

Oregon Freight Advisory Committee Recommendations

High Priority Freight Mobility Projects

prepared for the

Oregon Transportation Commission Meeting
Coos Bay, Oregon
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by the

Oregon Freight Advisory Committee

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Introduction

This report presents Oregon Freight Advisory Committee (FAC) recommendations for high priority freight mobility projects on Oregon's highways and local roads. The FAC is reporting these recommendations pursuant to direction in House Bill 3364 from the 2001 Oregon Legislature and House Bill 2041 from the 2003 Oregon Legislature. Included in the report are the following sections:

- Review of Legislative Direction to the FAC,
- FAC January 2003 Recommendations for the 2004-2007 Statewide Transportation Improvement Program (STIP),
- FAC Process for Identifying Project Priorities,
- FAC Recommendations, and
- Summary.

Review of Legislative Direction to the FAC

Former Oregon Department of Transportation (ODOT) Director Grace Crunican established the Oregon Freight Advisory Committee in August 1998. Three years later, the Oregon Legislature formally authorized the committee with passage of House Bill (HB) 3364 (<http://www.leg.state.or.us/01orlaws/sess0200.dir/0240ses.html>), which was signed into law by Governor John Kitzhaber on May 30, 2001.

House Bill 3364 included a number of provisions, including Section 3, part 3(f):

Advise the commission and regionally based advisory groups about the Statewide Transportation Improvement Program and the program's consideration and inclusion of highest priority multimodal freight mobility projects in each Department of Transportation region.

This report has been prepared pursuant to this direction. It also has been prepared pursuant to identical language in House Bill 2041, which was passed during the 2003 Legislative session and signed into law by Governor Ted Kulongoski on July 28, 2003. House Bill 2041 (<http://www.leg.state.or.us/orlaws/sess0600.dir/0618ses.htm>) provided additional direction regarding the definition of freight mobility projects and giving priority to such projects in developing the STIP. The bill in Section 37 defines a freight mobility project as "a project that supports the safe, reliable and efficient movement of goods between and among local, national and international markets." Section 37 goes on to state that

In developing the STIP, the Department of Transportation shall give priority to freight mobility projects that:

- a) Are located on identified freight routes of statewide or regional significance;*
- b) Remove identified barriers to the safe, reliable and efficient movement of goods; and*
- c) Facilitate public and private investment that creates or sustains jobs.*

The 2003 Oregon Legislature further directed the Freight Advisory Committee to develop recommendations regarding the cost of planning, development, design, and construction

of projects to be considered for funding under provisions of HB 2041, Section 11, which authorizes up to \$100 million in bonding to fund projects as follows:

SECTION 11. (1) The Oregon Transportation Commission shall use \$100 million of the net proceeds of bonds authorized under ORS 367.620(3)(b):

(a) For the capitalizable cost of planning, development, design and construction of projects recommended by the Freight Advisory Committee created by section 2, chapter 240, Oregon Laws 2001.

(b) To provide or improve access to industrial land sites. In selecting sites under this paragraph, the commission shall consult with the Economic and Community Development Department and local governments and shall give preference to sites for which local matching moneys are available.

(c) To provide or improve access to sites where jobs can be created.

(2) Notwithstanding ORS 366.507 (4)(b), projects selected under this section need not be equitably distributed throughout the state.

The remainder of this report summarizes the Freight Advisory Committee's work to address Legislative direction in House Bills 3364 and 2041 regarding the identification of high priority freight mobility projects, including those meeting provisions in HB 2041, Section 11.

FAC January 2003 Recommendations for the 2004-2007 Statewide Transportation Improvement Program

In 2002 and 2003, the FAC began addressing Legislative direction regarding the identification of high priority freight mobility projects in each Department of Transportation region. To take the lead responsibility for this work, the FAC identified a Freight Projects Subcommittee. The subcommittee held its first meeting in early 2002 and has met regularly since then.

One of the subcommittee's first products was a list of recommended projects for the 2004-2007 draft STIP. Development of the 2004-2007 STIP was already well underway by the time the subcommittee was formed. Thus the subcommittee reviewed projects proposed in the draft STIP, and identified those that were considered at that time to be most important for freight mobility. The subcommittee developed a list of projects, which the FAC submitted to ODOT in January 2003 as part of the public review process for the draft STIP.

A number of projects on the list were scheduled for construction or other implementation (e.g., development of concept plans or environmental documentation) in the years 2006 or 2007. These projects are discussed later in this report under "FAC Recommendations."

FAC Process for Identifying Project Priorities

The FAC's process for developing a list of high priority freight mobility projects for the 2006-2009 STIP consisted initially of obtaining input and other information from FAC members, ODOT Region staff, and regional and local transportation system plans. This resulted in a substantial number of projects that needed to be narrowed down to a number more manageable in size.

To accomplish this, the FAC in September 2003 approved a set of Eligibility Criteria and Prioritization Factors as shown in Appendix 1. These were modeled primarily after Eligibility Criteria and Prioritization Factors developed through ODOT's STIP Stakeholders process (<http://www.odot.state.or.us/stip/Documents/06-09%20STIP%20Criteria%20Approved%20by%20OTC%2011-17-03.pdf>). The FAC's Eligibility Criteria and Prioritization Factors were modified by incorporating considerations from HB 2041, Section 37 regarding location on freight routes, removal of barriers, and facilitation of public and private investment to create or sustain jobs.

Concerns about excessive rigidity that might occur through the strict application of the Eligibility Criteria led to the development of a series of conditions that could be met "by exception." For example, a project meeting all of the Eligibility Criteria except being identified in a regional or local plan could nonetheless be considered eligible if a process was underway or expected to begin soon to include the project in an acknowledged or adopted transportation plan.

Through application of the Eligibility Criteria, the Freight Projects Subcommittee narrowed the "universe" of projects to a list of 215. To further narrow the list, the subcommittee asked ODOT Region staff to apply the Prioritization Factors to the list of 215 projects. In Region 1, Metro's Regional Freight Committee took the lead role in applying Prioritization Factors for the part of Region 1 within Metro's boundaries. Application of the Prioritization Factors led to a list of 56 projects statewide.

In November 2003, the FAC circulated the list of 56 projects to Metropolitan Planning Organizations, Area Commissions on Transportation, the Association of Oregon Counties, and the League of Oregon Cities. For projects of interest to these and other groups, the FAC asked for more detailed Prioritization Factor information to be submitted by March 1, 2004.

Three MPOs, nearly all of the ACTs, 15 cities, 6 counties, 3 ports, numerous businesses, and several chambers of commerce and economic development groups submitted letters and other materials by the March 1 deadline. Most of the letters and other materials are available for review on the FAC Web site under "March 1 Submission Materials" at http://www.odot.state.or.us/intermodal-freight/OFAC/freight_mobility_projs.htm.

After March 1, the Freight Projects Subcommittee reviewed the materials submitted and other available information. Based on information submitted, the subcommittee agreed to add about 10 projects to the list of 56. At the same time, they decided to drop from

consideration 10 projects for which no Prioritization Factor information was submitted.¹ This resulted in a final list of 56 projects, the same number as on the initial list of projects evaluated per the Prioritization Factors.

Once the list was finalized, the subcommittee applied High (20 points), Medium (10 points), and Low (5 points) scores to each of the four Prioritization Factors for each project. Thus for any given project, a score could range from 20 points to 80 points. Altogether, nine subcommittee members provided scores for projects.

FAC Recommendations

Through application of High, Medium, and Low scores, the Freight Projects Subcommittee developed a list of roadway projects categorized in three tiers based on breaks between tiers where scores for projects above the break point differed significantly from scores for projects below the break point. The first tier includes 14 projects, the second tier includes 16 projects, and the third tier includes 26 projects. Appendix 2 includes projects in all three tiers. At its March 30, 2004 meeting, the Freight Advisory Committee approved the rankings in tiers as shown in Appendix 2.

Table 1 shows the 14 highest rated projects, their description, estimated costs, estimated funding request, rank, and location. Total cost of the 14 projects in Tier 1 is estimated at \$90 million, of which about \$60 million of funding is being requested.² About half the projects are on National Highway System intermodal connectors. These are roads linking major highways with major intermodal facilities such as marine terminals or air cargo terminals. Several projects are in the vicinity of opportunity sites for industrial or traded sector uses as defined in House Bill 2011 (<http://www.leg.state.or.us/03orlaws/0800.pdf>) from the 2003 Oregon Legislature. Most projects in Tier 1 are near vacant industrially zoned lands which could be the location of new job-creating businesses in the future.

Recommendation 1: The Freight Advisory Committee recommends that the first-tier projects in Table 1 be considered for funding per the provisions of House Bill 2041, Section 11.

The Freight Advisory Committee believes that projects in the second and third tiers as shown in Appendix 2, though not rated as highly as those in Tier 1, also are important to freight mobility on Oregon's highways and local roads. The second tier, for example, includes a number of projects on Oregon's interstate and other major highways which carry substantial volumes of truck traffic. Most of the remaining projects in the second tier are on National Highway System intermodal connectors or other regional or local

¹Among the projects dropped from further consideration were several from the 2004-2007 STIP--the I-5 South Medford Interchange and the Fern Valley Interchange; these were dropped because they appear to be fully funded. Another project not considered further was the "Vancouver Rail Bridge Modernization Project." While the subcommittee agreed this project is worthy of further consideration, they decided not to evaluate it because House Bill 2041 does not include funding for rail projects nor is the project likely to be included in the STIP.

²The \$30 million difference between total estimated cost and the total estimated funding request is attributable mostly to one project--the East End Connector; most of the funding for this project has been secured as shown in the 2004-2007 STIP (project key number: 08838).

Table 1

Freight Advisory Committee Recommendations for Highest Priority Projects

Region	Project Name	Project Description	Estimated Cost	Estimated Funding Request	Rank
1	US 30 Lake Yard Hub Facility Access Improvements (Portland)	Provide an access lane on US 30 to the intermodal rail yard, add a signal at the site entrance, and if needed construct an on-site access road and realign tracks.	\$2,400,000	\$2,400,000	1
4	US 97 Re-route: Maple Overcrossing (Redmond)	Replace planned signal at the Maple/Negus intersection with an overcrossing. Project is near an Opportunity Site.	\$9,600,000	\$9,600,000	2
1	NE 47th Intersection and Roadway Improvements (Portland)	Widen and channelize NE 47 th Avenue/Cornfoot Road intersection and NE Columbia Boulevard. Project is on an NHS intermodal connector.	\$4,100,000	\$3,330,000	3
1	Terminal 4 Entrance Improvements (Portland)	Consolidate driveways. Project is on an NHS intermodal connector.	\$1,000,000	\$1,000,000	4
1	NE Cornfoot Air Cargo Access Improvements (Portland)	Widen/channelize/signalize intersections at NE AirTrans Way/NE Cornfoot Road and at NE Alderwood Road/NE Cornfoot Road. Project is on an NHS intermodal connector.	\$980,000	\$834,000	4
1	NE Alderwood Air Cargo Access Improvements (Portland)	Widen/channelize/signalize intersections at NE Alderwood Road/NE Columbia Boulevard and at NE Alderwood Road/82nd Avenue. Project is on an NHS intermodal connector.	\$2,250,000	\$2,092,000	6
1	North Lombard Access Improvements (Portland)	Improve access and mobility of freight to Rivergate intermodal facilities and industrial areas. Project is on an NHS intermodal connector and is near an Opportunity Site.	\$3,610,000	\$3,610,000	7
1	North Leadbetter Extension Overcrossing (Portland)	Extend Leadbetter to Terminal 6/Marine Drive, including a rail overcrossing.	\$8,000,000	\$6,000,000	7
4	US 97 @ North End of Bend	Construct grade-separated interchange somewhere between Robal Road and the northern urban growth boundary. Project is near an Opportunity Site.	\$15,000,000	\$15,000,000	9
1	East End Connector (Portland)	Provide a free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205 interchange, and widen the southbound I-205 on-ramp at Columbia Boulevard. Project is on an NHS intermodal connector.	\$28,265,000	\$3,500,000	9
1	West Lane Road (Scappoose)	Improve road to enhance freight movements from US30 to the Scappoose Airport	\$2,000,000	\$2,000,000	11
5	East Beach Rail Loop Access and Road Development (Boardman)	Widen Columbia Avenue from the over-crossing of the UP mainline north of Port of Morrow industrial properties, with a grade-separated crossing and new access roads to and adjacent to new unit train loop facilities. Project is partly on an NHS intermodal connector and is near an Opportunity Site.	\$5,850,000	\$1,950,000	12
1	NE 257 th Avenue Improvements (Gresham)	Improve NE 257th Avenue to major arterial standards from Division Street to Powell Valley Road.	\$4,800,000	\$4,800,000	12
5	Treasure Valley Renewable Resources Bio-Refinery Project (Ontario)	Reconstruct 6 local roads to provide access to the bio-refinery.	\$3,130,000	\$3,130,000	14
		TOTAL	\$90,985,000	\$59,246,000	

city or county roads important for moving freight. Total estimated cost is just over \$375 million for the 16 projects in the second tier.

Projects in the third tier could well rank higher in future efforts to prioritize freight mobility projects. Some of the projects in Tier 3 could be considered as complementary to projects identified in the first and second tiers, suggesting a phased approach to making freight mobility improvements. As with the first two tiers, a number of the projects in Tier 3 are important for mobility in general and have substantial merit for funding consideration from both a people and goods movement perspective. Total estimated cost is more than \$1 billion for the 26 projects in Tier 3.

Maps in Appendix 3 show the location of projects in all three tiers.

Recommendation 2: The Freight Advisory Committee recommends that projects in all three tiers, as shown in Appendix 2, be considered for funding in the 2006-2009 Statewide Transportation Improvement Program.

As noted earlier in this report, in January 2003 the FAC made recommendations for the 2004-2007 STIP. Their recommendations included projects that were identified for construction or other implementation in 2006 and 2007. These included the following:

- US 26: Zigzag-Rhododendron (Region 1),
- US 30 Bypass: East Columbia Boulevard-Lombard Street Connector (Region 1),
- I-5: Beltline Highway Interchange Phase 2 (Region 2),
- US 20: Pioneer Mountain-Eddyville (Region 2),
- US 101: Pacific Way to Dooley Bridge Phases 3 and 4 (Region 2),
- I-5: Fern Valley Interchange (Region 3),
- US 101: McCulloch Bridge (Region 3),
- US 97: Modoc Point-Algoma Phase 2 (Region 4),
- US 97: Wickiup Junction Development (Region 4),
- OR 140: Doherty Slide Development (Region 4),
- OR 201: North Ontario Interchange Bridge (Region 5), and
- I-84: Eastbound Bridge at the Umatilla River, UP Railroad, and USRS Canal (Region 5).

Additionally, a review of the Final 2004-2007 STIP (Federal Submittal version) shows that several projects scheduled for construction or other implementation have slipped behind the schedule shown in the draft 2004-2007 STIP. These projects were initially scheduled for construction in 2004 or 2005 in the draft STIP, but are shown in the final STIP for construction or other implementation in 2006 or 2007.

- US 20: Philomath Couplet (Region 2),
- I-5: South Medford Interchange (Region 3), and
- US 97: Redmond Re-route Phase 1 (Region 4).

Regarding 2004-2007 STIP freight mobility projects scheduled for construction in 2006 or 2007, the FAC makes the following recommendation.

Recommendation 3: The Freight Advisory Committee recommends that the 2006-2009 Statewide Transportation Improvement Program include 2004-2007 STIP freight mobility projects scheduled for construction in 2006 or 2007.

House Bills 3364 and 2041 both direct the FAC to identify high priority projects in each ODOT Region. Appendix 4 restructures the information from Appendix 2 to show the highest priority projects in each ODOT Region. At the end of the list of projects for each ODOT Region, Appendix 4 also includes a few projects that were not prioritized but which were part of the process for identifying high priority projects. These include 1) projects from the initial “list of 56” for which no Prioritization Factor information was submitted, and 2) projects that the ACTs, MPOs, and others suggested during the public input period and which met the Eligibility Criteria but for which no Prioritization Factor information was submitted.

Summary

Over the past two years, the Freight Advisory Committee and its Freight Projects Subcommittee have devoted considerable time and effort to identifying high priority freight mobility projects per direction in House Bill 3364 from the 2001 Legislative session and House Bill 2041 from the 2003 Legislative session. The FAC worked closely with ODOT staff and others to identify a universe of possible projects, and then narrowed down this larger number of projects by applying Eligibility Criteria and Prioritization factors based on existing guidance from ODOT’s STIP stakeholders process and language in HB 2041.

The culmination of the FAC’s effort is a list of 56 projects categorized in three tiers. The first tier of highest priority projects consists of 14 projects associated primarily with National Highway System (NHS) intermodal connectors, industrial opportunity sites, and/or other industrial lands that could become important for creating or sustaining jobs and improving Oregon’s economy. The FAC recommends this list for consideration for funding from bonding authorized by HB 2041, Section 11.

The second tier consists of 16 projects of lower priority but still important for freight mobility. Most of these projects are on Oregon’s interstate or other major highways, NHS intermodal connectors, or local or regionally designated city or county roads important for freight mobility. The third tier consists of 26 projects which are important for people and goods movement and which could rank higher in future efforts to rank freight mobility projects. The FAC recommends that projects in Tiers 2 and 3, along with projects in Tier 1, be favorably considered for the 2006-2009 STIP subject to the available funding resources.

The FAC in January 2003 recommended projects for the 2004-2007 STIP, and recognizes that a number of these projects are appropriate for funding in the years 2006 and 2007 (or later) per the 2006-2009 STIP. The FAC recommends that freight mobility projects scheduled for construction or other implementation in 2006 or 2007, per the 2004-2007 STIP, be favorably considered for inclusion in the 2006-2009 STIP.

Appendix 1

Freight Mobility Project Eligibility Criteria and Prioritization Factors

(Approved by the Freight Advisory Committee, September 9, 2003)

Eligibility Criteria	Prioritization Factors
<p>Projects can be considered for funding if they</p> <ul style="list-style-type: none"> • Are modernization projects¹ on freight routes of statewide or regional significance, including <ul style="list-style-type: none"> ✓ highways on the State Highway Freight System as designated in the 1999 <i>Oregon Highway Plan</i>, or ✓ highways or local roads designated as National Highway System intermodal connectors, or ✓ other highways with a high volume or percentage of trucks or which are important for regional or interstate freight movements, or ✓ local freight routes designated in a regional or local transportation plan • Are estimated to cost \$1 million or more² • Have not previously been programmed for construction in a <i>Statewide Transportation Improvement Program</i> approved by the Oregon Transportation Commission³ • Are consistent with the applicable acknowledged Transportation System Plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any applicable adopted TSP⁴ • Support 1999 <i>Oregon Highway Plan</i> policies per the provisions identified in the process approved by the OTC for the selection of projects to be included in the STIP 	<p>Priority shall be given to projects that</p> <ul style="list-style-type: none"> • Would remove identified barriers to the safe, reliable, and efficient movement of goods, • Would facilitate public and private investment that creates or sustains jobs⁵ • Would support multimodal freight transportation movements • Are likely to be constructed within the time frame contemplated (project readiness)⁶

¹ Other types of projects (e.g., operations or safety) may be considered if they would accomplish purposes similar to those of modernization projects or would otherwise substantially support freight mobility.

² A project costing less than \$1 million may be considered if it meets other eligibility criteria, is critical to removing barriers to goods movement, or would otherwise substantially support freight mobility.

³ Multi-phased projects or STIP-listed projects that have been delayed and otherwise meet the eligibility criteria may be considered. Additionally, projects that are scheduled for construction during the latter two years of an approved STIP may be considered for inclusion in future STIPs or freight mobility project listings. Costs of planning, development, and design may be included in the identification of projects eligible for funding consideration.

⁴ The FAC may consider projects that are not identified in an acknowledged or adopted plan if efforts to amend the applicable planning document are underway or expected to proceed within timelines for developing state or Metropolitan Planning Organization transportation improvement programs.

⁵ Examples of investment leveraging would include, but not be limited to, additional federal funds, local matching funds, donation of project right-of-way, or private-sector contributions.

⁶ Project readiness is dependent on an assessment of the remaining requirements that must be met before a project can be constructed, and the likelihood that the requirements can be met and construction started within the time frame anticipated. Assessment of project readiness includes assessment of the timing and likelihood of obtaining environmental approvals.

Appendix 2

Freight Advisory Committee Recommendations for
Highest Priority Freight Mobility Projects on
Oregon's Highways and Local Roads

Tier 1					
Map Number*	Region	Project Name	Project Description	Estimated Cost	Rank
1-9	1	US 30 Lake Yard Hub Facility Access Improvements (Portland)	Provide an access lane on US 30 to the intermodal rail yard, add a signal at the site entrance, and if needed construct an on-site access road and realign tracks.	\$2,400,000	1
4-3	4	US 97 Re-route: Maple Overcrossing (Redmond)	Replace planned signal at the Maple/Negus intersection with an overcrossing.	\$9,600,000	2
1-19	1	NE 47th Intersection and Roadway Improvements (Portland)	Widen and channelize NE 47 th Avenue/Cornfoot Road intersection and NE Columbia Boulevard.	\$4,100,000	3
1-16	1	Terminal 4 Entrance Improvements (Portland)	Consolidate driveways.	\$1,000,000	4
1-20	1	NE Cornfoot Air Cargo Access Improvements (Portland)	Widen/channelize/signalize intersections at NE AirTrans Way/NE Cornfoot Road and at NE Alderwood Road/NE Cornfoot Road.	\$980,000	4
1-21	1	NE Alderwood Air Cargo Access Improvements (Portland)	Widen/channelize/signalize intersections at NE Alderwood Road/NE Columbia Boulevard and at NE Alderwood Road/82nd Avenue.	\$2,250,000	6
1-15	1	North Lombard Access Improvements (Portland)	Improve access and mobility of freight to Rivergate intermodal facilities and industrial areas.	\$3,610,000	7
1-17	1	North Leadbetter Extension Overcrossing (Portland)	Extend Leadbetter to Terminal 6/Marine Drive, including a rail overcrossing.	\$8,000,000	7
4-4	4	US 97 @ North End of Bend	Construct grade-separated interchange somewhere between Robal Road and the northern urban growth boundary	\$15,000,000	9
1-13	1	East End Connector (Portland)	Provide a free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205 interchange, and widen the southbound I-205 on-ramp at Columbia Boulevard.	\$28,265,000	9
1-28	1	West Lane Road (Scappoose)	Improve road to enhance freight movements from US30 to Scappoose Airport	\$2,000,000	11
5-2	5	East Beach Rail Loop Access and Road Development (Boardman)	Widen Columbia Avenue from the overcrossing of the UP mainline north the boundary of Port industrial properties, with a grade-separated crossing and new access roads to and adjacent to the new unit train rail loop facilities.	\$5,850,000	12
1-23	1	NE 257 th Avenue Improvements (Gresham)	Improve NE 257th Avenue to major arterial standards from Division Street to Powell Valley Road.	\$4,800,000	12
5-3	5	Treasure Valley Renewable Resources Bio-Refinery Project (Ontario)	Reconstruct 6 local roads to provide access to the bio-refinery.	\$3,130,000	14
TIER 1 TOTAL				\$90,985,000	

*Map Number in Column 1 refers to information shown on the maps in Appendix 3.

Tier 2					
Map Number*	Region	Project Name	Project Description	Estimated Cost	Rank
3-5	3	Table Rock Road, Bear Creek to Pine Street/Biddle Road (Medford)	Widen to three lanes.	\$1,100,000	15
3-6	3	Table Rock Road, Pine Street/Biddle Road to Wilson Road (Medford)	Widen to five lanes.	\$4,200,000	15
1-4	1	I-5/Columbia Boulevard Improvements (Portland)	Construct full direction access interchange based on recommendations from the I-5 Trade and Transportation Partnership Study.	\$56,000,000	17
3-4	3	Table Rock Road and Hamrick Road Improvements (Medford)	Rehabilitate pavement and provide paved shoulders on Hamrick Road from East Pine Street to Table Rock Road. Provide a left-turn storage area on Table Rock Rd at its southern intersection with Hamrick Rd.	\$1,300,000	18
3-7	3	Antelope Road, Table Rock Road to 7th Street (White City)	Widen to five lanes.	\$2,900,000	19
4-7	4	Oregon 140 Projects (Klamath and Lake Counties)	Improve highway to remove length restrictions for tractor-semitrailer combinations that include a 53-foot trailer. Four sections: Bly Mountain (\$8 million), Deep Creek—Warner Canyon (\$22.5 million), Dougherty Slide (\$9.2 million), Greaser Canyon-Blizzard Gap (\$8.5 million)	\$48,200,000	20
1-3	1	I-5 North Improvements (Portland)	Widen to six lanes between Lombard and the Expo Center.	\$41,000,000	21
3-2	3	I-5: Myrtle Creek Curves (Myrtle Creek)	Realign mainline Interstate 5 through the hillside to alleviate significant safety problems and improve industrial access to South Umpqua Industrial Park.	\$40,000,000	21
1-7	1	US 26 (Sunset Highway)/Glencoe Interchange Improvements (Washington County)	Construct new interchange.	\$14,000,000	21
1-22	1	NE Columbia Boulevard/82nd Avenue (Portland)	Signalize ramps and provide additional capacity.	\$1,100,000	21
1-5	1	I-84 Cascade Locks Industrial Park Interchange (Cascade Locks)	Construct new interchange to provide access to the Port of Cascades Lock industrial park.	\$20,000,000	25
5-1	5	I-84 Freight Improvements (Baker, Malheur, and Union Counties)	Burnt River Canyon Section - improve alignment; Three Mile Hill Section - construct a climbing lane; Ladd Canyon Section- construct climbing lane and pursue technologies to address bridge deck freezing conditions to reduce winter related closures.	\$40,400,000	26
3-1	3	I-5 Merlin Interchange (Merlin)	Relocate Highland Avenue East to reduce stacking at NB off-ramp.	\$1,400,000	27
1-10	1	Sunrise Highway, Unit 1, Phase 1 (Clackamas)	Construct new four-lane facility from I-205 to OR 212/135th Avenue.	\$85,000,000	28
1-6	1	I-205 Auxiliary Lanes (Clackamas County)	Construct permanent auxiliary lanes between I-5 and Stafford Road as part of a programmed preservation project on I-205 between I-5 and the Willamette River Bridge.	\$8,000,000	29
1-8	1	US 26 (Sunset Highway) Improvements (Washington County)	Widen US 26 to six lanes from Cornell Road to 185th Avenue.	\$12,300,000	30
TIER 2 TOTAL				\$376,900,000	

*Map Number in Column 1 refers to information shown on the maps in Appendix 3.

Tier 3

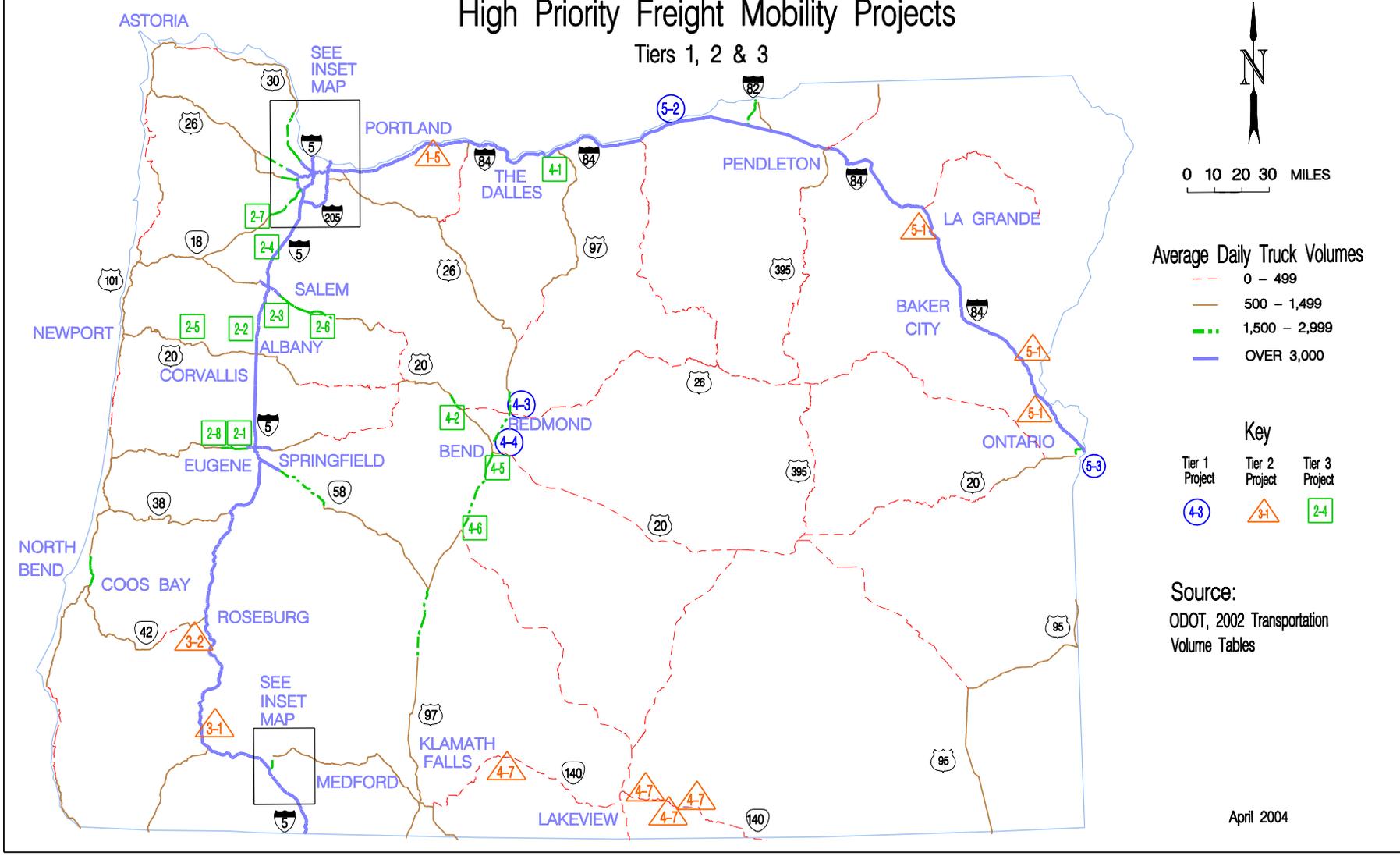
Map Number*	Region	Project Name	Project Description	Estimated Cost	Rank
1-18	1	North Going Street Bridge Replacement Project (Portland)	Replace the existing bridge with a new six-lane structure.	\$13,500,000	31
3-8	3	East Vilas Road, Haul Road to Crater Lake Avenue (Medford)	Widen to five lanes.	\$1,600,000	32
3-3	3	OR 140 Freight Extension (Jackson County)	Modify existing intersection of Kirtland and Blackwell Roads to provide free-flow on Kirtland versus Blackwell; increase travel lane width and provide shoulders on Kirtland Road between Blackwell and High Banks; widen Ave G to improve turning movements to and from OR 62; construct southbound loop off-ramp at Blackwell Road Interchange.	\$18,700,000	33
2-3	2	I-5 North Santiam Highway (OR 22) to Kuebler (Salem)	Widen freeway to six travel lanes and make improvements to North Santiam Highway and Kuebler interchanges	\$65,000,000	33
1-1	1	I-5 Wilsonville Interchange	Reconstruct interchange by lengthening ramps, adding left-turn lanes, eliminating a substandard vertical curve, installing ramp metering, coordinating the traffic signal system along Wilsonville Road, and widening Wilsonville Road east and west of the interchange.	\$20,900,000	33
4-1	4	I-84@US 97 (Biggs)	Reconstruct interchange at milepoint 109.	\$15,000,000	36
1-27	1	I-5 to OR 99W Connector (Tualatin-Sherwood Highway Phase 1 Arterial Connection)	Construct arterial connection from I-5 to OR 99W that protects through traffic movements and provides for future expansion to an expressway or freeway.	\$53,000,000	37
4-6	4	US 97: Burgess Road-Drafter Road (Wickiup Junction)	Realign highway and build grade-separated crossing from milepoint 163 to 166.	\$7,300,000	37
2-7	2	OR 99W Newberg-Dundee Transportation Improvement Project	Complete location and construction EISs and construct bypass (or other build alternative).	\$311,000,000	37
2-4	2	I-5@OR 214 Interchange (Woodburn)	Make interchange improvements.	\$42,000,000	37
3-9	3	Coker Butte Realignment (Medford)	Move Coker Butte Road to the north, realign Crater Lake Avenue, and add a signal at the intersection of Coker Butte and OR 62.	\$3,730,000	37
1-11	1	OR 217 Improvements (Beaverton-Washington County)	Widen northbound OR 217 to three lanes between OR 8 and US 26 and make ramp improvements.	\$33,000,000	37
2-6	2	OR 22 Joseph Street to Stayton- Phase 2 (Stayton-Sublimity)	Widen highway, replace interchange, and repair or replace structures.	\$17,000,000	43
1-25	1	SE Belmont (Morrison Bridge) Ramp Reconstruction (Portland)	Reconstruct to provide better access to the Central Eastside.	\$1,500,000	43
2-1	2	I-5 Beltline Road Interchange (Eugene)	Construct northbound flyover, signalize northbound ramp terminal, and acquire right-of-way and utilities between milepoints 195.1 and 195.7.	\$55,000,000	45

1-26	1	SE 172 nd Avenue Improvement (Clackamas County)	Extend SE 172nd Avenue to OR 212 and signalize intersection; widen to four lanes from OR 212 to Sunnyside Road.	\$15,000,000	45
2-5	2	US 20 Pioneer Mountain to Eddyville (Lincoln County)	Rebuild road on new alignment from milepoint 14.5 to 24.75.	\$100,000,000	45
1-24	1	Springwater Corridor Interchange (Gresham)	Construct new interchange at US 26 to facilitate traffic movements on the Hogan Corridor and to provide access to industrial lands in the Springwater Corridor.	\$25,000,000	48
3-10	3	Ross Lane, McAndrews Road to Rossanley Road (Medford)	Widen to three lanes.	\$1,950,000	49
1-14	1	NE Sandy Boulevard Widening (Gresham-Fairview)	Widen to five lanes between NE 162nd to 238 th Avenues.	\$11,800,000	49
2-2	2	I-5 Kuebler to Illahee Crossing (Marion County)	Widen freeway to six travel lanes with necessary improvements to interchanges and structures	\$120,000,000	51
4-2	4	US 20/OR 126: Sisters Couplet	Reroute highway from Cascade Street to Hood Street (eastbound) and Main Street (westbound)	\$1,500,000	51
1-12	1	OR 217 Interchange Improvements (Braided Ramp Project) (Beaverton)	Improve ramps to interchanges on OR 217 between OR 10 and SW Allen Boulevard.	\$15,000,000	53
1-2	1	I-5/North Macadam Access Improvements (Portland)	Construct new off-ramp from I-5 northbound to Macadam Avenue northbound.	\$25,000,000	54
4-5	4	US 97 @ South End of Bend	Eliminate signals on the Bend Parkway (US 97) and make improvements to Murphy Road at the Parkway.	\$15,000,000	55
2-8	2	OR 126 – West Eugene Parkway	Construct new highway alignment from railroad overcrossing west of Eugene to OR 99.	\$88,000,000	56
			TIER 3 TOTAL	\$1,076,480,000	

*Map Number in Column 1 refers to information shown on the maps in Appendix 3.

Appendix 3 High Priority Freight Mobility Projects

Tiers 1, 2 & 3



Average Daily Truck Volumes

- 0 - 499
- 500 - 1,499
- 1,500 - 2,999
- OVER 3,000

Key

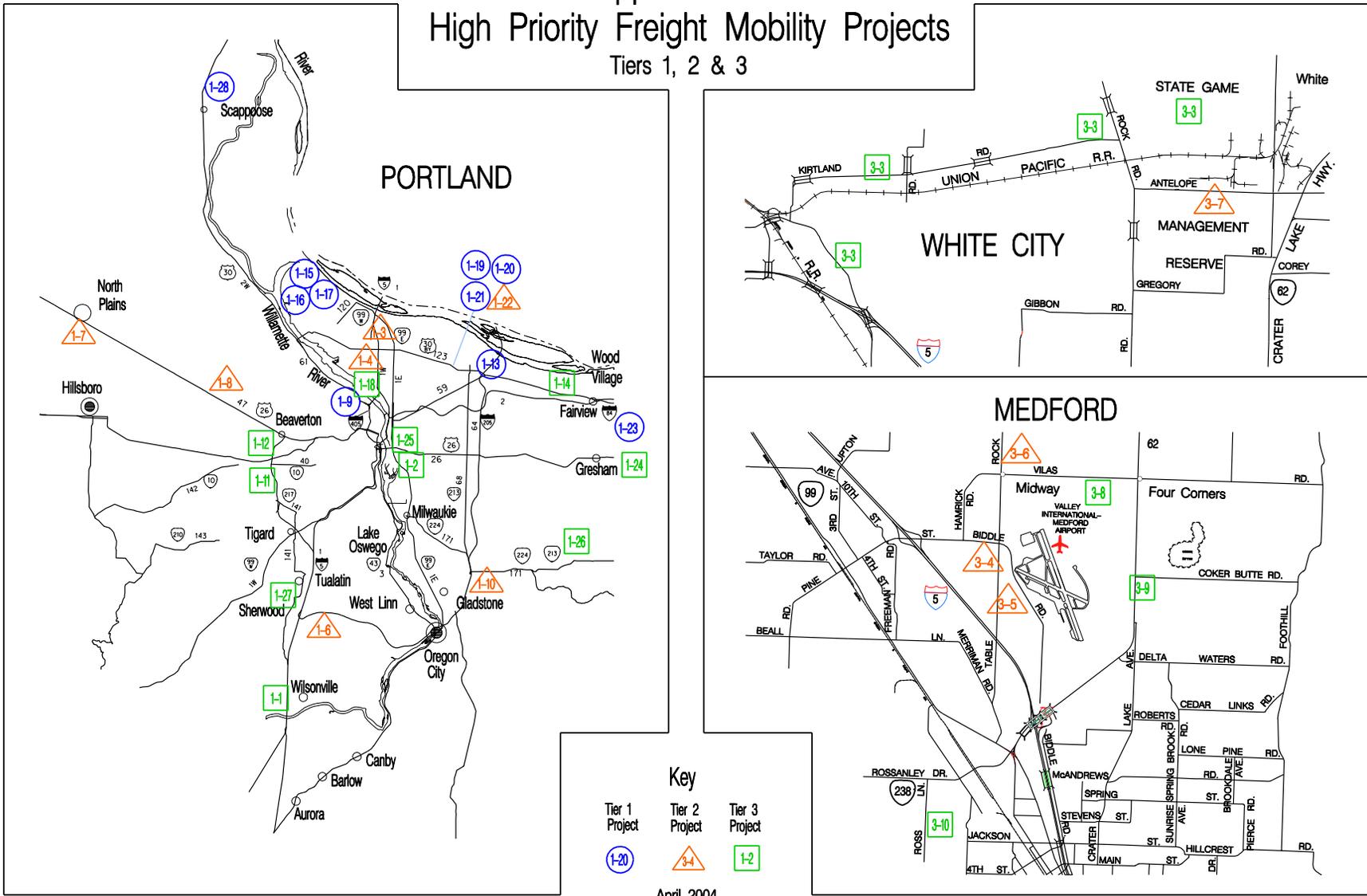
Tier 1 Project	Tier 2 Project	Tier 3 Project
(4-3)	(3-1)	(2-4)

Source:
ODOT, 2002 Transportation Volume Tables

April 2004

See Appendix 2, "Map Number" column, to identify the names of projects shown on this map.

Appendix 3 High Priority Freight Mobility Projects Tiers 1, 2 & 3



See Appendix 2, "Map Number" column, to identify the names of projects shown on this map.

Appendix 4

High Priority Freight Mobility Projects Ranked within ODOT Regions

Region 1	
Project Name	Project Description
US 30 Lake Yard Hub Facility Access Improvements	Provide an access lane on US 30 to the intermodal rail yard, add a signal at the site entrance, and if needed construct an on-site access road and realign tracks.
NE 47th Intersection and Roadway Improvements	Widen and channelize NE 47 th Avenue/Cornfoot Road intersection and NE Columbia Boulevard.
Terminal 4 Driveway Consolidation	Consolidate driveways.
NE Cornfoot Air Cargo Access Improvements	Widen/channelize/signalize intersections at NE AirTrans Way/NE Cornfoot Road and at NE Alderwood Road/NE Cornfoot Road.
NE Alderwood Air Cargo Access Improvements	Widen/channelize/signalize intersections at NE Alderwood Road/NE Columbia Boulevard and at NE Alderwood Road/82nd Avenue.
North Lombard Access Improvements	Improve access and mobility of freight to Rivergate intermodal facilities and industrial areas.
North Leadbetter Extension Overcrossing	Extend Leadbetter to Terminal 6/Marine Drive, including a rail overcrossing.
East End Connector	Provide a free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205 interchange, and widen the southbound I-205 on-ramp at Columbia Boulevard.
West Lane Road (Scappoose)	Improve road to enhance freight movements from US30 to Scappoose Airport
NE 257th Avenue Improvements	Improve NE 257th Avenue to major arterial standards from Division Street to Powell Valley Road.
I-5/Columbia Boulevard Improvements	Construct full direction access interchange based on recommendations from the I-5 Trade and Transportation Partnership Study.
I-5 North Improvements	Widen to six lanes between Lombard and the Expo Center.
US 26 (Sunset Highway)/Glencoe Interchange Improvements	Construct new interchange.
NE Columbia Boulevard/82nd Avenue	Signalize ramps and provide additional capacity.
I-84 Cascade Locks Industrial Park Interchange	Construct new interchange to provide access to the Port of Cascades Lock industrial park.
Sunrise Highway, Unit 1, Phase 1	Construct new four-lane facility from I-205 to OR 212/135th Avenue.
I-205 Auxiliary Lanes	Construct permanent auxiliary lanes between I-5 and Stafford Road as part of a programmed preservation project on I-205 between I-5 and the Willamette River Bridge.
US 26 (Sunset Highway) Improvements	Widen US 26 to six lanes from Cornell Road to 185th Avenue.
North Going Street Bridge Replacement Project	Replace the existing bridge with a new six-lane structure.
I-5 Wilsonville Interchange	Reconstruct interchange by lengthening ramps, adding left-turn lanes, eliminating a substandard vertical curve, installing ramp metering, coordinating the traffic signal system along Wilsonville Road, and widening Wilsonville Road east and west of the interchange.
I-5 to OR 99W Connector (Tualatin-Sherwood Highway Phase 1 Arterial Connection)	Construct arterial connection from I-5 to OR 99W that protects through traffic movements and provides for future expansion to an expressway or freeway.

OR 217 Improvements	Widen northbound OR 217 to three lanes between OR 8 and US 26 and make ramp improvements.
SE Belmont (Morrison Bridge) Ramp Reconstruction	Reconstruct to provide better access to the Central Eastside.
SE 172nd Avenue Improvement	Extend SE 172nd Avenue to OR 212 and signalize intersection; widen to four lanes from OR 212 to Sunnyside Road.
Springwater Corridor Interchange	Construct new interchange at US 26 to facilitate traffic movements on the Hogan Corridor and to provide access to industrial lands in the Springwater Corridor.
NE Sandy Boulevard Widening	Widen to five lanes between NE 162nd to 238th Avenues.
OR 217 Interchange Improvements (Braided Ramp Project)	Improve ramps to interchanges on OR 217 between OR 10 and SW Allen Boulevard.
I-5/North Macadam Access Improvements	Construct new off-ramp from I-5 northbound to Macadam Avenue northbound.
Other Projects Not Ranked*	
I-5 Interstate Bridge Widening	Improve the I-5/Columbia River bridge and I-5 from the bridge to Columbia Boulevard based on recommendations from the I-5 Trade and Transportation Partnership Study.
I-84 Troutdale Interchange Improvement	Improve the Troutdale Interchange.
Sunrise Highway Right-of-Way Preservation, Unit 2	Acquire right-of-way for new four-lane facility from Rock Creek to 242nd Avenue.
I-205/OR 213 Interchange Improvement	Reconstruct I-205 southbound off-ramp to OR 213.
OR 213 Improvements	Provide dual northbound and southbound left turn lanes and modify signal at OR 213/Molalla Avenue, provide additional travel lanes in each direction from Molalla Avenue to Canyon Ridge Drive, and widen to three lanes between Canyon Ridge Drive and Henrici Road.
Region 2	
Project Name	Project Description
I-5 North Santiam Highway (OR 22) to Kuebler	Widen freeway to six travel lanes and make improvements to North Santiam Highway and Kuebler interchanges
OR 99W Newberg-Dundee Transportation Improvement Project	Complete location and construction EISs and construct bypass (or other build alternative).
I-5@OR 214 Interchange	Make interchange improvements.
OR 22 Joseph Street to Stayton-Phase 2	Widen highway, replace interchange, and repair or replace structures.
I-5 Beltline Road Interchange	Construct northbound flyover, signalize northbound ramp terminal, and acquire right-of-way and utilities between milepoints 195.1 and 195.7.
US 20 Pioneer Mountain to Eddyville	Rebuild road on new alignment from milepoint 14.5 to 24.75.
I-5 Kuebler to Illahee Crossing	Widen freeway to six travel lanes with necessary improvements to interchanges and structures
OR 126 – West Eugene Parkway	Construct new highway alignment from railroad overcrossing west of Eugene to OR 99.
Other Projects Not Ranked*	
Beltline Phase 3	Continue widening of Beltline Highway with structure improvements and interchanges at appropriate locations.

Region 3	
Project Name	Project Description
Table Rock Road, Bear Creek to Pine Street/Biddle Road	Widen to three lanes.
Table Rock Road, Pine Street/Biddle Road to Wilson Road	Widen to five lanes.
Table Rock Road and Hamrick Road Improvements	Rehabilitate pavement and provide paved shoulders on Hamrick Road from East Pine Street to Table Rock Road. Provide a left-turn storage area on Table Rock Rd at its southern intersection with Hamrick Rd.
Antelope Road, Table Rock Road to 7th Street	Widen to five lanes.
I-5: Myrtle Creek Curves	Realign mainline Interstate 5 through the hillside to alleviate significant safety problems and improve industrial access to South Umpqua Industrial Park.
I-5 Merlin Interchange	Relocate Highland Avenue East to reduce stacking at NB off-ramp.
East Vilas Road, Haul Road to Crater Lake Avenue	Widen to five lanes.
OR 140 Freight Extension	Modify existing intersection of Kirtland and Blackwell Roads to provide free-flow on Kirtland versus Blackwell; increase travel lane width and provide shoulders on Kirtland Road between Blackwell and High Banks; widen Ave G to improve turning movements to and from OR 62; construct southbound loop off-ramp at Blackwell Road Interchange
Coker Butte Realignment	Move Coker Butte Road to the north, realign Crater Lake Avenue, and add a signal at the intersection of Coker Butte and OR 62.
Ross Lane, McAndrews Road to Rossanley Road	Widen to three lanes.
Other Projects Not Ranked*	
I-5 Fern Valley Interchange	Widen and possible realignment of the interchange.
I-5 South Medford Interchange	Relocate and construct new interchange.
OR 62 Units 2 and 3	Improve OR 62 traffic flows.
Region 4	
Project Name	Project Description
US 97 Re-route: Maple Overcrossing (Redmond)	Replace planned signal at the Maple/Negus intersection with an overcrossing.
US 97 @ North End of Bend	Construct grade-separated interchange somewhere between Robal Road and the northern urban growth boundary
Oregon 140 Projects	Improve highway to remove length restrictions for tractor-semitrailer combinations that include a 53-foot trailer. Four sections: Bly Mountain (\$8 million), Deep Creek--Warner Canyon (\$22.5 million), Dougherty Slide (\$9.2 million), Greaser Canyon-Blizzard Gap (\$8.5 million)
I-84@US 97 (Biggs)	Reconstruct interchange at milepoint 109.
US 20/OR 126: Sisters Couplet	Reroute highway from Cascade Street to Hood Street (eastbound) and Main Street (westbound)
US 97 @ South End of Bend	Eliminate signals on the Bend Parkway (US 97) and make improvements to Murphy Road at the Parkway.

Region 5	
Project Name	Project Description
East Beach Rail Loop Access and Road Development	Widen Columbia Avenue from the overcrossing of the UP mainline north the boundary of Port industrial properties, with a grade-separated crossing and new access roads to and adjacent to the new unit train rail loop facilities.
Treasure Valley Renewable Resources Bio-Refinery Project	Reconstruct 6 local roads to provide access to the bio-refinery.
I-84 Freight Improvements	Burnt River Canyon Section - improve alignment; Three Mile Hill Section – construct a climbing lane; Ladd Canyon Section- construct climbing lane and pursue technologies to address bridge deck freezing conditions to reduce winter related closures.
Other Projects Not Ranked*	
Umatilla Port of Entry Improvements	Improve internal/external circulation, including making improvements to interchange ramps and/or relocating the facility.
US 26 Forest Boundary-Unity Forest Wayside	Reconstruct, realign, and add passing lanes from milepoint 204.89 to 222.23.
Baker City Municipal Airport Industrial Road Improvements	Construct additional access to the airport and adjacent industrial property.

*Other projects not ranked include 1) projects from the initial “list of 56” for which no Prioritization Factor information was submitted, and 2) projects that the ACTs, MPOs, and others suggested during the public input period and which met the Eligibility Criteria but for which no Prioritization Factor information was submitted.