

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING A) RESOLUTION NO. 09-4016
REGIONAL POSITION ON)
REAUTHORIZATION OF THE SAFE,) Introduced by Councilor Rex Burkholder
ACCOUNTABLE, FLEXIBLE, EFFICIENT,)
TRANSPORTATION ACT: A LEGACY FOR)
USERS (SAFETEA-LU))

WHEREAS, the Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users (SAFETEA-LU) was adopted by Congress in 2005; and

WHEREAS, SAFETEA-LU is scheduled to expire at the end of federal Fiscal Year 2009 (September 30, 2009); and

WHEREAS, Congress will be considering reauthorization of SAFETEA-LU during 2009; and

WHEREAS, SAFETEA-LU has a significant policy effect on transportation planning and decision-making and funding in the Portland metropolitan region; and

WHEREAS, reauthorization results in the "earmarking" or identification of specific projects and establishes the amount of federal funding eligible to be appropriated to those projects; and

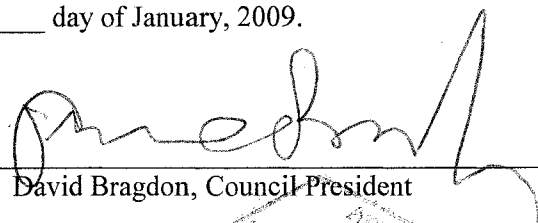
WHEREAS, further review of proposed legislation will lead to possible amendment and refinement to this policy position and project priority list; and

WHEREAS, at its meeting on January 15, 2009, the Joint Policy Advisory Committee on Transportation recommended approval of the following; now therefore

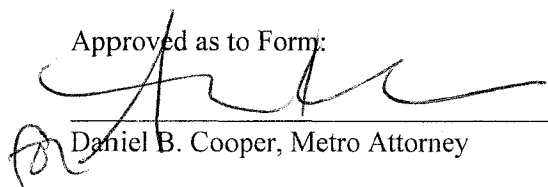
BE IT RESOLVED that the Metro Council:

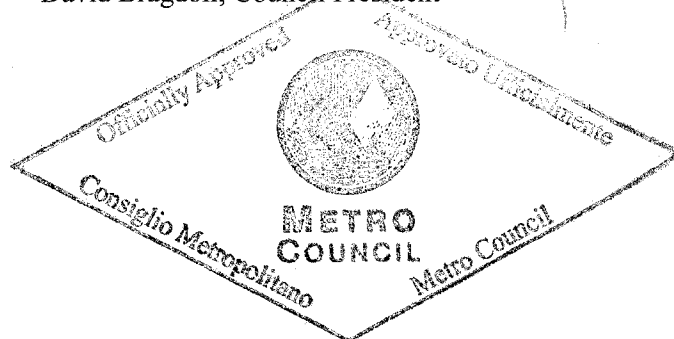
1. Endorses the Federal Transportation Authorization Policy Priorities as reflected in Exhibit A, attached.
2. Endorses the projects identified in Exhibit B, attached, as the region's priority projects for SAFETEA-LU reauthorization earmarking.
3. Endorses the projects identified in Exhibit C, attached, as the regional priority projects for fiscal year 2010 appropriation earmarking.

ADOPTED by the Metro Council this 22nd day of January, 2009.


David Bragdon, Council President

Approved as to Form:


Daniel B. Cooper, Metro Attorney



Implementing a Transportation Strategy for the 21st Century
Portland Metropolitan Area
Federal Transportation Authorization Policy Priorities

And

Authorization and Appropriations Project Requests

January 15, 2009

Introduction

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted August 10, 2005. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009, expiring September 30, 2009. The House Transportation and Infrastructure Committee has initiated the authorization process for the new 5-6 year period through a series of hearings to solicit input and share proposals.

With America confronting a new era of economic crisis, fluctuating energy prices, rapidly escalating construction costs, deteriorating infrastructure, global climate change and the need to reduce greenhouse gases, the virtual bankruptcy of the federal highway trust fund, an aging population and increased global competition, the model represented by the Portland region's strategy should be viewed as the framework around which to authorize new national transportation legislation. Or, as suggested by Congressman James Oberstar, the Portland region serves as "the template for America."

Regional Strategy for Integrating Land Use and Transportation

For over 30 years, through strong regional cooperation and determination, the Portland region has been pursuing a radically different path than most urban areas of the United States. The result is economic vitality that positions the region well in a competitive global economy, produces a high level of livability enjoyed by its citizens and a pride in significant environmental accomplishments. In the 1970's, the region chose to arrest sprawl by establishing an enforceable urban growth boundary, cancel a long standing freeway expansion program, direct resources into a multi-modal transportation system and align regional and local land use plans to support growth in targeted centers and industrial areas and complement investments in the transportation system. Through this period, the region has leveraged federal transportation programs to support the regional strategy. Through successful application of flexibility provided through federal formula programs and competitive use of federal discretionary programs, particularly "New Starts," the region has implemented an integrated strategy of targeted highway expansion, aggressive

transit expansion, demand management and system management. As a result of this direction, the region has continued to maintain a strong, globally competitive economy, attractive, livable communities and have more than met federal air quality standards. Declining vehicle travel per capita as a result of strong pedestrian, bike and transit travel have established the Portland region in the position of best reducing greenhouse gases consistent with the national goal.

Changes to the national program consistent with the recommendations presented here can assist the region in implementing its strategy and could provide the framework for other regions to pursue. This strategy is based upon a collaborative transportation improvement strategy consisting of the following:

- a comprehensive approach to each major mobility corridor with targeted highway expansion, transit improvement, system management and integration with parallel arterials;
- aggressive development of a regional high capacity transit system comprised of light rail, commuter rail, streetcar and frequent bus service;
- implementation of an award-winning “Drive Less, Save More” demand management program;
- introduction of peak-period pricing with the replacement of the Columbia River Crossing;
- improvements for the movement of freight to industrial areas, marine and air cargo terminals and intermodal truck terminals;
- Implement the Connecting Green Blue Ribbon Committee’s recommended “Case for an Integrated Mobility Strategy” with the associated on and off street trails and bikeway system implemented on an accelerated schedule;
- coordination with management of land uses; and
- coordination with programs to meet and exceed air pollution and air toxic standards, manage storm water runoff and reduce greenhouse gases to address climate change.

The next transportation authorization bill will encompass a very broad range of policy, programmatic and funding issues. The purpose of this paper is to define those elements of the bill that are of greatest concern to the Portland metropolitan area. This is presented in two parts: first, those issues that represent the most significant, overarching directions that the Portland region believes the bill should be structured around and second, a more detailed compilation of specific recommendations on aspects of the bill that impact the Portland region.

Priority Recommendations:

Metropolitan mobility: Recognize metropolitan mobility to support these urban economies as a key area of federal interest and establish a program structure to address a defined set of expected metropolitan mobility outcomes that provide the metropolitan area with adequate tools to implement a comprehensive program of multi-modal improvements.

Mega-projects: In addition to a formula-based Metropolitan Mobility Program, there is a need for a national discretionary funding program for transit and highway projects too large to implement through the cash-flow of an annual formula. Congress should retain and reform the New Starts/Small Starts program as a significant funding tool (rather than folding it into the Metropolitan Mobility program). In addition, retain and reform the Projects of National and Regional Significance.

Freight: Establish a program to address the movement of freight into and through metropolitan areas and across the country to ensure the federal interest in interstate commerce is addressed.

State of Good Repair: Provide funding to maintain, rehabilitate and manage the existing transportation asset with funding levels and program requirements tied to expectations on the condition of the system.

Funding: Provide a realistic funding increase tied to the outcomes that the federal legislation calls for. Without a funding increase, the program will have to be reduced by some 40% or more. If this is the case, managing and maintaining the existing asset will be all the program can fund. Furthermore, current funding levels are not sufficient to address the backlog of unmet maintenance and rehabilitation needs and an increase in funding is needed to fund improvements. A substantial increase is needed to address the transportation issues of national significance.

Climate change: Provide a clear integration with federal climate change policy. Individual projects cannot be held accountable for meeting regional greenhouse gas reduction targets. However, the overall regional system can be held accountable and the federal transportation programs should ensure this accountability (much like the current air quality conformity requirement).

Detailed Recommendations:

I. Authorization Bill - Program Focus

A. Energy Security and Global Warming -

At the same time that the transportation bill is up for authorization for the next six-year period, the Congress is also considering or has recently enacted legislation related to energy security and reducing greenhouse gases to support national climate change initiatives. It is important that these legislative initiatives be linked and that the transportation program reinforces and helps implement energy and greenhouse gas goals. In particular, if a carbon tax and/or a carbon cap and trade program is established, it should be structured to allow use of these funds on transportation projects that reduce greenhouse gases based upon the merits of those projects. Furthermore, if the carbon tax extends to motor vehicle fuel, these funds should be integrated with the broader transportation funding programs to ensure funding for transportation projects that reduce greenhouse gases in proportion to the share of greenhouse gases produced by motor vehicles. Finally, much like the transportation/Clean Air Act link, investments from the transportation bill should be consistent with energy and climate change mandates and include a conformity requirement.

B. Clearly establish the National Interest -

Since the completion of the Interstate system, the national purpose of the federal transportation program has been a shifting target. While ISTEA, TEA-21 and SAFETEA-LU have brought considerable state and local flexibility, the national debate has been dominated by funding equity issues (i.e. donor/donee)– which while very important – have crowded out a discussion of a performance based funding system. A lack of clarity in the program’s mission has led to inadequate funding for the program. The key priorities for the Portland region that would help define the federal program’s mission are as follows:

- Metropolitan Mobility – ensure the multi-modal transportation system supports the economic vitality of the nation’s largest metropolitan areas where most of the economic activity exists.
- Interstate Commerce – ensure freight can be efficiently moved across the nation and globally through a multi-modal freight network providing for the movement of goods to and through metropolitan areas and connecting to international air cargo and marine ports.

- Manage the Asset – ensure that the substantial past federal, state and local investment in the transportation system is maintained in good condition and is operated in an efficient manner.
- Safety – ensure the multi-modal transportation system moves goods and people in a safe manner.

II. Authorization Bill - Program Funding

A. Adequately fund the system –

There has been considerable erosion of the gas tax from construction inflation, increased fuel efficiency of the fleet and reduced fuel consumption as gas prices rise and the economy shrinks. And, as the nation shifts to more fuel efficient vehicles and electric vehicles, the viability of the gas tax will continue to erode. As a result, there is a substantial and increasing shortfall in the Highway Trust Fund's Highway Account and Mass Transit Account, both to maintain current programs and to expand programs to meet actual need. In the next authorization bill (starting in Federal Fiscal Year 2010), the equivalent of at least a 10-cent gas tax increase is needed to simply maintain current program funding levels in SAFETEA-LU. Furthermore, according to the National Surface Transportation Policy and Revenue Commission, a 25 to 40-cent gas tax increase over the next 5-years plus indexing for inflation is needed to fully meet the Preservation, Safety and Expansion needs of the national transportation system.

Clearly, a substantial increase in federal funding is needed. Regardless of the overall funding level, the authorization bill should be clear about expected outcomes and then provide a sufficient funding level to meet those outcomes.

B. Electrification of the Fleet -

The technology of fully electric vehicles appears quite promising. Auto manufacturers and consumers have gained valuable experience with hybrid electric vehicles and fully electric vehicles are readily within site. In fact, the Portland region has been approached by one of the major manufacturers to be a pilot area for implementation of electric vehicles through public and private fleets within 2-years and mass market implementation within 4-years, both timeframes within the period of this new authorization bill. The Portland region is of interest to the manufacturer because of the reputation for “green” values and, as a result, the highest market penetration level of hybrid-electric vehicles in the mass consumer fleet in the country.

With mass market conversion of the automobile fleet, several public policy issues arise that need to be addressed in the authorization bill. First, delivery of the vehicle is only part of the transition. The necessary second step is to install the charging infrastructure throughout the metropolitan landscape. This is best deployed in locations where the vehicle will be parked for a period of time and can connect to a charging station; for example at park-and-ride lots, in parking garages, at on-street parking meters, in shopping center and restaurant parking lots. Public agencies and electric utilities will need to sort out policy and financial responsibility for installing the needed equipment. In addition, electric vehicles will be completely independent of the predominant form of federal, state and local transportation funding, the gas tax. In order to equitably ensure the owners of these vehicles pay their fair share of the cost of the transportation system, there is a need either for a wholesale change to a VMT-based tax (see next item) or at least an electric vehicle charging tax as a stop-gap measure.

Leadership by the federal government is needed. Furthermore, using the Portland region as a testing ground may be advantageous since there is already experience in piloting a VMT fee and the mass introduction of electric vehicles is imminent.

C. Take steps toward transitioning to a VMT fee

Although Oregon was the first to implement a gas tax as the primary method for funding transportation infrastructure, it is apparent that this mechanism is not sufficient in the future. It is an inelastic revenue source that has historically lost value to inflation and improvements in fuel efficiency and is currently losing revenue due to reductions in driving. As the national fleet continues to convert to higher fuel efficiency and electric vehicles in response to energy security and global warming concerns, the long-term viability of the revenue source is greatly threatened and its role as a “user fee” is undermined.

ODOT carried out a successful pilot project demonstrating that it is feasible to implement a VMT-based fee system as a long-term replacement for the gas tax. They demonstrated that the system is technically feasible, can be implemented at the gas pump, preserves individual privacy and can be implemented with variable rates accounting for time of day and geography.

To advance the concept, the Congress should:

- Set a six-year timetable to complete development of a new system so it can be implemented in the next authorization cycle.
- Fund research and development efforts to identify the best option and design the system and technology required to implement it.

- Create working groups within US DOT to develop the system and an independent policy oversight body with the responsibility and authority to make recommendations to Congress.
- Give the Secretary of Transportation authority to require equipment be placed in all new vehicles in order to speed transition.

III. Authorization Bill – Program Direction

A. A word about projects -

The Program Direction recommendations are proposed to facilitate the policy direction the Portland region is implementing, with a focus around a multi-modal transportation system with strong integration with land use plans. Specific recommendations include new or revised programs, changes in project eligibility and reforms in how the programs are administered.

To implement the policy direction, the Portland region is requesting that projects be funded through these proposed federal transportation programs. Reflected within the following sections are proposed projects that would implement each of the proposed policy recommendations. These projects could be considered for earmarking through the new authorization bill. Alternatively, if the Congress chooses not to earmark, these projects could be funded through the funding programs that are being recommended if the new authorization bill implements these programmatic recommendations. A major programmatic recommendation is to establish a much more substantial “Metropolitan Mobility” program (see next section). If established, depending on size, this program could be used to fund many of the multi-modal projects listed in the sections that follow (such as freight, system management, demand management, trails, transit, etc.)

Also included as the final section of this paper is a project request list for FY 2010 Appropriations. The list is organized around the same programmatic categories as the authorization list but would need to be earmarked through the old funding programs if a new authorization bill is not adopted by the end of FY 2009. Many of the Appropriations project requests could be considered for earmarking through the authorization bill if not earmarked through appropriations.

B. Metropolitan Mobility -

A Metropolitan Mobility Program should be established in the 50 largest metropolitan regions to ensure a focus on supporting the movement of

goods and people in the metropolitan regions of the nation, which generate 60% of the value of US goods and services. An adequate transportation system is vital to continued productivity in our nation's metropolitan areas and therefore the economic well being of the nation. Funds from the program should be distributed for use in metropolitan areas in partnership between metropolitan planning organizations, states, transit operators and local governments to implement a comprehensive set of strategies to manage demand, improve operations, and expand multi-modal capacity, while meeting goals for the reduction of greenhouse gases. Performance standards should be set and serve as the basis for certification of compliance with federal requirements in those areas. Coordination with agencies responsible for land use and natural resources should be mandatory.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
I-205/I-5 Interchange	\$14.35	ODOT	OR-1
OR 99W/McDonald/Gaarde Intersection	\$4.50	City of Tigard	OR-1
I-205/Airport Way Interchange	\$20.00	Port of Portland	OR-3
172nd Ave. Improvements (Sunnyside Rd. to 177 th Ave.)	\$15.00	City of Happy Valley	OR-5
OR 213/Redland Road Lane Improvements	\$5.40	City of Oregon City	OR-5
OR 213: I-205 - Redland Road (Jug Handle Project)	\$12.00	City of Oregon City	OR-5
OR 10 Farmington Rd. at Murray Blvd. Intersection Safety & Mobility Improvements	\$8.00	City of Beaverton	OR-1
Hwy 26/Shute Rd. Interchange	\$10.00	City of Hillsboro	OR-1
Bethany Overcrossing of Hwy 26	\$10.00	Washington County	OR-1
OR10: Olseon/Scholls Ferry Intersection	\$11.00	Washington County	OR-1
Walker Road: 158 th to Murray	\$10.00	Washington County	OR-1
Farmington Rd.: Kinnaman to 198 th	\$30.00	Washington County	OR-1
Hwy 99W/Sunset/Elwert/Kruger Intersection	\$2.50	City of Sherwood	OR-1
72 nd Ave.: Dartmouth St. to Hampton St.	\$13.00	City of Tigard	OR-1
Nimbus Extension from Hall Blvd. To Denney Rd.	\$15.40	City of Beaverton	OR-1
SW Capitol Hwy: Multnomah to Taylors Ferry	\$10.00	City of Portland	OR-1

C. Freight -

One of the most important and constitutionally established functions of the federal government is to ensure the free-flow of interstate commerce, which is central to the transport of freight. Because of this mandate, the U.S. Department of Transportation should develop a national multi-modal freight transportation plan that articulates a vision and strategies for achieving national freight transportation objectives. Associated with that plan, the next authorization bill should establish an integrated freight transportation program within the U.S. Department of Transportation, and coordination between the Transportation Department and other transportation-related federal agencies should be strengthened. Federal policies and funding should strengthen the capacity of all U.S. gateways to handle the increasing volume of international trade. Creating the capacity to move more freight on mainline and short-line railroads and waterways would generate cost, efficiency, and environmental benefits.

To implement the Freight Program, a multi-modal Freight Trust Fund should be established within the Highway Trust Fund, capitalized with traditional truck user fees, fuel taxes on railroads and customs and cargo fees (those that are not already dedicated to waterways improvements and maintenance).

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
I-84/257 th Ave. Troutdale Interchange	\$20.00	Port of Portland	OR-3
Sunrise System Improvements	\$30.00	Clackamas County	OR-3
Kinsman Road Freight Route Extension Project, Phase I	\$10.50	City of Wilsonville	OR-5
Troutdale Reynolds Industrial Park Road Improvements	\$6.00	Port of Portland	OR-3
124 th Ave. Extension: Tualatin-Sherwood to Tonquin	\$4.00	Washington County	OR-1

D. Managing the Existing System –

To protect the substantial investment in the nation’s transportation system, it is essential that the federal program manage the existing asset to the greatest extent possible. This includes:

- System preservation to ensure the existing system doesn’t deteriorate so severely as to compromise its function and lead to a backlog of higher costs,
- Implementation of safety measures across all parts of the system to reduce fatalities and injuries, and
- Funding for new transportation system improvements must include adequate resources to manage and mitigate their environmental impacts, and incorporate sustainable stormwater management systems into their design.
- Funding investments in the rehabilitation and enhancement of historic inter-modal facilities.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Regional Multi-Modal Safety Education Initiative	\$4.50	Metro	OR-1,3,5
Union Station Rehabilitation	\$24.00	City of Portland	OR-1

E. System Management –

Management of the transportation system through Intelligent Transportation Systems equipment and operating practices provides a cost-effective means to realize the maximum possible performance of the existing investment. Toward this, the region has developed a Transportation and System Management and Operations (TSMO) plan and Implementation Strategy. Elements of the plan includes integrated signal systems, ramp metering, interactive information signage, incident response and transit and emergency vehicle priority. Federal legislation should provide specific eligibility for system management improvements and should ensure system management elements are included in expansion projects.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
I-84/Central Multnomah County ITS	\$3.00	City of Gresham	OR-3
Regional Arterial Management Program (signal system coordination)	\$12.00	Metro	OR-1,3,5

F. Demand Management -

Managing travel demand is an essential strategy to reduce VMT and to complement improvements to and management of the system. Programs aimed at employers and residents assist people to meet their travel needs while making use of biking, walking, transit, carpooling, vanpooling, trip chaining and avoiding the congested peak hour. Federal funding programs should include explicit eligibility for demand management programs to reduce vehicle-miles-traveled and single-occupant vehicle trips and ensure major system expansion projects include demand management strategies. This is essential to ensure that expansion projects are cost-effective, to keep costs to the consumer reasonable and to help meet energy and greenhouse gas reduction targets.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Drive Less Save More Marketing Pilot Project	\$4.50	Metro	OR-1,3,5

G. Transit Oriented Development -

Coordinating land use and transportation can produce both more livable communities and a more efficiently operating transportation system. In particular, ensuring that the federal transportation funding programs explicitly support development physically or functionally connected to transit results in better transit ridership and a more cost-effective transit improvement. Specific investments to support transit oriented development includes complementary street and sidewalk infrastructure, amenities such as parks and plazas, structured parking and site preparation and foundations for air rights development and higher density, mixed-use development. The resulting land use pattern not only results in greater transit ridership but also increased levels of walking and biking thereby reducing vehicle travel, energy consumption and greenhouse gas emissions.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
College Station TOD (at PSU)	\$10.00	PSU/TriMet	OR-1
Gresham Civic Neighborhood Station/TOD/Parking Structure	\$5.00	City of Gresham	OR-3
Transit Station Area Connectivity Program to promote transit oriented development	\$20.00	Metro	OR-1,3,5
Rockwood Town Center	\$ 10.00	City of Gresham	OR-3

H. Bridges -

Although Oregon has addressed the condition of many bridges statewide through the Oregon Transportation Investment Act, there is a continuing need to address deficient bridges in order to avoid impacting commerce and safety. This requires a sustained and increased funding commitment and legislative changes to ensure investment in the highest priority bridges. Specific changes include:

- Elimination of the 10-year rule which removes any bridges that have been partially rehabilitated with federal funds from the formula used to apportion funds to the state;
- Allowing states that share an adequate amount of bridge funding with local agencies to waive the requirement to spend a minimum of 15% of the federal bridge funds on bridges that are off the federal-aid highway system. This provision was created to ensure federal bridge funds are sub-allocated to bridges under the jurisdiction of local governments and agencies. However, all local government bridges on the arterial and collector systems are “on-system,” leading to a requirement to spend a disproportionately high funding level on very low priority bridges.
- Creation of a Seismic Retrofit Program within the federal bridge program.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Sellwood Bridge on SE Tacoma St. between Hwy 43 & SE 6 th Ave.	\$100.00	Multnomah County	OR-3,5

I. Intercity Passenger Rail -

The Pacific Northwest Cascades Corridor from Eugene to Vancouver, BC is one of 10 major corridors nationally that have been designated for improvements that would increase the frequency and reliability of high-speed rail service. More frequent and reliable service could make intercity passenger rail a more viable travel alternative for trips between the Northwest's urban areas and reduce pressure on I-5. The Winter Olympics to be held in British Columbia in 2010 afford the country an opportunity to showcase that High Speed Rail can succeed in the United States and the Pacific Northwest corridor should be a major investment focus in the next bill. The region should support programs designed to carry this out and in particular should guarantee a robust funding level for Amtrak.

J. Transit and Greenhouse Gases -

With the Nation facing higher oil prices, insecure oil supplies, and greenhouse gas reduction targets, the Transit Program needs new direction and emphasis. The nation now needs to build sustainable and energy-resilient cities so that the metropolitan areas responsible for two-thirds of our nations economic output remain strong. Transit also needs to serve the growing numbers of aging citizens. To make substantial progress toward these goals, the transit program needs to grow aggressively, as suggested below:

- Increase funding for transit as recommended by the National Commission from \$10.3 billion annually in FFY 2009 to a range of \$21 to \$32 billion. (Note: FFY 09 transit funding is \$8.3 billion from the trust fund, and \$1.98 billion from the general fund for new and small starts). Cover the current general fund portion of the total from an augmented trust fund.

- The Fixed Guideway Modernization program should increase from \$1.6 billion annually to between \$4 billion and \$6 billion; growing at a rate which reflects the addition of eligible rail miles throughout the nation and the aging of the nation’s essential urban transit infrastructure.
- Increase the funding for Section 5307 Urbanized Area formula funds to reflect the growth in employment and the travel needs of the demographic tsunami of aging citizens. Funding should be increased from \$4 billion to between \$8.5 billion and \$11 billion.
- Increase the New Starts overall funding from \$1.6 billion to a range of \$6 billion to \$11 billion annually; and Small Starts from \$200 million to \$500 million to \$1 billion annually.
- Turn the Section 5309 Bus and Bus Facilities into the ‘Very Small Starts’ competitive program per current FTA guidelines (which establishes minimum ‘warrants’ for cost effective bus investments), and combine it with other miscellaneous grant programs such as the intermodal terminals program. Increase funding from \$1 billion annually to between \$2 billion and \$3 billion.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
TriMet Buses (\$15.4 million per year/6-years)	\$92.40	TriMet	OR-1,3,5
West Metro HCT Bus Rapid Transit Alternatives Analysis		Washington Co./ TriMet/Metro	OR-1
Central East HCT Bus Rapid Transit Alternatives Analysis		City of Gresham/ TriMet/Metro	OR-3
Prototype Diesel Multiple Unit (commuter rail vehicles)	\$5.00	TriMet	OR-1,3,5
Wilsonville SMART Fleet Services Facility	\$7.00	City of Wilsonville/SMART	OR-5
SMART Bus Replacements (\$2.7 million per year/6-years)	\$16.20	City of Wilsonville/SMART	OR-5
Wilsonville SMART Offices/Administration Facility	\$1.50	City of Wilsonville/SMART	OR-5
City of Sandy Transit	\$1.50	City of Sandy	OR-3
Canby Area Transit	\$1.25	City of Canby	OR-5
South Clackamas Transit	\$0.75	City of Molalla	OR-5

K. New Starts/Small Starts -

The New Starts program has been important to building the Portland region's rail infrastructure, including light rail (MAX), streetcar, and commuter rail (WES). The New Starts and Small Starts program under the current administration have discouraged the local/federal partnership in transit, as evidenced by the decline of rail projects in the New Starts pipeline and failure to streamline smaller projects as intended by the Small Starts Program. Given the nation's need to build stronger cities, address energy security and sustainability, this must be reversed. Reauthorization priorities must focus on improving project evaluation and streamlining project delivery as described below.

New Starts Suggested Improvements

The New Starts program has been critical for the Portland metropolitan area's success in building a more livable region. The program is critical for our nation's future. High-quality, fixed-guideway transit provides permanent infrastructure that enables and encourages vibrant, livable, walkable, and therefore sustainable communities. Fixed-guideway transit and the development it enables and attracts are the most effective way to address oil price volatility, energy security threats, greenhouse gases, sustainability and energy-resiliency, all issues that are essential to economic prosperity economically in the 21st century.

The following improvements are needed to keep the New Starts program effective:

- *Increase funding due to the extreme need across the country*
Dozens of transit agencies across the country are seeking to expand their light rail or other high capacity transit systems. There is not enough New Starts funding to build all of the good projects.
- *Require FTA to follow Congressional direction to allow more than 50% federal funding for projects.*
By statute, transit projects must bring 20% non-federal funding to projects, yet FTA has continuously sought and in some cases has outright required projects to contribute 50%. Effective projects should receive the same treatment that highway and other federal-aid projects get, allowing 80% federal funding for projects that meet other requirements.
- *Direct FTA to include all factors identified by Congress for determining a project's eligibility for federal funding. No single factor or measure can be allowed to outweigh all the others or be a "must pass".*

The outcome of a complicated and controversial computer modeling projection has come to represent half or more of FTA's rating of a project. In both the creation of the New Starts program and in reauthorizations, Congress has identified many measures that

should be used to determine the merit of a project. FTA should be directed to follow the law and use multiple measures to rate projects.

- *Adjust cost effectiveness thresholds to keep pace with the escalating cost of construction*

FTA-defined cost effectiveness thresholds have lagged behind construction costs for years. They should be updated for past cost escalation and updated yearly in the future.

- *Create a separate track for experienced grantees that allows more of the oversight function to be programmatic requiring less time and streamlining process for those grantees that have proven successful in the past*
- Many grantees are becoming experienced with multiple successful projects completed, yet all FTA oversight procedures are developed for neophyte grantees. For those with a successful track record, procedures should be streamlined and made programmatic, to allow FTA to fulfill oversight duties without slowing projects and increasing the cost of project delivery.
- *Redefine and reduce the steps of project advancement into two clear and distinct steps: 1) determination of eligibility for New or Small Starts funding, 2) design and funding commitment by grantee and FTA.*

Currently, New Starts projects must clear three major hurdles (PE approval, Final Design approval, and FFGA approval). Each review cycle takes 6 months or more. When Small Starts procedures were developed, the Final Design and FFGA approval steps were combined. FTA should follow this lead for New Starts as well. Because FTA already caps the amount of federal support for a project at Final Design, most of the key decisions have already been made. Merging the Final Design and FFGA approval steps into a single cycle would reduce 6 months or more off project development timelines with no significant loss in control.

- *For calculation of cost effectiveness - Eliminate Baseline bus scenario except in rare circumstances*

Current guidance forces project sponsors to compare proposed projects to a Baseline bus project that may be developed without public input and is not necessarily a project that the local agency would or could ever build. Despite this, the Baseline scenario greatly determines the outcome of current user benefit analysis and cost effectiveness, while forcing the methodology to ignore many benefits that most transit agencies consider fundamental to the purpose of fixed-guideway transit. FTA should be directed to eliminate the Baseline scenario and require comparison to a No Build.

- *Clarify the intent and the methodologies of the Small Starts program to ensure that streetcar and other rail projects are competitive.*

The Small Starts program, and especially the Very Small Starts program have disproportionately funded bus rapid transit projects. Very Small Starts makes it almost impossible to compete using any other mode than bus rapid transit. FTA should be directed to reform process and methodologies to ensure that Streetcars and other rail projects that deliver benefits can compete for Small Starts funding.

Small Starts Suggested Improvements

Cities throughout the country are promoting modern streetcars as a transportation choice for their citizens that attract economic development, link jobs and housing, reduce carbon emissions and encourage a more sustainable development pattern. Unfortunately, FTA's direction in implementing the initial Small Starts authorization was to turn it into a 'bus solution preferred' program. The following improvements are specifically needed to make the Small Starts program effective:

- *Increase funding due to the extreme need across the country*
Dozens of transit agencies across the country are seeking to create a streetcar line, bus rapid transit line (BRT), or expand other high capacity transit systems at relatively low costs. There is not enough Small Starts funding to build all of the good projects.
- *Clarify the intent and the methodologies of the Small Starts program to ensure that streetcar and other rail projects are competitive.*

The Small Starts program, and especially the Very Small Starts program have only funded bus rapid transit projects to date. Very Small Starts makes it almost impossible to compete using any other mode than bus rapid transit. FTA should be directed to reform its process and evaluation methodologies to ensure that Streetcars and other rail projects that deliver benefits can compete for Small Starts funding.

- *Reform the "cost effectiveness" criteria to better measure the benefits of streetcars and other proposed Small Starts rail projects.*
Prohibit the use of FTA's current "cost effectiveness measure as the primary criteria for federal funding. Direct FTA to use multiple measures of project benefits, which better reflect the different purposes for BRT and streetcar development -- for example, central area circulation vs. commuter services.
- *Revise funding levels for a new authorization*
Change maximum federal participation to \$150 million (now \$75 million) and \$300 million total project cost (currently \$250 million) to be eligible.

- *Electric Rail Transit*
The authorization should include a policy that the federal government give a priority to development of electric rail transportation in the United States to encourage long-term energy security and reduced greenhouse gas and other emissions.
- *Electric Rail Transit and “Buy America”*
Federal funding should be made available for rolling stock to ensure that US-based manufacturers have a competitive chance to help build the new round of electric rail transit in the US. Up to \$20 million per project shall be made available for purchase of rolling stock under simplified Federal authorization.
- *Establish Fast Starts Program*
To ensure that street car projects are not delayed by lengthy FTA rule-making processes, and to encourage their consideration in the context of economic stimulus, the authorization should include a one-time authorization for \$400 million in FY10-11 that will be used to support electric rail transportation projects that are able to be under construction within 24 months of the passage of the authorization. Applicants could pursue this program as a “jump start” for electric rail programs in the country. Projects taking longer than 24 months to be under construction would expect to apply through the Small Starts or New Starts programs as authorized. A maximum of \$60 million for any one project shall be available.

Authorization projects that are being requested to implement this policy strategy are presented below. These requests include completing projects that are currently underway, starting construction on those that are in development and initiation of the next series of corridors to be developed. In addition, for the first time, the region is seeking to use the New/Small Starts program to implement Bus Rapid Transit (BRT) in an initial set of corridors.

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
South Corridor Light Rail (\$80 m. in 2010, \$25 m. in 2011)	\$345.40	TriMet	OR-3
Eastside Streetcar Loop	\$75.00	City of Portland	OR-3
Portland to Milwaukie - New Starts	\$850.60	TriMet	OR-3
Portland to Lake Oswego Streetcar - New Starts or Small Starts	\$237.30	City of Lake Oswego/ Portland/TriMet	OR-5
Columbia River Crossing - New Starts	\$750.00	ODOT/WSDOT	OR-3/WA-3
Portland to Tigard and Sherwood/99W/Barbur Blvd. Alternatives Analysis		City of Tigard/ TriMet/Metro	OR-1
Hillsboro to Forest Grove Alternative Analysis		City of Forest Grove/ TriMet/Metro	OR-1

East Metro North South HCT Alternative Analysis		City of Gresham/TriMet/Metro	OR-3
Light Rail to Oregon City Alternative Analysis		Clackamas County/TriMet/Metro	OR-5
Portland Streetcar Planning and Alternatives Analysis	\$5.00	City of Portland	OR-3

L. Walking and Cycling -

A number of converging trends – increasing gas prices, worsening congestion, growing health problems related to inactivity, climate change – all argue for increasing our national commitment to active transportation. Metro, working with government and nonprofit partners throughout the region, convened a Blue Ribbon Committee that found there is significant untapped potential for biking and walking with relatively modest investments in safe on-street and off-street routes, integrated with transit. The Committee’s work led to an initiative, outlined in their “Case for an Integrated Mobility Strategy” document, that is now underway regionwide to create the most complete biking and walking network in the US. The Rails to Trails Conservancy (RTC) has launched a “2010 Campaign for Active Transportation” that aims to double federal funding for walking and biking infrastructure in the upcoming federal transportation authorization bill. The City of Portland and Metro took the lead in submitting a “case statement” to the RTC that includes a list of projects that illustrate the potential impact of walking and cycling investments. Congress should support the RTC’s proposal to invest at least \$50 million in each of 40 metropolitan areas in the US as a means to substantially increase mode share for cycling and walking.

If the authorization bill implements the Rails-to-Trails Conservancy Proposal, the region is seeking the following projects through this new program:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Non-Motorized Mobility Strategy (on and off-street bike paths)	\$75.00	Metro	OR-1,3,5
Portland Citywide Bicycle Boulevard Construction	\$25.00	City of Portland	OR-1,3

Specific bike paths and trails that would be implemented depending upon the size of the program are as follows:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
<i>Multnomah County</i>			
Gresham/Fairview Trail, Phase 4/5	\$6.10	City of Gresham	OR-3
<i>Clackamas County</i>			
French Prairie Bike-Ped-Emergency Bridge Over Willamette River	\$12.60	City of Wilsonville	OR-5
Springwater to Trolley Trail - 17 th Avenue from Ochoco to McLoughlin Blvd.	\$3.20	NCPRD/Milwaukie	OR-3
Mt. Scott Creek Trail - Mt. Talbert to Springwater Corridor	\$4.60	NCPRD/Happy Valley	OR-3
Scouter's Mt. Trail - Springwater/Powell Butte to Springwater	\$7.37	NCPRD/Happy Valley	OR-4
Phillips Creek Trail - I-205 Trail to N. Clackamas Greenway	\$2.27	NCPRD/Clackamas County	OR-5
Monroe Bike Blvd.	\$2.00	City of Milwaukie	OR-3
Iron Mtn. Bike Lanes - 10 th St. to Bryant Rd.	\$3.80	City of Lake Oswego	OR-3
Carmen Drive Sidewalk and Bike Lanes from Meadow Rd. to I-5	\$1.70	City of Lake Oswego	OR-3
Pilkington Sidewalk and Bike Lanes from Boones Ferry to Childs Rd.	\$5.25	City of Lake Oswego	OR-3
<i>Washington County</i>			
Westside Regional Trail	\$12.00	Tualatin Hills Parks & Rec. District (THPRD)/ Washington Co.	OR-1
Council Creek Regional Trail: Banks to Hillsboro	\$5.25	City of Forest Grove	OR-1
Tonquin Trail/Cedar Creek Corridor	\$2.50	City of Sherwood	OR-1
Fanno Creek Trail Projects	\$0.70	City of Tigard	OR-1

Note: If the new Rails-to-Trails program category is created, an aggressive earmark through this program would be feasible, consistent with the \$100 million being requested. If the program is not created, the region is requesting as a fall-back approach a Trails/Bikepath earmark through the “High Priority Projects” allocation to each Representative. Since this is the same source that will be used for most of the other earmark requests in this paper, the request is for \$10 million per Congressional District.

M. Highway Project Delivery -

Federal transportation and environmental laws contain rigorous protections that ensure transportation projects do not unnecessarily harm the human and natural environment. Too often, however, these requirements add time and cost to projects without a corresponding improvement in environmental outcomes. Oregon, with its strong green ethos and focus on sustainability, has been a leader in ensuring that transportation projects complement rather than compromise the natural and human environment.

In order to further streamline the regulatory process, Congress should consider a number of steps:

- Focus on accountability for overall environmental outcomes, not following processes that may or may not make sense for a particular project.
- Move FHWA from a permitting role to a quality assurance role, so the federal government would ensure environmental outcomes without having to approve every action.
- Enable and encourage states to use programmatic permits that provide a single set of terms and conditions for a specific type of work and specify expected environmental outcomes.
- Enable and encourage states to use a streamlined environmental review process that brings regulatory agencies into the project development process to identify and address issues at an early stage, such as the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) program that was pioneered by ODOT.

N. Critical Highway Corridors -

The next authorization bill should create a discretionary funding category for large, complex projects that generate benefits of national significance or of significance beyond the area within which they are located. Congress should continue the “Projects of National and Regional Significance” program created under SAFETEA-LU and also consider creating a program focused on the high-priority trade corridors such as Interstate 5 that carry most of the nation’s commerce and are disproportionately impacted by rapidly rising truck volumes.

Any project to address the Columbia River Crossing will depend on this program for funding and should not be expected to be funded through the customary federal funding formulas to states and metro areas. The Columbia River Crossing Project is a model for this funding program and advances the region’s strategy of implementing targeted highway improvement programs, aggressively expanding transit, managing demand, particularly through peak period pricing and managing the operation of the system. Implementation of this strategy is carried out through the following key elements:

- Replacement of the antiquated I-5 draw bridges with a new, expanded bridge;
- Reconstruction of approach interchanges to meet merge, weave and safety standards;
- Extension of light rail transit from Portland, Oregon to Vancouver, Washington;
- Financing predominantly through the implementation of tolls on a peak-period pricing basis.
- In addition to these project elements, the project is integrated with the regional demand management program, the freeway system management program and a program to address environmental justice issues in the corridor.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Columbia River Crossing Project	\$400.00	ODOT and WSDOT	OR-3/WA-3

O. Urban Highway Design Standards –

Federal design standards as they are applied in urban areas lead to conflicts between the land use and environmental objectives of the community and the design for roadway improvements. Of particular concern are the following circumstances:

- Boulevards/Main Streets – As a state highway built to operate as an arterial-type facility passes through a compact downtown type area, it is essential that the design treatment shift from an objective to move traffic quickly to an objective of slowing traffic, minimizing impacts and creating a compatible urban streetscape. These designs are chronically difficult to obtain approval for through FHWA. Design standards need to be revised to allow development and approval of these types of projects on a more routine basis.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Downtown Milwaukie Station Streetscape	\$5.00	City of Milwaukie	OR-3
Main Street Ped. & Streetscape Improvements (5 th St. to Division)	\$2.20	City of Gresham	OR-3
East Burnside/Couch Couplet, NE 3 rd Ave. to NE 14 th Ave.	\$6.00	City of Portland	OR-3
102 nd Ave. St. Improvement: Project Phase II - NE Glisan to SE Washington St.	\$5.00	City of Portland	OR-3

- **Parkways** – New or expanded expressways through rural and urbanizing areas on the outskirts of metropolitan areas are increasingly difficult to build due to their environmental impacts. As an alternative to a conventional 60-70 mph fully limited access facility, there should be the option of developing a fully or partially limited access facility built to a 35-45 mph standard. This would allow tighter vertical and horizontal curves and a smaller cross-section, thereby allowing a project that can be more readily accommodated following the contours of the land and minimizing impacts.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Sunrise System: Parkway Demonstration Project	\$30.00	Clackamas County	OR-3

- **Orphaned or Abandoned Highways** – It is common for an old arterial-type state highway to be functionally inadequate for through traffic due to the development pattern that has been established over time. In many cases, these state highways were bypassed by higher speed limited access facilities. In these circumstances, the old state highway generally falls into a state of disrepair since it no longer is of highest priority for the state transportation department. A program could be established to transfer these facilities from the state agency to the local government in recognition of their defacto function as a local facility. Funding should be provided to bring the state highway to an urban street standard in exchange for a transfer of ownership.

- Green Infrastructure – One of the biggest sources of polluted stormwater run-off is from streets and highways. Since state and local governments are under the federal mandate of the Clean Water Act to address this issue, there should be further assistance through the federal transportation program to develop green infrastructure approaches, including stormwater infiltration design guidelines, research and development of improved green techniques, funding eligibility for green techniques and performance monitoring to evaluate the effectiveness of these techniques over time.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Kellogg Creek Bridge Replacement	\$4.00	City of Milwaukie	OR-3
Tabor to the River/SE Division St. Reconstruction, Streetscape & Green Infrastructure Project	\$4.50	City of Portland	OR-3

P. Research

In the last authorization bill, SAFETEA-LU, Congress significantly expanded the SURFACE TRANSPORTATION RESEARCH, DEVELOPMENT AND DEPLOYMENT (STRRD) PROGRAM and with it, the University Transportation Research Program. In doing so, Congress declared:

“research and development are critical to developing and maintaining a transportation system that meets the goals of safety, mobility, economic vitality, efficiency, equity, and environmental protection.”

The Portland region benefited from this action by the designation of the Oregon Transportation Research and Education Consortium (OTREC) as one of the University Transportation Centers. This is a consortium of Portland State University (PSU), Oregon State University, University of Oregon and Oregon Institute of Technology, housed at PSU. Through this research center, the policy direction and programs that the Portland region is implementing are greatly improved through the application of independent and credible research capabilities which have been upgraded through the federal support for the program. This federal research connection also serves to inform the region’s leadership of the effectiveness of the multi-modal transportation approach, integrated with land use and facilitates communication of this Portland region-based research to the rest of the country for their implementation.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Oregon Transportation Research & Education Consortium (OTREC)	\$16.00	PSU/UO/ OSU/OIT	OR-1,2,3,4,5

IV. Appropriations Bill – Project Requests

In addition to potential earmarks through the authorization bill, presented below are requests for earmarks through the Appropriations Bill. These requests are separate and not duplicative of the authorization requests. They are also for projects that can be implemented on a shorter timeframe. The requests are organized by the same policy categories presented for the authorization bill.

A. Metropolitan Mobility -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Tooze Road Improvements	\$2.50	City of Wilsonville	OR-5
122 nd /129 th Ave. Improvements - Sunnyside to King Road	\$2.00	City of Happy Valley	OR-3
SW Vermont St./Capitol Highway - 30th Ave. Intersection Reconfiguration	\$1.71	City of Portland	OR-1

B. Freight -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Springwater Industrial Area Phase I Access	\$5.00	City of Gresham	OR-3
124 th Ave. Extension: Tualatin-Sherwood to Tonquin	\$4.00	Washington County	OR-1
Columbia River Channel Deepening Project	\$25.00	Port of Portland	

C. Managing the Existing System -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Willamette Locks	\$2.00	Clackamas County	OR-5

D. System Management -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
SW Farmington Road Arterial Adaptive Signal Control	\$0.67	City of Beaverton	OR-1

E. Transit and Greenhouse Gases -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
TriMet Bus Replacement	\$15.40	TriMet	OR-1,3,5
Wilsonville SMART Fleet Services Facility	\$1.20	City of Wilsonville /SMART	OR-5
City of Sandy Transit	\$0.60	City of Sandy	OR-3
Canby Area Transit	\$0.60	City of Canby	OR-5
South Clackamas Transportation District Bus Facility	\$0.60	SCTD/ City of Molalla	OR-5

F. New Starts/Small Starts -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
South Corridor Light Rail	\$80.00	TriMet	OR-3
Portland to Milwaukie Light Rail	\$25.00	TriMet	OR-3
Eastside Streetcar Loop	\$25.00	City of Portland	OR-3
Portland to Lake Oswego Streetcar	\$4.00	City of Lake Oswego/ TriMet/Metro	OR-5
Next Corridor Alternatives Analysis	\$1.00	Metro	OR-1,3,5

G. Walking and Cycling -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
I-84/Sandy River Bridge Trail Connections (scenic area side)	\$5.00	Multnomah County	OR-3
I-84/Sandy River Bridge Trail Connections (Troutdale side)	\$2.20	ODOT/Metro/ Troutdale/ Multnomah Co.	OR-3
SE 122 nd Ave. Safety Improvements	\$2.12	City of Portland	OR-3
High Priority Trail Projects in Washington County	\$1.00	Washington County	OR-1
17 th Avenue Trolley Trail - Springwater Connector	\$3.36	City of Milwaukie	OR-1
French Prairie Bike-Ped Emergency Bridge over Willamette River, Wilsonville	\$2.10	City of Wilsonville	OR-5

H. Critical Highway Corridors -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
I-5 Columbia River Crossing	\$3.00	ODOT & WSDOT	OR-3/WA-3

I. Urban Design Standards: Green Infrastructure -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Beaver Creek Culvert Replacement Project	\$6.00	Multnomah County	OR-5

AUTHORIZATION PRIORITIES

Map Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Purpose	Program Category
Metropolitan Mobility						
	I-205/I-5 Interchange	\$14.35	ODOT	OR-1	Construction	Metropolitan Mobility
	OR 99W/McDonald/Gaarde Intersection	\$4.50	City of Tigard	OR-1		Metropolitan Mobility
	I-205/Airport Way Interchange	\$20.00	Port of Portland	OR-3	Construction	Metropolitan Mobility
	172nd Ave. Improvements (Sunnyside Rd. to 177th Ave.)	\$15.00	City of Happy Valley	OR-5	ROW/PE	Metropolitan Mobility
	OR 213/Redland Road Lane Improvements	\$5.40	City of Oregon City	OR-5	PE/Construction	Metropolitan Mobility
	OR 10 Farmington Rd. at Murray Blvd. Intersection Safety & Mobility Improvements	\$8.00	City of Beaverton	OR-1	ROW/Construction	Metropolitan Mobility
	Hwy 26/Shute Rd. Interchange	\$10.00	City of Hillsboro	OR-1	PE/ROW	Metropolitan Mobility
	Bethany Overcrossing of Hwy 26	\$10.00	Washington County	OR-1	Construction	Metropolitan Mobility
	OR10: Olseon/Scholls Ferry Intersection	\$11.00	Washington County	OR-1	ROW	Metropolitan Mobility
	Walker Road: 158th to Murray	\$10.00	Washington County	OR-1	Construction	Metropolitan Mobility
	Farmington Rd.: Kinnaman to 198th	\$30.00	Washington County	OR-1	Construction	Metropolitan Mobility
	Hwy. 99W/Sunset/Elwert/Kruger Intersection	\$2.50	City of Sherwood	OR-1	Construction	Metropolitan Mobility
	72nd Ave.: Dartmouth St. to Hampton St.	\$13.00	City of Tigard	OR-1	Construction	Metropolitan Mobility
	Nimbus Extension from Hall Blvd. To Denney Rd.	\$15.40	City of Beaverton	OR-1	Construction	Metropolitan Mobility
	Union Station Rehabilitation	\$24.00	City of Portland	OR-1	Construction	Metropolitan Mobility
Freight						
	I-84/257th Ave. Troutdale Interchange	\$20.00	Port of Portland	OR-3	Construction	Freight
	Sunrise System Improvements	\$30.00	Clackamas County	OR-3	ROW/Construction	Freight
	Kinsman Road Freight Route Extension Project, Phase I	\$10.50	City of Wilsonville	OR-5		Freight
	Troutdale Reynolds Industrial Park Road Improvements	\$6.00	Port of Portland	OR-3	Construction	Freight
	124th Ave. Extension: Tualatin-Sherwood to Tonquin	\$4.00	Washington County	OR-1	Preliminary Engineering	Freight
Managing the Existing System						
	Regional Multi-Modal Safety Education Initiative	\$4.50	Metro	OR-1,3,5	Planning/Implementation	Managing the Existing System
System Management						
	I-84/Central Multnomah County ITS	\$3.00	City of Gresham	OR-3		System Management
	Regional Arterial Management Program (signal system coordination)	\$12.00	Metro	OR-1,3,5	PE/Construction	System Management
Demand Management						
	Drive Less Save More Marketing Pilot Project	\$4.50	Metro	OR-1,3,5	Marketing	Transportation Demand Management
Transit Oriented Development						
	College Station TOD (at PSU)	\$10.00	PSU/TriMet	OR-1	Construction	Transit Oriented Development
	Gresham Civic Neighborhood Station/TOD/Parking Structure	\$5.00	City of Gresham	OR-3	Acquisition	Transit Oriented Development
	Transit Station Area Connectivity Program to promote transit oriented development	\$20.00	Metro	OR-1,3,5	PE/ROW/Construction	Transit Oriented Development
	Rockwood Town Center	\$10.00	City of Gresham	OR-3	PE/Construction	Transit Oriented Development
Bridges						
	Sellwood Bridge on SE Tacoma St. between Hwy 43 & SE 6th Ave.	\$100.00	Multnomah County	OR-3,5	Construction	Bridges
Transit and Greenhouse Gases						
	TriMet Buses (\$15.4 million per year/6-years)	\$92.40	TriMet	OR-1,3,5	Acquisition	Transit
	West Metro HCT Bus Rapid Transit Alternatives Analysis		Washington Co./TriMet/Metro	OR-1	AA	Transit
	Central East HCT Bus Rapid Transit Alternatives Analysis		City of Gresham/TriMet/Metro	OR-3	AA	Transit
	Prototype Diesel Multiple Unit (commuter rail vehicles)	\$5.00	TriMet	OR-1,3,5	Engineer/manufacture	Transit
	Wilsonville SMART Fleet Services Facility	\$7.00	City of Wilsonville/SMART	OR-5	Construction	Transit
	SMART Bus Replacements (\$2.7 million per year/6-years)	\$16.20	City of Wilsonville/SMART	OR-5	Acquisition	Transit
	Wilsonville SMART Offices/Administration Facility	\$1.50	City of Wilsonville/SMART	OR-5	Construction	Transit
	City of Sandy Transit	\$1.50	City of Sandy	OR-3	Acquisition	Transit
	Canby Area Transit	\$1.25	City of Canby	OR-5	Acquisition	Transit
	South Clackamas Transit	\$0.75	City of Molalla	OR-5	Acquisition	Transit

Map Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Purpose	Program Category
New Starts/Small Starts						
	South Corridor Light Rail (\$80 m. in 2010, \$25 m. in 2011)	\$345.40	TriMet	OR-3	Construction	New Starts
	Eastside Streetcar Loop	\$75.00	City of Portland	OR-3	Construction	Small Starts
	Portland to Milwaukie - New Starts	\$850.60	TriMet	OR-3	PE/Final Design/Construction	New Starts
	Portland to Lake Oswego Streetcar - New Starts or Small Starts	\$237.30	City of Lake Oswego/City of Portland/TriMet	OR-5	PE/DEIS/FEIS	New or Small Starts
	Columbia River Crossing - New Starts	\$750.00	ODOT/WSDOT	OR-3/WA-3	PE/Final Design/Construction	New Starts
	Portland to Tigard and Sherwood/99W/Barbur Blvd. Alternatives Analysis		City of Tigard/TriMet	OR-1	Planning/PE	New Starts
	Hillsboro to Forest Grove Alternative Analysis		City of Forest Grove/TriMet	OR-1	Planning/PE	New Starts
	East Metro North South HCT Alternative Analysis		City of Gresham/TriMet	OR-3	Planning/PE	New Starts
	Light Rail to Oregon City Alternative Analysis		Clackamas County/TriMet	OR-5	Planning/PE	New Starts
	Portland Streetcar Planning and Alternatives Analysis	\$5.00	City of Portland/City of Gresham	OR-3	Planning/Alternatives Analysis	Small Starts
Walking and Cycling						
If the Rails-to-Trails Conservancy Proposal is implemented:						
	Non-Motorized Mobility Strategy (on and off-street bike paths)	\$75.00	Metro	OR-1,3,5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Portland Citywide Bicycle Boulevard Construction	\$25.00	City of Portland	OR-1,3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
If the Rails-to-Trails Conservancy Proposal is not implemented:						
	Congressional District 1 Trails/Bikepath Program	\$10.00	Washington County & Cities	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Congressional District 3 Trails/Bikepath Program	\$10.00	City of Portland/City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Congressional District 5 Trails/Bikepath Program	\$10.00	Clackamas County & Cities	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
Projects under consideration:						
Multnomah County Jurisdictions						
	Gresham/Fairview Trail, Phase 4/5	\$6.10	City of Gresham	OR-3		Trails/Bicycle/Pedestrian
	SW Capitol Hwy: Multnomah to Taylors Ferry	\$10.00	City of Portland	OR-1	PE/Construction	Trails/Bicycle/Pedestrian
Clackamas County Jurisdictions						
	French Prairie Bike-Ped-Emergency Bridge Over Willamette River	\$12.60	City of Wilsonville	OR-5		Trails/Bicycle/Pedestrian
	Springwater to Trolley Trail - 17th Avenue from Ochoco to McLoughlin Blvd.	\$3.20	NCPRD/City of Milwaukie	OR-3		Trails/Bicycle/Pedestrian
	Mt. Scott Creek Trail - Mt. Talbert to Springwater Corridor	\$4.60	NCPRD/City of Happy Valley	OR-3		Trails/Bicycle/Pedestrian
	Scouter's Mt. Trail - Springwater/Powell Butte to Springwater	\$7.37	NCPRD/Happy Valley	OR-4		Trails/Bicycle/Pedestrian
	Phillips Creek Trail - I-205 Trail to N. Clackamas Greenway	\$2.27	NCPRD/Clackamas County	OR-5		Trails/Bicycle/Pedestrian
	Monroe Bike Blvd.	\$2.00	City of Milwaukie	OR-3		Trails/Bicycle/Pedestrian
	Iron Mtn. Bike Lanes - 10th St. to Bryant Rd.	\$3.80	City of Lake Oswego	OR-3		Trails/Bicycle/Pedestrian
	Carmen Drive Sidewalk and Bike Lanes from Meadow Rd. to I-5	\$1.70	City of Lake Oswego	OR-3		Trails/Bicycle/Pedestrian
	Pilkington Sidewalk and Bike Lanes from Boones Ferry to Childs Rd.	\$5.25	City of Lake Oswego	OR-3		Trails/Bicycle/Pedestrian
Washington County Jurisdictions						
	Council Creek Regional Trail: Banks to Hillsboro	\$5.25	City of Forest Grove	OR-1		Trails/Bicycle/Pedestrian
	Tonquin Trail/Cedar Creek Corridor	\$2.50	City of Sherwood	OR-1		Trails/Bicycle/Pedestrian
	Fanno Creek Trail Projects	\$0.70	City of Tigard	OR-1		Trails/Bicycle/Pedestrian
	Westside Regional Trail	\$12.00	Tualatin Hills Parks & Rec. Districts/Washington Co.	OR-1		Trails/Bicycle/Pedestrian
Critical Highway Corridors						
	Columbia River Crossing Project	\$400.00	ODOT and WSDOT	OR-3/WA-3	Design/ROW/Construction	Project of National Significance
Boulevards/Main Streets						
	Downtown Milwaukie Station Streetscape	\$5.00	City of Milwaukie	OR-3	Construction	Blvd./Main Streets
	Main Street Ped. & Streetscape Improvements (5th St. to Division)	\$2.20	City of Gresham	OR-3	PE/Construction	Blvd./Main Streets
	East Burnside/Couch Couplet, NE 3rd Ave. to NE 14th Ave.	\$6.00	City of Portland	OR-3	PE/Construction	Blvd./Main Streets
	102nd Ave. St. Improvement: Project Phase II - NE Glisan to SE Washington St.	\$5.00	City of Portland	OR-3	Construction	Blvd./Main Streets
Parkways						
	Sunrise System: Parkway Demonstration Project	\$30.00	Clackamas County	OR-3	Planning	Parkway
Green Infrastructure						
	Kellogg Creek Bridge Replacement	\$4.00	City of Milwaukie	OR-3	Construction	Green Infrastructure
	Tabor to the River/SE Division St. Reconstruction, Streetscape & Green Infrastructure Project	\$4.50	City of Portland	OR-3	PE/Construction	Green Infrastructure
Research						
	Oregon Transportation Research & Education Consortium (OTREC)	\$16.00	PSU/UO/OSU/OIT	OR-1,2,3,4,5	Research	Research

*Note: The region is supporting the Rails-to Trails Conservancy's (RTC) proposal to establish a program to invest \$50 million in each of 40 areas to substantially increase biking and walking. Both Metro and Portland have submitted a "Case Statement" to RTC to be a designated area. If this approach is successful, the \$75 million Metro and \$25 million Portland requests would be through this program. If this is not successful, a Bikepath & Trails earmark in each of the Congressional Districts of \$10 million each is requested through the "High Priority Projects" category. The bikepaths and trails listed below are the ones under consideration to be funded depending upon funding level.

FY '10 APPROPRIATIONS PRIORITIES

Map Number	Project Description	Funding Request (\$Millions)	Sponsor	Congressional District	Source of Federal Funds	Purpose	Program Category
Metropolitan Mobility							
	Tooze Road Improvements	\$2.50	City of Wilsonville	OR-5		ROW/Construction	Metropolitan Mobility
	122nd/129th Ave. Improvements - Sunnyside to King Road	\$2.00	City of Happy Valley	OR-3		PE/ROW	Metropolitan Mobility
	SW Vermont St./Capitol Highway - 30th Ave. Intersection Reconfiguration	\$1.71	City of Portland	OR-1		Construction	Metropolitan Mobility
Freight							
	Springwater Industrial Area Phase I Access	\$5.00	City of Gresham	OR-3		PE/ROW/Construction	Freight
	124th Ave. Extension: Tualatin-Sherwood to Tonquin	\$4.00	Washington County	OR-1		PE	Freight
	Columbia River Channel Deepening Project	\$25.00	Port of Portland		Energy & Water	Construction	Freight
Managing the Existing System							
	Willamette Locks	\$2.00	Clackamas County	OR-5	Army Corps of Engineers	Inspection and Repair	Managing the Existing System
System Management							
	SW Farmington Road Arterial Adaptive Signal Control	\$0.67	City of Beaverton	OR-1		Construction	System Management
Transit and Greenhouse Gases							
	TriMet Bus Replacement	\$15.40	TriMet	OR-1,3,5	FTA 5309 Bus & Bus Facilities	Acquisition	Transit
	Wilsonville SMART Fleet Services Facility	\$1.20	City of Wilsonville/SMART	OR-5	FTA 5309 Bus & Bus Facilities	Construction	Transit
	City of Sandy Transit	\$0.60	City of Sandy	OR-3		Acquisition	Transit
	Canby Area Transit	\$0.60	City of Canby	OR-5	FTA 5309 Bus & Bus Facilities	Acquisition	Transit
	South Clackamas Transportation District Bus Facility	\$0.60	SCTD/City of Molalla	OR-5	FTA 5309 Bus & Bus Facilities	Acquisition	Transit
New Starts/Small Starts							
	South Corridor Light Rail	\$80.00	TriMet	OR-3	FTA 5309 New Starts	Construction	New Starts
	Portland to Milwaukie Light Rail	\$25.00	TriMet	OR-3	FTA 5309 New Starts	Final Design/ROW	New Starts
	Eastside Streetcar Loop	\$25.00	City of Portland	OR-3	FTA 5309 Small Starts	Construction	Small Starts
	Portland to Lake Oswego Streetcar	\$4.00	City of Lake Oswego/TriMet/Metro	OR-5	FTA 5339 Alternatives Analysis	DEIS/FEIS	New Starts/Small Starts
	Next Corridor Alternatives Analysis	\$1.00	Metro	OR-1,3,5	FTA 5339 Alternatives Analysis	AA	New Starts
Walking and Cycling							
	I-84/Sandy River Bridge Trail Connections (Scenic Area side)	\$5.00	Multnomah County	OR-3	National Scenic Area Act	Construction	Trails/Bicycle/Pedestrian
	I-84/Sandy River Bridge Trail Connections (Troutdale side)	\$2.20	ODOT/Metro/Troutdale/Mult. Co.	OR-3		Final Design/Construction	Trails/Bicycle/Pedestrian
	SE 122nd Ave. Safety Improvements	\$2.12	City of Portland	OR-3		Construction	Trails/Bicycle/Pedestrian
	High Priority Trail Projects in Washington County	\$1.00	Washington County	OR-1			Trails/Bicycle/Pedestrian
	17th Avenue Trolley Trail - Springwater Connector	\$3.36	City of Milwaukie	OR-1			Trails/Bicycle/Pedestrian
	French Prarie Bike-Ped Emergency Bridge over Willamette River, Wilsonville	\$2.10	City of Wilsonville	OR-5			Trails/Bicycle/Pedestrian
Critical Highway Corridors							
	I-5 Columbia River Crossing	\$3.00	ODOT & WSDOT	OR-3/WA-3	Interstate Maintenance Discretionary	PE/Final Design/ROW	Project of National Significance
Green Infrastructure							
	Beaver Creek Culvert Replacement Project	\$6.00	Multnomah County	OR-5	Fish & Wildlife	Construction	Green Infrastructure