, broken segments of available sidewalks, and the lack of safe crosswalks represent a hazardous situation for transit riders as they work their way to a nearby bus stop.

The City would, therefore advise that ODOT closely coordinate resurfacing efforts with ongoing pedestrian improvements occurring through existing and future Bike/Ped grants.

2. OR 219: OR 8 to Farmington Road (Preservation)

The portion of the roadway that crosses Jackson Bottom is susceptible to flooding. Furthermore, safety is a paramount concern due to the narrowness of the fill supporting the roadway – particularly for bicyclist. The Jackson Bottom Visitor Center and Clean Water Services Headquarters, - both situated at the southern end of the wetland preserve – are popular destinations for all modes of travel, particularly bicycles. Although flood mitigation and shoulder widening are beyond the scope of the resurfacing project, the City would like ODOT to remain cognizant of these ongoing issues.

3. US 26: 185th Avenue to Cornell Road Widening (Modernization)

As the Sunset Highway continues to widen westward, ODOT must remain mindful of capacity concerns at the 185th Avenue interchange. The relief valve for this potential future chokepoint remains to be the completion of the 173rd Avenue over/under-crossing. Therefore, the City encourages ODOT to give close consideration of this project for future STIP updates.

Thank you for the opportunity to review and comment on the project list proposals.

Sincerely,

CITY OF HILLSBORO

A handwritten signature in black ink that reads "Tom Hughes". The signature is written in a cursive style with a large, prominent "H".

Tom Hughes
Mayor

Cc: Kathy Lehtola, LUT Director, Washington County

COLUMBIA COUNTY



Board of Commissioners

230 Strand Street, Rm 331, St. Helens, Oregon 97051-2096 *Ph: 503-397-4322
*Fax 503-397-7243

Commissioner Joe Corsiglia	<u>(corsigi@co.columbia.or.us)</u>
Commissioner Rita Bernhard	<u>(Bernhar@co.columbia.or.us)</u>
Commissioner Anthony Hyde	<u>(hydett@co.columbia.or.us)</u>
Jan Greenhalgh, Board Secretary	<u>(greenhj@co.columbia.or.us)</u>
Janet Wright, Commissioners Assistant	<u>(wrightj@co.columbia.or.us)</u>

March 23, 2006

ODOT
Timothy Wilson
Region 1 Corridor Planner
123 NW Flanders
Portland, OR 97209-4037

Dear Mr. Wilson:

For the 2008-2011 Modifications STIP, Columbia County would like to move the US30, Van Street turning lane to it's top priority, and construct the US30 Tide Creek turning lane when ODOT replaces the US30 Tide Creek Bridge.

Columbia County has proposed two capacity improvement projects for the 2008-2011 Oregon STIP. Both projects have been reviewed and approved by the NWACT. These projects are:

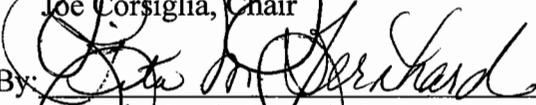
- Widen US30 and construct a left turn lane at Van Street (Clatskanie). This intersection is a bottle neck, with a high number of large industrial traffic making this turn, disrupting the flow of traffic on US30, raising the potential for accidents. With future increases in traffic on the highway, the situation will worsen. This project will improve the safety of motorists and promote business development in the city and the surrounding area.
- Widen US30 and construct a left turn lane at Tide Creek Road. This is a very dangerous intersection with north bound traffic on US30 being required to stop while waiting for south bound traffic to clear, before making a left turn onto Tide Creek Road. Due to guard rails and the close proximity of a bridge, widening of the highway and construction of a turn lane must be conducted in conjunction with rebuilding of the US30 Tide Creek Bridge.

Both projects are of high interest and have the public support of Columbia County. However, with the understanding that ODOT has reconsidered replacing the US30 Tide Creek Bridge, and intends to only conduct modifications, the ability to widen US30 and construct a turning lane is

not feasible. Therefore, we would like to support the US30 turning lane at Van Street as our highest priority in this category for the 2008-2011 STIP.

BOARD OF COUNTY COMMISSIONERS
FOR COLUMBIA COUNTY, OREGON

By: 
Joe Corsiglia, Chair

By: 
Rita Bernhard, Commissioner

By: 
Anthony Hyde, Commissioner

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REC'D DEPT. OF TRANSP
REGION 1 OFFICE
2006 MAR 31 AM 11:03

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CITY
OF

FAIRVIEW

1300 NE VILLAGE ST., P.O. BOX 337
FAIRVIEW, OREGON 97024
(503) 665-7929 FAX 666-0888

April 13, 2006

Jason Tell, Region 1 Manager
c/o Region 1 STIP Coordinator
123 Flanders St.
Portland, Oregon 97209

RE: Retaining Troutdale/Marine Dr. Backage Road at I-84 in 100% STIP List

Dear Mr. Tell:

As the Mayor of the City of Fairview, I am requesting the retention of the Troutdale/Marine Dr. Backage Road at I-84 in the 100% list of the STIP. This interchange is one of six priority transportation projects for the development of the Columbia-Cascade River District in east Multnomah County. The Backage Road has emerged through Troutdale's studies as a critical element in allowing this intersection to continue to work for the next 20-year growth period. It is in the City of Troutdale's recently adopted TSP and the Port of Portland Transportation Improvement Plan. The interchange serves about 30,000 vehicles daily, including a high percentage of local and interstate trucks. Troutdale is the first point of rest for westbound interstate traffic, including interstate trucks, traveling from the inland U.S. through the Columbia River Gorge. Traveling in the opposite direction, it is also the last interchange on I-84 before entering the Columbia River Gorge. North of the interchange is the Troutdale airport and large industrial areas. Finally, it is the primary access route for industrial traffic in East Multnomah County past NE 181st Street.

The inefficient configuration of this busy interchange causes serious congestion and safety problems and excessive truck idling near the Columbia River Gorge Scenic Area. The interchange consists of a one-way loop system with frontage roads on either side of the freeway. The south frontage road has multiple driveways for businesses, including two truck stops. Peak hour flows at the interchange routinely back up along the south frontage road because of the conflicts between through traffic and vehicles turning in and out of the driveways.



Year 2025 forecasts expect traffic volume at the interchange to increase by 35%, to over 40,000 vehicles daily.

The Congressional delegation has provided the region with \$1 million of high priority funds to begin to address the interchange problem. It is our hope that a solution can be developed and funded with the State Transportation Improvement Program (STIP) funds. We are very concerned about the impact that this poorly designed interchange is having on our ability to realize economic development of the industrial lands in the vicinity of the Troutdale airport, as well as impacts to our community's overall livability. We are in desperate need of a solution that meets the multiple objectives of expanding economic development and improving livability for our citizens. We appreciate your attention to this request.

Sincerely,

A handwritten signature in black ink that reads "Mike Weatherby". The signature is written in a cursive, flowing style.

Mike Weatherby
Mayor

Cc: Councilor Rod Park
Representative Karen Minnis
Commissioner Stuart Foster
Andy Cotugno



April 10, 2006

Region 1 STIP Coordinator
123 NW Flanders St.
Portland, OR 97209

Thank you for the chance to comment on the proposed 2008-2011 Statewide Transportation Improvement Program (STIP). We respect and appreciate the hard work staff has put in creating the proposed project lists and opening the STIP process up to greater participation by local jurisdictions.

We offer the following comments concerning the STIP process and projects under consideration:

1. The WCCC wants local governments to have a larger role in the process of developing and refining the STIP recommendation. This role should include an opportunity to submit candidates for an initial list of project priorities to ODOT from the outset, an increased opportunity to participate in the refinement of those priorities into a recommendation, and a final opportunity to register comments on ODOT's STIP recommendations to the OTC before the OTC makes its STIP program decisions. While we understand that it may be too late to extensively revisit the initial project lists for this STIP cycle, we believe opportunities still exist for local governments to help refine STIP priorities and register comments on the STIP recommendation prior to its consideration by the OTC.
2. As you move from a 150% list to a 100% project list in the Modernization Program, we request that the following projects remain on the final list:

US 26: Staley's Junction Improvement
US 26: Sunset Hwy @ Glencoe Road
US 26: 185th Ave- Cornell Road

All of these projects are consistent with applicable plans, support freight mobility and don't face any major obstacles that would result in long delays in implementation. However, these projects would benefit from additional dialog between ODOT and Washington County to help move them toward development. Although, the I-5/205 merge/acceleration lane is not contained in the RTP, this project is expected to provide significant safety and congestion relief benefits. We understand that this project may be determined to be an operational rather than a capacity improvement. If this is true, then we support including this project in the STIP as well.

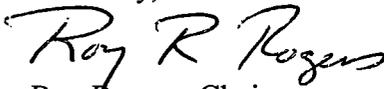
As we continue to work with ODOT and other partners on the Highway 217 Corridor and the I-5-Hwy 99w Connector Corridor we remain very supportive of necessary

steps to move these corridors towards project development. To this end, we request that EIS work on Hwy. 217 be reflected in the 2008-11 STIP, and that the I-5/Hwy. 99W Connector be readied for possible construction in the following STIP.

3. Finally, we would like to emphasize the importance of ensuring adequate and balanced funding for ODOT's Preservation Program. We make this point because of the significant maintenance demands on the system and the critical importance of adequate maintenance to the long-term health of the transportation system, especially in Washington County.

Thank you again for the opportunity to comment.

Sincerely,



Roy Rogers, Chair

Washington County Coordinating Committee

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PORTLAND FREIGHT COMMITTEE

April 14, 2006

Mr. Jason Tell, Director
ODOT Region 1
123 NW Flanders Street
Portland, OR 97209

Re: 2008-2011 Region 1 Statewide Transportation Improvement Program Projects

Dear Mr. Tell:

The Portland Freight Committee (PFC) has reviewed and discussed the draft 2008-2011 STIP. We concur with the Oregon Freight Advisory Committee's (OFAC) assessment that some projects on the 150% list contribute more significantly to freight mobility than others, and we agree with their ranking. The PFC therefore recommends that the OFAC #1 projects be advanced to the next round of STIP decision making. The list of #1 priority projects, as identified by OFAC and supported the PFC, is attached.

We would be remiss, however, if we did not express our concern that the Portland region and the state of Oregon lack comprehensive freight corridor master plans that would help guide investment decisions. For example, the PFC supports projects on I-5 in the Portland metro area but notes that the identified projects appear to move congestion from one bottleneck to another. Of particular concern is the bottleneck the I-5/I-84 interchange, which is reported to be the most congested in the state.

We therefore recommend that planning work leading to project funding begin immediately to address the congestion at the I-5/I-84 interchange, and that other master plans be developed for congested links along the I-5 corridor. Neither the I-5 nor the I-84 corridor in the Portland metro area will function effectively until this situation is addressed.

In closing, we look forward to working with both Metro and the State of Oregon as they develop regional and state-wide freight master plans. Future decision making will be facilitated by these important efforts.

Sincerely,

Ann L. Gardner, Chair
Portland Freight Committee

c: Commissioner Sam Adams
Director Susan D. Keil, PDOT Director

Oregon Freight Advisory Committee (OFAC)
2008-2011 STIP MOD Project Prioritization
Region 1 -- D R A F T

FAC rank	OTA rank	Need/Project Name	Project Description	Est Tot Cost \$M	Est OTIA \$M (1)	Est Loc/Earm \$M	Est Rem/Req \$M	Freight Route	Remove Barriers	Support Multimodal Freight Movement	Job Creation/Access to Industrial Areas	Additional Comments	OFAC Assessment
1	1	I-5/I-84 Interchange	Add thru lane each direction I-5; braid I-5/I-84 interchange ramps to/from I-84 with ramps to I-5	\$ 150.0	\$ -	\$ -	\$ 1.0	State	Junction of 2 interstate/freight routes; I-5 only two lanes, lacks capacity for traffic demand.	Would facilitate access to PDX, Port marine facilities in North Portland.	Facilitate access to PDX, NW Industrial Districts, Port marine facilities.	Significant cost/ROW issues.	TPAC/JACT high priority; critical for all freight mobility (FM) indicators.
1	1	I-5: Delta Park, Phase 1 (Multnomah County)**	Constructs third southbound lane from Victory Blvd to Lombard St.	\$ 67.0	\$ 43.0	\$ 16.2	\$ 7.8	State	Currently at LOS F; accident rates exceed statewide average for urban interstates by 74% from 1998-2002.	Access NHS intermodal connectors/facilities: PDX air cargo, pub/priv marine terminals, IM rail yards; distribution centers, manufacturing facilities.	Support existing/new jobs in Columbia Corridor, e.g. POP Rivergate district.	R1 150; OTC earmark: \$16.2M; \$43M in 2006-2009 STIP; seek funding for project (phase) completion.	High points for previous (OTIA) funding; OFAC project; project completion.
1	1	I-5 SB/I-205 Merge Acceleration Lane (Washington County)	Constructs acceleration lane at I-205/I-5 SB merge to improve ops and safety.	\$ 3.0	\$ -	\$ -	\$ 3.0	State	Relieve localized congestion, improve safety for east 3K trucks daily; connect 2 interstates.	Enhances primary interstate route to/from PDX, major distribution facilities along I-5 and I-205.	Serves Columbia S Shore/Clackamas Indust area as well as new industrial areas added to UGB in Damascus, Oregon City.	Region 150% Mod list; Wash City high priority; fully funds and constructs project.	High points for proj completion; vertical clearance issue remains (R1: no?); Ensure studies are corridor-based.
1	1	I-205: Columbia River to I-5	Reconnaissance studies of I-205 segments.	NA	\$ 0.2	\$ 6.3		State	Relieve roadway and multiple interchange capacity constraints.	Serves Portland International Airport.		SW significant project: \$6.3M earmark; \$240K plan 06-09 STIP.	
1	1	I-5 to OR 99W Connector (Tualatin-Sherwood Highway) ***	Construct arterial connection; future expansion to expressway or freeway.	\$ 53.0	\$ 12.0	\$ 20.3	\$ 20.7	State	New alignment; divert traffic from local roads (LOS F), relieve congestion, improve safety.	Two rail lines in vicinity; connector improve roadway access to rail-served facilities.	Supports existing and future jobs in Tualatin-Sherwood area.	SW significant: \$12M plan/EIS/design (06-09); \$10M Wash Cy; \$10.2M earmark.	Interstate/state freight route connection; all FM indicators; prev OFAC project.
1	1	I-5: Delta Park, Phase 2/Columbia Boulevard Improvements (Multnomah County) **	Access improvements at Columbia Boulevard.	\$ 60.0	\$ 17.4	\$ 33.6	\$ 9.0	State	Currently at LOS F; accident rates exceed statewide average for urban interstates by 74% from 1998-2002.	Access NHS intermodal connectors/facilities: PDX air cargo, pub/priv marine terminals, IM rail yards; distribution centers, manufacturing facilities.	Would support existing/new jobs in Columbia Corridor, e.g. POP Rivergate district.	Region 150% Mod list; Metro RTP #4006.	Critical for all FM indicators, completes Delta Park improvements; previous OFAC project.
1#	3	I-5: Trade Corridor/Columbia River Crossing, Phase 1	Develop local preferred option to add capacity in I-5 corridor to address major traffic bottleneck.	NA	\$ 17.4	\$ 16.0		State	Project would provide additional capacity for vehicles & hi-occupancy transit in corridor to address bottleneck at the Columbia River.	Provides access to marine terminal facilities, intermodal connectors/facilities, rail yards.	Serves Rivergate and Columbia Corridor Industrial Areas.	SW significant: \$17.4M plan/design in 06-09 STIP; \$14.2M Federal funds. ODOT priority.	Need (revised) corridor plan; congestion worse from CRC to I-205.
1#	3	I-5: Wilsonville Interchange (Clackamas County)***	Dual lefts onto I-5 both directions, widen WVille Rd incl 3rd approach lane to VC, upgrade vertical curve, improve ramps.	\$ 25.0	\$ -	\$ 14.5	\$ 10.5	State	Address falling capacity of facilities at the interchange, thereby facilitating truck movements to and from the interchange.	Located 0.25 miles from freight rail line to the west; expected to be southern end of commuter rail service.	Regionally Significant Indust Area (RSIA): 194 acres vacant 1 mile north of interchange.	R1 150; Metro RTP #6138; city \$3.5M, added \$3.7M interchange (1995); \$7.3M construct underway to improve/widen WV Rd w/ I-5.	Contingent on I-5/I-205 & related corridor projects; local support unclear; previous OFAC project.
1	1	US26: Sunset Hwy @ Glencoe Road (Washington County)**	Construct new interchange at US26/Glencoe Rd; widen Glencoe Rd from US 26 to West Union.	\$ 26.0	\$ 1.7	\$ 21.4	\$ 2.9	State	Exist LOS F peak hours ramp terminals; address sight distance, horiz clearance on overpass, inadequate truck turning.	Rail line passes thru N Plains near interchange. Rail activity may occur as vacant lands are developed near the proposed project.	Sustain 11K exist, 4K future jobs expected by 2020 in Hillsboro/N Plains.	NWACT: #1 priority; R1 150. Project devel, ROW acquisition, utilities, Glencoe Rd construction.	State freight route, priority for all FM indicators; previous OFAC project.
1	1	US26: Sunset Highway Improvements (Washington County)**	Continues widening from Cornell Road to SW 185th Street.	\$ 19.5	\$ 0.9	\$ 1.0	\$ 17.6	State	With a No-Build scenario, existing and projected LOS is F.	The project would help improve connections between Washington County, PDX, and public and private marine terminals.	Near 2 Opportunity Sites per HB 2011 (2003). Supports access to other (un)developed lands in western Washington.	R1 150; Metro RTP # 3011; \$1M earmark.	State freight route, priority for all FM indicators; previous OFAC project.
1	1	US 26 @ 257th/Kane Street, Gresham (Multnomah County)	Realign intersection of 257th Ave/ Palmquist Rd/ US 26.	\$ 4.9	\$ -	\$ 4.9	\$ -	State	Would increase safety for all modes of travel.		Improves connectivity between I-84 and US 26, provides access to/from Springwater Industrial area to I-84.	Gresham now owns: recent project completed, no additional work planned.	Requested by Oregon Trucking Associations; recent work insufficient.
1	1	Troutdale Marine Dr/Backage Road (Multnomah County)	Constructs new 2-lane road from I-84 EB off ramp (Marine Dr) to 257th St.	\$ 7.9	\$ -	\$ -	\$ 7.9	Local	Improves function of I-84 interchange, which also serves two major truck stops.	Improves access to former Reynolds Aluminum site with truck, rail, barge capabilities.	Improves access to 700-acre industrial site (former Reynolds Aluminum site).	R1 150; Metro RTP amend, Troutdale TSP; completes IAMP & fully funds/constructs.	High points for previous (OTIA) funding; project completion.
2##	3	OR 212/224: Sunrise Highway/Corridor (Clackamas)**	Construct new 4-lane facility from I-205 to OR 212/135th Ave.	\$ 220.0	\$ 27.0	\$ 39.0	\$ 1.0	State	3 segments top 10% high accident locs; LOS F in pm peak hour. Cascades route, free up other freight routes.	Truck access to rail-served facilities in Clackamas Industrial Area, improve access from area to PDX/marine terminals.	Clackamas Indust Access Urban Renewal District; facilitate Damascus/ Happy Valley Industrial growth.	Statewide significant; R1 150; 06-09 STIP \$27M, \$19M earmark, \$20M County. Funds requested for protective ROW.	Should explore lower cost alternatives, future Damascus growth unpredictable; previous OFAC project.
2	2	I-205 at Powell/Division Interchange (Multnomah County)***	Add turn lane and receiving lane on Powell under I-205; add left turn lane onto I-205.	\$ 12.0	\$ -	\$ -	\$ 3.0	State	Removes left turn restrict I-205 SB to Powell EB. Adds capacity under I-205 overpass.	Indirect access to PDX, rail triangle.	Improved access to Gresham Reg Center and Springwater Community Plan Area.	Metro recomm; ODOT TGM funded Powell/ Foster TP Corridor study; did not make R1 150 list; included in I-205 recon studies.	
2	2	I-84/OR 35 Interchange (Button Junction)	Develop solutions to extreme limitations in sight distance and congestion.	\$ 15.0	\$ 2.3	\$ 11.3	\$ 1.5	State	Eliminate at-grade interchange with overpass interchange.	A key interchange providing timber products access to the Port of Portland and rail.	Significant to the timber industry in Washington & Columbia Counties.	R1 150; replace/lengthen Hood Riv bridge; supplement OTIA bridge project.	
2	2	US26: Springwater Interchange-Gresham (Multnomah County)***	Constructs at-grade intersection to serve Springwater industrial area.	\$ 25.0	\$ 2.0	\$ 17.2	\$ 5.8	State	If no project, fail to LOS E by 2020.	The project would support future manufacturing, truck terminals, and distribution centers.	Supports devel of annexed Springwater Corridor lands S of Gresham: 10K jobs.	R1 150; Metro RTP #2051; \$2M 06-09 STIP funds; fully funds and constructs Phase 1.	Points for OTIA funds, proj (phase) completion; coordinate with adjacent/nearby projects; prev OFAC project.
2	2	US26: Staley's Junction Improvements (Wash County)	Interchange improvements at US26 and OR47 in Buxton.	\$ 12.0	\$ 8.0	\$ -	\$ 4.0	State	Undesirable operating conditions expected to deteriorate further with anticipated development of state park approximately 5 miles north.			R1 150; NWACT priority; \$8M in 06-09 STIP; seek funds for completion.	High points for previous (OTIA) funding; project completion; OFAC 200+ list.
2	2	OR 217 Improvements (Washington County)	TBD				\$ 3.0	State	Significant merge/weave issues, congestion.	Indirect access to PDX, rail triangle.	Principal N-S route to/from multiple industrial areas in Washington County.	Metro request: \$3M for EIS; R1: "no construct funds avail. JPACT/Council support unclear".	State freight route, complements previous OFAC project.
3	3	US30: Van Street (Clatskanie, Columbia County)	Widen US30 and construct a left turn lane at Van Street.	\$ 1.7	\$ -	\$ -	\$ 1.7	State	Reduces anticipated congestion resulting from Port Westward expansion/buildup.	Facilitates freight movement to/from Port Westward (deep water port, rail & road access).	Vital to ongoing devel of Port Westward (PGE, Summi, LNG, Cascade Grain, etc).	Region 150% Mod list; fully funds and constructs project.	Even if Port Westward doesn't materialize, potential deep water port.
3	3	I-84: Cascades Locks Industrial Park Interchange**	Construct new grade-separated interchange to provide access to Port of Cascades Locks industrial park.	\$ 20.0	\$ 3.0	\$ 14.0	\$ 3.0	State	Project reduces need to use existing at-grade crossing, also expected to reduce truck traffic thru resident/comm areas.	All to at-grade rail crossing. Port industrial park served by a rail spur. Access to Columbia River, potential to construct a barge docking facility.	120-acre indust park; potential \$14M from developers, future tenant estimates 800-1K jobs from interchange/proposed resort.	\$3M EIS, \$800K earmark. Port of Cascade Locks to donate 3 acres right-of-way (ROW).	Larger benefit to pending resort than freight mobility; previous OFAC project.
3	3	NE Sandy Boulevard Widening (Gresham-Fairview, Multnomah Cty)***	Widen to 5 lanes between NE 162nd to 238th Avenues.	\$ 11.8	\$ -	\$ -	\$ 1.0	Local	Bring up to major arterial standards 162nd-201st, minor arterial standards 201st-238th. Status quo: LOS E or F by 2020. Alternate	The project would improve access to and from rail, marine, and airport facilities in and near the project area.	Access to exist/future jobs on indust lands in Columbia Corridor. By 2020, an add 15K jobs are expected in the Sandy Boulevard		Local freight route, satisfies all FM indicators; previous OFAC project.
3	3	SE Belmont (Morrison Bridge) Ramp Reconstruction**	Reconstruct to provide better access to the Central Eastside Industrial District.	\$ 1.5	\$ -	\$ -	\$ 1.5	Local	Elim weaving, reduce vehicle conflict, improve truck/other vehicle access to MLK, SE Yamhill.	The Union Pacific mainline and a number of rail spurs are located in the Industrial District.	Support existing/future job development in Industrial District.	Complement improves on SE Water & Grand Aves, approved for funding 04-07 MTIP.	Local freight route, satisfies all FM indicators; previous OFAC project.
3	3	US26: Langensand - Brightwood Loop Rd (Clackamas County)	Safety improvements between MP 27 and MP 41.	\$ 2.9	\$ 1.5	\$ -	\$ 1.4	State				Region 150% Modernization list.	
3	3	North Going Street Bridge Replacement (Portland)	Replace existing bridge with new 6-lane structure.	\$ 14.0	\$ 5.0	\$ -	\$ -	Local	Vulnerable to seismic movements/forces; only access to Swan Island Industrial District.	NHS intermodal connector; replace inhibits bridge collapse on tracks; design improves rail	Access Swan Island Industrial District: 15K workers, 50 acres developable land.	Project downgraded to seismic retrofit: 06-09 STIP \$5M, also seeking earmarks and/or local	Previous OFAC project; keep bridge replacement on future priority list.
3	3	Sellwood Bridge (Multnomah County)		NA	\$ 18.2	\$ 7.0	\$ 1.5	Local	Replaces weight-restricted bridge.			R1 150; Metro RTP #1012; \$7M earmark; need D-STIP funds for Environ Impact Study	Need "freight design" from County and 4 lanes upon completion.
3	3	US 30: Tide Creek (Columbia County)	Widen US30 and construct a turn lane at Tide Creek.	\$ 1.1	\$ -	\$ -	\$ -	State	Will improve safety on freight route US30.	US30 lies industrial areas to marine and rail access.	Supports safety on US30 as freight ADT continues to increase.	Region 150% Mod list; fully funds/constructs project; tied to Tide Creek bridge replace.	Contingent on replacing bridge: sched by ODOT for repair only.
3	3	I-405: Loop Analysis	Analysis I-405 future loops/ prioritization of loop projects.	NA	\$ 0.2	\$ -	\$ -	State				SW significant project: \$0 earmark; \$200K planning funds in 2006-2009 STIP.	Victim of "analysis paralysis"; should complete study and develop plan.
		* OFAC Tier 1 (OTIA III)	REGION 1 TOTAL	\$ 753.3	\$ 159.8	\$ 222.7	\$ 106.8		(1) May include other related (e.g. STIP) funds				
		** OFAC Tier 2 (OTIA III)	REGION 1 MOD BUDGET				\$ 74.0		# Contingent upon completion of a Strategic I-5 Corridor Plan				
		*** OFAC Tier 3 (OTIA III)	REQ FUND % OF BUDGET				147%		## Contingent upon development a Strategic/ OR 212/224 Corridor Plan				

Note: because of differences in wording and other information among planning documents, cost estimates and project descriptions above may not be exactly the same and thus are subject to change as more uniformity is achieved.