



Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, March 5, 2009
Time: 7:30 a.m. to 9 a.m.
Place: Metro Regional Center, Council Chambers

- | | | | |
|---------|-----|--|---|
| 7:30 AM | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | Rex Burkholder, Chair |
| 7:32 AM | 2. | INTRODUCTIONS | Rex Burkholder, Chair |
| 7:35 AM | 3. | CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS | Rex Burkholder, Chair |
| | * | • Washington County Submittal: Authorization & Appropriation Requests | |
| 7:40 AM | 4. | COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS | Rex Burkholder, Chair |
| 7:40 AM | 5. | CONSENT AGENDA | Rex Burkholder, Chair |
| | * | Consideration of the JPACT Minutes for February 12, 2009 | |
| | * | Resolution No. 09-4029, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add the US 26 Adaptive Signal System: Ross Island and Bridge to SE 52 nd Project, the OR 99W: Active Corridor Management, and I-5/I-405: Active Traffic Incident Management Projects | |
| | 6. | <u>INFORMATION ITEMS</u> | |
| 7:45 AM | 6.1 | * Regional Transportation Plan (RTP): Freight Framework – <u>INFORMATION / DISCUSSION</u> | Rod Park, Metro Council
Susie Lahsene, Port of Portland
Tracy Ann Whalen, ESCO
Tom Dechenne, Norris, Beggs & Simpson
Bob Russell, OR Trucking Assoc. |
| | 7. | <u>ACTION ITEMS</u> | |
| 8:00 AM | 7.1 | * Resolution No. 09-4017, For the Purpose of Allocating \$67.8 Million of Regional Flexible Funding for the Years 2012 and 2013, Pending Air Quality Conformity Determination – <u>APPROVAL REQUESTED</u> | Ted Leybold |
| 8:20 AM | 7.2 | * Resolution No. 09-4032, For the Purpose of Approving the Recommendation of the Policy Advisory Group Regarding the Locally Preferred Alternative for the Sellwood Bridge – <u>APPROVAL REQUESTED</u> | Ian Cannon, Multnomah County |
| 8:35 AM | 7.3 | * Economic Stimulus: <ul style="list-style-type: none">• Resolution No. 09-4022, For the purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add Projects to Receive Funding From the American Recovery and Reinvestment Act – <u>APPROVAL REQUESTED</u>• Economic Stimulus Phase II – <u>DIRECTION REQUESTED</u> | Andy Shaw
Ted Leybold |
| 9 AM | 8. | ADJOURN | Rex Burkholder, Chair |

Upcoming Meetings:

1. JPACT Washington, DC prep meeting scheduled for Monday, March 2, 2009 at 5 p.m. at Metro Room 370A.
2. Regular JPACT meeting scheduled for Thursday, April 9, 2009 at 7:30 a.m. at the Metro Council Chambers.
3. Regular JPACT meeting scheduled for Thursday, May 14, 2009 at 7:30 a.m. at the Metro Council Chambers.
4. JPACT Retreat scheduled for Friday, May 22, 2009 from 8 a.m. to 2 p.m. Location to be determined.

* Material available electronically.
All material will be available at the meeting.

2009 JPACT Work Program

2/26/09

<p><u>March 5, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Final MTIP Regional Flexible Fund Approval – Action • RTP Framework – Freight Framework • Economic Stimulus Phase I (MTIP Amendment) • Sellwood Bridge LPA <p><u>March 2nd – Washington, DC Prep Meeting</u> Location: Metro, Rm. 370A Time: 5 p.m.</p> <ul style="list-style-type: none"> • Final preparation for members attending the Washington, DC trip <p><u>March 10-12th</u></p> <ul style="list-style-type: none"> • Washington, DC Trip 	<p><u>April 9, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Portland Metropolitan Area Compliance with Federal Transportation Planning Requirements – Certification • Economic Stimulus Phase II (MTIP Amendment) • Federal Fiscal Year 2010 Unified Planning Work Program – Adoption • Recommended HCT Priorities and Draft Plan – Information and Discussion • RTP Framework – Mobility Corridors • Report on Federal Quadrennial Certification
<p><u>May 14, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Direction on Regional Funding Package • Recommended HCT Priorities and Draft Plan – Information and Discussion • RTP Framework – Funding Strategy <p><u>May 22nd –JPACT Retreat</u> Location: To Be Determined Time: 8 a.m. to 2 p.m.</p> <ul style="list-style-type: none"> • Greatest Places Initiative Status • RTP Framework: Funding Strategy 	<p><u>June 11, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Direction on Recommended RTP Investment Strategy and Plan Elements • 2010 TriMet Transit Investment Plan – Review/Comment • RTP Framework – Funding Strategy
<p><u>July 9, 2009 Regular Meeting</u></p>	<p><u>August 13, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt air quality conformity analysis of 2010-13 MTIP • Adopt 2010-13 MTIP
<p><u>September 10, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Release Draft RTP for Public Review – Action 	<p><u>October 8, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Draft RTP – Discussion
<p><u>November 12, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Draft RTP – Discussion 	<p><u>December 10, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt 2035 RTP, Pending Air Quality Conformity – Action

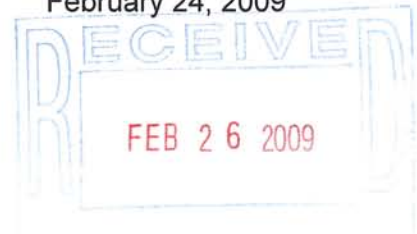
Parking Lot:

- When to Consider LPA/RTP Actions for Sunrise, I-5/99W
- ODOT Tolling Policy
- ODOT Study of MPOs and ACTs
- Involvement with Global Warming Commission
- Status Reports from TOD, RTO, ITS
- OTREC
- Joint JPACT/MPAC meeting on Making the Greatest Place and RTP



WASHINGTON COUNTY OREGON

February 24, 2009



Councilor Rex Burkholder, JPACT Chair
Metro
600 NE. Grand Ave.
Portland, OR 97232-2736

Re.: FY 2010 Authorization and Appropriations Requests, Metro Resolution No. 09-4016

Dear Rex:

At the March 5 JPACT meeting, Washington County will respectfully request an endorsement of the following amendments to Metro Resolution No. 09-4016, Exhibit B and C:

Authorization (Exhibit B)

1. Delete the Bethany Overcrossing of Hwy. 26 project (\$10 million) – Washington County has submitted a \$5 million FY 2010 Appropriations request to complete the phase 1 additional Bethany Blvd. northbound through-lane across Hwy. 26.
2. Delete the Fanno Creek Trail Projects (\$700,000) – The City of Tigard has submitted a \$785,000 Appropriations request for this project under the title of “Fanno Creek Regional Trail Infill”

Appropriations (Exhibit C)

1. Delete the 124th Ave. Extension project (\$4 million) -- The County has been working diligently with other jurisdictional partners for several years to reach a final recommendation on the I-5 to 99W Connector Project. One of the recommended projects from this work will be the arterial extension of 124th Ave. to serve future industrial lands. We had anticipated that the outcome of the Connector Project would have more clearly provided for additional work on the 124th Ave. extension in the near-term. At this juncture, it appears that that work is not timely and additional intermediate steps will need to be taken before proceeding with project development. Note that we are not proposing to change our authorization request for the 124th Ave. extension project for future project development.
2. Add the Bethany Overcrossing of Hwy. 26 (\$5 million) – This project replaces the 124th Extension project. The Bethany Overcrossing project is part of the financially constrained RTP and we have coordinated our request with ODOT. The project is summarized in the attached federal appropriations request form that has been submitted to the U.S. Senate and the House of Representatives.
3. Revise the name “High Priority Trail Projects in Washington County” (\$1 million) to “Fanno Creek Regional Trail Infill” (\$785,000) and show the City of Tigard as the project sponsor – This Fanno Creek trail project is the selected high priority trail in Washington County. Appropriations forms for this project have been submitted to the congressional delegation.

Board of County Commissioners

155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

We apologize in advance for any confusion that this may have created with regard to the briefing book prepared for the up-coming Washington D.C. trip, and will ensure that congressional delegates are made aware of JPACT's action concerning these proposed amendments in advance of the trip.

Sincerely,

A handwritten signature in cursive script that reads "Roy Rogers".

Roy Rogers, Commissioner
Washington County JPACT Representative

Attachment

- c. Board of Commissioners
Jason Tell, ODOT
Andy Cotugno, Metro
Kathy Lehtola, Director



METRO

Joint Policy Advisory Committee on Transportation

MINUTES

February 12, 2009
7:30 a.m. – 9:00 a.m.
Council Chambers

MEMBERS PRESENT

Rex Burkholder, Chair
Sam Adams
Carlotta Collette
Nina DeConcini
Craig Dirksen
Fred Hansen
Kathryn Harrington
Donna Jordan
Lynn Peterson
Roy Rogers
Ted Wheeler
Bill Wyatt

AFFILIATION

Metro Council
City of Portland
Metro Council
Department of Environmental Quality
Cities of Washington County
TriMet
Metro Council
City of Lake Oswego, Representing Cities of Clackamas Co.
Clackamas County
Washington County
Multnomah County
Port of Portland

MEMBERS EXCUSED

Shane Bemis
Royce Pollard
Steve Stuart
Jason Tell
Don Wagner

AFFILIATION

City of Gresham
City of Vancouver
Clark County
Oregon Department of Transportation
Washington Department of Transportation

ALTERNATES PRESENT

Dean Lookingbill
Troy Rayburn
Rian Windsheimer

AFFILIATION

Representing City of Vancouver
Clark County
ODOT

STAFF: Andy Contugo, Kelsey Newell, Deena Platman, Robin McArthur, Andy Shaw, Anthony Buztek, Pamela Peck, Kayla Mullis, Ted Leybold, Kim Ellis.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:32 a.m.

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Burkholder reminded the committee members that a final preparation meeting for the annual JPACT Washington, DC trip has been scheduled for March 2, 2009 at 5 p.m. at Metro, Room 370A .

In addition, he announced that a joint public hearing for the Metro Council and JPACT to receive testimony on the Metropolitan Transportation Improvement Program (MTIP) regional flexible fund allocations has been scheduled for February 12, 2009 at 4 p.m. in the Metro Council Chambers.

5. CONSENT AGENDA

Consideration of JPACT meeting minutes for January 15, 2009

MOTION: Mr. Fred Hansen moved, Mr. Craig Dirksen seconded, to approve the consent agenda.

ACTION TAKEN: With all in favor, the motion passed.

6. ACTION ITEMS

6.1 Resolution No. 09-4018, For The Purpose Of Considering The Regional Travel Options Work Program And Funding Sub-Allocations For Fiscal Year 09-10

Ms. Pam Peck of Metro briefed the committee on Resolution No. 09-4018, which would adopt the Regional Travel Options (RTO) Work Program and funding sub-allocations for fiscal year 09-10. The program is a collaborative effort that utilizes regional partners to reach the programs goals of reducing vehicle miles traveled (VMT), air pollution and green house gas emissions.

Ms. Peck outlined the following components of the work program:

- Collaborative Marketing

- Drive Less/Save More campaign
- Promoting active transportation modes
- Commuter services
 - Employee Programs
 - Business partnerships
 - Ride share matching system
- Traveler Information
- Downtowns and Centers

Adoption of the funding sub-allocations will amend the MTIP and provide RTO grants for individualized marketing and local travel options projects.

MOTION: Mr. Hansen moved, Commissioner Roy Rogers seconded, to adopt Resolution No. 09-4018.

ACTION TAKEN: With all in favor, the motion passed.

7. INFORMATION/ DISCUSSION ITEMS

7.1 Regional Transportation Plan Framework

Ms. Kim Ellis of Metro briefed the committee on the timeline for the 2035 Regional Transportation Plan (RTP) update. The timeline calls for finalizing the RTP by the end of 2009. This means having a draft plan by Sept. 1 for public comment and having MPAC, JPACT and Council approval of the draft plan by resolution by the end of this year. Major components of the plan are being developed and will be brought to JPACT for discussion over the next several months:

- Transportation System Management and Operations Plan
- High Capacity Transit plan
- Freight and Goods Movement plan
- An atlas of the region's mobility corridors
- Community building needs identified through the local aspirations process

Andy Cotugno is also leading work on potential funding options to bring forward for discussion. Later this spring, staff will work with MPAC, JPACT and the Metro Council to integrate and prioritize all of these different needs and funding options into a long-term transportation investment strategy for the region.

Ms. Deena Platman, also of Metro, outlined the Regional Transportation System Management and Operations (TSMO) Plan and highlighted the following points:

- The new Vision statement that focuses on the following points
 - Collaboration
 - Being proactive
 - Providing a safe, reliable and efficient system
- The new set of Goals
 - Reliability

- Safety
- Quality of Life
- Traveler Information
- The Guiding Principals
 - Regional partnerships
 - System performance
 - Investment in ongoing operations

The committee discussed the freight service area and suggested altering the language in Attachment B in the freight row to read “Currently being addressed” instead of “~~No needs identified.~~” This would compensate for freight needs and priorities addressed in other service areas. They also agreed that high priority movements should be reevaluated and included in freight needs and priorities to make sure the service area is fully addressed.

7.2. Economic Stimulus Bill

Mr. Andy Shaw and Mr. Andy Cotugno of Metro briefed the committee on the proposed process for nominating and selecting local transportation projects for a potential federal economic stimulus program. County coordinating committees will be responsible for submitting a list of projects for 150% of their jurisdiction’s allocation target based on the current House version of the stimulus bill.

Projects will be classified as Phase I or Phase II. Phase I projects must meet the 120-day timeframe for obligating funds. Depending on the final bill specifics, the amount of funds and Phase I timeframes may be adjusted. Any funds that are ultimately used will have to be included in a MTIP amendment.

The committee discussed:

- The ODOT project list and process for allocating funds
- The TriMet project list
- Over programming in case certain projects fall through
- Maximizing the input of funds to the region
- Addressing the issue of equity in distributing funds
- Using funds in a way that will maximize use of other state dollars
- Addressing job creation and failing infrastructure in Phase I allocations
- Considering how Phase I projects will help achieve Phase II goals
- Considering the long term economic contribution of projects when allocating funds
- Allowing for transit service maintenance funding, if possible
- Considering contract changes and innovations in order to speed up process
- Using one contract in partnership projects in order to be more cost effective

8. ADJOURN

With no further business, Chair Burkholder adjourned the meeting at 8:53 a.m.

Respectfully submitted,

Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY, 15 2009

The following have been included as part of the official public record:

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.1	Power Point	N/A	FY 09-10 Work Plan- RTP	011509j-01
7.1	Memo	2/6/09	To: JPACT and interested parties From: Kim Ellis, RTP project manager Re: 2035 RTP Update- Process Next Steps	011509j-02
7.1	Power Point	N/A	Regional Transportation Systems Management and Operations Refinement Plan	011509j-03
7.2	Letter	2/3/09	To: Oregon Transportation Commission From: Matthew L Garret Subject: Agenda Potential Highway Systems Projects for Economic Stimulus	011509j-04
7.2	Letter	2/12/09	To: Governor Ted Kulongoski Subject: Economic Stimulus and Bike and Pedestrian Projects	011509j-05
7.2	Notice	N/A	Notice of Opportunity for Public Hearing offered by TriMet	011509j-06
7.2	Chart	N/A	Flow Chart of Senate and House Distribution of Economic Stimulus Funds	011509j-07
7.2	Calendar	N/A	Calendar of Economic Stimulus Program Actions	011509j-08

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE US 26 (POWELL BOULEVARD) THE ADAPTIVE TRAFFIC SIGNAL SYSTEM: ROSS ISLAND BRIDGE TO SE 52ND PROJECT, THE OR99W: ACTIVE CORRIDOR MANAGEMENT PROJECT, AND THE I-5/I-405: ACTIVE TRAFFIC INCIDENT MANAGEMENT PROJECT) RESOLUTION NO. 09-4029
)
) Introduced by Councilor Rex Burkholder
)
)
)

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the Oregon Department of Transportation (ODOT) has awarded the City of Portland \$1,546,677 for transportation system management and operations improvements to US 26 (Powell Boulevard) between the Ross Island Bridge and SE 52nd Avenue; and

WHEREAS, the Oregon Department of Transportation (ODOT) has awarded the City of Portland \$586,000 for active corridor management on OR-99W; and

WHEREAS, the Oregon Department of Transportation (ODOT) has awarded the City of Portland \$1,480,545 for active traffic incident management on I-5/I-405; and

WHEREAS, all federal transportation funds allocated in the Metropolitan Area must be included in the Regional Transportation Plan's financially constrained system and the MTIP financial plan; and

WHEREAS, these discretionary funds were not previously forecast to be available and therefore represent new funding within a financially constrained RTP and MTIP financial plan; and

WHEREAS, this change to programming for this project is not exempt by federal rule from the need for a conformity determination with the State Implementation Plan for air quality; and,

WHEREAS, an air quality conformity assessment concludes that the project is not regionally significant for the purposes of air quality analysis and that the project will not adversely affect the conformity status of the 2008-11 MTIP or 2035 Regional Transportation Plan (RTP); and

WHEREAS, the change to programming for this project has been determined through inter-agency consultation have been determined in conformity with the State Implementation Plan for air quality; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the US 26 Adaptive Traffic Signal System: Ross Island Bridge to SE 52nd project, the OR99W: Active Corridor Management project, and the I-5/I-405: Active Traffic Incident Management project to the 2008-11 MTIP.

ADOPTED by the Metro Council this 19th day of March 2009.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE US 26 (POWELL BOULEVARD) ADAPTIVE TRAFFIC SIGNAL SYSTEM: ROSS ISLAND BRIDGE TO SE 52ND, THE OR99W: ACTIVE CORRIDOR MANAGEMENT PROJECT, AND THE I-5/I-405: ACTIVE TRAFFIC INCIDENT MANAGEMENT PROJECT

Date: March 19, 2009

Prepared by: Ted Leybold

BACKGROUND

The Immediate Opportunity Fund (IOF) supports primary economic development in Oregon through the construction and improvement of streets and roads. The 1987 Oregon Legislature created state funding for immediate economic opportunities with certain motor vehicle gas-tax increases.

Access to this fund is discretionary and the fund may only be used when other sources of financial support are unavailable or insufficient.

Oregon Department of Transportation (ODOT) has awarded the City of Portland \$1,546,677 from the Immediate Opportunity Fund for Transportation improvements to US 26 (Powell Boulevard) between the Ross Island Bridge and SE 52nd Avenue to update to an adaptive traffic signal system. Funds requested will help implement adaptive traffic signal control on the U.S. 26 corridor that optimizes the use of the corridor, enhancing safety by reducing congestion, and improving travel time reliability for all modes. Adaptive signal control will allow greater flexibility in signal timing to manage varying traffic patterns, queue/traffic spillback, and emergency vehicle preemption along the corridor.

Oregon Department of Transportation (ODOT) has awarded the City of Portland \$586,000 from the Immediate Opportunity Fund for active corridor management on OR-99W. Funds requested will be used to upgrade traffic signal controllers and local intersection software at 21 intersections along 99W from I-5 to Durham Road.

Oregon Department of Transportation (ODOT) has awarded the City of Portland \$1,480,545 from the Immediate Opportunity Fund for active traffic incident management on I-5/I-405. Funds requested will help improve towing performance and implement speed harmonization and a queue warning system.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. The US 26 Adaptive Traffic Signal System: Ross Island Bridge to SE 52nd project is proposed to receive funding through the Immediate Opportunity Fund.

An air quality conformity assessment was completed on the proposed amendment and, after consultation with the US Environmental Protection Agency, Oregon Department of Environmental Quality, Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation and TriMet, concluded that adding this project to the 2008-11 MTIP will not result in any adverse air quality impact and accordingly would not result in a change in status to air quality conformity for the 2008-2011 MTIP or the 2035 Regional Transportation Plan.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** None.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 09-4029.



Date: February 27, 2009
To: Joint Policy Advisory Committee on Transportation and Interested Parties
From: Rod Park, Metro Councilor
Regional Freight and Goods Movement Task Force Chair
Re: Integrating Regional Freight and Goods Movement Action Plan into 2035 RTP Update

Purpose

In late-2009, a number of coordinated growth management decisions will be made through the *Making the Greatest Place* initiative. This includes designation of urban and rural reserves, adoption of the urban growth report and approval of the 2035 Regional Transportation Plan (RTP) that will establish the region's transportation investment priorities.

To prepare JPACT for upcoming policy discussions and decision-making, staff is bringing forth the needs assessment work being conducted for various RTP elements over the next several months. In February, staff brought forward preliminary results of the *Regional Transportation System Management Operations (TSMO) Plan* needs assessment. On March 5, JPACT will receive a briefing on *Regional Freight and Goods Movement Action Plan*. The *High Capacity Transit Plan*, community building and mobility corridors needs assessment will be brought forward in April. In May and June, JPACT, MPAC and the Metro Council will be asked to provide direction that will be used to identify investment priorities and a long-term strategy to fund priority investments that support the 2040 Growth Concept and meet other goals of the RTP.

The purpose of this memo is to highlight recommendations from the Regional Freight and Goods Movement Task Force and describe how the Regional Freight and Goods Movement Action Plan has been and will be integrated into the RTP.

Background

In coordination with the 2035 RTP update, Metro conducted a planning effort specifically focused on the region's freight transportation system. The regional freight transportation system comprises multiple modal networks that both complement and compete with one another to move freight and deliver goods and services. This project looked at how the different elements of the regional freight transportation system function and interconnect in an effort to better address freight-related system needs and impacts. Critical elements of this planning effort included documenting freight system conditions and developing policies and actions, and an updated freight system map that were incorporated into the federal component of 2035 RTP, adopted in December 2007.

Freight Task Force Desired Outcomes, Issues and Priorities

The Regional Freight and Goods Movement Task Force, a private and public stakeholder committee chaired by Councilor Rod Park, guided this planning effort. Their collective voice created a set of goals for regional freight movement, and identified key issues and priorities to be addressed by the region. This section summarizes the desired outcomes, key freight system issues and priorities developed by the task force.

The desired outcomes statement:

The Portland-Vancouver region is a globally competitive international gateway and domestic hub for commerce. The multimodal freight transportation system is a foundation for economic activities and we must strategically maintain, operate, and expand it in a timely manner to ensure a vital and healthy economy.

- We must use a systems approach to plan and manage our multimodal freight transportation infrastructure, recognizing and coordinating both regional and local decisions to maintain seamless flow and access for freight movement that benefits all of us.
- We must adequately fund and sustain investment in our multimodal freight transportation system to ensure that the region and its businesses stay economically competitive.
- We must create first-rate multimodal freight networks that reduce delay, increase reliability, improve safety, and provide choices.
- We must integrate freight mobility and access needs in land use decisions to ensure efficient use of prime industrial lands, protection of critical freight corridors, and access for commercial delivery activities.
- We must ensure that our multimodal freight transportation system supports the health of the economy and the environment.

Key issues for the regional freight transportation system:

Congestion hotspots – chronic road and rail network bottlenecks impede flow of freight

Reliability – unpredictable travel time due to crashes, construction, special events, and weather

Network barriers – safety concerns and out of direction travel caused by weight-limited bridges, low bridge clearances, at grade rail crossings and poorly designed intersections

Land use – System capacity and land for industrial uses is being lost to other activities

Impacts – managing adverse impacts including diesel emissions, water quality, and noise

With regard to investment priorities, the Regional Freight and Goods Movement Task Force stress the importance of focusing on preservation and management of the existing system.

Their investment priorities focus on:

- The core throughway system bottlenecks to improve truck mobility in and through the region – hotspots of note include the Columbia River crossing influence area and the I-5/I-405 loop.
- The throughway interchanges that provide access to major industrial areas, particularly: I-5/Marine Drive and I-5/Columbia Blvd serving the Columbia Corridor and Rivergate industrial areas; I-205/Hwy 212 serving the Clackamas and Milwaukie industrial areas; and I-205/Airport Way serving Portland International Airport and east Columbia Corridor industrial areas.
- Improvements to the primary arterial connections to current and emerging industrial areas.
- Looking beyond the roadway network to address critical needs for marine and freight rail transportation that include completion of the Columbia River channel deepening and upgrading main line and rail yard infrastructure.

Next Steps

Staff is working with the Regional Freight and Goods Movement Task Force members to finalize a recommended action plan, which will be brought to JPACT and Metro Council for consideration later this spring.

Draft

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING)	RESOLUTION NO. 09-4017
\$67.8 MILLION OF REGIONAL FLEXIBLE)	
FUNDING FOR THE YEARS 2012 AND 2013,)	Introduced by Councilor Rex Burkholder
PENDING AIR QUALITY CONFORMITY)	
DETERMINATION)	
)	
)	

WHEREAS, approximately \$67.8 million is forecast to be appropriated to the Metro region through the federal Surface Transportation Program (STP) and Congestion Mitigation – Air Quality (CMAQ) transportation grant programs; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are designated by federal legislation as authorized to allocate these funds to projects and programs in the metropolitan region through the Transportation Priorities process; and

WHEREAS, the Metro Council and JPACT have provided policy guidance to Metro staff and the Transportation Policy Alternatives Committee (TPAC) on the type and balance of projects and programs that are a priority for these funds through Metro Resolution No. 08-3916A, For the purpose of adopting the policy direction and program objectives for the 2009 Regional Flexible Funding allocation process and 2010-13 Metropolitan Transportation Improvement Program (MTIP), adopted March 20th, 2008; and

WHEREAS, Metro received approximately \$105 million in project and program applications; and

WHEREAS, those applications have been evaluated by technical criteria within one of 4 categories, by a summary of qualitative factors and by a summary of public comments; and

WHEREAS, an extensive public process has provided opportunities for comments on the merit and potential impacts of the project and program applications between October 13 and December 1, 2008 and at a public hearing before the Metro Council to respond to a staff and TPAC recommendation of proposed projects and programs to allocate funding; and

WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on a list of projects and programs, as shown in Exhibit A, attached to this resolution, to allocate funding in response to policy direction, technical evaluation, qualitative factors, and public comments; and

WHEREAS, a public hearing was conducted by JPACT and the Metro Council February 12, 2008, to solicit comments on the TPAC recommendation; and

WHEREAS, JPACT took action on the TPAC recommendation March 5, 2008, prior to adoption of this resolution; and

WHEREAS, receipt of these funds is conditioned on completion of requirements listed in Exhibit B; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the project and programs to be funded through the Transportation Priorities 2010 -13 process as shown in Exhibit A.

ADOPTED by the Metro Council this ____ day of March 2009.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

TPAC Recommendation - Regional Flexible Funds: Step 2 Local Projects

Category	Tier	Project name	Request (2012 dollars)	Revised Request	TPAC Recommendation
Regional mobility corridors	1st tier	NE/SE Twenties Bikeway: Lombard - Springwater Trail	\$2,097,850		\$2,097,850
	2nd tier	Bus Stop Development & Streamline Program	\$3,640,874	\$2,989,306	\$1,414,000
		Hogan/NE 242nd Dr: Glisan - Stark	\$3,213,308	\$3,028,578	
		Westside Trail: Rock Creek Trail - Bronson Creek Trail	\$2,692,830		\$2,399,337
		Farmington Road at Murray Blvd Intersection	\$4,002,099		
		40 Mile Loop: Blue Lake Park - Sundial Rd	\$2,322,421		\$2,322,421
	3rd tier	Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd	\$1,742,926		
Mixed-use area implementation	1st tier	SW Rose Biggi: Hall - Crescent	\$2,758,238		\$2,758,238
	2nd tier	102nd Ave: NE Glisan - E Burnside	\$5,000,000	\$2,000,000	\$2,000,000
		McLoughlin Blvd: Clackamas River Bridge - Dunes Dr	\$3,401,868		\$3,401,868
		Red Electric Trail: SW 30th - SW Vermont	\$1,929,183		\$1,929,183
		N Fessenden/St Louis: Columbia Way - Lombard	\$2,159,431		
		Killingsworth: N Commercial - NE MLK Jr Blvd	\$2,354,093		
	3rd tier	SE Division: 6th - 39th	\$2,500,000		
4th tier	OR 43: Arbor Dr - Marylhurst Dr	\$3,800,097			
Industrial & employment area implementation	1st tier	St Johns Rail Line (UP): N St Louis - N Richmond	\$3,649,337		
	2nd tier	Evergreen Rd: 253rd Ave - 25th Ave	\$2,620,100		
Environmental enhancement & mitigation	1st tier	School Bus Diesel Engine Emission Reduction	\$2,047,050		\$1,414,000
	2nd tier	Electronic Mini-Hybrid Bus Retrofit	\$1,345,950		
	3rd tier	Transit Bus Diesel Engine Emission Reduction	\$1,166,490		
Project development		French Prairie Bridge: Boones Ferry Rd - Butteville Rd	\$1,250,000		\$1,250,000
		Airport Way at 82nd Ave Intersection	\$500,000		
		SE 174th: Jenne - Giese	\$222,500		
		Council Creek Trail: Banks - Hillsboro	\$448,650	\$218,044	\$218,044
		Willamette Greenway Trail: N Columbia Blvd - Steel Bridge	\$444,800		\$444,800
		SE Division: 96th - 174th	\$500,000		

\$57,810,095

Target \$21,650,000

\$21,649,741

Notes:

Tiers reflect clear break points between groups of projects with similar scores resulting from the quantitative analysis.

Bike/ped projects shown in bold.

Minimum of \$7.2 million to be allocated to bike/pedestrian projects

Under target: \$259
Bike/Ped min: \$10,661,635

Step 1 - Proposed Funding to Regional Programs

Program name	Request	JPACT Proposed Allocation
Existing High Capacity Transit (HCT) Bond Payment	\$18.60	\$18.60
Additional HCT bonding; Milwaukie LRT and Commuter rail	\$7.40	\$7.40
OR-43: Portland to Lake Oswego Transit Corridor EIS	\$4.00	\$4.00
Metro Planning - Base	\$2.12	\$2.12
RTO Base	\$4.41	\$4.41
TOD Base	\$5.00	\$5.78
TSMO Base	\$3.00	\$3.00
Regional travel behavior survey	\$0.35	\$0.35
Next Corridor	\$0.50	\$0.50
Local project funding reserve for Step 2	\$21.65	\$21.65

Regional Flexible Fund Allocation: 2010-13

Conditions of Approval

All projects will meet Metro signage and public notification requirements.

Regional Mobility Corridors

NE/SE Twenties Bikeway: NE Lombard - Springwater Trail; The NE/SE Twenties Bikeway funding is conditioned on resolution of the design conflict and safety concern involving narrower than allowed bike lanes. Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the low-income, elderly and disabled, Black, Hispanic and American Indian/Alaskan native populations in the area.

Westside Trail: Rock Creek Trail to Bronson Creek Trail; Local agency will need to commit additional local funding or reduce scope and cost estimate if the final allocation of funds is less than the amount requested. Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the Asian, elderly and disabled, low- income and Hispanic populations in the area.

40-Mile Loop Trail: Blue Lake Park to Sundial Rd; Project shall include a scope revision for an additional 1,200-foot length of trail between the new Reynolds Trail and Harlow Place. This work shall include Preliminary Engineering and construction if able to fit within the project budget. Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the elderly and disabled, low-income, and Hispanic populations in the area.

Mixed-Use Area Implementation

102nd Avenue: NE Glisan to E Burnside; City commits to local match adequate to complete project within revised project limits. A revised cost estimate should be completed as soon as possible. Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the low-income, elderly and disabled, Hispanic, Native American, Black, and Asian populations in the area.

SW Rose Biggi: Hall to Crescent; Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the elderly and disabled, non-English speaking, low-income, Hispanic, and Hawaiian & Pacific Islander populations in the area.

McLoughlin Blvd: Clackamas River Bridge to Dunes Dr.; Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the elderly and disabled, low-income, and Hispanic populations in the area.

Red Electric: SW 30th – SW Vermont; Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the elderly and disabled, low-income, non-English speaking, and Hispanic populations in the area.

Project Development

Willamette Greenway Trail: N Columbia Blvd to Steel Bridge; The scope of the master plan will include consideration of alignment alternatives that avoid or minimize use of Union Pacific railroad property in the vicinity of Albina Yards. Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the low-income, elderly and disabled, Black, Hispanic and American Indian/Alaskan native populations in the area.

Council Creek Trail: Banks to Hillsboro; Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the low-income, elderly and disabled, Hispanic, American Indian/Alaskan native and Non-English speaking populations in the area.

French Prairie Bridge: Boones Ferry Rd to Butteville Rd; Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the elderly and disabled populations in the area.

Draft

STAFF REPORT

FOR THE PURPOSE OF ALLOCATING \$67.8 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2012 AND 2013, PENDING AIR QUALITY CONFORMITY DETERMINATION

Date: March 19, 2007

Prepared by: Ted Leybold
503-797-1759

BACKGROUND

The Regional Flexible Fund Allocation for 2010-13 allocates transportation funding to Metro area transportation agencies from two federal grant programs; the Surface Transportation and Congestion Mitigation/Air Quality programs. The Metro region is forecasted to receive \$67.8 million from these sources in the federal fiscal years of 2012 and 2013. Previous allocations have identified projects and programs to receive funds during the Federal fiscal years of 2010 and 2011.

Prior to the application process, an outreach process identified new policy direction for the allocation of these funds. The primary objectives of the program, as adopted by the Metro Council, are:

Process policy objectives:

1. Select projects from throughout the region, however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council.
3. Address air quality requirements by ensuring air quality Transportation Control Measures for pedestrian and bicycle improvements are met and that an adequate pool of CMAQ eligible projects are available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and cost effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an areas stage of development (developed, developing, undeveloped) consistent with RTP Table 3.2.

Project and program services policy objectives:

8. Prioritize transportation projects and program services that:

a. retain and attract housing and jobs by addressing system gaps or deficiencies to improve multi-modal access in primary 2040 target areas (central city, regional centers, industrial areas and

Draft

passenger and freight inter-modal facilities) as the highest priority, secondary areas (employment areas, town centers, main streets, station communities and corridors) as next highest priority, and other areas (inner and outer neighborhoods) as the lowest priority (see table 1 below).

Table 1. 2040 Target Areas and Hierarchy of Design Types

2040 Target Areas		
Primary land-uses	Secondary land-uses	Other urban land-uses
<ul style="list-style-type: none">• Central city• Regional centers• Industrial areas• Freight and Passenger Intermodal facilities	<ul style="list-style-type: none">• Employment areas• Town centers• Station Communities• Corridors• Main Streets	<ul style="list-style-type: none">• Inner neighborhoods• Outer neighborhoods

- b. address gaps and deficiencies in the reliable movement of freight and goods on the RTP regional freight system, and transit, pedestrian and bicycle access and inter-modal connections to labor markets and trade areas within or between 2040 target areas (Primary areas are highest priority, Secondary areas are next highest priority, other areas are lowest priority).
- c. provide access to transportation options for underserved populations (low income populations and elderly and people with disabilities).
- d. invest in Transportation System Management and Operations (TSMO) in regional mobility corridors.
- e. address recurring safety issues, including gaps in the bike and pedestrian system.
- f. minimize noise, impervious surfaces, storm-water run-off and other pollution impacts.
- g. reduce and minimize energy consumption, carbon emissions and other air pollution impacts.
- h. the project mode or program service type has no other or limited sources of transportation-related funding dedicated to or available for its use.
- i. efficient and cost effective use of federal funds.

The policy update to the 2010-13 MTIP directed staff to develop a two-step process for the allocation of regional flexible funds. The first step developed a recommendation of funding to region programs prior to solicitation of applications for locally administered projects. Upon receipt and evaluation of local project applications, a recommendation on local projects was developed. The recommendation of funding for both the regional programs and local projects were made available for public comment.

Nine programs were proposed in Step 1 and 26 project applications were received in Step 2, approximately \$105 million in requests. A technical ranking of projects was completed for the project applications within 4 solicitation categories. This technical analysis, along with qualitative considerations was used to inform a decision process to select a first cut of project and program applications for public comment. Public comments were received for all applications and the first cut list between October 13 and December 1, 2008.

Draft

Factors used to develop the narrowing recommendation include: honoring previous funding commitments made by JPACT and the Metro Council, implementation of the program policy objectives including consideration of the technical evaluation and qualitative factors, funding projects throughout the region, and meeting State Implementation Plan requirements for air quality.

ANALYSIS/INFORMATION

- 1. Known Opposition** Public comments were received in support of projects not recommended at this time.
- 2. Legal Antecedents** This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act or SAFETEA). The allocation process is intended to implement the Regional Flexible Fund 2010-13 program policies as defined by Metro Resolution No. 08-3916A.
- 3. Anticipated Effects** Adoption of this resolution would instigate an air quality conformity analysis of the effects of implementing these projects and programs for compliance with the State Implementation Plan for air quality.
- 4. Budget Impacts** Adoption of the resolution would begin staff analysis of the air quality impacts of implementing the list of projects and programs as provided for in the Unified Work Program. Grant funds allocated to Metro planning require a match totaling 10.27% of project costs. The proposed allocation would require approximately \$130,000 of Metro provided match for the Regional Travel Options program over the federal fiscal years 2012 and 2013. This does not include match for funds passed through to local agencies that they are required to provide. Currently, 70% of the Metro match for the RTO program is provided by funds from partner businesses through the Business Energy Tax Credit program. The proposed allocation would also require \$242,186 of Metro match for regional transportation planning activities and \$57,227 of Metro match for Next Corridor planning. Metro would also negotiate with other transportation agencies for responsibility of a portion of \$497,877 of required local match for other regional planning activities over the course of the 2012 – 2013 time period.

RECOMMENDED ACTION

Staff recommends the adoption of Resolution 09-4017.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 09-4032
RECOMMENDATION OF THE POLICY)
ADVISORY GROUP REGARDING THE) Introduced by Councilor Robert Liberty
LOCALLY PREFERRED ALTERNATIVE FOR
THE SELLWOOD BRIDGE PROJECT

WHEREAS, Multnomah County owns and maintains the Sellwood Bridge in the City of Portland which is nearing the end of its service life and in the long-term requires either major rehabilitation or replacement; and

WHEREAS, Multnomah County secured federal funding for the public planning and decision-making process which included development of an Environmental Impact Statement in compliance with the National Environmental Policy Act; and

WHEREAS, the Oregon Department of Transportation provided \$1.5 million in matching funds towards the Environmental Impact Statement; and

WHEREAS, in June of 2006, the Multnomah County Board of Commissioners convened a Policy Advisory Group (PAG) made up of elected and appointed representatives of jurisdictions with an interest in the Sellwood Bridge; and

WHEREAS, the current PAG representatives are Ted Wheeler (Chair of the Multnomah County Board of Commissioners), Sam Adams (Mayor of the City of Portland), Robert Liberty (Metro Councilor), Jason Tell (Director of the Oregon Department of Transportation - Region 1), Phillip Ditzler (Director of the Federal Highway Administration - Oregon District), Lynn Peterson (Chair of the Clackamas County Board of County Commissioners), Greg Chaimov (City of Milwaukie Councilor), Fred Hansen (Director, TriMet), and Carolyn Tomei (Member of the Oregon House of Representatives); and

WHEREAS, by Resolution 06-084, the Multnomah County Board of Commissioners appointed a Community Task Force (CTF) of 20 citizens representing different points of view and interests to assist in the decision-making process by selecting and recommending a Locally Preferred Alternative (LPA) to the PAG; and

WHEREAS the PAG was formed to review the recommendations of the CTF and to make their own recommendations. The recommendation that is approved by the Multnomah County Board of Commissioners will be considered by the Federal Highway Administration which has final authority in the matter of the LPA; and

WHEREAS, the CTF beginning in June 2006, analyzed the problems of the Sellwood Bridge project and the potential impacts of all proposed solutions, and on January 19, 2009, reached a consensus on a recommendation for the LPA; and

WHEREAS, the PAG met periodically between June 2006 and February 2009, and voted at five milestones to approve intermediate recommendations that led directly to the development of a LPA; and

WHEREAS, the PAG considered the recommendations of the CTF and on February 6, 2009, formed its own recommendation on a LPA with conditions; now, therefore

BE IT RESOLVED that the Metro Council hereby approves the Policy Advisory Group LPA Decision (Exhibit A) with conditions adopted on February 6, 2009, and directs its staff to continue its participation with Multnomah County and other jurisdictions with respect to the LPA and the completion of a Final Environmental Impact Statement (FEIS).

ADOPTED by the Metro Council this _____ day of _____, 2009

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney



Policy Advisory Group LPA Decision

At their meeting on Friday, February 6, 2009, the Policy Advisory Group voted unanimously to endorse the following Locally Preferred Alternative (LPA) for the Sellwood Bridge Project with conditions:

1. Approval of bridge replacement rather than rehabilitation of the existing bridge;
2. Approval of alignment "D" (existing bridge alignment, widened to the south);
3. Approval of a pedestrian actuated signal at the SE Tacoma Street/SE 6th Avenue intersection at the east end of the bridge;
4. Approval of a grade-separated and signalized interchange at the intersection with Oregon 43 (Macadam Avenue) on the west end of the bridge;
5. Approval of a bridge cross-section of 64 feet or less at its narrowest point.

The Policy Advisory Group further directs their staff and the Multnomah County staff to refine the LPA design in accordance with the following conditions:

- Strive to reduce total project cost;
- Consider project phases as constrained by funding availability; recognizing that the established purpose of the project is "To rehabilitate or replace the Sellwood Bridge within its existing east-west corridor to provide a structurally safe bridge and connections that accommodate multi-modal mobility needs;"
- Explore options for reducing the cost of the west side interchange without making traffic conditions worse than the no-build alternative in the DEIS;
- Design the bridge as narrow as possible while maintaining two vehicular travel lanes, bike lane/shoulders, and sidewalks;
- Produce a design consistent with the adopted *Tacoma Main Street Plan*;
- Design the bridge to accommodate streetcar use;
- Minimize impacts to affected property owners;
- Strive to use sustainable construction materials and practices.

DRAFT STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4032, FOR THE PURPOSE OF APPROVING THE RECOMMENDATION OF THE POLICY ADVISORY GROUP REGARDING THE LOCALLY PREFERRED ALTERNATIVE FOR THE SELLWOOD BRIDGE PROJECT

Date: February 19, 2009

Prepared by: Tim Collins
503-797-1762

BACKGROUND

After more than 80 years, the Sellwood Bridge has reached the end of its useful service life. The bridge was constructed in 1925 to replace the Spokane Street Ferry, which shuttled passengers across the Willamette River between Sellwood and southwest Portland. The bridge, approximately 1,900 feet in length, is extremely narrow – two lanes, no shoulders or median, and one sidewalk that must accommodate light poles, pedestrians, and bicyclist. The bridge crosses the Willamette River on SE Tacoma Street on the east end and intersects with Oregon Highway 43 on the west end.

The west end of the bridge was constructed on fill material and is located in a geologically unstable area. The hillside above the bridge is slowly sliding toward the Willamette River, exerting pressure on the west end of the bridge. In the late 1950s, the hillside slid several feet toward the bridge. As a result, a 3-foot segment of the bridge deck had to be removed and foundations were reinforced. The west-side interchange with Oregon Highway 43 was completely rebuilt in 1980. Since then, ground movement has caused the west-side approach girders to crack.

Multnomah County is the owner of the bridge, and continues to take steps to prolong the safe use of the bridge until a long-term solution is identified. In June 2003, cracks in both the east and west concrete approaches were discovered and restrained with external steel clamps. The weight limit for vehicles traveling across the bridge was reduced from 32 tons to 10 tons. This limit caused the diversion of 94 daily TriMet bus trips (a loaded bus weighs about 19 tons). The weight restriction is still in effect. In 2005, an engineering study recommended short-term safety improvements for the bridge; cracks in the girders and columns were injected with epoxy in 2008.

The Sellwood Bridge project is listed as Project 1012 on the 2004 RTP financially constrained project list for the RTP program years 2004 to 2009.

The purpose of the Sellwood Bridge project is to rehabilitate or replace the bridge to make it structurally safe. Additionally, the project would improve connections, operations and safety for vehicles, bicycles, and pedestrians. The bridge carries more than 30,000 vehicles per day, making it Oregon's busiest two-lane bridge. Congested conditions and slow travel speeds occur because the travel demand served by the bridge exceeds the available capacity for several hours each day, primarily the morning and evening peak hours. Multnomah County has been working with ODOT, Clackamas County, the City of Portland, and Metro to find a solution for the bridge. The following four main issues identify the need for this project:

- Inadequate structural integrity to safely accommodate various vehicle types (including transit vehicles, trucks, and emergency vehicles) and to withstand moderate seismic events

- Substandard and unsafe roadway design
- Substandard pedestrian and bicycle facilities across the river
- Existing and future travel demands between origins and destinations served by the Sellwood Bridge exceed available capacity

ANALYSIS/INFORMATION

1. **Known Opposition** - Persons living in the condominiums that will be directly impacted by the alignment of the recommended Locally Preferred Alternative.
2. **Legal Antecedents** – In May 1999, Metro made recommendations (resolution #) for the *South Willamette River Crossing Study*, which included the Sellwood Bridge. One of the study’s recommendations was to preserve the existing Sellwood Bridge, or replace it as a two-lane bridge with better service for bicyclist and pedestrians.
3. **Anticipated Effects** – Adoption of the Locally Preferred Alternative will allow the project to move forward to develop a Final Environmental Impact Statement which will determine the bridge type and size as part of the NEPA process.
4. **Budget Impacts** - None known.

RECOMMENDED ACTION

That the Metro Council approves the Policy Advisory Group LPA Decision (Exhibit A) with conditions adopted on February 6, 2009, and directs its staff to continue its participation with Multnomah County and other jurisdictions with respect to the LPA and the completion of a Final Environmental Impact Statement (FEIS).

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-) RESOLUTION NO. 09-4022
11 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO ADD) Introduced by Councilor Rex Burkholder
PROJECTS TO RECEIVE FUNDING FROM THE)
AMERICAN RECOVERY AND)
REINVESTMENT ACT)
)

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the federal government recently passed the American Recovery and Reinvestment Act; and

WHEREAS, this act will provide approximately \$38 million for distribution through Metro as the region's Metropolitan Planning Organization, \$44 million to TriMet and \$450,000 to South Metro Area Rapid Transit (SMART) for transit projects, and funding to the Oregon Department of Transportation, a portion of which will be allocated to highway projects in the Metro Area; and

WHEREAS, all projects in the Metro Area to receive these funds must be included in the MTIP; and

WHEREAS, these funds must be put to use in a short time frame in order to meet federal deadlines and stimulate the economy; and

WHEREAS, the projects listed in Exhibit A, attached to this resolution, have been analyzed and found to conform to air quality regulations and regional transportation emissions budgets; and

WHEREAS, the public has had an opportunity to review and comment on these proposed projects; and

WHEREAS, an additional MTIP amendment will be brought to JPACT and the Metro Council to select additional projects for the remaining funds; therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the 2008-11 Metropolitan Transportation Improvement Program to add the projects listed in Exhibit A, attached.

ADOPTED by the Metro Council this 5th day of March 2009.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Stimulus Request	Local Funding	Obligate in < 150 days? (Y/N)	In RTP? (RTP #, No or N/A)	Prospectus submitted? (Y/N)
City of Portland										
Portland	SE Madison			Preservation of arterial, transit, bicycle - grind and pave		\$1,050,000		Y	N/A	Y
Portland	SE 39th Avenue			Preservation of arterial, transit, bicycle - grind and pave		\$2,050,000		Y	N/A	Y
Portland	SE Hawthorne			Preservation of arterial, transit, bicycle - grind and pave		\$1,250,000		Y	N/A	Y
Portland	North Going Rail Overcrossing			Bridging funding gap to ensure completion	\$4,300,000	\$500,000	\$3,800,000	Y	1109	Y
Portland	Leadbetter Overcrossing			Adding rail crossing improvements at grade crossing	\$11,500,000	\$500,000		Y	4087	Y
Portland/TriMet	SW Columbia & SW Jefferson Bus Pads			Concrete Bus Pads on SW Columbia and SW Jefferson		\$500,000		Y	N/A	N - FTA
Portland/TriMet	SW 3rd & SW 4th Base Repair			Base repair and paving on areas of 3rd and 4th damaged by bus loads. Preservation of arterial, transit, bicycle.		\$500,000		Y	N/A	N - FTA
Portland/TriMet	Lake Oswego Shoreline Trestles			Trestle repair to maintain level of service		\$200,000		Y	N/A	N - FTA
Portland/TriMet	SW Yamhill & SW Morrison brick intersections			Replacement of brick intersections on SW Yamhill & SW Morrison		\$1,000,000		Y	N/A	N - FTA
Portland	NW 23rd Avenue			Bridging Funding gap		\$432,000		N	1209	Y
Portland	So Auditorium Lighting Phase I			Replace foundation, poles, and lighting fixtures to a maintainable status. Install conduit and power wire to a standard depth.	\$3,900,000	\$3,900,000		N	N/A	Y
Portland	Bicycle Blvd			Striping and Signage	\$1,000,000	\$1,000,000		N		Y
Portland	Paving SW Capitol Hgwy			Preservation of arterial, bicycle - grind and pave	\$2,000,000	\$2,000,000		N	N/A	Y
Portland	Paving NW Front Avenue			Preservation of arterial, freight, transit, bicycle - grind and pave	\$2,500,000	\$2,500,000		N	N/A	Y
Portland	Eastside Streetcar signals and ramps			2 signal upgrades, ADA curb ramps at intersections for Eastside Streetcar		\$1,486,832		N		Y
Portland	82nd Avenue and Columbia			Bridging Funding gap		\$1,000,000		N	4022	Y
Portland	Springwater Trail Repaving	UPRR Bridge	E City border	Repave Springwater Trail from Sellwood to City border		\$1,800,000		N		Y
				Subtotal:		\$21,668,832				
East Multnomah County and Cities										
Gresham	Hogan Road	Glisan	Stark	Widen Hogan Road to city standards providing 4 travel lanes, 1 center left turn lane, bicycle lanes and sidewalks.	\$2,400,000	\$2,400,000		Y		Y
Multnomah County	Halsey St, Stark St, & Troutdale Rd Sidewalks Project	Multiple	Locations	Install sidewalks in 4 locations: NE Halsey St: 238th-244th, Stark St: 257th - Troutdale Rd., Troutdale Rd: S.E.18th-19th St. (eastside) and Stark St. to Beaver Creek (eastside).	\$1,725,000	\$1,725,000	\$0	Y		Y
				Subtotal:		\$4,125,000				

Prospectus note: (1) Projects noted with a 1 were submitted with a prospectus that includes multiple projects
 (2) Projects noted with a 2 were submitted with a prospectus that includes multiple projects

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Stimulus Request	Local Funding	Obligate in < 150 days? (Y/N)	In RTP? (RTP #, No or N/A)	Prospectus submitted? (Y/N)
Clackamas County and Cities										
Clackamas County	Sunnyside Road	82nd Ave	I-205	Paving and Replacement of Traffic Signal Video Detection System	\$1,802,000	\$1,170,000	\$632,000	Y	n/a	Y
Lake Oswego	Royce	Bryant	Westview	The project will dig out, grind and replace 2" of the entire asphalt surface	\$428,000	\$428,000	\$0	N	no	N
Lake Oswego	McNary	Kerr	Kerr	The project will dig out, grind and replace 2" of the entire asphalt surface	\$416,000	\$416,000	\$0	N	no	N
Lake Oswego	Willamette Shore Trolley	LO trestle		Trestle repair on Lake Oswego Trolley line	\$100,000	\$100,000	\$0	N	no	N
City of Milwaukie	Linwood Ave Re-surfacing	Monroe St.	Railroad Ave.	2" grind & overlay	\$565,000	\$565,000	\$0	Y	n/a	Y
City of Milwaukie	River Road Re-surfacing	McLoughlin	City Limit	2" grind & overlay	\$140,000	\$140,000	\$0	Y	n/a	Y
City of Milwaukie	Jackson Street sidewalks	Main Street	21st Avenue	Reconstruction of sidewalk/streetscape including street trees, utility undergrounding, street furniture, bulbouts, etc.	\$640,000	\$600,000	\$40,000 (design)	N	no	Y
Oregon City	Molalla Avenue/Warner Milne/Beavercreek intersection	Warner Milne	Beavercreek	realign traffic intersection, update signal timing, add sidewalks	\$2,956,000	\$1,170,000	\$1,786,000	Y	n	Y
City of West Linn	Santa Anita Dr. (North of Horton, per plan)	Horton Rd.	Hidden Springs Rd.	Reconstruction with Cement Treated Base and 6" of AC in 3 lifts	\$475,000	\$475,000	\$0	Y	n/a	Y
City of West Linn	Santa Anita Dr. (South of Horton)	Horton Rd.	410' South to joint separation	Reconstruction and overlay	\$50,500	\$50,500	\$0	Y	n/a	Y
City of West Linn	Hidden Springs Rd.	Cottonwood Ct.	Hwy 43	Reconstruction with Cement Treated Base and 6" of AC in 3 lifts	\$420,000	\$420,000	\$0	Y	n/a	Y
City of West Linn	Hidden Springs Rd.	Bluegrass Wy.	Cottonwood Ct.	Grind 2" and overlay with 2.5" AC	\$93,000	\$93,000	\$0	Y	n/a	Y
City of West Linn	Suncrest Dr.	Hidden Springs Rd.	Carriage Wy.	Grind and 2" AC overlay with fabric	\$134,000	\$124,000	\$10,000	Y	n/a	Y
Wilsonville	Barber Street Improvements	Boones Ferry Road	Boberg Road	Street preservation and upgrade with associated utility work.	\$1,000,000	\$400,000	\$600,000	Y	No	Y
				Subtotal:		\$6,151,500				

Prospectus note: (1) Projects noted with a 1 were submitted with a prospectus that includes multiple projects
 (2) Projects noted with a 2 were submitted with a prospectus that includes multiple projects

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Stimulus Request	Local Funding	Obligate in < 150 days? (Y/N)	In RTP? (RTP #, No or N/A)	Prospectus submitted? (Y/N)
Washington County and Cities										
Beaverton	Laurelwood Ave Sidewalk	Beaverton-Hillsdale Hwy	Birchwood Rd	Install sidewalk to provide safe pedestrian access to transit route and improve the livability of the neighborhood. Construct sidewalks and ADA ramps	\$343,000	\$343,000		Y	No	Y
Beaverton	Birchwood Rd Sidewalk	87th Ave	Laurelwood Ave	Install sidewalk to provide safe pedestrian access to transit route, and improve livability of the neighborhood. Construct sidewalks and ADA ramps	\$170,000	\$170,000		Y	No	Y
Beaverton	Farmington Rd Adaptive Signal Control Installation	Hocken Ave	Griffith Dr	Upgrade existing traffic signal control software to SCATS adaptive signal control system at 7 signalized intersections. The existing Model 170 signal controllers will be upgraded to 2070L signal controllers. In addition to these upgrades, the signalized intersections will be connected to the regional centralized signal control system for real-time remote monitoring and signal timing adjustments capabilities.	\$804,000	\$804,000		Y	10642	Y
Beaverton	Hall Blvd Overlay	Hart Rd	Ridgecrest Dr	Overlay	\$785,000	\$785,000		Y	No	Y
Beaverton	Cedar Hills Blvd Adaptive Signal Control Installation	Millikan Way	Walker Rd	update existing traffic control software to SCATS adaptive signal control system at 6 signalized intersections. The existing model 170 signal controllers will be upgraded to 2070L signal controllers. The signalized intersections will also be connected to the regional centralized signal control system for real time remote monitoring and signal timing adjustment capabilities.	\$906,000	\$906,000		Y	10642	Y
Beaverton	Cedar Hills Blvd Signal Re-timing	Millikan Way	Walker Rd	collect new traffic volumes and update the signal timing along the corridor	\$56,000	\$56,000		Y	10642	Y
Beaverton	87th Ave Sidewalk	Birchwood Rd	Canyon Rd	Install sidewalk to provide safe pedestrian access to transit route, and improve livability of the neighborhood. Construct sidewalks and ADA ramps	\$306,000	\$306,000		Y	No	Y
Cornelius	Hwy. 8/Adair Blvd.	10th Ave	19th Ave	Utility connections, sidewalk repair and street furniture	\$289,502	\$289,502				Existing
Cornelius	10th Ave.	Alpine	Holladay	Construct sidewalks, illumination, bikeways, curb & gutter and on-street parking	\$2,354,000	\$2,354,000				Y
Forest Grove	Town Center Ped Improvements			curb, sidewalks, lighting and multi-use amenities	\$500,000	\$500,000		Y	Y	Y
Forest Grove	Town Center Ped Improvements			curb, sidewalks, lighting and multi-use amenities	\$1,100,000	\$1,100,000		Y	Y	Y
Hillsboro	Intermodal Transit Facility	Baseline	7th & 8th	Construct parking structure with shared park & ride and transit oriented development	\$14,500,000	\$2,110,706	\$12,389,294	Y	N/A	Y
Hillsboro	Various Street Overlays	N/A	N/A		\$2,110,706	\$2,110,706		Y	N/A	Y
Sherwood	Sherwood Boulevard Overlay	3rd St	12th St	Grind & Overlay 2,740 LF of Collector status road	\$278,000	\$278,000		Y	N/A	Y
Sherwood	Pine Street Overlay	1st St	3rd St	Grind & Overlay 837 LF of Collector status road	\$86,000	\$86,000		Y	N/A	Y
Sherwood	1st Street Rehabilitation	Pine St	Ash St	Remove, CTB & Pave 490 LF of Collector status road	\$52,000	\$52,000		Y	N/A	Y
Sherwood	Lincoln Street Overlay	Oregon St	Division St	Grind & Overlay 2,054 LF of Collector status road	\$95,000	\$95,000		Y	No	Y
Sherwood	Pine Street Overlay			Paving	\$1,850,000	\$388,170	\$1,461,830			Y
Tigard	Durham Road	Upper Boones Ferry	72nd	2" Pavement Overlay	\$310,000	\$310,000		Y	N/A	Y - 1
Tigard	72nd Avenue	Upper Boones Ferry	Landmark	2" Pavement Overlay	\$335,000	\$335,000				Y - 1
Tigard	72nd Avenue	Landmark	Fir	2" Pavement Overlay	\$155,000	\$155,000				Y - 1
Tigard	Bonita Road	I-5 Bridge	Railroad	2" Pavement Overlay	\$130,000	\$130,000				Y - 1
Tigard	Citywide 'Small Fix' Congestion Solutions			Small-dollar site-specific adjustments and minor construction projects that would improve traffic flow and safety. This includes Flashing Yellow Arrow Signals, signal phasing changes, striping changes, and small-scale geometric adjustments that would improve traffic flow and safety.	\$100,000	\$100,000		N	N/A	Y - 2
Tigard	McDonald Street	97th Ave	Hwy 99W	2" Pavement Overlay	\$270,000	\$270,000				Y - 1
Tigard	Pfaffle Street	84th Ave	78th Ave	2" Pavement Overlay	\$210,000	\$210,000				Y - 1
Tigard	Sequoia Parkway	Upper Boones Ferry	Cardinal Dr	2" Pavement Overlay	\$240,000	\$240,000				Y - 1

Prospectus note: (1) Projects noted with a 1 were submitted with a prospectus that includes multiple projects
 (2) Projects noted with a 2 were submitted with a prospectus that includes multiple projects

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Stimulus Request	Local Funding	Obligate in < 150 days? (Y/N)	In RTP? (RTP #, No or N/A)	Prospectus submitted? (Y/N)
Washington County and Cities cont.										
Tigard	Citywide 'Small Fix' Congestion Solutions			Small-dollar site-specific adjustments and minor construction projects that would improve traffic flow and safety. This includes Flashing Yellow Arrow Signals, signal phasing changes, striping changes, and small-scale geometric adjustments that would improve traffic flow and safety.	\$140,000	\$140,000		N	N/A	Y - 2
Tigard	Bonita	RR	76th	2" Pavement Overlay	\$55,000	\$55,000				Y - 1
Tigard	72nd	Hwy. 217 NB	Beveland	2" Pavement Overlay	\$82,000	\$82,000				Y - 1
Tualatin	Teton AvenueCR RR Xing			Install 4 Quad RR Xing gates	\$681,778	\$681,778				N
Tualatin	95th Ave. RR Xing			Install raised median and associated improvements	\$50,000	\$50,000		Y	No	N
Wash. Co.	Group A Overlays	n/a	n/a	Various Street Overlays and associated ADA Upgrades	\$750,000	\$750,000		Y	No	N
Wash. Co.	Group E Overlays	n/a	n/a	Various Street Overlays and associated ADA Upgrades	\$850,000	\$850,000		Y	No	Y
Wash. Co.	143rd Ave. Pedestrian Path	Windermere Apts	W. Union Rd.	Construct 2400' of new asphalt path to improve pedestrian access to two schools.	\$150,000	\$150,000		Y	No	Y
Wash. Co.	Interior Illuminated Sign Replace.	n/a	n/a	Replaces existing illuminated signs with diamond grade sheeting, which subsequently reduces electrical costs.	\$100,000	\$100,000		Y	No	Y
Wash. Co.	Walker Road Pedestrian Bridge	173rd Ave	Cambray St.	Install pedestrian bridge across creek to connect existing sidewalks on both sides of project.	\$100,000	\$100,000		Y	No	Y
Wash. Co.	School Zone Flasher Units	n/a	n/a	Install solar powered School Zone Flasher Units at various locations. Improves efficiency and safety.	\$150,000	\$150,000		Y	No	Y
Wash. Co.	Flashing Yellow Arrows	n/a	n/a	Install new signal head and hardware at various intersections to improve efficiency and reduce traffic delays.	\$500,000	\$500,000		Y	No	Y
Wash. Co.	Traffic Signal Retiming	n/a	n/a	Retain consultants to evaluate signal timing, and make necessary changes to improve traffic flow, improve congestion, and air quality.	\$600,000	\$600,000		N	No	Y
Wash. Co.	ITS Project - Cornell Road	Main St.	Corn Pass Rd	Install fiber, cameras, and other ITS equipment to increase efficiency, reduce congestion, and improve emergency response.	\$1,550,000	\$1,550,000		N	No	Y
Wash. Co.	ITS Project - 185th Avenue	Baseline Rd.	Hwy. 26	Install fiber, cameras, and other ITS equipment to increase efficiency, reduce congestion, and improve emergency response.	\$870,000	\$870,000		N	No	Y
Wash. Co.	ITS Project - Scholl's Ferry Rd	Murray Blvd	Hall Blvd	Install fiber, cameras, and other ITS equipment to increase efficiency, reduce congestion, and improve emergency response.	\$881,000	\$881,000		N	No	Y
				Subtotal:		\$21,993,862				

Prospectus note: (1) Projects noted with a 1 were submitted with a prospectus that includes multiple projects
 (2) Projects noted with a 2 were submitted with a prospectus that includes multiple projects

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Stimulus Request	Local Funding	Obligate in < 150 days? (Y/N)	In RTP? (RTP #, No or N/A)	Prospectus submitted? (Y/N)
Additional Project Requests										
Gladstone	East Arlington Street			Applicant proposes "butt" grinds at important road intersections, asphaltic tack coat, pavement fabric and a maximum 2" overlay at the center of the road tapering to near 0" near curbs. Right-of-way and easements are not needed; work would be done entirely within existing 36" wide curb to curb improvements. This project is the city's number three priority for possible funding. The project can be bid within 30 days of project selection.	\$177,854	\$177,854		Y		Y
Gladstone	East Dartmouth Street			Applicant proposes "butt" grinds at important road intersections, asphaltic tack coat, pavement fabric and a maximum 2" overlay at the center of the road tapering to near 0" approximately 14' from existing curbs. Paving 28' wide is proposed within the 56' curb-to-curb street width. Right-of-way and easements are not needed; work would be done entirely within existing curb to curb improvements. This project is the city's number two priority for possible funding. Project can be bid in 30 days of project selection.	\$141,137	\$141,137		Y		Y
Gladstone	Valley Views/Los Verdes			Applicant proposes "butt" grinds at important road intersections, asphaltic tack coat, pavement fabric and a maximum 2" overlay at the center of the road tapering to near 0" approximately 6" from curbs along the roadway. Right-of-way and easements are not needed; work would be done entirely within existing 36" wide curb to curb improvements. This project is the city's number one priority for possible funding. Project can be bid in 30 days of project selection.	\$167,544	\$167,544		Y		Y
Happy Valley	Street Maintenance and Reconstructions				\$3,542,000	\$3,542,000		Y		Y
Happy Valley	SE 147th Avenue Storm System			The project includes providing catch basins and storm piping to mitigate storm water runoff that is eroding the street section and flooding neighborhood properties	\$531,000	\$531,000		Y		Y
Happy Valley	Super Block Sidewalk and Bike Lane Improvements			Design and construct pedestrian improvements and a bike lane around Super Block roads, which encircle an elementary school, middle school, and city park	\$5,131,000	\$5,131,000		N		Y
Happy Valley	SE 122nd/129th Avenue Improvements			Improve safety and pedestrian and bike access	\$14,230,000	\$14,230,000		Y		Y
Happy Valley	SE 162nd Avenue Improvements			Design a new three lane collector roadway with traffic signals and a bridge over rock creek	\$8,000,000	\$8,000,000		Y		Y
Happy Valley	SE 172nd Avenue Improvements			Design a new five lane collector roadway with traffic signals and a bridge	\$15,000,000	\$15,000,000		N		Y
Lake Oswego	Westlake Dr.	Melrose	Kruse Way	The project will dig out, grind and replace 2" of the entire asphalt surface	\$424,000	\$424,000	\$0	y	n/a	N
Lake Oswego	Misc. Signal Upgrades	various		improve signal timing at six intersections to reduce delay	\$98,000	\$98,000	\$0	y	no	N
Port	Graham Rd Reconstruction			Overlay and reconstruct	\$2,468,000	\$2,468,000			Ready for bid by June 2010	Y
Port	South Frontage Rd			Construct a third through lane the length of eastbound frontage road and provide dual left turn lanes at the east undercrossing	\$4,474,008	\$4,474,008			bid by August 2009	Y
Port	Troutdale Interchange/North Frontage Rd/Graham Rd			Signal modification, construction of a short lane on the north leg of the intersection and an auxiliary lane on westbound North Frontage rd.	\$1,529,000	\$1,529,000			bid by August 2009	Y
Port	Graham Rd/Sundial Intersection			Construct a traffic signal at the intersection of Graham and Sundial Road and add a westbound turn lane	\$631,000	\$631,000			Bid by June-July 2010	Y
SMART	Wilsonville SMART Fleet Services Facility			Design and construct a state of the art fleet facility/ operations center. This 20,000 square foot facility will incorporate cost-effective, environmentally sensitive site work and construction, with "Green"/LEED-certification for the facility as the ultimate goal. This facility will be the operating center for SMART dispatch, training, field operations and fleet maintenance. This infrastructure is vital for SMART to meet current and future service demand. The facility will provide adequate access and accommodate parking for SMART's growing fleet of buses as well as a bus wash facility and an energy efficient fueling system.	\$11,800,000	\$9,550,000	\$2,250,000		2035 RTP #11112	Y

Prospectus note: (1) Projects noted with a 1 were submitted with a prospectus that includes multiple projects
 (2) Projects noted with a 2 were submitted with a prospectus that includes multiple projects

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Stimulus Request	Local Funding	Obligate in < 150 days? (Y/N)	In RTP? (RTP #, No or N/A)	Prospectus submitted? (Y/N)
Additional Project Requests cont.										
SMART	SMART Bus Replacements			Replace ten heavy duty buses that are between 10 and 20 years old and still in operation. These inefficient coaches will be replaced with energy efficient modern coaches	\$3,500,000	\$3,500,000			2035 RTP #11109	Y
SMART	SMART Offices/Administration Facility (Customer Service Center)			The SMART Offices/Customer Service Center project is a 5000 square foot facility, designed to incorporate energy saving technologies and transit amenities. Smart's customer service center will be on the ground floor and Smart offices above. This center will allow SMART to provide on-site personnel to enhance security for the transit center and park and ride.	\$2,900,000	\$2,900,000				Y
West Linn	Rosemont Rd	1271 Rosemount Rd	Santa Anita Dr	Install 18,270 ft2 of ac overlay, and spot repair 1,737ft2 of the base.	\$35,000	\$35,000		ready by 3rd quarter 2009		Y
West Linn	Dollar St	Brandon Place	WFD east	2.5 in overlay (2'+fabric)	\$275,000	\$275,000				Y
West Linn	12th St	#1201 12th ST.	Tualatin Ave.	Reconstruct (Part)	\$38,500	\$38,500				Y
West Linn	12th St	Tualatin Ave.	WFD	Reconstruct	\$305,000	\$305,000				Y
Wilsonville	Brown Road Improvements	Wilsonville Road	Evergreen Avenue	Widening and improving 0.36 miles of roadway with associated utility work.	\$1,000,000	\$400,000	\$600,000	Y	No	Y
Wilsonville	Grahams Ferry Road Improvements	Barber Street	LEC Property	Improve road and add bike lane with water, sewer and storm work	\$300,000	\$170,000	\$130,000	Y	No	Y

Prospectus note: (1) Projects noted with a 1 were submitted with a prospectus that includes multiple projects
 (2) Projects noted with a 2 were submitted with a prospectus that includes multiple projects

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4022, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD PROJECTS TO RECEIVE FUNDING FROM THE AMERICAN RECOVERY AND REINVESTMENT ACT

Date: March 5, 2009

Prepared by: Ted Leybold
503-797-1759

BACKGROUND

In an effort to stimulate the national economy, the federal government has passed the American Recovery and Reinvestment Act. Funding for transportation projects is a significant part of the act and will be distributed through federal transportation agencies. Approximately \$38 million is expected to be available for local transportation projects in the Metro region, \$44 million for transit projects and a portion of approximately \$225 million statewide for highway improvements through the Oregon Department of Transportation (ODOT).

ODOT, TriMet and SMART have proposed an initial list of projects for consideration into the MTIP. Local transportation agencies have also submitted proposed projects for funding allocated through Metro. These project proposals are provided in Exhibit A to Resolution No. 09-4022.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time. The public comment period closes March 3rd and comments will be provided at the March 5th JPACT and Metro Council meetings.
2. **Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects** Adoption of this resolution will make available additional transportation funding to local agencies in the Metro region for several projects.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Approve Metro Resolution No. 09-4022.

Materials following this page were distributed at the meeting.

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1916 | FAX 503 797 1930



METRO

Joint Policy Advisory Committee on Transportation

MINUTES

February 12, 2009
7:30 a.m. – 9:00 a.m.
Council Chambers

MEMBERS PRESENT

Rex Burkholder, Chair
Sam Adams
Carlotta Collette
Nina DeConcini
Craig Dirksen
Fred Hansen
Kathryn Harrington
Donna Jordan
Lynn Peterson
Roy Rogers
Ted Wheeler
Bill Wyatt

AFFILIATION

Metro Council
City of Portland
Metro Council
Department of Environmental Quality
Cities of Washington County
TriMet
Metro Council
City of Lake Oswego, Representing Cities of Clackamas Co.
Clackamas County
Washington County
Multnomah County
Port of Portland

MEMBERS EXCUSED

Shane Bemis
Royce Pollard
Steve Stuart
Jason Tell
Don Wagner

AFFILIATION

City of Gresham
City of Vancouver
Clark County
Oregon Department of Transportation
Washington Department of Transportation

ALTERNATES PRESENT

Dean Lookingbill
Troy Rayburn
Rian Windsheimer

AFFILIATION

Representing City of Vancouver
Clark County
ODOT

STAFF: Andy Contugo, Kelsey Newell, Deena Platman, Robin McArthur, Andy Shaw, Anthony Buztek, Pamela Peck, Kayla Mullis, Ted Leybold, Kim Ellis.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:32 a.m.

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Burkholder reminded the committee members that a final preparation meeting for the annual JPACT Washington, DC trip has been scheduled for March 2, 2009 at 5 p.m. at Metro, Room 370A .

In addition, he announced that a joint public hearing for the Metro Council and JPACT to receive testimony on the Metropolitan Transportation Improvement Program (MTIP) regional flexible fund allocations has been scheduled for February 12, 2009 at 4 p.m. in the Metro Council Chambers.

5. CONSENT AGENDA

Consideration of JPACT meeting minutes for January 15, 2009

MOTION: Mr. Fred Hansen moved, Mr. Craig Dirksen seconded, to approve the consent agenda.

ACTION TAKEN: With all in favor, the motion passed.

6. ACTION ITEMS

6.1 Resolution No. 09-4018, For The Purpose Of Considering The Regional Travel Options Work Program And Funding Sub-Allocations For Fiscal Year 09-10

Ms. Pam Peck of Metro briefed the committee on Resolution No. 09-4018, which would adopt the Regional Travel Options (RTO) Work Program and funding sub-allocations for fiscal year 09-10. The program is a collaborative effort that utilizes regional partners to reach the programs goals of reducing vehicle miles traveled (VMT), air pollution and green house gas emissions.

Ms. Peck outlined the following components of the work program:

- Collaborative Marketing

- Drive Less/Save More campaign
- Promoting active transportation modes
- Commuter services
 - Employee Programs
 - Business partnerships
 - Ride share matching system
- Traveler Information
- Downtowns and Centers

Adoption of the funding sub-allocations will amend the MTIP and provide RTO grants for individualized marketing and local travel options projects.

MOTION: Mr. Hansen moved, Commissioner Roy Rogers seconded, to adopt Resolution No. 09-4018.

ACTION TAKEN: With all in favor, the motion passed.

7. INFORMATION/ DISCUSSION ITEMS

7.1 Regional Transportation Plan Framework

Ms. Kim Ellis of Metro briefed the committee on the timeline for the 2035 Regional Transportation Plan (RTP) update. The timeline calls for finalizing the RTP by the end of 2009. This means having a draft plan by Sept. 1 for public comment and having MPAC, JPACT and Council approval of the draft plan by resolution by the end of this year. Major components of the plan are being developed and will be brought to JPACT for discussion over the next several months:

- Transportation System Management and Operations Plan
- High Capacity Transit plan
- Freight and Goods Movement plan
- An atlas of the region's mobility corridors
- Community building needs identified through the local aspirations process

Andy Cotugno is also leading work on potential funding options to bring forward for discussion. Later this spring, staff will work with MPAC, JPACT and the Metro Council to integrate and prioritize all of these different needs and funding options into a long-term transportation investment strategy for the region.

Ms. Deena Platman, also of Metro, outlined the Regional Transportation System Management and Operations (TSMO) Plan and highlighted the following points:

- The new Vision statement that focuses on the following points
 - Collaboration
 - Being proactive
 - Providing a safe, reliable and efficient system
- The new set of Goals
 - Reliability

- Safety
- Quality of Life
- Traveler Information
- The Guiding Principals
 - Regional partnerships
 - System performance
 - Investment in ongoing operations

The committee discussed the freight service area and suggested altering the language in Attachment B in the freight row to read “Currently being addressed” instead of “~~No needs identified.~~” This would compensate for freight needs and priorities addressed in other service areas. They also agreed that high priority movements should be reevaluated and included in freight needs and priorities to make sure the service area is fully addressed.

7.2. Economic Stimulus Bill

Mr. Andy Shaw and Mr. Andy Cotugno of Metro briefed the committee on the proposed process for nominating and selecting local transportation projects for a potential federal economic stimulus program. County coordinating committees will be responsible for submitting a list of projects for 150% of their jurisdiction’s allocation target based on the current House version of the stimulus bill.

Projects will be classified as Phase I or Phase II. Phase I projects must meet the 120-day timeframe for obligating funds. Depending on the final bill specifics, the amount of funds and Phase I timeframes may be adjusted. Any funds that are ultimately used will have to be included in a MTIP amendment.

The committee discussed:

- The ODOT project list and process for allocating funds
- The TriMet project list
- Over programming in case certain projects fall through
- Maximizing the input of funds to the region
- Addressing the issue of equity in distributing funds
- Using funds in a way that will maximize use of other state dollars
- Addressing job creation and failing infrastructure in Phase I allocations
- Considering how Phase I projects will help achieve Phase II goals
- Considering the long term economic contribution of projects when allocating funds
- Allowing for transit service maintenance funding, if possible
- Considering contract changes and innovations in order to speed up process
- Using one contract in partnership projects in order to be more cost effective

8. ADJOURN

With no further business, Chair Burkholder adjourned the meeting at 8:53 a.m.

Respectfully submitted,



Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR FEBRUARY 12, 2009

The following have been included as part of the official public record:

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.1	Power Point	N/A	FY 09-10 Work Plan- RTP	021209j-01
7.1	Memo	2/6/09	To: JPACT and interested parties From: Kim Ellis, RTP project manager Re: 2035 RTP Update- Process Next Steps	021209j-02
7.1	Power Point	N/A	Regional Transportation Systems Management and Operations Refinement Plan	021209j-03
7.2	Letter	2/3/09	To: Oregon Transportation Commission From: Matthew L Garret Subject: Agenda Potential Highway Systems Projects for Economic Stimulus	021209j-04
7.2	Letter	2/12/09	To: Governor Ted Kulongoski Subject: Economic Stimulus and Bike and Pedestrian Projects	021209j-05
7.2	Notice	N/A	Notice of Opportunity for Public Hearing offered by TriMet	021209j-06
7.2	Chart	N/A	Flow Chart of Senate and House Distribution of Economic Stimulus Funds	021209j-07
7.2	Calendar	N/A	Calendar of Economic Stimulus Program Actions	021209j-08



**Regional Freight and Goods Movement Task Force
Membership List**

Steve Akre
Chairman
OIA Global Logistics

Bob Applegate
Chief Public Affairs Manager
Port of Portland

Grant Armbruster
Director of Import Operations
Columbia Sportswear

Steve Bates
Vice President
Redmond Heavy Haul

Scott Bricker
Policy Director
Bicycle Transportation Alliance

Katy Brooks
Community Relations Manager
Port of Vancouver

Gary Cardwell
Division Vice President
NW Container Service

Terry Cleaver
Logistics Manager
Columbia Grain

Lynda David
Senior Transportation Planner
SW Washington Regional
Transportation Council

Tom Dechenne
Senior Marketing Consultant
Norris, Beggs & Simpson

John Drew
Chief Executive Officer
Far West Fibers

Ann Gardner
Development Project Manager
Schnitzer Steel Industries

Pete George
Owner
P.W. George Consulting

Cam Gilmour
Director
Clackamas County -
Transportation and
Development

Van Hooper
Vice President of Operations
Sysco Foods

Tom Hughes
Mayor
City of Hillsboro

Monica Isbell
Owner/Manager
Starboard Alliance

Brian McMullen
*Assistant Manager - Planning
and Program Management*
Washington State Department
of Transportation, SW Region

Jeanne Morgan
*Export Control
Administration/
International Logistics*
Supervisor
Xerox

James Nave
*Regional Director – Industrial
Products Marketing and Sales*
Union Pacific Railroad

Rod Park
Councilor
Metro

Bob Peterson
Business Agent
Teamster Local 162

Michael Powell
Owner
Powell's Books

Warren Rosenfeld
President
Calbag Metals

Robert Russell
Executive Director
Oregon Trucking Association

Paul Smith
*Transportation Planning
Division Manager*
City of Portland

Paul Thalhofer
Mayor
City of Troutdale

Jason Tell
Director – Region 1
ODOT

Elizabeth Wainwright
Executive Director
Merchants Exchange

Tracy Ann Whalen
Corporate Traffic Manager
ESCO Corporation

Rick Williams
Executive Director
Lloyd District Transportation
Management Association

John Speight
*Vice President of
Marketing/Sales*
Portland & Western

Regional Freight and Goods Movement Action Plan

Integrating Multimodal Freight Mobility into the 2035 Regional Transportation Plan



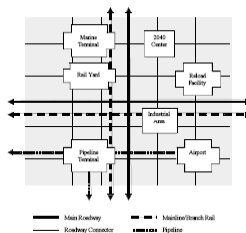
Metro Councilor Rod Park
Mar. 5, 2009 | JPACT

Regional Freight and Goods Movement Action Plan

Integration with 2035 RTP

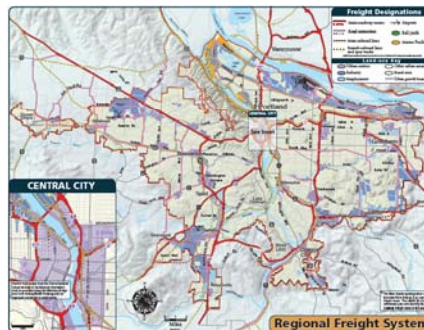
Previously addressed:

- System conditions
- Policy direction
- Freight system concept and map

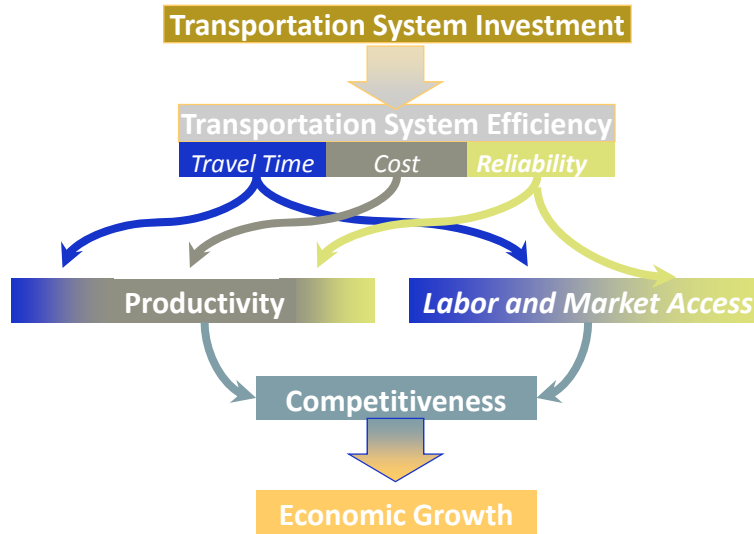


Regional Freight System
The following elements are included in the regional freight system shown in Figure 3.13. Definitions are provided in the glossary of terms.

- Main roadway route
- Road connector
- Main railroad line
- Branch railroad line
- Intermodal facility
- Intermodal rail yard



Economic effects of transportation



Regional employment trends

Portland Metro Employment and Wages 2007

Industry	% of Total		Average Pay
	Employment	Employment	
Total Portland Metro	892,167	100%	\$45,090
*Total Industrial Related Jobs (Trade, Transportation, MFG)	180,797	20%	\$59,707
Trade, Transportation & Utilities	178,971	20%	\$42,154
Professional & Business Services	121,147	14%	\$50,749
Government	113,102	13%	\$45,342
Manufacturing	111,820	13%	\$60,580
Education & Health Services	105,518	12%	\$41,759
Leisure & Hospitality	84,148	9%	\$17,957
Financial Activities	55,389	6%	\$58,008
Construction	52,159	6%	\$48,953
Other Services	34,077	4%	\$30,387
Information	21,922	2%	\$70,604
Natural Resources & Mining	13,915	2%	\$26,321

Source: 2007 Oregon Employment Department

*NOTE: removal of Utilities, Retail, and Non-Industrial related transportation



Key issues for freight system

- **Congestion hotspots** – chronic road and rail network bottlenecks impede flow of freight
- **Reliability** – unpredictable travel time due to crashes, construction, special events, weather
- **Network barriers** – safety concerns and out of direction travel caused by weight-limited bridges, low bridge clearances, at grade rail crossings, poorly designed intersections
- **Land use** – System capacity and land for industrial uses is being lost to other activities
- **Impacts** – managing adverse impacts including diesel emissions, water quality, and noise



Preservation, Management and Investment Priorities

- Address core throughway system bottlenecks to improve truck mobility in and through the region
- Improve and protect throughway interchanges that provide access to major industrial areas
- Serve the *last mile* by improving arterial connections to current and emerging industrial areas
- Address critical needs for marine and freight rail transportation



March 5, 2009

To: JPACT

Good Morning.

Thanks for the opportunity to address JPACT concerning the Freight Goods and Movement portion of the Regional Transportation Plan.

My name is Tom Dechenne. I'm a commercial/industrial real estate broker with Norris, Beggs & Simpson, where I'm involved in the sale and leasing of industrial and commercial properties, both improved with buildings and vacant, unimproved land sales. I've been in the industry since 1979 in this Metro area, and as a broker the past 27 years. We deal exclusively with businesses in our region on a daily basis in their decision making process of where to locate their businesses.

I'd like to address 3 major issues relating to the movement of freight, goods and vehicles (trucks and cars):

1. **LAND USE:** It's extremely important to match the **use with effective road systems**. In many cases, there is a disconnect at present for some of the industrial areas.
2. **BOTTLENECKS** in the major corridor areas: Why the bottleneck areas adversely affect the secondary systems.
3. **MULTI-MODAL TRANSPORTATION SYSTEMS:** The HUGE importance of making each system work together and independently within the region.

LAND USE: Our focus is on industrial, served properties, but not necessarily shovel ready. (This implies sites of 20 acres or larger.) Within the metro region, we are gravely short of available, vacant industrial zoned properties of 2-20 acres. In many cases, vacant land that's available to be purchased that's zoned industrial (light, heavy or service type industrial), is NOT located near major secondary or primary thoroughfares. When zoning or considering industrial uses, it's IMPERATIVE to consider whether the use will be distribution OR manufacturing OR service...or the combination. Many times the available properties don't match the marketplace, i.e. Happy Valley, west of Hillsboro, Sherwood are zoned industrial, are within the UGB, but the demand is soft. Unfortunately, these sites are counted in the available acreage, but are not economically feasible NOW. Perhaps in the future, but many years henceforth.

Within the UGB, AND IN ECONOMICALLY FEASIBLE LOCATIONS, there are not many parcels available. Notwithstanding today's short term market downturn, it's extremely difficult to find 2-10 acres. There are some redevelopment parcels, but the cost to redevelop (or demolish and start new) is prohibitive.

Examples: I represented a light industrial user/buyer looking for 2-3 acres along the I-205 corridor. We found one vacant choice, but the zoning wouldn't allow his use. I represented a 10-12 acre buyer/user looking in the same area, and didn't find 1 parcel available, and only one that MIGHT be available, for redevelopment only. Cost made it NOT feasible. Neither entity has done anything yet. This adversely affects the region's ability to attract companies that could otherwise create good paying jobs.

BOTTLENECKS within the MAJOR Corridors: Anything we can do in the planning and implementation of improving roads to reduce (or eliminate) these bottlenecks will affect goods movements. During our discussion of formulating the Portland Freight Master Plan and Regional Freight and Goods Movement Plan, it was discussed over and over again about the **NEED to improve** (widen, redo the access(es), signalizing, tolling, etc.) the bottleneck areas OR, it doesn't really do much good to spend millions on other improvements only to be stopped up at the bottlenecks. This affects reliability.....not that it's slow, but we need consistency. We deal with this issue daily when helping firms determine business locations. The major components are: delivery of goods to their customers, receiving deliveries, getting employees to and from work, and getting customers, vendors, etc. to the place of business. Of particular importance, is the **JUST IN TIME BUSINESS MODEL**, requiring definitive, consistent travel times and routes. Inventories, the cost of time play significant roles in the decisions of where to locate (or whether to locate or remain in the region). The major bottleneck areas we're discussing are: Columbia River Crossing, I-84/I-5 at downtown, I-205/Airport Way, Hwy. 212/I-205, I-5/I-205 in Tualatin, Hwy. 217/I-5 and 217/26, Tualatin Sherwood Rd/I-5.

MULTI-MODAL TRANSPORTATION SYSTEMS: The Portland Metro REGION, has always been a distribution hub for the mid-west coast area. With two major railroads (formerly 3 or 4) serving the area, 2 major freeways (I-5 and I-84), the Columbia and Willamette Rivers providing river trade, PIA (PDX) serving 1.8 million people with 13 (*get correct number*) major carriers, we need to focus on what drives our economy and make transportation improvements in **ALIGNMENT** with these assets. Let's not forget what the dynamics of our economy are. We have traditionally and continue to be small business based, non large-corporate headquarters region. Consequently, our growth and attractive is driven by small businesses. Times change (i.e. originally lumber products growth, to high tech growth, to service sector growth, BUT transportation center hub hasn't changed. Ships still call for cars and container movement, manufacturing still continues, traded sector business still occurs (imports/exports), distribution centers still occur (and are developed if they can find the land), and we're still a primary link between the rest of the US and Asia. We need to continue to enhance the system as a whole and each component individually to successfully accommodate the anticipated growth over the next 25-50 years and beyond.

Thank you for your time.

Respectfully submitted,

NAI NORRIS, BEGGS & SIMPSON



Tom D. Dechenne
Associate Vice President

Member: Regional Freight and Goods Movement Task Force
 Portland Freight Committee



CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: (503) 526-2481 Fax (503) 526-2571

DENNY DOYLE
MAYOR

February 27, 2009

Councilor Rex Burkholder, JPACT Chair
Metro
600 NE Grand Avenue
Portland, Oregon 97232

RE: Transportation Project Rankings

Dear Chair Burkholder and JPACT Members:

On behalf of Beaverton citizens, business community, and Beaverton City Council, I want to express my gratitude in your high ranking for funding of the Rose Biggi Avenue Extension project.

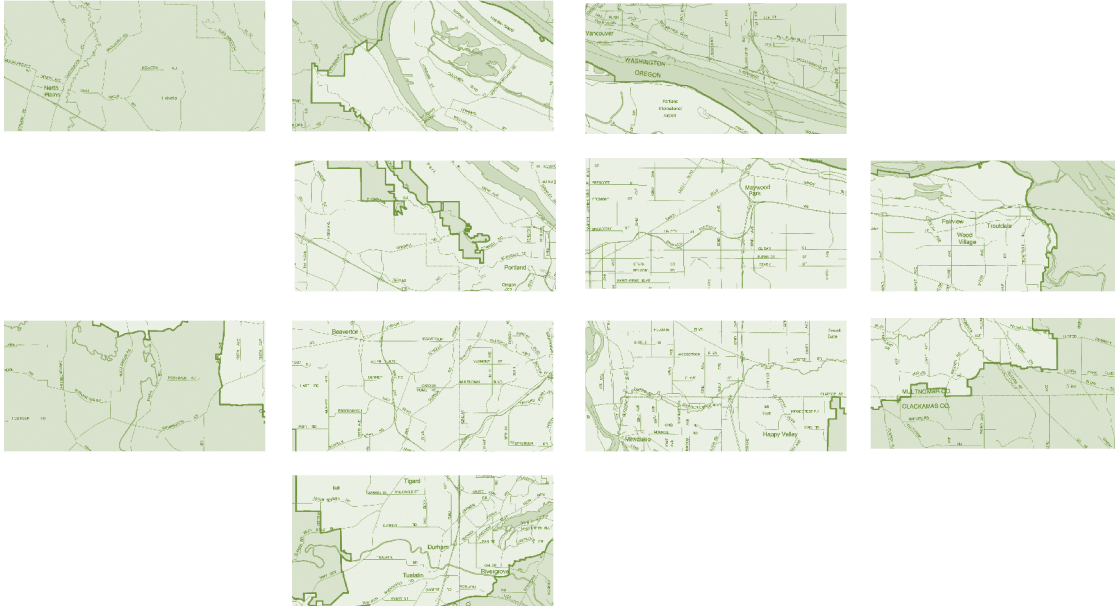
The extension of Rose Biggi is important to complete the final gap of this road thus improving the vehicular, pedestrian, and bicycle connectivity within Beaverton's Regional Center area. It is our belief that this road improvement will help stimulate economic development in the area, including, but not limited to, The Round and the adjacent Westgate site.

With your continued support of this project, the City of Beaverton will be able to start construction of the Rose Biggi Extension in the very near term.

Sincerely,

Denny Doyle
Mayor

[CLICK HERE FOR REPORT](#)



Transportation projects and programs

2010-13

Regional flexible fund allocation

Final public comment report

February 2009

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-)	RESOLUTION NO. 09-4022
11 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO ADD)	Introduced by Councilor Rex Burkholder
PROJECTS TO RECEIVE FUNDING FROM THE)	
AMERICAN RECOVERY AND)	
REINVESTMENT ACT)	
)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the federal government recently passed the American Recovery and Reinvestment Act; and

WHEREAS, this act will provide approximately \$38 million for distribution through Metro as the region's Metropolitan Planning Organization, \$44 million to TriMet and \$450,000 to South Metro Area Rapid Transit (SMART) for transit projects, and funding to the Oregon Department of Transportation, a portion of which will be allocated to highway projects in the Metro Area; and

WHEREAS, all projects in the Metro Area to receive these funds must be included in the MTIP; and

WHEREAS, these funds must be put to use in a short time frame in order to meet federal deadlines and stimulate the economy; and

WHEREAS, the projects listed in Exhibit A, attached to this resolution, have been analyzed and found to conform to air quality regulations and regional transportation emissions budgets; and

WHEREAS, the cost of projects proposed for amending into the transportation improvement program for use of these funds is equal to the forecasted funds available, therefore maintaining financial constraint of the program; and

WHEREAS, the public has had an opportunity to review and comment on these proposed projects; therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the 2008-11 Metropolitan Transportation Improvement Program to add the projects listed in Exhibit A, attached.

ADOPTED by the Metro Council this ____ day of March 2009.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Proposed Stimulus Projects by Transportation Sector

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Phase I Stimulus Request	Draft Phase II Stimulus Request	Bike or Pedestrian elements	Transit elements	Motor vehicle elements
Street Preservation and Reconstruction										
Portland	SE Madison	SE Grand	SE 12th	Preservation of arterial, transit, bicycle - grind and pave		\$1,035,000		Repave and restripe bike lane	Major Transit Street w/ Regional Bus	
Portland	SE 39th Avenue	SE Holgate	SE Woodstock	Preservation of arterial, transit, bicycle - grind and pave		\$2,032,274			Major Transit Street w/ Regional Bus	
Portland	SE Hawthorne	SE Grand	SE 12th	Preservation of arterial, transit, bicycle - grind and pave		\$1,235,000		Repave and restripe bike lane	Major Transit Street w/ Regional Bus	
Portland	NW 23rd Avenue	NW Lovejoy	NW Burnside	Bridging Funding gap			\$432,000	Install ADA ramps	Major Transit Street w/ Regional Bus	
Portland/ TriMet	SW 3rd & SW 4th Base Repair	3rd: Glisan 4th: Glisan	3rd: Market 4th: Lincoln	Base repair and paving on areas of 3rd and 4th damaged by bus loads. Preservation of arterial, transit, bicycle.			\$325,000		Repairs pavement damage from relocation of buses during Mall	
Portland/ TriMet	SW Yamhill & SW Morrison brick intersections	intersection	-	Replacement of brick intersections on SW Yamhill & SW Morrison			\$1,000,000		Light Rail transit street.	
Clackamas County	Sunnyside Road	82nd Ave	I-205	Paving and Replacement of Traffic Signal Video Detection System	\$1,802,000		\$900,000			
Happy Valley	Street Maintenance and Reconstructions	Various	-	Consists of a combination of resurfacing, slurry seal, crack sealing and chip sealing these minor arterial.	\$3,542,000	\$889,000				
Lake Oswego	Royce	Bryant	Westview	The project will dig out, grind and replace 2" of the entire asphalt surface	\$428,000	\$359,000				
Lake Oswego	McNary	Kerr	Kerr	The project will dig out, grind and replace 2" of the entire asphalt surface	\$416,000	\$349,000				
Milwaukie	Linwood Ave Re-surfacing	Monroe St.	Railroad Ave.	2" grind & overlay	\$579,775		\$160,000			
Milwaukie	River Road Re-surfacing	McLoughlin	City Limit	2" grind & overlay	\$140,000		\$140,000			
West Linn	Salamo Road	Barrington Dr	Rosemont	Grind 2" and overlay	\$1,004,000	\$900,000				
Gladstone	Valley Views/Los Verdes, Dartmouth, Portland Ave., and Arlington Streets	Jennings	Crownview	Applicant proposes "butt" grinds at important road intersections, asphaltic tack coat, pavement fabric and a maximum 2" overlay at the center of the road tapering to near 0" approximately 6" from curbs along the roadway. Right-of-way and easements are not needed.	\$827,357		\$827,357			
Beaverton	Hall Blvd Overlay	Hart Rd	Ridgecrest Dr	Overlay	\$785,000	\$785,000			Regional Bus Route	
Cornelius	Arterial/Collector Overlay & Sealing	Holladay St., 10th Ave. 4th Ave.	6 Blocks, 9 Blocks, 4 Blocks	Sealing & repair of cracks in concrete paved industrial collector Holladay St. in preparation for State Cert. Industrial Site; Grind & overlay of asphalt paved 10th Ave. arterial and 4th Ave. collector	\$350,000		\$350,000			
Sherwood	Sherwood Boulevard Overlay	3rd St	12th St	Grind & Overlay 2,740 LF of Collector status road	\$430,000	\$430,000				
Tigard	Bonita Road	I-5 Bridge	Railroad	2" Pavement Overlay	\$156,000	\$156,000				

Proposed Stimulus Projects by Transportation Sector

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Phase I Stimulus Request	Draft Phase II Stimulus Request	Bike or Pedestrian elements	Transit elements	Motor vehicle elements
Tigard	Durham Road	Upper Boones Ferry	72nd	2" Pavement Overlay	\$372,000	\$372,000				
Tigard	72nd Avenue	Upper Boones Ferry	Landmark	2" Pavement Overlay	\$402,000		\$402,000			
Tigard	72nd Avenue	Landmark	Fir	2" Pavement Overlay	\$186,000		\$186,000			
Wash. Co.	Group A Overlays	n/a	n/a	Various Street Overlays and associated ADA Upgrades	\$1,000,000	\$1,000,000				
Wash. Co.	Group E Overlays	n/a	n/a	Various Street Overlays and associated ADA Upgrades	\$1,000,000	\$1,000,000				
				Street Preservation and Reconstruction Subtotal:		\$10,542,274	\$4,722,357			
				% of Total Funds		28%	12%			
Street Modernization & Capacity										
Portland	North Going Rail Overcrossing	bridge	-	Bridging funding gap to ensure completion	\$4,300,000	\$500,000				
Portland	82nd Avenue and Columbia	at intersection	-	Bridging Funding gap		\$200,000		New w/bound bike lane		
Portland	So Auditorium Lighting Phase I	SW Naito to SW 4th	SW Clay to SW Arthur	Replace foundation, poles, and lighting fixtures to a maintainable status. Install conduit and power wire to a standard depth.	\$3,900,000	\$3,900,000				
Portland	Leadbetter extension and RR Overcrossing	Leadbetter	Marine Drive	Adding rail crossing improvements at grade crossing	\$11,500,000		\$350,000			Preserves existing at-grade RR crossing at east
Gresham	242nd/Hogan Road	Glisan	Stark	Widen Hogan Road to city standards providing 4 travel lanes, 1 center left turn lane, bicycle lanes and sidewalks.	\$2,400,000		\$2,375,900	Adds s/bound bike lane and n/bound multi-use trail.		
Oregon City	Molalla Avenue/Warner Milne/Beavercreek intersection	Warner Milne	Beavercreek	realign traffic intersection, update signal timing, add sidewalks	\$2,956,000		\$900,000			
Tigard	Citywide 'Small Fix' Congestion Solutions	-	-	Small-dollar site-specific adjustments and minor construction projects that would improve traffic flow and safety. This includes Flashing Yellow Arrow Signals, signal phasing changes, striping changes, and small-scale geometric adjustments that would improve traffic flow and safety.	\$160,000	\$80,000	\$80,000			
Wash. Co.	Interior Illuminated Sign Replacements	n/a	n/a	Replaces existing illuminated signs with diamond grade sheeting, which subsequently reduces electrical costs.	\$150,000	\$125,000				
Wilsonville	Barber Street Improvements	Boones Ferry Road	Boberg Road	Widen and Improve Barber Road from its intersection with Boones Ferry Road to Boberg Rd., with a minor collector cross section that will improve transportation in the commercial districts and the proposed commuter rail	\$1,000,000		\$900,000			
				Street Modernization & Capacity Subtotal:		\$4,805,000	\$4,605,900			
				% of Total Funds		13%	12%			

Proposed Stimulus Projects by Transportation Sector

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Phase I Stimulus Request	Draft Phase II Stimulus Request	Bike or Pedestrian elements	Transit elements	Motor vehicle elements
Signals & ITS										
Beaverton	Farmington Rd Adaptive Signal Control Installation	Hocken Ave	Griffith Dr	Upgrade existing traffic signal control software to SCATS adaptive signal control system at 7 signalized intersections. The existing Model 170 signal controllers will be upgraded to 2070L signal controllers. In addition to these upgrades, the signalized intersections will be connected to the regional centralized signal control system for real-time remote monitoring and signal timing adjustments capabilities.	\$804,000	\$804,000				
Beaverton	Cedar Hills Blvd Signal Re-timing	Millikan Way	Walker Rd	collect new traffic volumes and update the signal timing along the corridor	\$56,000		\$56,000			
Wash. Co.	ITS Project - Scholl's Ferry Rd	Murray Blvd	Hall Blvd	Install fiber, cameras, and other ITS equipment to increase efficiency, reduce congestion, and improve emergency response.	\$881,000		\$881,000		Improves traffic flow and minimizes delay on Regional Bus Route	Improves traffic flow and reduces delay on arterial carrying 38,000
Wash. Co.	Flashing Yellow Arrows	n/a	n/a	Install new signal head and hardware at various intersections to improve efficiency and reduce traffic delays.	\$500,000		\$500,000		Improves traffic flow and minimizes delay	Improves traffic flow and minimizes delay
Wash. Co.	School Zone Flasher Units	n/a	n/a	Install solar powered School Zone Flasher Units at various locations. Improves efficiency and safety.	\$250,000	\$250,000		Ensures pedestrian safety in school zones		
Wash. Co.	Traffic Signal Retiming	n/a	n/a	Retain consultants to evaluate signal timing, and make necessary changes to improve traffic flow, improve congestion, and air quality.	\$600,000		\$600,000		Improves traffic flow and reduces delay at intersections	Improves traffic flow and reduces delay at
				Signals & ITS Subtotal:		\$1,054,000	\$2,037,000			
				% of Total Funds		3%	5%			
Sidewalks, Bikes & Trails				\$2,108,000						
Portland	Bicycle Blvd	citywide	-	Striping and Signage - Wayfinding	\$1,000,000		\$1,000,000			
Portland	Springwater Trail Repaving	UPRR Bridge	E City border	Repave Springwater Trail from Sellwood to City border			\$1,800,000			
Multnomah County	Halsey Street and Stark Street Sidewalks Project	238th (Halsey) 257th (Stark)	244th (Halsey) Troutdale Rd (Stark)	Install sidewalks in 2 locations: NE Halsey St: 238th to 244th, and Stark St: 257th to Troutdale Road.	\$1,000,000	\$989,960		Adds sidewalks in Wood Village Town Center and along Mt. Hood Community College	On Regional Bus route.	
Milwaukie	Jackson Street sidewalks	Main Street	21st Avenue	Reconstruction of sidewalk/streetscape including street trees, utility undergrounding, street furniture, bulbouts, etc.	\$765,000		\$725,000			
Beaverton	Laurelwood Ave Sidewalk	Beaverton-Hillsdale Hwy	Birchwood Rd	Install sidewalk to provide safe pedestrian access to transit route and improve the livability of the neighborhood. Construct sidewalks and ADA ramps	\$343,000		\$343,000			
Beaverton	87th Ave Sidewalk	Birchwood Rd	Canyon Rd	Install sidewalk to provide safe pedestrian access to transit route, and improve livability of the neighborhood. Construct sidewalks and ADA ramps	\$306,000		\$306,000			
Cornelius	Hwy. 8/Adair Blvd.	10th Ave	19th Ave	Sidewalk repair and street furniture	\$50,000	\$50,000				
Forest Grove	Town Center Ped Improvements	-	-	curb, sidewalks, lighting and multi-use amenities	\$500,000	\$500,000				

Proposed Stimulus Projects by Transportation Sector

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Phase I Stimulus Request	Draft Phase II Stimulus Request	Bike or Pedestrian elements	Transit elements	Motor vehicle elements
Wash. Co.	143rd Ave. Pedestrian Path	Windermere Apts	W. Union Rd.	Construct 2400' of new asphalt path to improve pedestrian access to two schools.	\$300,000		\$300,000	Addresses existing safety deficiency for pedestrians &		
Wash. Co.	Walker Road Pedestrian Bridge	173rd Ave	Cambray St.	Install pedestrian bridge across creek to connect existing sidewalks on both sides of project.	\$200,000		\$200,000	Addresses existing safety deficiency for pedestrians &		
				Sidewalks, Bikes & Trails Subtotal:		\$1,539,960	\$4,674,000			
				% of Total Funds		4%	12%			
Transit & TOD										
Portland	Eastside Streetcar signals and ramps	various	-	2 signal upgrades, ADA curb ramps at intersections for Eastside Streetcar			\$356,832	ADA ramps		Upgrade traffic signals
Portland/TriMet	SW Columbia & SW Jefferson Bus Pads	SW Naito	SW 14th	Concrete Bus Pads on SW Columbia and SW Jefferson			\$325,000			
Portland/TriMet	Lake Oswego Shoreline Trestles	trestles	-	Trestle repair to maintain level of service			\$200,000			
Lake Oswego	Willamette Shore Trolley	LO trestle	-	Trestle repair on Lake Oswego Trolley line	\$100,000	\$100,000				
Hillsboro	Intermodal Transit Facility or overlay of arterials and collectors (overlay project becomes top priority is intermodal facility can't be obligated)	Baseline	7th & 8th	Construct parking structure with shared park & ride and transit oriented development	\$14,500,000	\$2,346,564				
Tualatin	95th Ave. RR Xing	at crossing	-	Install raised median and associated improvements	\$74,000	\$74,000				Improves motor vehicle safety at RR crossing.
Tualatin	Teton Ave. RR Xing	at crossing	-	Install 4 Quad RR Xing gates	\$615,000	\$615,000				Improves motor vehicle safety at RR crossing.
				Transit & TOD Subtotal:		\$3,135,564	\$881,832			
				% of Total Funds		8%	2%			
				Region Subtotal		\$21,076,798	\$16,921,089			
				Region 100% Target		\$38,000,000	\$38,000,000			
				% of Target		55%	45%			

Proposed Transit Stimulus Projects

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Transit Stimulus Funding
Rail System Improvements (Sec 5307 \$)						
TriMet	Willow Creek Pocket Track			Construct new pocket track at Willow Creek in order to increase passenger capacity between Beaverton and SW 185 th .	\$2,565,000	\$2,565,000
TriMet	Rail Track and Structure repairs			Purchase and install 10 pairs of Expansion Joints and perform track lining to remove speed restrictions.	\$1,659,891	\$1,659,891
TriMet	Switch Heaters/Covers (Existing Alignments)			Retrofit critical track switches with switch heaters.	\$1,000,000	\$1,000,000
TriMet	Pedestrian Crossing Improvements			Upgrade street and rail crossings at various LRT stations to meet best practice standards with respect to general safety, ADA, and pedestrian	\$500,000	\$500,000
TriMet	Bike Stations			Replacement of existing deteriorating bike lockers, and construction of two bike stations (secure, covered, high capacity bike parking facilities). Replacement of extg. Lockers: \$275k, STC Bike Cage (Pilot Program): \$125k, BTC, or Orenco, Bike Cage (Pilot): \$350k, Remainder of Bike	\$1,000,000	\$1,000,000
TriMet	Tactile Paver Replacement (5 stations.)			Replace existing Detectable Pavers (Ryowa's) at 5 eastside platforms on which the existing pavers are failing.	\$45,000	\$45,000
TriMet	Repainting eastside light rail stations			Ad hoc repainting eastside stations has been deferred for both budgetary and logistical reasons. Repainting stations under a single coordinated effort could ease logistical issues and provide some economies of scale.	\$270,000	\$270,000
TriMet	WB Gresham Central Sta. Access Control & Illumination			Upgrade existing lighting, and signage at the 82 nd Ave. and Gresham Central Stations. Install fencing to provide access control on the westbound Gresham Central platform.	\$580,000	\$580,000
TriMet	EB Gresham Central platform Access Control Project			Implement access control on the Gresham Central eastbound platform.	\$160,000	\$160,000
TriMet	Willamette Shore Line trestle repairs			Inspect and repair Shore Line trestles as needed to carry current operating loads and increased loads resulting from recently acquired vintage trolleys (donated by TriMet). Increased loading scheduled to begin Summer 2009	\$500,000	\$200,000
TriMet	WES Wayside Horns			Reduce noise impacts along the WES alignment in Tualatin thru the installation of wayside horns at several intersections.	\$250,000	\$250,000
TriMet	Preventive Maintenance			Preventive maintenance includes activities such as maintenance of bus and rail vehicles including overhauls and rebuilds, and maintenance of buildings, track, elevators, catenary, substations, communications,	\$3,624,757	\$3,624,757
				Rail System Improvements Subtotal:		\$11,854,648
Bus System Improvements (Sec 5307 \$)						
TriMet	Elmonica Maint. Facility Roof Replacement			Existing roof was constructed as part Westside Project. New and persistent leaks require constant maintenance.	\$750,000	\$750,000

Proposed Transit Stimulus Projects

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Transit Stimulus Funding
TriMet	Underground Storage Tanks @ Center garage			There are 6 single-walled tanks that are to be removed and replaced with 4 double-walled tanks with improved leak detection. The tanks aren't known to be leaking but are reaching the end of their useful life and are due for	\$435,000	\$435,000
TriMet	Center St. bus yard concrete replacement			Bus parking and travel lanes are showing excessive wear and tear. Project includes removal of existing concrete, restructuring of sub-grade as necessary and placement of new concrete slabs.	\$220,000	\$220,000
TriMet	Merlo bus yard concrete replacement			Bus parking and travel lanes are showing excessive wear and tear. Project includes removal of existing concrete, restructuring of sub-grade as necessary and placement of new concrete slabs	\$360,000	\$360,000
TriMet	Tigard Transit Center - storm piping repair			Existing stormwater pipes have extensive root intrusion, causing leaks and a need for annual root clearing. Project removes existing cracked concrete pipes and replaces them with root resistant pipes.	\$75,000	\$75,000
TriMet	IT Server Room climate control system			Reconfiguration of the server room in to Hot and Cold isles saving electricity on air conditioning costs.	\$50,000	\$50,000
TriMet	Merlo Fuel/Wash & Lift Buildings			Construction of replacement bus fueling and wash facility, and construction of a LIFT operations building.	\$13,500,000	\$13,500,000
TriMet	LIFT BDS system replacement			The LIFT BDS replacement project replaces on-board mobile data terminals in all LIFT (para-transit) vehicles, and associated central equipment. The new Para-transit specific Mobile Data Terminals will allow for electronic manifests and turn by turn navigation, which allows for dynamic scheduling, greatly improving the efficiency of LIFT Operations.	\$2,500,000	\$2,500,000
TriMet	Preventive Maintenance			Preventive maintenance includes activities such as maintenance of bus and rail vehicles including overhauls and rebuilds, and maintenance of buildings, track, elevators, catenary, substations, communications,	\$3,624,757	\$3,624,757
				Bus System Improvements Subtotal:		\$21,514,757
I-205/Transit Mall Improvements (Sec 5307 \$)						
TriMet	Cross mall transit tracker			Install Transit Tracker at 12 bus stops in downtown Portland not on the Mall.	\$250,000	\$250,000
TriMet	South mall light rail terminus alternative energy project			Construct frame to support Solar (photo-voltaic) and wind power project, including 22 vertical axis wind turbines to be mounted on existing catenary poles in southwest Portland adjacent to the PSU campus. Apply for DOE grant for panel costs	\$1,200,000	\$1,200,000
TriMet	Portland Mall Customer Amenities			Adaptive reuse of two historic restroom entryways outside the Pioneer Courthouse and an original transit mall shelter at SW 5 th and SW Salmon. Structures will be leased to entrepreneurs as streetside café's and print media	\$240,000	\$240,000

Proposed Transit Stimulus Projects

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Transit Stimulus Funding
TriMet	Bus priority street maintenance improvements (3rd/4th & Jeff./Col.)			Street Repair on SW 3 rd and 4 th Avenues, and the construction of concrete paving at bus stops on Columbia and Jefferson.	\$1,300,000	\$650,000
TriMet	Morrison/Yamhill Intersection Repairs			Reconstruction of both the sub-grade and sections of mortar set pavers at the following intersections: SW Morrison & SW Yamhill @ SW 2nd.SW 3rd. SW 4th, SW 5th, SW Broadway, SW 8th, SW 9th, SW 10th, and SW 11th.	\$2,000,000	\$1,000,000
TriMet	SE Transit Police Precinct @ Clackamas TC Garage			Tenant improvements to retail space of 1 st floor CTC garage, approximately 2,000 ft ² @ \$300/ft ² for transit police substation. Project includes office space, staff locker room, and two plumbed holding cells.	\$600,000	\$600,000
TriMet	Ice cap installation on the I-205 Catenary System			Exposed to notoriously hostile "East County" weather along its entire length, OCS ice caps will facilitate Green Line operation when it's most needed.	\$310,000	\$310,000
TriMet	Lighting along the multi-use path adjacent to the I-205 LRT			The project would extend the lighting along ODOT's Multi-use path south from the Woodstock LRT station to Monterey Ave within the CTC station area.	\$554,000	\$554,000
TriMet	Safety fencing			Provide additional fencing to help prevent pedestrian intrusion into the green line R.O.W.	\$1,544,000	\$1,544,000
TriMet	Switch Heaters/Covers (I-205 Alignment)			Exposed to notoriously hostile "East County" weather along its entire length, OCS ice caps will facilitate Green Line operation when it's most needed.	\$200,000	\$200,000
TriMet	Transit Tracker on I-205			The project provides electronic information display signs at I-205 stations. Signs provide real-time transit arrival and departure information for passengers at each rail platform. Also, signs provide public service and safety advisory information for passengers.	\$125,000	\$125,000
TriMet	Preventive Maintenance			Preventive maintenance includes activities such as maintenance of bus and rail vehicles including overhauls and rebuilds, and maintenance of buildings, track, elevators, catenary, substations, communications,	\$3,624,757	\$3,624,757
				I-205/Transit Mall Improvements Subtotal:		\$10,297,757
Preventive Maintenance (Sec 5309 \$)						

Proposed Transit Stimulus Projects

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Transit Stimulus Funding
	Preventive Maintenance			Preventive maintenance includes activities such as maintenance of bus and rail vehicle	1,125,728	1,125,728
				Preventive Maintenance Subtotal:		\$1,125,728
				TriMet Total		\$44,792,891
SMART (Sec 5307 \$)						
SMART	Bus purchase and customer amenities			Potential bus purchase and bus customer amenities at Wilsonville Transit Center	\$450,000	\$450,000
New Starts (Request for Discretionary Funds)						
TriMet	South Corridor	Portland	Milwaukie	Funding for light rail project: advances FY 2010 request of \$80m and FY 2011 of \$25.4m	\$1,400,000,000	\$75,000,000
Small Starts (Request for Discretionary Funds)						
TriMet	Streetcar Loop	NW 10th	OMSI	Extension of Portland streetcar.		\$75,000,000

Proposed ODOT Stimulus Projects

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Stimulus Funding
Modernization						
ODOT	I-5 Preservation: Tualatin River to Willamette River, Wilsonville Auxiliary lanes	Hubbard Cut-off	Wilsonville	Stimulus funding adds auxiliary lane on northbound I-5 from Boones Bridge to Wilsonville Rd interchange to improve merging and operations including signage, fencing, cable barrier and paving. Non-Stimulus funding adds southbound auxiliary lane I-205 southbound merge to I-5 South at Stafford Road to existing Preservation project.	\$28,000,000	\$5,000,000
				Modernization Subtotal:		\$5,000,000
Preservation						
ODOT	OR99E: MLK/Grand project			Paves streets used as detour route	\$83,643,000	\$1,250,000
ODOT	OR213 Preservation Redland Rd - to I-205	I-205	Redland Rd	Completes pavement preservation on portion of OR213	\$5,962,000	\$2,500,000
				Subtotal:		\$3,750,000
Operations						
ODOT	I-405 Preservation	Fremont Br	Marquam Br	Adds ramp paving, sign upgrades and illumination to I-405 project to improve safety	\$10,224,000	\$3,700,000
				Subtotal:		\$3,700,000
Safety						
ODOT	US26: N. Plains - 185th Ave: Cable barrier and intersection paving	North Plains	185th	Adds pavement preservation, cable barriers and paving to project	\$6,700,000	\$2,900,000
				Subtotal:		\$2,900,000
Bicycle/Pedestrian						

Proposed ODOT Stimulus Projects

Jurisdiction	Project Name	From	To	Brief Description	Project Cost Estimate	Stimulus Funding
ODOT	I-205 bicycle and pedestrian path improvements and illumination			Improves and illuminates the I-205 bike/ped path north of Gladstone	\$109,770,000	\$2,500,000
				Subtotal:		\$2,500,000
Enhancements						
Forest Grove	Town Center Pedestrian Improvements			Adds sidewalks and improved pedestrian crossings to several streets in downtown Forest Grove	\$3,329,744	\$1,100,000
Gresham	Gresham-Fairview Trail	E Burnside St.	Springwater Trail	Restores elements of bridge over Powell Boulevard cut due to costs	\$4,295,000	\$550,000
				Subtotal:		\$1,650,000
				ODOT Total:		\$19,500,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4022, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD PROJECTS TO RECEIVE FUNDING FROM THE AMERICAN RECOVERY AND REINVESTMENT ACT

Date: March 5, 2009

Prepared by: Ted Leybold
503-797-1759

BACKGROUND

In an effort to stimulate the national economy, the federal government has passed the American Recovery and Reinvestment Act (ARRA). Funding for transportation projects is a significant part of the act and will be distributed through federal transportation agencies. Approximately \$38 million is expected to be available for local transportation projects in the Metro region, \$44 million for transit projects and a portion of approximately \$225 million statewide for highway improvements through the Oregon Department of Transportation (ODOT). Local funds must be obligated (under contract with the Federal Highway Administration (FHWA)) within one year and fully expended within three years of the funds being made available, expected by early March of 2009. ODOT is has an additional deadline of obligating 50% of its funds within 120 days of funds being made available. All un-obligated funds at the end of the deadline will be forfeited back to FHWA for redistribution to states that have obligated all RFFA transportation funding.

ODOT, TriMet and SMART have proposed an initial list of projects for consideration into the MTIP. Local transportation agencies have also submitted proposed projects for funding allocated through Metro. These project proposals are provided in Exhibit A to Resolution No. 09-4022.

For local projects, JPACT agreed at its February 12th meeting to pursue a two-phase project approval process, which Metro and local agency staff had already begun, given the shape of the federal legislation at that time. Local transportation agencies nominated a pool of projects for public comment and technical review on February 13th. These projects were posted on the Metro website for a public comment period that closed on March 3rd. Public comments received were provided to JPACT at its March 5th meeting in a public comment report. All of the local projects have been reviewed by technical staff at ODOT and Metro to determine if they were able to meet federal deadlines for obligating and expending the funds. This review assumes that adequate local and state agency resources are dedicated to project management.

From this narrowed project pool, proposed Phase I and Phase II lists were created. The Phase I list represented those projects nominated for immediate obligation by local agencies. The Phase II list was an effort to match local priorities with a balance of investments in various transportation sectors, and was intended for discussion by JPACT at the March 5th meeting. At its meeting on February 27th, TPAC recommended allocating all \$38 million of expected ARRA transportation funding, using both the proposed Phase I and Phase II lists of projects. The projects nominated are all included in the Regional Transportation Plan or are not required to be in the RTP as they are for preservation of existing facilities and not facility modernization projects.

Some projects are extending or restoring the original scope of an existing project for which environmental and contract approval has been granted. Some projects are preservation, sidewalk and signal systems

projects that require minimal engineering and environmental analysis prior to obligation and expenditure of funds.

In April, TPAC will discuss establishing a process to select a series of back-up projects and last-minute “safety valve” projects. These would be projects that are able to go to contract in a very short time frame should some local projects fail to proceed toward obligation in a timely manner.

Transit projects to receive dedicated transit funding administered by TriMet and SMART, are nominated for inclusion in the MTIP by those agencies and are also included in Exhibit A to Resolution No. 09-4022. TriMet conducted its own public involvement process to receive comments and is also summarized in the public comment report provided to JPACT. SMART project nominations were included in Metro’s public comment materials.

ODOT also conducted its own public comment process, with comments received by the Oregon Transportation Commission prior to their initial decision on projects to be funded with ODOT administered funding. Projects from the OTC decision that are located in the Metro Area are also listed in Exhibit A to Resolution 09-4022 for JPACT and Metro Council consideration for inclusion in the MTIP.

All of the projects nominated for inclusion in the MTIP were analyzed for conformity with air quality regulations and were found to be in compliance with State Implementation Plan for Air Quality transportation emission budgets for the Metro Area. These findings were shared with federal and state air quality regulatory agencies and were approved by TPAC.

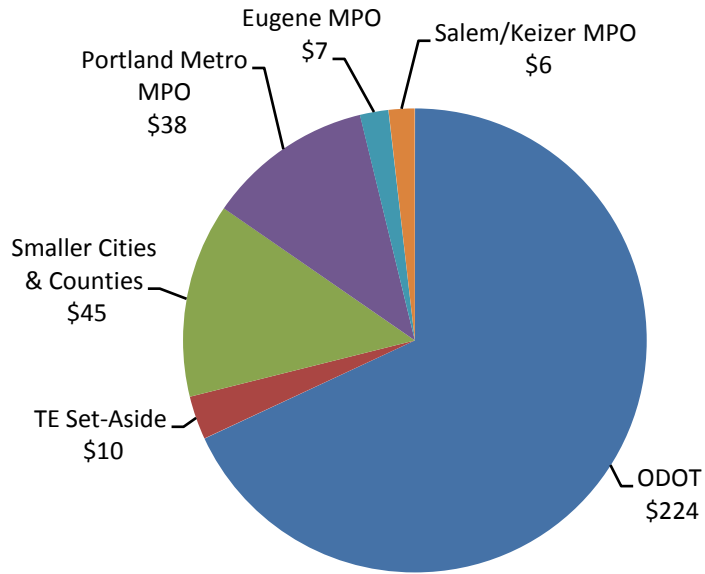
ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time. The public comment period closed March 3rd and comments will be provided at the March 5th JPACT and Metro Council meetings.
2. **Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects** Adoption of this resolution will make available additional transportation funding to local agencies in the Metro region for transportation and transit projects.
4. **Budget Impacts** None.

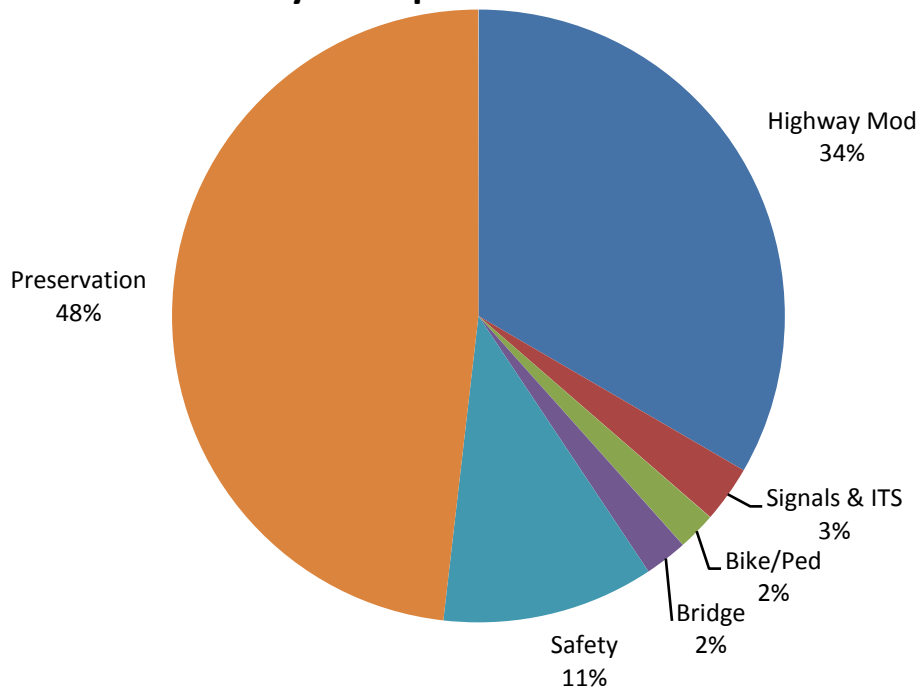
RECOMMENDED ACTION

Approve Metro Resolution No. 09-4022.

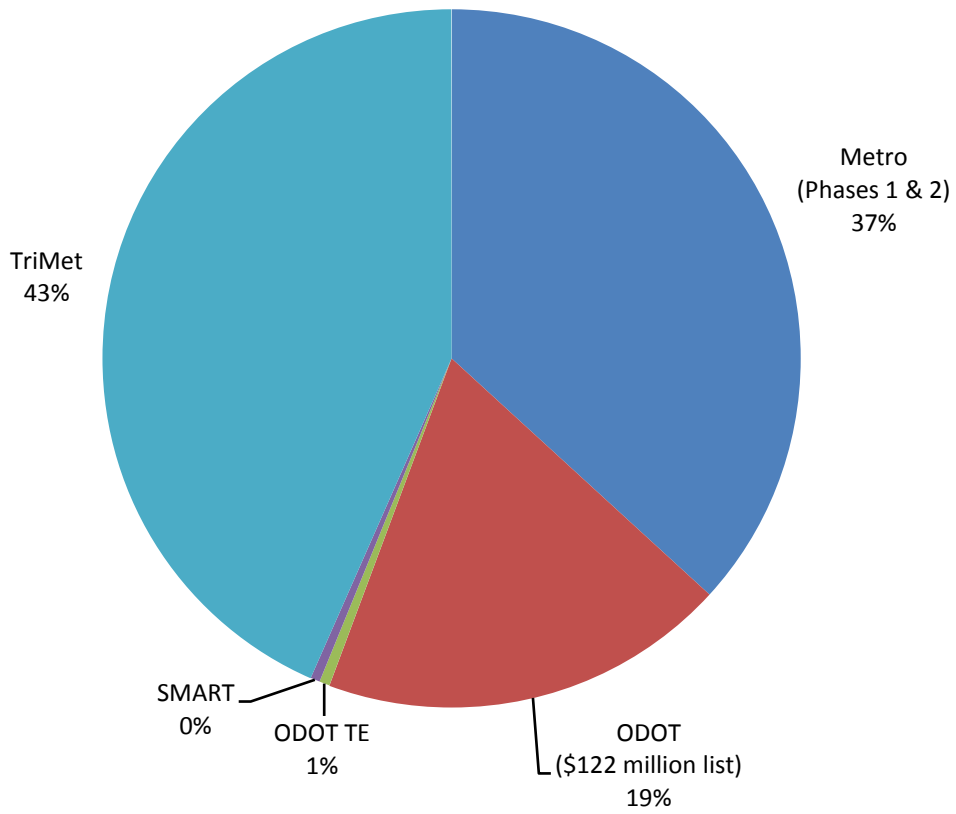
Federal Transportation Stimulus Oregon Allocation (millions)



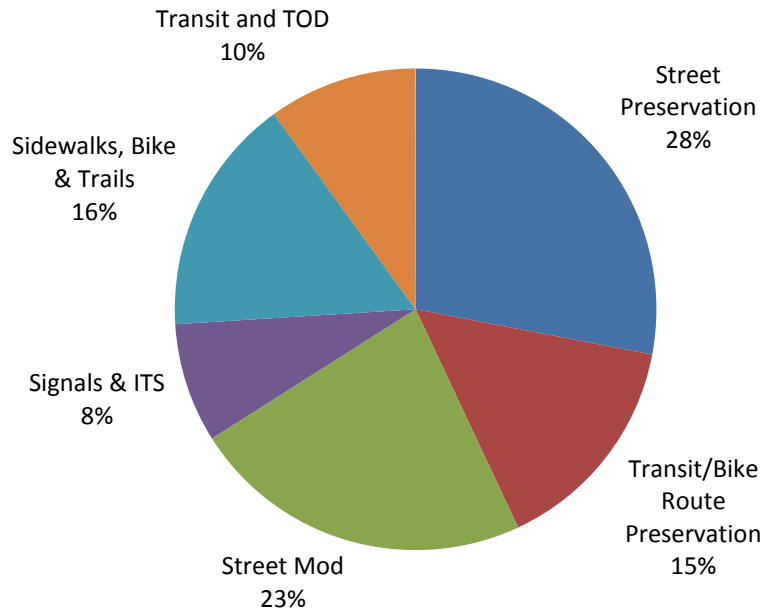
ODOT Stimulus Package #1 Adopted 2/27 by Transportation Sector



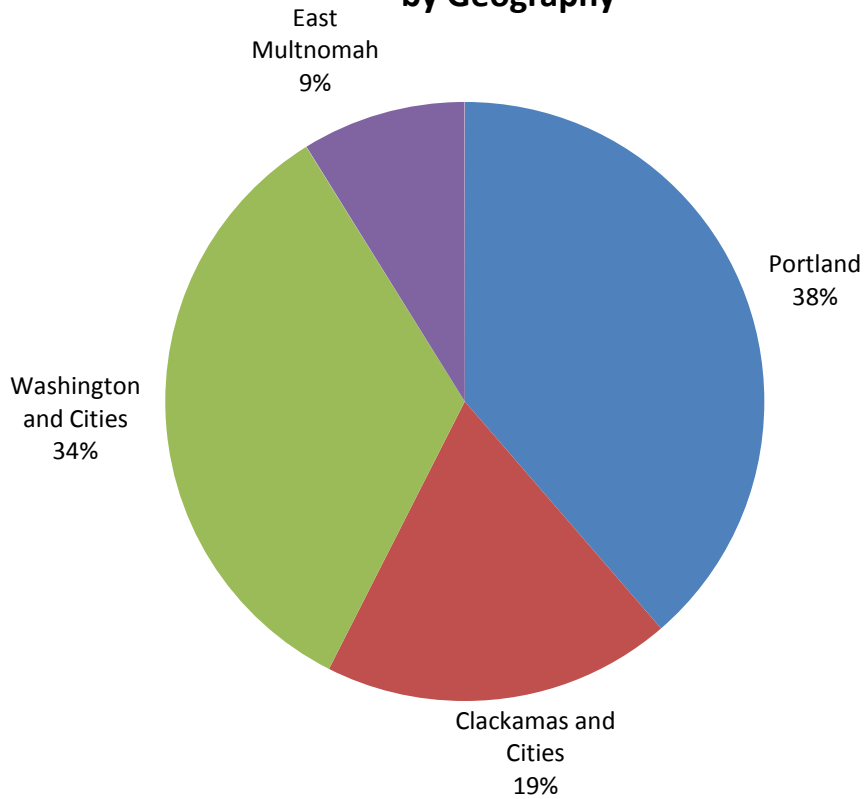
Proposed MTIP Stimulus Project Investments by Agency



Metro Phase I & Phase II Stimulus Projects by Transportation Sector



Metro Phase 1 & Phase II Stimulus Project List by Geography



Important Stimulus Dates

2009

ARRA signed into law	February 17 th , 2009
FHWA allocates funds	March 2, 2009
First state report required	May 17, 2009 (90 days after enactment)
State obligation deadline (50%)	June 17, 2009 (approximate)
ODOT local obligation deadline	December 31, 2009 (proposed)
Second state report required	August 17, 2009

2010

State and local obligation deadline	March 2, 2010
Third state report required	February 17, 2010 (and each of the next two years)

FHWA Reporting Requirements

- Amount of Federal funds appropriated, allocated, obligated, and outlayed under appropriation
- Number of projects put out to bid under appropriation and amount of Federal funds associated with them
- Number of projects for which contracts have been awarded under appropriation and amount of Federal funds associated with such contracts
- Number of projects for which work has begun under such contracts and amount of Federal funds associated with such contracts
- Number of projects for which work has been completed under such contracts and amount of Federal funds associated with such contracts
- Number of direct jobs created or sustained by Federal funds provided for projects under appropriation and (if possible) estimated indirect jobs created or sustained in associated supplying industries, including job-years and total increases
- Actual aggregate expenditures by each grant recipient from non-Federal sources for projects eligible for funding under program from enactment date through 09/30/2010, as compared to level of such expenditures that were planned to occur during such period as of enactment date
- Timing of reports – no later than 90 days after date of enactment and updated reports not later than 180 days, 1 year, 2 years, and 3 years after date of enactment
- Paperwork Reduction Act requirements do not apply to this reporting section



March 3, 2009

09-042

For more information: Media – Patrick Cooney, (503) 986-3455
Applicant – Amy Merckling, (503) 986-3450

Transportation Commission announces application process for federal stimulus funds

SALEM — The Oregon Transportation Commission, through the Oregon Department of Transportation, announces the application process for unallocated federal stimulus funds provided to Oregon under the American Recovery and Reinvestment Act.

At its February 27, 2009 special meeting, the Oregon Transportation Commission approved 31 projects for \$122.6 million, in addition to \$10 million in projects under the Transportation Enhancement program. The commission deferred another 15 projects for \$68 million until March and opened a process to allow other jurisdictions to make a case for projects that can obligate the federal funds within 120 days and provide jobs this summer. Today, the department released the application process, which is necessarily on a short time line.

Key dates are:

- March 9, 2009 - Applications must be received at ODOT's Oregon Transportation Commission office by 5 p.m. on Monday, March 9.
- March 11, 2009 – The commission will hold a special meeting in Room 122 of the Transportation Building in Salem from 1 pm. to 3 pm. to allow applicant testimony.
- March 18, 2009 – The Commission will consider allocating funds to projects at its regular monthly meeting in Room 122 of the Transportation Building in Salem.

Application information, forms and criteria are available at www.oregon.gov/ODOT/HWY/allocationapplication.shtml. Applications cannot exceed three pages, excluding maps and/or letters of recommendation.

##ODOT##



2009 Federal Stimulus Program 120-Day Allocation Application March 2009

The federal government has approved an economic stimulus package that includes significant one-time transportation funding aimed at providing jobs as soon as possible. At a special meeting on Feb. 27, the Oregon Transportation Commission approved a list of “shovel ready” transportation projects from around the state totaling \$122,592,742 (see project list at www.oregon.gov/ODOT). The OTC also decided to solicit recommendations for remaining or additional funds that flow to ODOT through this program. Any funds not allocated at the March 18, 2009 meeting will be allocated through a separate process at a date to be determined. *Please keep in mind: all funds in the federal stimulus program must be obligated by Feb. 17, 2010.*

Applications
are due Monday,
March 9 by
5 p.m.

Applicants **must be owners** of the project or transportation asset, such as ports, Tribes, cities, counties, etc.

The OTC is committed to selecting projects that can be completed during the 2009 construction season and that generate immediate living-wage jobs for Oregonians. The OTC also recognizes the need to balance highway needs with other modal needs.

Federal stimulus funds cannot be used to supplant available funds, and this allocation is not intended to supplant other stimulus dollars received by the applicant. In other words, allocations under this process are in addition to dollars applicant may receive from federal stimulus funds set aside for local governments that must be obligated within 120 days. **The expectation is that applicants will obligate their entire local government allocations, if any, within 120 days (180 days for transit) before applying for these additional dollars.**

The process, timeline, criteria and sample eligible projects are outlined below. The OTC will consider these applications as well as projects deferred from the Feb. 27, 2009 OTC meeting to help determine what projects should be funded. The OTC will meet on **March 11th from 1 pm to 3 pm at the Transportation Building in Salem, 355 Capitol St. NE, Room 122** to review applications.

I. Process

- a. The applicant /owner needs to respond to the set of criteria listed below.
- b. The applicant needs to sign the application.
- c. The application response length should be **no more than three pages** written material. Pictures/maps etc. do not count in the response length.
- d. Letters of support can be attached to the application but are not required.
- e. Submit applications electronically to the attention of: Amy.Merckling@odot.state.or.us or by mail: ODOT, 355 Capitol St. NE, Room 135, Salem OR 97301 or by fax at (503) 986-3432 for receipt **no later than Monday, March 9 by 5 pm.**
- f. A special Oregon Transportation Committee meeting on March 11th from 1 pm to 3 pm will provide each of the applicant's three minutes to discuss their project being submitted.
- g. After the Special March 11 public meeting, ODOT staff will review the applications to determine their feasibility. Staff may call the applicant or the appropriate staff person to get additional information.

II. Eligibility

- a. Projects must be contracted for by **June 17, 2009**.
- b. Applicants must demonstrate that all stimulus dollars they receive directly will be obligated by June 17 for STP funds and by August 17 for other funds. If applicants fail to obligate all of their funds by the dates above, they must return stimulus dollars allocated through this process to ODOT.
- c. Types of Projects Eligible
 - i. Only those projects that supplement and do not supplant existing funds are eligible. The applicant will need to certify to the Federal Highway Administration that these funds are eligible under penalty of having to return the funds. **Projects are eligible in these categories:**
 1. Highway
 2. Rail
 3. Transit
 4. Transportation Enhancement
 5. Bike/Pedestrian
 6. Port Projects; if located within the boundaries of a port terminal, includes only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.
- d. Types of **Projects Not Eligible**
 - i. Land acquisition
 - ii. Equipment purchases
 - iii. Vehicle purchases
 - iv. Design and engineering costs only; the project has to be under construction in summer 2009
 - v. These funds can supplement an existing project by enhancing that project but it **CANNOT** be a replacement for funds that already exist for the proposed project.
- e. Applicant Information
 - i. Applicants must be the owners of the projects/assets/transportation facilities, such as cities, counties, Tribes, ports, transit districts, etc.
 - ii. Applications must be signed certifying ownership of the project and showing authority to obligate the agency.

III. Timeline

- a. The OTC will hold a special meeting on the applications on March 11 from 1 p.m. to 3 p.m. in Salem. The OTC will allow testimony only from project applications. Depending on the number of applications, applicants could be limited to three minutes to discuss their projects.
- b. The OTC will take action on the recommended list at the regularly scheduled meeting on March 18, 2009 in Salem. There will be no testimony taken at that time.

IV. Criteria

It is mandatory that the applicant respond to each of the criteria listed below. Mark those that are not applicable "N/A."

- a. Project Readiness
 - i. Can the project be contracted for by June 17, 2009 in order to create jobs this summer? Describe how the project will provide jobs in 2009.
 - ii. Does the applicant own the right-of-way associated with the proposed project and will all necessary environmental considerations be completed? If not, describe how this project will meet the summer construction schedule.
 - iii. Does this project have all the necessary permits and/or approvals? If not, describe what additional work is needed, whether it is at the federal, state or local level, and how this project will meet the summer construction schedule.
 - iv. Describe how much design on the project has been completed, how much remains, and how this remaining work will be accomplished.
- b. Economic Impact
 - i. Describe the number of jobs created, sustained, or saved.
 - ii. Identify the short-term and long-term economic benefits of the project.
- c. Location
 - i. Is the project in an officially designated economically distressed area (see <http://www.oregon4biz.com/distMethods.htm>)?
 - ii. Describe how the project benefits the transportation system in the State of Oregon. Describe how the project improves the efficiency and/or safety of the transportation system. Does it provide linkages within the transportation system?
- d. Leverage
 - i. If the project leverages other funds, identify the additional funds being leveraged and any other benefits associated with the combining of multiple funds.
 - ii. If the project is part of a larger project, describe the scope of the entire project. Include the total amounts of public and private investment in the proposed project, if applicable.

Submit your completed application to Amy.Merckling@odot.state.or.us or to: ODOT, 355 Capitol St. NE, Room 135, Salem OR 97301 or fax to: (503) 986-3432.
Applications must be received by Monday, March 9, 5 p.m.

Application

2009 Federal Stimulus Program 120-Day Allocation (maximum three pages, exclusive of maps, letters of support, etc.)

I. Applicant Name

Company/Contact Name

Address:

Email:

Phone:

II. Cost of Project

a. Total Amount of Funds Being Requested

i. What is the project cost?

ii. What is the amount of stimulus funds being requested?

iii. Are there any other funding sources contributing to this project?

b. Break down how the funds will be expended if applicable.

III. Certification

I certify that _____ is the owner of the transportation
name of applicant
asset applying for the Economic Stimulus funds.

Signature of official: _____
name of official

IV. Project Description

a. Short Description of the project purpose and location

V. Response to Criteria Questions – See additional questions above when responding to the criteria

a. Project Readiness

b. Economic Impact

c. Location

d. Leverage

Questions? Contact Patrick Cooney at (503) 986-3455.



Potential State Highway System Projects for an Economic Stimulus Package Reduction Option 2

Using dollars allocated by the Oregon Transportation Commission, the Oregon Department of Transportation looked across projects previously recommended by Area Commissions and ODOT's management systems to identify projects that could be in construction in summer 2009. Most of these projects will be completed during the 2009 construction season (ending in November 2009). A few may extend beyond this year, but work on the project would occur this summer, generating immediate living wage jobs for Oregonians.

Based on economic stimulus discussions in late 2008, ODOT assumed, for this list, that funding for transit would flow directly to transit agencies. As ODOT does not operate transit districts, highway projects make up ODOT's stimulus list.

Most of ODOT's work focused on determining if projects were ready for construction this summer. There was some effort to include different project types in order to create jobs for a wide range of workers. The short time in which to do this meant ODOT didn't gather public input on this particular list, but no projects should come as a surprise as they come from ACT discussions, where much public involvement has already occurred, or from management systems, which identify projects needing attention due to their importance in moving people and goods safely and efficiently throughout Oregon. We look forward to discussing this list as we learn more about an economic stimulus package.
-- The Oregon Department of Transportation

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
* US 26: N. Plains - 185th Ave: cable barrier and intersection paving	Adds pavement preservation, cable barriers and paving to project	Safety	Washington	\$2,900,000	\$2,900,000	1
I-5: tongue and groove barrier replacement, MP 244.4-249.4	Replaces concrete safety barrier on I-5	Safety	Marion	\$8,000,000	\$8,000,000	2
Region 3 striping in various locations on I-5 (MP 18.5-168.1)	Replaces lane striping with durable markings on I-5 in various locations	Safety	Multiple	\$2,000,000	\$2,000,000	3
I-84 Cabbage Hill: rockfall screening	Builds rockfall screen	Safety	Umatilla	\$400,000	\$400,000	5
Milton Freewater SCL - Court/Dorion Pendleton	Paves and reconstructs intersection	Safety	Umatilla	\$6,033,000	\$500,000	5
			Total Safety Stimulus		\$13,800,000	

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
OR 99E: MLK/Grand project	Paves streets used as detour route	Preservation	Multnomah	\$1,250,000	\$1,250,000	1
OR 213 Preservation Red-land Road to I-205	Completes pavement preservation on portion of OR 213	Preservation	Clackamas	\$2,500,000	\$2,500,000	1
OR 22: Independence Hwy - Willamette River Bridge	Meets portion of needs for paving on highways in Willamette Valley and Oregon Coast	Preservation	Polk	\$16,200,000	\$8,200,000	2
US 101: 12th St (Tillamook) - Farmer Creek Road	Extends existing pavement project in Tillamook County to an additional section of highway and adds durable pavement striping	Preservation	Tillamook	\$12,000,000	\$7,000,000	2
US 101 Bethel - Crystal Creek	Adds pavement preservation on US 101	Preservation	Coos	\$3,300,000	\$3,300,000	3
* US 101 Reedsport - Winchester Bay paving	Allows current pavement preservation project to be extended	Preservation	Douglas	\$4,900,000	\$1,900,000	3
OR 38 Dean Creek - Scottsburg	Adds pavement preservation on OR 38 and US 101	Preservation	Douglas	\$7,900,000	\$7,900,000	3
OR 138/US 199 chip seal	Adds pavement preservation project on OR 138 (MP 4-18) and US 199 (MP 30-41)	Preservation	Douglas and Josephine	\$3,000,000	\$3,000,000	3
US 101 Willow Creek - Crystal Creek	<i>Combined with US 101 Bethel - Crystal Creek</i>	Preservation	Curry	\$0	\$0	3
US 101 Smith River Bridge to Lane County Line	<i>Combined with OR 38 Dean Creek - Scottsburg</i>	Preservation	Douglas	\$0	\$0	3
OR 62 Poplar - Avenue H and OR 140, MP 0-8	Adds pavement preservation on OR 62/OR 140 in Medford - White City	Preservation	Jackson	\$9,200,000	\$9,200,000	3

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
I-5 grind/inlay: MP 11-18 SB, 18-14 NB	Grinds and paves 11 miles on I-5	Preservation	Jackson	\$2,700,000	\$2,700,000	3
OR 99/238 paving (Grants Pass)	Allows current pavement preservation project to be extended	Preservation	Josephine	\$5,200,000	\$1,500,000	3
US 20 Bulger Creek - Hines	Allows pavement preservation project	Preservation	Harney	\$8,085,000	\$5,500,000	5
OR 201 MP 0.29 - MP 10.00 (approx.), Weiser Spur and Payette Spur	Allows pavement preservation project	Preservation	Malheur	\$8,000,000	\$3,620,000	5
OR 74 Willow Cr. Bridge - Morrow Co. Fairgrounds (Heppner)	Rebuilds roadway, adds bike and pedestrian facilities	Preservation	Morrow	\$3,140,000	\$1,018,000	5
				Total Preservation Stimulus		\$59,588,000
I-205 bicycle and pedestrian path improvements and illumination	Improves and illuminates the I-205 bike/ped path north of Gladstone	Pedestrian/Bicycle	Multnomah	\$2,500,000	\$2,500,000	1
I-205 pedestrian path	<i>Combined with I-205 bike/ped path</i>	Pedestrian/Bicycle	Multnomah	\$0	\$0	1
				Total Ped/Bike Stimulus		\$2,500,000
I-405 preservation	Adds ramp paving, sign upgrades and illumination to I-405 project to improve safety	Operations	Multnomah	\$3,700,000	\$3,700,000	1
				Total Operations Stimulus		\$3,700,000

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
I-5 Preservation: Tualatin River to Willamette River, Wilsonville auxiliary lane	Adds auxiliary lane on I-5 from Boones Bridge to Wilsonville Rd. interchange to improve merging and operations on I-5 north to Charbonneau; includes signage, fencing, cable barrier, paving	Modernization	Clackamas	\$5,000,000	\$5,000,000	1
Pioneer Mtn. - Eddyville west end curves and slide stabilization	Adds re-alignment in original design	Modernization	Lincoln	\$13,800,000	\$13,800,000	2
US 97 Lava Butte to S Century Dr, Unit 2	Adds lanes on US 97 south of Bend and builds an undercrossing at Crawford Road (Lava Lands Visitor Center) and a parallel access road from Lava River Caves to Lava Lands Visitor Center	Modernization	Deschutes	\$15,500,000	\$13,600,000	4
US 97 Sand Creek passing lanes	Builds 2 mile passing lane between MP 230 - 235 on US 97 to address safety and add capacity	Modernization	Klamath	\$8,000,000	\$8,000,000	4
D St. Baker City - Birch Street improvements	Keeps project whole (restores cuts)	Modernization	Baker	\$2,432,742	\$850,742	5
			Total Modernization Stimulus		\$41,250,742	

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
OR 22 over OR 221, Salem	Allows for non-structural deck overlay (part of OR 22: Independence Hwy - Willamette River Bridge)	Bridge	Polk	\$1,500,000	\$1,500,000	2
Dewey St. UPRR Underpass (Baker City)	Reconstructs Union Pacific Railroad underpass in Baker City	Bridge	Baker	\$1,254,000	\$1,254,000	5
				Total Bridge Stimulus	\$2,754,000	
				TOTAL STIMULUS SPENDING	\$122,592,742	

* Project previously approved

Projects Proposed for Transportation Enhancement Portion of ARRA Funds

REG	APPLICANT	PROJECT	STIM. \$\$ Recommended	COMMENTS
2	Astoria (Port)	Port of Astoria Pedestrian Access Paths (Path Lighting)	\$400,000	Add to project #14275 now in PE. Expand scope to include lighting for the path. Target bid date: Sept. 2009
2	Eugene	Eugene Train Depot (Unit 2) (Sidewalk & Lighting elements)	\$180,000	Add to project #15223 now in PE. Restore elements cut from project for lack of funds. Scheduled bid date: Apr. 23, 2009
2	Eugene	Delta Ponds Path: Goodpasture Island - Robin Hood Lane	\$2,225,000	Add to project #15222 now in PE. Restore bridge and trail elements that will be cut if funds not secured. Target bid date: June 2009.
1	Forest Grove	Forest Grove Ped Improvements	\$1,100,000	Add to project #12481 now in construction. Expand construction to include blocks of sidewalk that were cut from the contract due to lack of funds.
1	Gresham	Gresham-Fairview Trail: Burnside - Springwater (with bridge @ Powell Blvd)	\$550,000	Add to project #15447 now in PE. Restore bridge and trail elements that are being cut due to shortage of funds. Target bid date: October 2009.
5	Mt Vernon	US26/Main St Sidewalk & Streetscape	\$75,000	Add to project #14281, now starting construction. Expand scope to install luminaires that were cut from the contract due to lack of funds.
2	ODOT Area 4 (Reg. 2) & Philomath	Hwy 20/34: 19th St - 12th St (Median Landscaping)	\$80,000	Design and construct median landscaping that was cut from Philomath Couplet project due to lack of funds. Target bid date: June 2009
3	ODOT Region 3	Douglas County Fairgrounds-Shady Br Shared-Use Path	\$500,000	Add to project #13255, active construction contract. Expand to construct south section of the trail that was cut from contract due to lack of funds.
4	ODOT Region 4 & Deschutes Nat'l Forest	US97: Lava Butte - S Century Drive (Wildlife Crossing Enhancements)	\$1,400,000	Add to project #13981. Scheduled bid date: May 7. Restore fencing and wildlife crossing enhancements due to be cut from contract if funds not secured.
2	Salem	Union Street RR Brdg: Wallace Rd - Water St (Phase 2 Lead Paint Abatement)	\$3,500,000	Add to project #11085, active construction contract. Expand scope to include lead paint abatement and repainting upper portions of the bridge.
			\$ 10,010,000	TOTAL

ALTERNATE PROJECT

1	Portland Mgmt/Finance	Union Station Restoration Phase 2 (Roof Repair & Replacement)	\$3,000,000	Add to project #15484 now in PE. Increase scope to include replacing entire roof area. Target bid date: Fall 2009.
---	-----------------------	--	-------------	---

DRAFT -- needs OTC approval

DRAFT -- needs OTC approval

City of Portland Prioritized Federal Stimulus (STP) Project List

Priority	Jurisdiction	Project Name	From	To	Project Type	TSP Classification	Pedestrian Improvements Included	Stimulus Request	Running Total	Running Percent	Additional Jobs Created
City of Portland											321
1	Portland	SE Madison	SE Grand	SE 12th	Preservation (Street)	Major Transit Street City Bikeway	NA	\$1,035,000			14
2	Portland	SE 39th Avenue	SE Holgate	SE Woodstock	Preservation (Street)	Transit Street City Bikeway	NA	\$2,032,274			28
3	Portland	SE Hawthorne	SE Grand	SE 14th	Preservation (Street)	Major Transit Street City Bikeway	NA	\$1,235,000			16
4	Portland	North Going Rail Overcrossing	-	-	Preservation (Bridge)	NA	Sidewalks on Bridge	\$500,000			7
5	Portland	82nd Avenue and Columbia PE	-	-	Intersection Improvement	Major Transit Street City Bikeway	Sidewalks	\$200,000			3
6	Portland	So Auditorium Lighting Phase I	SW Naito to SW 4th	SW Clay to SW Arthur	Green Infrastructure	NA	Lighting of pedestrian area	\$3,900,000	\$8,902,274	61%	56
7	Portland	Bicycle Blvd	citywide	-	Bicycle Improvement	53 miles of Bikeway improvements	NA	\$1,000,000			14
8	Portland	Springwater Trail Repaving	UPRR Bridge	E City border	Bike/Ped (Preservation)	Shared Use Path	Shared Use Path	\$1,800,000			25
9	Portland	NW 23rd Avenue	NW Lovejoy	NW Burnside	Preservation (Street)	Major Transit Street City Bikeway	Curb Extensions and ADA curp ramps	\$432,000			6
10	Portland	Eastside Streetcar Loop signals	NE Weidler-Broadway	Intersections at NE 2nd	Streetcar Infrastructure	Major Transit Street City Bikeway	New Signalized Bike/Ped Crossings	\$356,832			5
11	Portland	North Leadbetter Rail Overcrossing	-	-	Preservation (Bridge)	NA	Sidewalks on Bridge	\$350,000			4
12	Portland/ TriMet	SW Columbia & SW Jefferson Bus Pads	SW Naito	SW 14th	Preservation (Street)	Major Transit Street City Bikeway	NA	\$325,000			14
13	Portland/ TriMet	SW 3rd & SW 4th Base Repair	3rd: Glisan 4th: Glisan	3rd: Market 4th: Lincoln	Preservation (Street)	Transit Street City Bikeway	NA	\$325,000			14
14	Portland/ TriMet	Portland-Lake Oswego (Willamette Shoreline RR) Trestles	Trestles	-	Preservation (Street)	Transit only ROW	NA	\$200,000			9
15	Portland/ TriMet	SW Yamhill & SW Morrison brick intersections	intersection	-	Preservation (Street)	Major Transit Street City Bikeway	NA	\$1,000,000	\$14,691,106	100%	28



Date: March 4, 2009
To: Joint Policy Advisory Committee on Transportation and Metro Council
From: Pat Emmerson, Metro Public Affairs
Re: Public comment on transportation projects eligible for federal economic stimulus funding

Metro anticipates about \$38 million to be available to fund city and county transportation projects in the Portland metropolitan region as part of the American Recovery and Reinvestment Act of 2009, an economic stimulus package geared toward immediate job creation. To be eligible for funding, projects had to be ready to obligate funds within the coming year. Transportation agencies and local jurisdictions selected eligible projects based on their own priorities and readiness of the projects to get underway.

Public comment opportunity

Metro solicited public comments on a list of 94 eligible projects submitted by county coordinating committees and the city of Portland, and 3 eligible projects submitted by South Metro Area Rapid Transit (SMART). The comment opportunity opened on February 17, 2009 (as soon as the project list was available and the stimulus bill had been signed) and closed on March 3, 2009. During that time, 48 comments were received by email, fax and US mail. Those comments are attached to this memorandum.

TriMet and the Oregon Department of Transportation (ODOT) conducted their own, separate comment processes.

Public notification

Notice of Metro's comment opportunity was distributed through Metro's e-planning newsletter, posted through a link on the project web site at www.oregonmetro.gov/mtip, mailed electronically to a Metro-maintained list of interested parties, and printed as a public notice in *The Oregonian*. The public notice was further distributed through reprints in *The Daily Journal of Commerce* and several neighborhood association newsletters. Copies of the text of those notices are also attached to this memorandum.

Next steps

During their regular meetings on March 5, 2009, JPACT and the Metro Council will be asked to consider approval of the local and SMART project lists as well as those submitted by ODOT and TriMet. In addition, the Metropolitan Transportation Improvement Program (MTIP) will need to be amended to include projects that are not already programmed, to ensure that money can be obligated to those projects within the required one-year time frame.

From: Seashell by the Seashore
To: Trans System Accounts
Subject: Federal Stimulus Package
Date: Wednesday, February 18, 2009 12:28:39 PM

I am writing to you regarding the recent E-Newsletter about the stimulus package.

Although I am a member of the Parkrose Heights Association of Neighbors (PHAN), I am writing to you as a concerned individual who lives in an "East County" neighborhood, where we are missing many sidewalks.

Although I would love to see sidewalks on our street, I feel there are two arterial streets within my neighborhood which should be developed first since they are also used as transit routes for buses, police/fire/emergency/school children.

The two routes I would like to be considered are as follows:

NE 111th street from Halsey and heading north to Morris St, and San Raphael from NE 111th to NE 122nd is in dire need of sidewalks. There are mass transit routes, and also a "safe schools" route. There are several churches in our area, a few schools, and many pedestrians who are forced to walk in the street due to no sidewalks (or even pathways off the street since they are usually blocked by cars/shrubs). I sincerely hope you are willing to consider this portion of "East County" area for sidewalks which will help improve livability and safety in our neighborhood.

Below are some points I pulled directly from your 2035 Final Regional Transportation Plan which I feel makes my point even clearer. Sidewalks are extremely important to the viability, livability and safety to neighborhoods.

2.34.34 Walking

Walking is the most widespread and universal form of transportation. Whether an entire trip is done on foot (or using a wheelchair or similar mobility device), people must walk for at least part of every trip, even when the rest of the trip takes place on transit, in a vehicle or on a bicycle. Pedestrian activity is also influenced by increasing knowledge that walking produces significant health benefits. Therefore it is critical that our transportation system supports and encourages pedestrian behavior. Pedestrian activity indicates vitality in residential, commercial and mixed-use areas. Pedestrian activity thrives where the physical facilities are well connected, safe and attractive—well lit, free of debris and in good repair—and where intersections have crosswalks or signal lights. Audible signals at crosswalks and curb ramps at intersections improve the utility of pedestrian facilities for people with physical challenges. Many parts of the region have well connected pedestrian facilities. Based on data collected by TriMet and Metro in 2001, the region had 1,230 miles of potential pedestrian facilities in transit/mixed use corridors and pedestrian districts. However, only 821 miles of those 1,230 potential miles had sidewalks, for a pedestrian system that was only 66% complete.²⁸

Although even though 90 percent of the region's population lives within a half-mile of a bus stop or light rail platform. However, sidewalks connect to only about 69 percent of the stops. TriMet is working with local jurisdictions to improve pedestrian access to transit, to not only support

increased ridership, but also to enable more people to use fixed-route transit who would otherwise need door-to-door service.²⁹

Pedestrians will be increasingly affected by the growth in motor vehicle and bicycle traffic on the major street systems. The expected growth in motor vehicles on the system will increase the need for more and better pedestrian facilities and crossings. The expected growth in bicycling will increase the need to educate both cyclists and pedestrians on the safe use of sidewalks, bikeways and shared multi-purposes routes that are designed to serve both cyclists and pedestrians.

Regional research shows that between 35 percent and 59 percent of LIFT riders could potentially walk and use existing fixed route transit. However, barriers exist like discontinuous sidewalk segments and a lack of transit stops/destinations within a quarter of a mile of where the elderly and disabled reside. The research suggests that a focus should be put on providing housing for the elderly and disabled along transit corridors. However, current zoning often precludes locating housing for the elderly or disabled in transit corridors. Additionally, an emphasis should be placed on addressing issues of sidewalk connectivity near existing bus stops and MAX light rail stations. Finally, with multiple providers and overlapping services within a region, there is a need for more coordination of services.

Goal to insure equity:

*Encourage new and existing development to create and enhance pedestrian facilities near **low-income**, elderly and disabled developments, including sidewalks, crosswalks, audible signals, etc. and provide incentives for the future pedestrian orientation in areas serving **low-income**, elderly and disabled individuals.*

Please contact me if you have any questions.

Shell Funk
1828 NE 113th
Portland, OR 97220

From: Mikal Anderson
To: Trans System Accounts
Subject: Federal Stimulus Package
Date: Wednesday, February 18, 2009 2:51:40 PM

Please include Portland - Lake Oswego (Hiway 43 corridor) commuter rail option in your appropriation request.

Thank-you

Edward Anderson
240 N Shore Rd
Lake Oswego, Oregon 97034
(503) 534-2858

From: Cleon Cox

To: [Trans System Accounts](#)

Subject: Re: February 2009 METRO REGIONAL PLANNING E-NEWSLETTER

Date: Wednesday, February 18, 2009 2:59:27 PM

Dear Peoples:

Now why would I attend a meeting where the counselors could care less about what I might say. When you sit there and do a crossword puzzle as I testify and not care what I have to say. You send these silly notices out because that is what the Federal regs call for yet the plan is already in the box.

Simple and easy..STOP building rail projects and put some more roads in. As is obvious the rail projects in Calif. alleviate very little traffic yet traffic continues to grow. Your lack of commuter understanding and demographics is a disgrace to us taxpayers. You plan, we pay and when your plans fail somehow you get rewards.

This is just plain wrong...

More roads for now

Sincerely,
Cleon Cox III

From: [Jack Newlevant](#)

To: [Trans System Accounts](#)

Subject: Federal Stimulus Package

Date: Wednesday, February 18, 2009 3:09:22 PM

Among all the worthy projects on the list, I especially favor Springwater Trail Repaving. I find the old rough sections remaining after the 82nd-92nd repaving to be especially annoying!

Thanks,

--

o Jack Newlevant

Bi(cycle) Ro(ute) Te(chnology)

()/ ()_____ home: 503.236.4920, cell: 503.806.3771

From: [Diane Howieson](#)

To: [Trans System Accounts](#)

Subject: funding infrastructure

Date: Wednesday, February 18, 2009 3:41:05 PM

I hope you put the Sellwood bridge at the top of the list because it is so dangerous.

Diane Howieson

From: Morris, Julie

To: Trans System Accounts

Cc: Morris, Julie

Subject: Federal Stimulus Package

Date: Wednesday, February 18, 2009 4:41:58 PM

Dear Metro,

I would like to request that the projects receiving stimulus funds are prioritized with the ones for which the stimulus dollars fills the gap between available local funding and the projects cost estimate.

The projects from the list that look to meet this criteria are:

North Going Rail Overcrossing
Sunnyside Road
Jackson Street sidewalks
Mollala Avenue/Warner Milne/Beavercreek intersection
Suncrest Drive
Barber Street Improvements

This would use \$3,964,000 out of a potential \$38,000,000.

The next tranche of projects I would recommend are:

SE Madison
SE 39th Avenue
SE Hawthorne
SW 3rd & 4th Base Repair
SW Yamhill & SW Morrison brick intersections
Bicycle Boulevard
Paving NW Front Avenue
82nd Avenue and Columbia
Springwater Trail Repaving

These would use \$12,150,000, leaving \$21,886,000 for the remaining projects. I'm not as familiar with the other areas and will not opine on those projects.

Thank you,
Julie Morris
1616 N Terry Street, Portland, Oregon 97217
Telephone 503.289.0989

From: Judy Ridenour
To: Trans System Accounts
Cc: comments@trimet.org
Subject: Federal Stimulus Package
Date: Wednesday, February 18, 2009 6:07:49 PM

My suggestion for spending any federal stimulus money on transit projects would be to first put money toward maintaining the current bus routes and max service. Please take care of existing transit users before attempting to bring transit to others.

From: [Katrina Scottodicarlo](#)
To: Trans System Accounts
Subject: Federal Stimulus Package
Date: Thursday, February 19, 2009 11:52:12 AM

Max Light Rail connecting St Johns to Interstate Max and/or downtown Max lines.

Thanks,
Katrina Scotto di Carlo

From: Elyrem8@aol.com
To: Trans System Accounts
Subject: Stimulus Money
Date: Thursday, February 19, 2009 12:13:59 PM

Spend the money to replace the Sellwood Bridge over the Willamette River.

John Beau
Lake Oswego, OR 97034.

From: Barbara Fritz
To: Trans System Accounts
Cc: Barb Fritz; Kathy Fuerstenau
Subject: Federal Stimulus package
Date: Thursday, February 19, 2009 3:11:30 PM

Cully Boulevard is already scheduled to go forward this year for street improvement, so perhaps some of the federal money could go for this, or it could be expanded to include N.E. 60th St., which also meets Cully Blvd. at Prescott. A traffic circle with a statue honoring Thomas Cully would be a great solution to the 5 way stop at that corner.

Barb Fritz,
4705 N.E. Ainsworth,
Portland, OR 97218.
503-288-1027.

From: alan.garcia2@comcast.net
To: Trans System Accounts
Subject: Pls allocate \$\$ to bicycling & walking infrastructure
Date: Thursday, February 19, 2009 9:48:46 PM

To whom it may concern:

I respectfully request that JPACT and the Metro Council allocate at least 50% of the Regional Flexible Funds to bicycling and walking infrastructure.

I believe allocated funds will further enhance our quality of life in the Portland area.

Thank you for considering my request.

Regards,
Alan Garcia
alan.garcia2@comcast.net
Portland, OR

From: harp music
To: Trans System Accounts
Subject: Federal Stimulus Package
Date: Saturday, February 21, 2009 11:49:50 AM

To Whom it May Concern

Extending the max line down to St Johns would be an excellent use of stimulus funds and a great way to maintain/promote the improvements that are taking place in this growing neighborhood.

Thanks for your consideration,

Mike Heisler

From: Deb
To: Trans System Accounts
Subject: Federal Stimulus Package
Date: Tuesday, February 24, 2009 2:08:14 PM

High priority should be given to repaving the Springwater. Bike commuters have been waiting a long time for this one.

Thanks for the opportunity to comment.

From: Orozco, Jose DPG
To: Trans System Accounts
Cc: tkeyes@ci.cornelius.or.us
Subject: Federal Stimulus Package
Date: Thursday, February 26, 2009 9:53:54 AM

\$2.4M project.

I'm a resident of Cornelius, and I think in the interest of Oregon Metro, the 10th Avenue project should be considered for Federal Stimulus Package funding. The taxbase in Cornelius is heavily leveraged on us residents, and any help we can get from Federal (Metro handled) funds would be greatly appreciated. In addition, this would be a project whose rewards would yield great praise, especially the sooner its accomplished. Reason being, Wal-Mart will be opening its door in Cornelius in 2010. And 10th Avenue is at the heart of Cornelius traffic, and it will just be magnified by a Wal-Mart. One of those "squeaky wheel" scenarios.

Reference:

Request for Qualifications (RFQ), Survey and Engineering Services for 10th Avenue-Adair-Baseline Intersection

Project

<http://www.ci.cornelius.or.us/vertical/Sites/{74DDA728-822C-4D15-9791-000615642E9D}/uploads/{4DCDCE12-4478-4730-AAC0-6C31041C0620}.PDF>

From: Marlowe Kulley
To: Trans System Accounts
Subject: Public Input - MTIP Economic Stimulus List 2-17-09
Date: Thursday, February 26, 2009 9:58:32 AM

Dear Metro staff,

I am pleased to respond to your call for public feedback on which projects in the local project pool (MTIP Economic Stimulus List 2-17-09) should receive priority from federal stimulus funding.

While there are many worthy projects on the list, I wish to express my strong support for the **Portland Bicycle Boulevard**, as well as the other **bicycle lanes and paths** in the region. Metro needs to support the growing trend of bike ridership in our region with exceptional and safe infrastructure. The long term sustainability, livability and health of our community depends on it.

Thank you for your consideration.

Sincerely,
Marlowe Kulley
Portland, OR

From: Matthew Hampton
To: Trans System Accounts
Subject: Stimulus projects
Date: Thursday, February 26, 2009 9:59:59 AM

Would you please, kindly finish the surfacing of the Springwater Corridor? Not only would it stimulate the economy - it would greatly stimulate bike/ped commuting in the outer region.

Currently the paving ends at the Clackamas/Multnomah county line which requires bicycle users to use a narrow 45 mph county road with no shoulder (SE Telford Rd). The project is shovel ready and currently in the RTP (#10159). Many people think the Springwater Corridor was finished quite awhile ago. It has not and has languished - unfinished - for many years.

Now is the time to finish it!

—
thank you,
MRH

From: maryanne@easystreet.net
To: Trans System Accounts
Cc: Rep. Earl Blumenauer; "Marianne Fitzgerald"
Subject: federal stimulus projects
Date: Sunday, March 01, 2009 12:43:12 PM

I am part of a large group of neighbors along SW Vermont Street in southwest Portland. Our street is designated as a collector, with 11,000+ car trips per day. It is also a designated bicycle corridor, and route for Tri-Met and school buses. It serves two commercial areas, several private and public schools, two community centers, and ties into the Hillsdale town center. It is the only east-west through-way for over 3/4 mile in either direction. Yet our stretch of this street (SW 30th to 37th) has no sidewalks or bike lanes, and in some areas pedestrians need to walk in the travel way because there is so little shoulder and/or parked cars on the side. This project has been studied by OTAK engineers as part of the city's Halo LID process. Its estimated cost is \$1.2 million. We believe that this project is a very worthwhile project for federal stimulus dollars, and would be a better project than the Capitol Highway paving project.

You will also be hearing from many of my neighbors about this project. Please include it as a potential project.

Thank you!
Mary Anne Cassin, Ken and Ian Meyer
3541 SW Vermont St
Portland OR 97219
503.473.4885

From: [Peter Welte](#)
To: [Trans System Accounts](#)
Subject: Federal Stimulus Package
Date: Monday, March 02, 2009 2:47:52 AM

Hello,

I'm emailing to ask that you please make bicycle and pedestrian projects the top priority for Federal stimulus money. I would also ask that we spend \$0 on projects designed to increase automobile capacity. I drive a car, but I realize that we as a region need to focus 100% right now on sustainable transportation (bicycle, pedestrian, and transit) if we want any chance at combating global warming and maintaining our region's livability. Plus - we spent 50+ years in the last century building out the motor vehicle infrastructure at the expense of all others; let's call the road system good and spend the next 50 years building out the bike/ped/transit infrastructure.

thanks,
~ Peter Welte
Portland / Aloha, OR

From: [Jim Rondone](#)
To: [Trans System Accounts](#)
Subject: Federal Stimulus Package
Date: Monday, March 02, 2009 7:35:09 AM

To all concerned persons:

Re: SW Vermont Street Pedestrian / Bikeway Improvements from SW 30th to Oleson Rd.

Please consider the above-referenced project among those slated for inclusion in the City of Portland's projects funded through federal stimulus monies. The City of Portland and neighborhood groups in Southwest Portland have considered this project closely during the last 18 months, but have been unable to proceed for lack of funding. The project would provide sidewalks and bikeways allowing for a nearly uninterrupted passage by foot or bike from the Hillsdale neighborhood to Washington Square in Washington County. This connectivity would reduce neighborhood reliance on automobile use, and allow better access to bus services that pass through the area.

Sidewalk improvements are labor, rather than capital intensive, so they put people to work, and use construction materials (gravel, concrete, etc.) that are currently underutilized given the downturn in the housing market. These last improvements will provide a level of connectivity not presently available in the area (which is sorely lacking in sidewalk improvements), and contribute to a reduction in greenhouse gases.

There is very strong neighborhood support for this effort.

Thank you in advance for your consideration in this regard.

Jim Rondone
6501 SW 35th Avenue
Portland, OR 97221

From: [Marylynn King](#)
To: [Trans System Accounts](#)
Subject: Federal Stimulus Package
Date: Monday, March 02, 2009 8:42:46 AM

Please consider spending some of the funds from the Federal Stimulus Package on bike facilities! As a bike commuter and racer, I know the importance of bike facilities and how they lead to making Portland a vibrant, safe, and healthy environment in which to grow, play, and work.

I know times are tough now, and while I am glad that I am not the decision maker on allocating funds, keep in mind that there are thousands of us out there for whom cycling is a way of life.

Thank you for your time,

Marylynn King
624 SE 17th Ave
PDX OR 97214

From: [Schoning John](#)
To: [Trans System Accounts](#)
Subject: Federal Stimulus Package
Date: Monday, March 02, 2009 9:05:46 AM

I request that bike investments be prioritized in the distribution of federal stimulus money.

John Schoning

From: [Sottoway, Doug A](#)
To: [Trans System Accounts](#)
Subject: federal stimulus
Date: Monday, March 02, 2009 10:07:34 AM

Metro leaders:

I urge you to use federal stimulus money in support of improving bicycling transportation in Portland.

This helps us accomplish three key items:

1. Improving our energy usage,
2. Creating a greener Portland,
3. Making Portland safer.

Thank you for your consideration,

Doug Sottoway

From: [Kelli Denheyer](#)
To: [Trans System Accounts](#)
Subject: federal stimulus package
Date: Monday, March 02, 2009 11:01:28 AM

Please consider using part of the federal stimulus package dollars to fund the creation of sidewalks and bike lanes on SW Vermont Street between 30th & 37th Avenue. There is great

community support for this project. Vermont is a busy street that connects many community facilities and neighborhoods and is currently hazardous to travel unless you are in a car. Many people walk (with children and dogs) to reach the SW Community Center, Mittleman Jewish Community Center, neighborhoods, churches, synagogues and businesses. There are numerous bikers using the route as well and it is a life-risking adventure!

The project has been sized and scoped in a joint effort between the city and OTAK. We are "shovel ready" with a small project that provides huge community benefit.

Thank you for your consideration,

Kelli Denheyer

From: Pat Russell [mailto:flanagan112@hotmail.com]

Sent: Monday, March 02, 2009 9:34 AM

To: Phyllis Cole

Cc: Carlotta (METRO) Collette; Carolyn Tomei (St. Rep); Chris Hearthwood Wetlands Runyard; County (BCC) Commissioners; Dan (County Parks) Zinzer; David, State Rep Hunt; Deborah Barnes; Dick and Sally Shook; Dolly (Milwauk/Linnwood Group Macken-Hambright; Doug (DTD Planning Director) McLain; Eric (CPO) Shawn; Jim Labbe; JoAnn Milwaukie Parks (Herrigel); Katie Milwaukie, Mangle; kenny (Milwaukie, City Adm) Asher; Lisa Milwaukie Neighborhood BATEY; Lynn (BCC) Peterson; Mike (WES Director) Kuenzi; Rex Burkholder; Steve Berliner

Subject: RE: Metro Council Agendas for March 5, 2009, STIMULUS FUNDS LIST
KELLOGG CREEK DAM

Hi Phyllis,

Could you please forward these comments to the Metro Council:

Why Lack of Attention to Kellogg-Mt. Scott Watershed Recovery, Removal of Dam (McLoughlin Blvd.), Congressional Stimulus Package?

After reviewing the METRO Council's proposed expenditure list of \$38 Million resulting from the President's and Congressional Stimulus Package, scheduled for approval, this coming Thursday, March 5, 2009, I don't understand why the dam removal was not part of the "package", especially when some funds were scheduled to be released over the 08-10 biennium under the MTIP program. I also do not believe the dam removal project was on ODOT's list, either.

An additional \$4 Million is currently being sought (in addition to the MTIP-approved \$1.055 MILLION for 08-10) through Congressman's Blumenauer's office, but yet to be secured. That still leaves a gap of about \$4M to \$5M that needs to be secured.

I also do not believe this project has ever received attention or funding through the state's OTIA I, II, or III, even though it can be easily argued that the McLoughlin Crossing (US 99E, Old Super- Highway of the 1930's) certainly needs to be "modernized" and improved for both structural, traffic safety and the public's health, safety, welfare (salmon recovery).

Although, its pretty clear that the selected projects on the proposed list (outlined in the draft Metro Resolution) were politically motivated and very little public input was solicited (other than local agency administrations), it seems like the following projects would not have rated as high as resolving a salmon recovery problem that has existed for decades and all but one public agency (Milwaukie) has seemed to recognize its importance. Here are some projects listed in the proposed Metro resolution that I do not believe were submitted for MTIP competition in the past and represent more than just "repair" type projects:

(note: second dollar figure is amount requested from federal stimulus)

Clackamas County Sunnyside Road 82nd Ave I-205 Paving and Replacement of Traffic Signal Video Detection System \$1,802,000 **\$1,170,000** \$632,000

Oregon City Molalla Avenue/Warner

Milne/Beavercreek intersection Warner Milne Beavercreek realign traffic intersection, update signal timing, add sidewalks \$2,956,000 **\$1,170,000** \$1,786,000

Gresham Hogan Road Glisan Stark Widen Hogan Road to city standards providing 4 travel lanes, 1 center left turn lane, bicycle lanes and sidewalks. \$2,400,000 \$2,400,000

Cornelius 10th Ave. Alpine Holladay Construct sidewalks, illumination, bikeways, curb & gutter and on-street parking **\$2,354,000** \$2,354,000

Hillsboro Intermodal Transit Facility Baseline 7th & 8th Construct parking structure with shared park & ride and transit oriented development **\$14,500,000** \$2,110,706 12,389,294

Happy Valley Super Block Sidewalk and Bike Lane Improvements
Design and construct pedestrian improvements and a bike lane around
Super Block roads, which encircle an elementary school, middle school, and
city park [Upper Mt. Scott Watershed, which drains to Kellogg Creek]
\$5,131,000 \$5,131,000 N

Happy Valley **SE 122nd/129th Avenue**

Improvements Improve safety and pedestrian and bike access **\$14,230,000** \$14,230,000

Happy Valley **SE 162nd Avenue Improvements Design a new three lane collector roadway with traffic signals and a bridge over Rock Creek** **\$8,000,000** \$8,000,000
[this project is tied to the NCPRD and NCSD campus plan]

Happy Valley SE 172nd Avenue Improvements Design a new five lane collector roadway with traffic signals and a bridge \$15,000,000 \$15,000,000

Port South Frontage Rd Construct a third through lane the length of eastbound frontage road and provide dual left turn lanes at the east undercrossing \$4,474,008 \$4,474,008

SMART Wilsonville SMART Fleet Services Facility

Design and construct a state of the art fleet facility/ operations center. This 20,000 square foot facility will incorporate cost-effective, environmentally sensitive site work and construction, with "Green"/LEED-certification for the facility as the ultimate goal. This facility will be the operating center for SMART dispatch, training, field operations and fleet maintenance. This infrastructure is vital for SMART to meet current and future service demand. The facility will provide adequate access and accommodate parking for SMART's growing fleet of buses as well as a bus wash facility and an energy efficient fueling system.

\$11,800,000 \$9,550,000

The SMART Offices/Customer Service Center project is a 5000 square foot facility, designed to incorporate energy saving technologies and transit

\$ \$

Additional Project Requests cont.

SMART Facility (Customer Service Center) amenities. Smart's customer service center will be on the ground floor and Smart offices above. This center will allow SMART to provide on-site personnel to enhance security for the transit center and park and ride.

2,900,000 2,900,000

Based on the descriptions of these projects, it would be very easy for ODOT to issue a DESIGN/BUILD project for the McLoughlin bridge (project cost estimate \$10 Million) within an 18 month period, just as those noted above. Further, the permitting agencies have nearly completed the required environmental assessment process through U.S. Corps of Engineer and US F& W.

I sincerely wish that projects that have already competed for the MTIP prioritization be given the first opportunity to be pursued in their entirety and those listed above compete in the more rigorous MTIP selection process before being selected for consideration. Let's be fair and think twice about all these last minute projects that never competed in the last round of MTIP.

Thank you for listening.

Pat Russell

16358 SE Hearthwood Drive

Clackamas, OR 97015

(503) 656-9681

Email: flanagan112@hotmail.com

From: SCOTT ROZELL
To: Trans System Accounts
Subject: Use Fed Stimulus for Bikes
Date: Monday, March 02, 2009 5:11:45 PM

I would like as much money as possible to be poured into bike boulevards and into extra bike access/paths. The Sellwood Bridge project, while it is far off, I'd like to see money saved for it as well.

Scott Rozell
4121 SE Raymond St
Portland, OR
97202

From: William H Tomison
To: Trans System Accounts
Subject: Federal Stimulus Package
Date: Monday, March 02, 2009 5:44:55 PM

Greetings,

I am writing to urge that in the distribution of federal stimulus funds, priority be given to projects that improve bicycling infrastructure or otherwise support bicycling in the metro area.

I am a strong believer that bicycle transportation is best supported when bicyclists and drivers can safely share the road, rather than when bicycles and motor vehicles are arbitrarily separated. Therefore I would ask that first funds go to projects that devote space to help bikes and cars to coexist, like the Hogan Road widening in Gresham.

Thank you.
Bill Tomison
Beaverton
tomisonwh@gmail.com

From: Erik poyourow
To: Trans System Accounts
Subject: FEDERAL STIMULUS for Bicycle Transit
Date: Monday, March 02, 2009 6:44:15 PM

As a Portland citizen and physician I am writing to encourage the use of Federal Stimulus funding to develop the bicycle corridors of Portland. This is an excellent investment in the health of our population and our planet, with added benefits of saving our community money (in gas and automotive costs, in infrastructure maintenance, in health dollars spent). Cycling as much as possible is the right thing to do on every level and it benefits car commuters as well as it decreases congestion on the roads and gets bicycle commuters out of their way.

Sincerely

Erik Poyourow MD
2318 Se Tibbetts St.
Portland, OR

From: [Cynthia Nawalinski](#)

To: [Trans System Accounts](#)

Subject: Federal Stimulus Package

Date: Monday, March 02, 2009 7:01:55 PM

I am writing in support of sidewalks and bike lanes on SW Vermont St. from SW 30th to SW 37th. This arterial intersects Capitol Highway (a proposed MTIP paving project) and is a main connector for our neighborhood but it is very unsafe for bicyclists and pedestrians. SW Vermont St. connects the Hillsdale shopping area, Wilson High School, the Mittleman JCC, and Hillsdale Terrace Housing to the Southwest Community Center, Gabriel Park, and the OHSU health clinic. Many families use this part of SW Vermont St. to walk to the Kesser Israel Synagogue on Saturday. Many people walk on this arterial to catch busses to work or to school. The preliminary engineering studies are complete - we are shovel ready and have community support. This project is short, flat and do-able. Please help support bicycle and pedestrian safety by installing sidewalks and bike lanes on SW Vermont St.

Sincerely,

Cynthia Nawalinski
3912 SW Dakota St.
Portland, OR 97221

From: [Holly Zimmerman](#)

To: [Trans System Accounts](#)

Subject: Federal Stimulus Package

Date: Monday, March 02, 2009 9:40:07 PM

Hello,

I very much encourage you to add the Sidewalks and Bike Lanes on SW Vermont from SW 30th to SW 37th in Portland to the Federal Stimulus list.

What a wonderful project! This stretch of SW Vermont is well-traveled by Hillsdale, Multnomah and Hayhurst neighborhood residents to Gabriel Park, Southwest Community Center, Mittleman Jewish Community Center, several religious venues, Hilldale and Multnomah business districts, and various bus stops. The vehicle speed limit on this road is 35 miles per hour. Commuting pedestrians, students, parents with strollers and dogs have to step out into the drive lane at several points. Think of how many more people would walk or bicycle instead of drive if they had a safer route.

The design work for this project has already been done. Looks "shovel ready" to me. This project supports the intent and spirit of the Federal Stimulus Project by providing jobs, a finished project that is an asset to the neighborhood, and a way to reduce the carbon output of the Portland metro area.

Thank you so much for considering adding this project to the Federal Stimulus List.

Regards,

Holly Zimmerman
6516 SW 33rd Place
Portland, OR 97239

From: alan.garcia2@comcast.net
To: [Trans System Accounts](#)
Subject: Please use Fed Economic Stimulus Funds to Enable Bike Commuting
Date: Tuesday, March 03, 2009 12:40:13 AM

To whom it may concern:

I would like to respectfully request that you allocate monies from the Federal Economic Stimulus package which was recently passed by Congress to help further enhance the cycling infrastructure and amenities in the Portland Metro area.

Portland has long been a fantastic biking city. Given the long-range outlook for both rising global temperatures and oil prices, and the national need to reduce our dependence on oil, your actions can make a great difference by further enabling Portland Metro citizens to use bikes as an alternative mode of transport.

Thank you for considering this request - and for all you do to keep Portland a wonderful area.

Alan Garcia
alan.garcia2@comcast.net
Portland, OR

From: [Peter DeCrescenzo](#)
To: [Trans System Accounts](#)
Subject: Federal Stimulus Package project list: Add sidewalks & bikeways for SW Vermont St. between SW 30th and SW 37th.
Date: Tuesday, March 03, 2009 9:35:10 AM

To: Metro

Subject: Federal Stimulus Package project list: Add sidewalks & bikeways for SW Vermont St. between SW 30th and SW 37th

Hello,

The purpose of this email is to request that you add construction of sidewalks & bikeways on Portland's SW Vermont Street between SW 30th and SW 37th to the list of projects using Federal Stimulus Package funds.

SW Vermont St. is a vital transportation arterial in our SW Portland community. Sidewalks on SW Vermont St. are a long-overdue improvement to our neighborhood's transportation infrastructure and address the following issues:

Safety: The addition of sidewalks on SW Vermont St. are required to address a serious pedestrian safety issue in our neighborhoods. Currently it's difficult to avoid walking on SW Vermont St. en route between our home and destinations such as Hillsdale Center, Gabriel Park & its recreation center, B-H Highway or Multnomah Village. SW Vermont St. currently has narrow, muddy shoulders, and parked cars force pedestrians to walk in busy traffic lanes.

Business: Our neighborhoods feature wonderful community-based businesses and resources. Unfortunately, too few are accessible to pedestrians. The addition of sidewalks and bikeways to SW Vermont St. would be a direct boost to both our neighborhoods' businesses and to our long-term economic sustainability.

Health: Our neighborhoods' current car-oriented transportation infrastructure discourages pedestrians. Walking is no-cost/low-cost healthy exercise. Each pedestrian trip equals one less pollution belching, expensive trip in a vehicle. Walking as exercise helps address our communities' epidemic of obesity, diabetes and heart disease. Walking as exercise also helps decrease our communities' health care costs. But walking in an urban environment without sidewalks is dangerous and thus unhealthy.

Equity: Walking is free, or at least far less expensive compared to bicycling, mass transit, or using private vehicles. Not everyone in SW Portland can afford mechanized modes of transportation. For equity reasons alone, sidewalks are the least transportation infrastructure required from a city before it can consider itself truly civilized. Further, SW Portland's hilly terrain can result in higher sidewalk construction costs compared to flatter areas of the city. Therefore, comparatively affluent neighborhoods may require outside financial assistance to help pay for these important transportation infrastructure improvements.

For all these reasons and more, please consider adding construction of sidewalks & bikeways on SW Vermont Street between SW 30th and SW 37th to the list of projects using Federal Stimulus Package funds.

I appreciate your attention to this matter.

All the best,

- Peter J. DeCrescenzo
6516 SW 33rd Place
Portland, OR 97239
503-754-6083

From: Lifton, Fred
To: Trans System Accounts
Subject: Federal Stimulus Package
Date: Tuesday, March 03, 2009 2:07:44 PM

Hello,

I'm writing to urge you to consider the importance of bike/ped projects as you allocate stimulus funds. These projects can pay large dividends in the form of public health, greenhouse reduction, congestion reduction and general livability. As such, these dollars go further than re-paving or lane expansion projects. Bike/ped projects are forward looking, not a continuation of a status quo that is rapidly becoming unlivable.

Thank you for your consideration,
Fred Lifton

--

Frederick C. Lifton
4314 NE Grand Ave
Office: 360-212-4193 * Home: 503-287-2753
Email: fred@fredlifton.com
AIM: [flifton@mac.com](aim:flifton@mac.com)

From: savannah teller brown
To: Trans System Accounts
Subject: stimuliulus
Date: Tuesday, March 03, 2009 2:21:47 PM

hi,

i would like you to support bicycle projects. it is so important to encourage alternatives to car driving such as biking and walking. please fund the cycle path on NE Cully. please fund bike boulevards. people might be interested in bicycle commuting but don't feel safe. bike boulevards, non-motorized trails like the springwater and cycle paths help people make the switch. biking is an easy way to get exercise while commuting and helps people reduce stress.

also, please help trimet retrofit their diesel buses with diesel particulate traps. this would save money in the long run because it will greatly reduce harmful diesel particulate emissions which cause asthma and exacerbate asthma in those who already have it. fewer people would have asthma attacks and therefore need less emergency care.

thanks,

savannah teller brown
1837 SE 35th Place
Portland, OR 97214

From: Ian Stude
To: Trans System Accounts
Subject: Federal Stimulus Package
Date: Tuesday, March 03, 2009 3:12:39 PM

Please fund the following from the pdf of possible projects:

SE Madison
SE Hawthorne
SW 3rd & 4th Ave
Yamhill & Morrison brick intersections
NW 23rd
Bicycle Blvd
Springwater Trail repaving
Multnomah County Sidewalk Projects

Thanks for all you hard work.

Best regards,

Ian

From: "Scott Mizée npGREENWAY.org"

To: [Trans System Accounts](#)

Cc: [Kathryn Sofich](#)

Subject: Federal Stimulus Package

Date: Tuesday, March 03, 2009 3:31:40 PM

I am writing to voice my opinion that Federal Stimulus money for transportation distributed through Metro should significantly invest in our Bicycle & Pedestrian infrastructure. I am very concerned that the current list of projects proposed to receive funding is more of the same. We need to be investing money in Bicycle & Pedestrian infrastructure projects creating a transportation network that will relieve our motorized transportation infrastructure from being overburdened.

I am also concerned about how this information of the projects on the list was communicated to the public. The pdf provided does not do much in describing the projects. ie. "Preservation of arterial, transit, bicycle - grind and pave" Does this mean painting bike lane lines and new bus stops, sealing cracks? it is not clear.

I am also unclear about the "shovel ready" requirement of these projects. We are being told that the projects must be "shovel ready" yet, I see projects like the Wilsonville SMART Fleet Services Facility. Is it true that this facility has to be designed and under construction by this summer? That is not feasible.

Design and construct a state of the art fleet facility/ operations center. This 20,000 square foot facility will incorporate cost-effective, environmentally sensitive site work and construction, with "Green"/LEED-certification for the facility as the ultimate goal. This facility will be the operating center for SMART dispatch, training, field operations and fleet maintenance. This infrastructure is vital for SMART to meet current and future service demand. The facility will provide adequate access and accommodate parking for SMART's growing fleet of buses as well as a bus wash

Does the North Going Rail Overcrossing include Bicycle facilities? Is this the widening of the road onto Swan Island? --again, difficult to tell from the description.

I am pleased to see that Springwater Trail Repaving is getting funding, but I'm curious if this is the only source that that funding could come from.

Thank you for your time and I look forward to your response.

Scott Mizée

npGREENWAY

www.npgreenway.org

[e-mail] scott.mizee@npgreenway.org

[cell] 971.235.0249 [npGREENWAY voicemail] 503.823.4524 x6

npGREENWAY operates under the umbrella of North Portland Community Works, 2209 N. Schofield, Portland, OR 97217

www.npnscommunity.org

From: [erin lauer](#)

To: [Trans System Accounts](#)

Subject: comments on metro project pool

Date: Tuesday, March 03, 2009 3:43:58 PM

To whom it may concern,

I just read on the Daily Journal of Commerce that metro is looking to get some of its projects funded with the federal stimulus package. The article said also that I could email this address to comment on the projects.

My comments:

The Portland-Milwaukie light rail and the Portland Streetcar loop to Lloyd Center seem like priority projects to me. The streetcar is vital, because it helps connect a city divided by the river. The Milwaukie light rail is important, because the rail can reach people who can only afford property in the continuously growing southeast of Portland.

Also, does Metro have any association with the Willamette Greenway project? I think this is a number 1 priority, as it not only connects North Portland neighborhoods and jobs with the river and downtown, but it also provides a vital large green corridor park for the area. This can help attract people to the river, respect their connection with the river and the environment, and encourage more people to cycle, while also connecting to Washington decreasing traffic on the bridge.

Thank you,

Erin

From: [Charlie Wicker](#)

To: [Trans System Accounts](#)
Subject: Federal Stimulus Package
Date: Tuesday, March 03, 2009 4:41:31 PM

Hi,

I wanted to voice my strong recommendation to support the project titled "Bicycle Boulevard - Striping and Signage."

Cycling is the most sustainable way to commute and mode share for cyclists will improve with infrastructure such as the "Bicycle Boulevards"

Thank you,

Charlie
503.927.5871

From: [brian](#)
To: [Trans System Accounts](#)
Subject: Federal Stimulus Package
Date: Tuesday, March 03, 2009 6:59:40 PM

I wanted to comment on the project list, but the link to the list WAS BROKEN.

However I would like to specifically recommend that bike and pedestrian projects be given priority. There is, or should be, a project proposal to add sidewalks and bikelanes to SW Vermont St between SW 30th and SW 37th. This project would greatly enhance safety for both pedestrians and cyclists.

Thank You,

Brian Denheyer
6520 SW 36th Ave
Portland

From: [Bud Rice](#)
To: [Trans System Accounts](#)
Subject: Federal Stimulus Package
Date: Tuesday, March 03, 2009 8:29:10 PM

Part of the 38 million in stimulus money should be allocated for bicycle projects. Bicycle transportation is a fast growing option, year round, in our area and putting money into these types of projects can only help enhance our lifestyle and standard of living.



Willamette Pedestrian Coalition

P.O. Box 2252
Portland, Oregon 97208-2252
info@wpcwalks.org, www.wpcwalks.org
503- 223-1597

February 25, 2009

Metro Planning and Development
600 NE Grand Avenue
Portland, Oregon 97232

*Working together
to improve
conditions for
walking in the
Portland region*

Subject: Federal Stimulus Package

Dear Metro Councilors and Members of JPACT:

As this region looks to making the best use of Federal Stimulus Funds, the Willamette Pedestrian Coalition suggests that you give consideration to all modes of travel and particularly those that advance multiple regional objectives beyond job creation.

Board of Directors

*Philip Selinger,
President
Katie Urey,
Vice-President
Erin Kelley,
Recording
Secretary
Anne McLaughlin,
Treasurer
Vacant,
Corresponding
Secretary*

Members at Large

*April Bertelsen
Todd Borkowitz
Mike Dennis
Jeanne Harrison
Lidwien Rahman
Caleb Winter*

There are many reasons why pedestrian projects should be a key feature of this program:

- Pedestrian projects address the multiple objectives of reducing energy dependence, promoting community livability, reducing climate and air quality impacts and improving community health.
- Pedestrian projects will leverage this region's significant investment in public transit by improving transit access.
- While there may be few listed "shovel ready" pedestrian projects, crosswalk and traffic signal improvements, strategic sidewalk connections, bus stop shelters, curb extensions and ramps, median refuge and street lighting projects are more quickly designed than most projects and may be exempt from NEPA review.
- Pedestrian projects are generally labor intensive, while at the same time offering a "big bang for the buck".
- Pedestrian projects are readily implemented by small, local contractors who cannot compete for larger road projects.
- Pedestrian projects can be integrated into larger road projects with little impact to project budgets.

It is not apparent from the short Phase 1 MTIP Amendment project descriptions if listed road projects include multi-modal elements. We, therefore, suggest that:

1. Major stimulus projects be reviewed for inclusion of appropriate pedestrian or bike components and
2. A pool of funds should be set aside for the quick development of small-scale projects that will benefit small and local contractors.

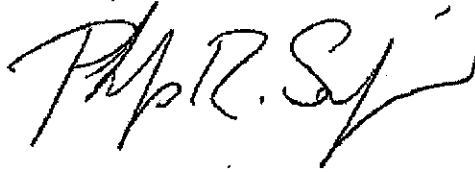
There are some Phase 1 listed projects that appear to address these needs. The Willamette Pedestrian Coalition encourages full funding for:

1. East Multnomah County sidewalk installations on Halsey, Stark and Troutdale Road (COP)
2. Sidewalk installations on Laurelwood, Birchwood and 87th Ave (Beaverton)
3. Sidewalk repair and construction (Cornelius)
4. New curbs, sidewalks and lighting (Forest Grove)
5. Sidewalk/streetscape improvements in Jackson Street (Milwaukie)

6. Pedestrian and bike improvements for "super blocks", 122nd and 129th Avenues (Happy Valley)
7. Walker Road pedestrian bridge (Washington County)
8. Bike Boulevard improvements (striping, signage) (COP)
9. SW Columbia and Jefferson bus stop improvements (TriMet, COP)

The Willamette Pedestrian Coalition welcomes the opportunity to provide further comment or assistance in developing this approach. Thank you for this consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Philip R. Selinger". The signature is fluid and cursive, with a large initial "P" and "S".

Philip R. Selinger
Board President

C: Paul Smith, City of Portland
Jane McFarland, Multnomah County
Ron Weinman, Clackamas County
Blair Crumpacker, Washington County
Alan Lehto, TriMet
Mara Gross, Coalition for a Livable Future
Scott Bricker, Bicycle Transportation Alliance



TUALATIN HILLS PARK & RECREATION DISTRICT

February 25, 2009

Metro Planning and Development
Attn: Federal Stimulus Package
600 NE Grand Avenue
Portland, OR 97232

Fax (503) 797-1930

RE: Federal Stimulus Package: MTIP – “Walker Road Pedestrian Bridge” Project

Dear Metro Planning and Development,

This letter is in support of the Washington County Walker Road Pedestrian Bridge project as proposed under the MTIP for federal economic stimulus funding. The Tualatin Hills Park and Recreation District is a supportive stakeholder of this project:

- The Willow Creek Trail is identified under THPRD's Trails Master Plan, which follows the Willow Creek corridor and intersects Walker Road at the location of the proposed pedestrian bridge crossing.
- THPRD has been active in the Willow Creek corridor with acquiring properties in support of the Willow Creek Trail.
- THPRD acknowledges that the proposed pedestrian bridge would improve pedestrian connectivity and safety throughout the local community, which in turn positively impacts the Willow Creek Trail corridor.

Please feel free to contact me directly with any questions.

Sincerely,

Steven Gulgren
Superintendent of Planning & Development
Tualatin Hills Park and Recreation District

PLANNING & DEVELOPMENT

5500 SW Arctic Drive, Suite #2 • Beaverton, OR 97005 • Phone (503) 629-6305 • Fax (503) 629-6307 • www.thprd.org

February 26, 2009

Catherine Ciarlo
Mayor Sam Adams' Office
1221 SW 4th Avenue, Suite 340
Portland, OR 97204

Paul Smith
Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, OR 97204

Re: City Use of Federal Stimulus Funding

Dear Catherine and Paul:

These are unprecedented economic times that call for both rapid response and long range vision. With marching orders to apply stimulus funds to short-term "shovel ready" projects, the Portland Bureau of Transportation and other local governments have compiled with lists of relatively easy to start projects – the great majority being asphalt pavement maintenance and roadway widening and intersection improvements.

These projects will certainly stimulate the paving industry and backfill deferred maintenance and safety improvements. But do these proposed applications of the stimulus have long-term lasting economic effect? Will these "shovel ready" projects have a lasting economic benefit to the city? It is not clear.

Purchasing materials and employing local crews for road rehabilitation work will save the city budget money for long deferred maintenance but seem unlikely to have an enduring effect on the regions economy. From a big picture perspective, this represents a short sighted use of monies that are intended to stimulate our economy, not prop up failing maintenance budgets or enrich paving contractors by overspending in this sector (both locally and nationally). Maintenance should be addressed through the state gas tax or other statewide measures.

In the big picture, our greatest deficiency is underinvestment in infrastructure in outer southeast and northeast Portland following annexation that began in the mid-1960s and extending through the mid-1990s. This area has received much of the recent growth in housing and school enrollment, but it has received very little of the infrastructure development, neighborhood planning, or attention to land use controls that the rest of the city largely enjoys. Large swaths of east Portland are missing sustainable transportation such as sidewalks, and other infrastructure such as an enforceable street masterplan that will support the 20 minute urban neighborhoods of the future. Continued neglect of development patterns accompanied by much higher density has resulted in declining livability that is likely to be particularly hard hit by the recession.

The East Portland Action Plan has many elements to address infrastructure issues but falls short in developing a comprehensive transportation infrastructure investment plan that yields long term

economic benefit to the area and to the city's tax base. That will require foresight and leadership from the highest echelons of the city and regional government.

We support projects that both improve transportation and contribute to the opportunity of economic growth in these strategic Portland neighborhoods such as:

- Intersection improvements at SE Powell and 122nd, Completion of the NE 102nd Ave. improvement project, and Safety improvements to SE Division east of 92nd.

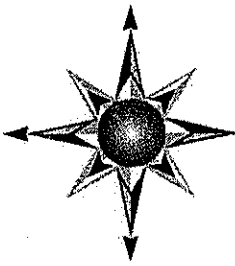
But this is not enough. We need to begin planning and development of other stimulus plan projects that will lead to long term health and sustainability and we suggest convening an advisory task force to evaluate strategies and priorities for the next phase of stimulus funding.

We ask that you take leadership vision and apply it carefully so that the stimulus can have a chance to make a real and long lasting legacy here in Portland.

Our shared vision, your leadership

Thank you

Strategic Transportation Stimulus Funding Advocates



COALITION FOR A LIVABLE FUTURE

107 SE WASHINGTON STREET, SUITE 239 • PORTLAND, OR 97214
PHONE: 503.294.2889 • FAX 503.225.0333 • WWW.CLFUTURE.ORG

February 26, 2009

Metro Council, sent via email

RE: Process for Funding Regional Economic Stimulus Transportation Projects

Dear Metro Councilors:

Coalition for a Livable Future is a partnership of over 90 diverse organizations and hundreds of individuals to promote healthy and sustainable communities. We plan to submit comments on specific projects being considered for transportation stimulus funding, but write today to express concern regarding the process for deciding on projects, and to recommend ways to address these problems.

CLF recognizes the need to move quickly on project decisions to get people back to work as soon as possible. At the same time, if “shovel-readiness” is not coupled with other criteria, the stimulus will fail to create good jobs for the long term while foregoing the opportunity to forward Metro’s vision for sustainable communities that foster a decent quality of life for everyone.

We believe the existing process severely and unnecessarily limits Metro’s ability to consider the policy goals that Metro seeks to advance through public investments. It is not apparent from the short descriptions on the project list if and how multi-modal elements are included in larger road projects – a significant problem in itself. From what we can tell, the project list places too much emphasis on repaving roads, while ignoring the need for equitable distribution of funding in low income communities and communities of color.

We support the maintenance of our current infrastructure and do not oppose road repaving. However, we believe a mix of projects that is designed in conjunction with other stimulus decisions and includes significant multimodal elements, will result in a stronger local economy in the long term, while also supporting Metro’s 2040 Goals.

In addition, we believe an important element of stimulus means actually creating new local jobs so that historically disadvantaged communities can access them. We have seen nothing so far indicating that Metro is creating any requirements or providing tools to support such activities.

We have a number of recommendations to improve this process.

Extend the Deadline for Deciding Projects and Expand the Projects under Consideration for Both Phase I and Phase II Funding

The current timeline for allocations was created when it was believed that the stimulus bill required that half the funding be obligated in 150 days from bill passage. The federal government eliminated this short timeframe for local allocation of transportation stimulus funds, allowing more time to make good decisions. Funds must now be obligated within one year from federal allocation, and ODOT is planning to create a local deadline of December 31, 2009.¹

Local jurisdictions were provided only two weeks to submit their project lists.² It was likely easier for jurisdictions to determine which road paving projects could be ready in the short timeframe than pedestrian, bicycle, and system management projects, and may have led to the paucity of projects in low income communities and communities of color. With such a short timeframe, the public also did not have the opportunity to provide input on the projects, and the deadline passed before many interested parties were aware of how to provide input into the process.

Community members have expressed the desire to add projects to the list, including for much-needed sidewalks in East Portland and Southwest Portland, and for multiuse trails in both North Portland and the Tualatin Hills Parks and Recreation District. Projects in a number of these areas would help move toward an equitable distribution of benefits and burdens of growth and change, one of the hallmarks of a successful region as described by Metro Council. Washington County Commissioner Dick Schouten has also said that he believes Washington County could benefit by having just a bit more time to fully develop more good projects.

Phase I (presently scheduled for a JPACT decision on March 5)

In light of the need to begin projects quickly, we support continuing the two phase allocation process. However, Metro should create criteria beyond shovel-readiness for the \$19 Million slated for Round I funding.

We recommend that the Round I list under consideration be expanded to include all projects in the 150% lists submitted by the jurisdictions. From this list, Metro should create an abbreviated process for reviewing projects and delay a decision on investments by one to two months. This would still allow for projects to begin construction this construction season, while also allowing consideration of more multi-modal projects.

One possibility for analyzing projects would be to use an abbreviated version of the most recent RTP process for rating projects, in which local jurisdictions rated projects based on established criteria. The RTP framework went through an extensive public process and provides principles and criteria that could be applied to project selection. While we have

¹ From a conversation with Ted Leybold, our understanding is that federal allocation will likely occur in the near future, and ODOT's deadline provides time for projects to be ready in time for the federal deadline.

² Project lists were due on February 13, following a January 30 memo from Metro laying out the process. They were recently allowed to reprioritize their lists, due to Metro on February 25, but not to alter their project lists.

concerns about self-ratings, local jurisdictions are in the best position to quickly analyze their projects and demonstrate how their selected projects honor the principles articulated in the RTP Framework.

Phase II (presently scheduled for discussion at the March 5th JPACT meeting, and for a decision at the April JPACT meeting)

We understand that Metro is planning to create an abbreviated project analysis process for Phase II projects, but no process has yet been created. A final decision is scheduled for six weeks from now. The region needs time to create an adequate process and consider a broader range of projects than those the jurisdictions were able to submit in the two week time allotted.

It may be possible to create an abbreviated process by employing the criteria used in assessing the most recent Regional Flexible Funds projects. However, we are aware that the RFF process was extensive and time consuming, and if it is not possible to create such a process, an abbreviated RTP process could be used. In either case, local jurisdictions should be provided an opportunity to submit a new project list in order to allow them to respond to public comments now coming in and to tailor their proposals to the program requirements. This process may take a few months, and Metro should determine a timeframe that meets federal requirements without unduly limiting project consideration.

Establish a Goal that a Minimum of One Third of the Funding Be Used To Support Bicycle and Pedestrian Projects

In the present Regional Flexible Fund process, Metro established a goal of using one third of the available MTIP dollars for bicycle and pedestrian projects.³ This goal reflects the region's commitment to invest in health and environment-promoting transportation modes, and likewise acknowledges the limited sources of funding for these types of projects.

While there may be some difficulty finding enough bicycle and pedestrian projects that can be obligated within the short timeframe, a number of trails projects may be eligible, and some others may be quickly designed and exempt from extensive review. The proposal above regarding extended timeframes will help local jurisdictions be able to identify bicycle and pedestrian projects and provide the opportunity to submit them for consideration.

Create Requirements or Tools to Support New Jobs that are Accessible to Historically Disadvantaged Communities

We believe an important element of stimulus means actually creating new local jobs that can employ people most in need. Metro could create requirements or tools to support and encourage projects that provide new jobs, rather than ones built using existing staff capacity.

³ The goal was \$7.2 Million of the \$21.65 Million available, and the recommendation from TPAC to be considered at JPACT includes over \$10 Million in bicycle and pedestrian projects.

We recommend using Trimet's innovative Disadvantaged Business Enterprises program, used on the Interstate Max project, as a model.

CLF has recently released a white paper providing recommendations on stimulus investments entitled "Economic Recovery as a Transformative Opportunity." We strongly encourage both Metro and local jurisdictions to incorporate the principles articulated in the paper as part of implementation of stimulus projects. This paper is available at <http://www.clfuture.org/>.

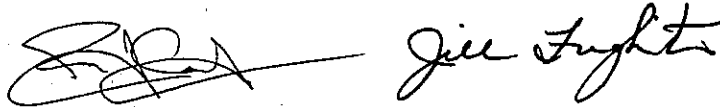
Conclusion

It takes time to make good decisions. Metro has spent nearly two years determining how to allocate \$21 Million in Regional Flexible Funds and is not quite finished with that process. We are looking at allocating \$38 Million in economic recovery funds in a few weeks. We believe that with a bit more time spent, we'll end up with a set of projects that will better serve our region's long-term interests.

The stimulus investments provide a key opportunity to advance strategic investments that create good jobs supporting socially responsible and environmentally sustainable communities. We fear that the process so far will result in projects that are business as usual. We should allow a reasonable amount of time to ensure that our investments advance 2040 goals for safe and stable neighborhoods for families, a healthy economy that generates jobs and business opportunities, and a balanced transportation system.

We are hopeful that these issues can be addressed both in this process and in future rounds of funding, and look forward to working with you to do just that.

Sincerely,

Handwritten signatures of Ron Carley and Jill Fuglister. The signature on the left is Ron Carley's, and the signature on the right is Jill Fuglister's.

Ron Carley and Jill Fuglister
Co-Directors, Coalition for a Livable Future

cc: JPACT
TPAC
Ted Leybold, Metro
Andy Shaw, Metro
Paul Smith, City of Portland
Ron Weiman, Clackamas County
Jane McFarland, Multnomah County
Blair Crumpacker, Washington County
Public Comment Submission, trans@metroregion.gov

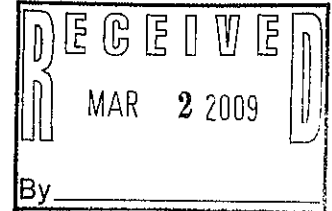


Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

February 27, 2009

Metro Planning and Development
600 NE Grand Avenue
Portland, OR 97232



RE: Federal Stimulus Package

Dear Metro:

Southwest Neighborhoods, Inc. believes that *federal stimulus funds should be used to improve safety for transit users, bicyclists and pedestrians*, particularly in places like Southwest Portland which lack the needed infrastructure for alternative transportation. This will have the combined benefit of providing jobs in a short timeframe and improving safety in our communities in the long term.

Capitol Highway improvements have been our highest priority since the Capitol Highway Plan was approved by the Portland City Council in 1996. However, the stimulus list contains a proposal to pave the segment of Capitol Highway from Barbur to Palatine which has already been completed. At a price estimate of \$2 million, we believe there are many projects of greater importance.

In lieu of this proposal, we urge you to consider other ways that this funding could be used to improve safety for bicyclists and pedestrians traveling in Southwest Portland, such as:

- SW Vermont Street from 30th-37th, which needs sidewalks and bicycle paths, and has already had public involvement on a proposed design during a Halo LID pilot project and as a recent application for a Transportation Enhancement Grant. This project will help residents walk and bike safely to multiple community centers, parks, shops and businesses in Hillsdale and Multnomah Village;
- The intersection at SW Garden Home Road and SW Multnomah Boulevard, which needs signalization and/or other traffic control measure to make it safer for pedestrians and bicyclists to travel through this dangerous intersection. This project is already in the financially constrained Regional Transportation Plan (#10191), but will help residents walk and bike safely to the Garden Home and Multnomah Village "Main Streets" along this regional corridor; and
- SW Garden Home Road from SW 45th to SW Capitol Highway, which needs pedestrian, bicycle, and stormwater improvements that both improve pedestrian and bicycle safety to businesses and transit stops in Multnomah Village and improve water quality in Fanno Creek.

Metro Planning and Development
February 27, 2009
Page 2

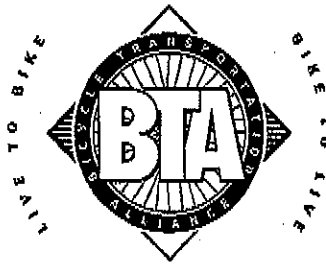
We strongly support the City of Portland's Bicycle Boulevard proposal in the MTIP Economic Stimulus List 2-17-09, and have already identified specific bicycle improvements from the "Strategy to Reach Platinum Status in SW Portland" that could easily be implemented to make it safer to ride within and through our neighborhoods.

Again, we urge you to spend these federal stimulus funds on projects that will make it safer for people to walk, to ride bikes and to take transit in their local communities. We also want to remind you that providing training will allow local residents to qualify for the new jobs that are created through this funding.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Russell".

Brian Russell, President
Southwest Neighborhoods, Inc.



March 2, 2009

Metro
600 NE Grand Ave.
Portland, OR 97232

Re.: Federal Stimulus Package

To Members of the Metro Council and JPACT:

We are writing you today to ask that the Federal Economic Stimulus Funding managed by Metro mirror this region's goals for active and sustainable transportation, public health, and environmental stewardship.

We recognize that the process for the first round of Stimulus projects has been quick, but despite this we ask that Metro take extra time to ensure that in the total list of projects – including the “second phase” of funding – there are far more bicycle and pedestrian projects than appear in the Economic Stimulus Local Project List today.

On January 9th, Metro Council President David Bragdon and Chief Operating Officer Michael Jordan sent a letter to Oregon's Congressional delegation describing “capital projects that would create jobs right away while also providing a range of longer-term benefits.” Disappointingly, very few of these projects are captured in the Economic Stimulus Local Project List published by Metro on February 18th.

The BTA is concerned that the rushed nature of this process has forced cities and counties to propose their easiest, fastest projects and not a far more wholesome mix that reflects the region's true priorities. Trail building, unlike road repaving, requires time and coordination among parks and transportation departments.

Please create a longer window of time for the development of project lists for the “second phase” of stimulus funding, and ask cities, counties and parks districts to coordinate and present proposals for Metro's consideration that reflect the desire of this region's residents for safe and healthy transportation and recreation opportunities.

Thank you,

Michelle Poyourow
Advocate, Educator

Metro Transportation Planning and Development
600 NE Grand Avenue
Portland, OR 9723
Fax: 503-797-1930
trans@oregonmetro.gov

To Whom It May Concern:

This letter is in reference to the request for public comment regarding proposed government transportation projects listed for the Federal Stimulus Package.

On behalf of the Five Oaks-Triple Creek Neighborhood Association Committee in Beaverton, I am writing to request that the Walker Road Pedestrian /Bike Bridge project be retained as a top priority on the list of projects submitted by Washington County Department of Land Use and Transportation.

Problem Statement:

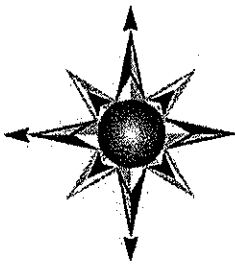
For eight years the Five Oaks-Triple Creek NAC has worked to request that safety and livability improvements be made to Walker Road. While the county acknowledges and agrees this section of the road is an important improvement project they have been unable to secure funding. This portion of roadway, at the crossing of Willow Creek, accommodates vehicles only, with very narrow 12" gaps between the 45-MPH travel lanes and guard rails on either side of the paved surface. Pedestrians and cyclists are continually crossing this section putting themselves dangerously at risk for injury in order to pass between NW Cambray and NW 174th terrace due to a lack of alternative crossing structures along either side of the road. Side walks abut both sides of the Willow Creek south culvert where the project bridge is proposed for placement. This is only a limited, stop-gap solution to a portion of a much more serious problem of pedestrian safety and impediment along the Walker Rd corridor.

As a group of concerned citizens for the safety and well being of our neighbors we therefore respectfully request this project be approved for funding.

The following groups have been engaged to align with us on this much needed bridge:

- Five Oaks-Triple Creek NAC, Chair – David Kamin
- Washington County, Todd Watkins
- Zimmer Gunsul Frasca Architect Firm, Brian Duetgen
- SOLV/Take Care of Oregon 150, Steve Kennett
- Tualatin Hill Parks & Recreation District, Steve Gulgren
- Boy Scouts of America, Cascade Pacific Council, Sunset Trail District, Wayne Olmstead
- Rachael Carson Middle School, Tammy Schrader

Respectfully, on behalf of
Five Oaks-Triple Creek NAC & Members
Melissa D. Nourigat
(503) 617-6287
crsclrs1@gte.net



COALITION FOR A LIVABLE FUTURE

107 SE WASHINGTON STREET, SUITE 239 • PORTLAND, OR 97214
PHONE: 503.294.2889 • FAX 503.225.0333 • WWW.CLFUTURE.ORG

March 3, 2009

Dear Metro Councilors and Members of JPACT:

Coalition for a Livable Future is a partnership of over 90 diverse organizations and hundreds of individuals to promote healthy and sustainable communities. We submitted comments last week on the process for deciding projects, and today are writing to express support for specific projects being considered for transportation stimulus funding.

Bicycle, Pedestrian and Trail Projects

As discussed by the Willamette Pedestrian Coalition in their comments, pedestrian, bicycle and trail projects address multiple objectives. They improve community livability, improve community health, reduce air quality and climate impacts, and reduce energy dependence. In addition, these types of projects have much more limited funding sources than roadway projects, so we support funding these types of infrastructure when the opportunity arises.

We support all of the bicycle, pedestrian and trail projects currently on the list. These projects are:

- Portland: Bicycle Boulevards
- Portland: Springwater Trail Repaving
- Portland: East Side Streetcar ADA curb ramps
- Multnomah County: sidewalk projects
- Milwaukie: Jackson Street sidewalks
- Beaverton: Laurelwood Ave. sidewalk
- Beaverton: 87th Ave. sidewalk
- Cornelius: Highway 8/ Adair Blvd.
- Forest Grove: Town Center Pedestrian Improvements
- Washington County: 143rd Ave Pedestrian Path
- Washington County: Walker Road Pedestrian Bridge
- Oregon City: Beaver Creek intersection sidewalk addition

As discussed in our letter last week, we believe that one third of the available funding should be used for bicycle, pedestrian and trail projects – the same percentage as in the current Regional Flexible Funding allocation cycle. Presently, only 16% of projects are bike, pedestrian and trails, and we believe more of these projects can be identified for stimulus funds. Areas that may be eligible include:

- Tualatin Hills Park and Recreation District: Fanno Creek Trail in Greenway Park, and other trail improvement projects in THPRD;
- Portland: SW Vermont St. sidewalk and bicycle paths, and East Portland sidewalk projects;
- Portland: If more than \$1 Million in bicycle improvements can be designed and obligated by the federal deadline, we recommend that additional funds be allocated to those projects.

Jobs for Minorities, Women and Emerging Small Businesses (MWESB)

As we understand it, the South Auditorium Lighting project will create 56 jobs on a green infrastructure improvement in which MWESB businesses will have an opportunity to participate. Projects that provide green jobs for MWESB businesses should be given priority, and we support this and other similar projects.

Thank you for your consideration.

Sincerely,

Handwritten signatures of Ron Carley and Jill Fuglister. The signature on the left is Ron Carley's, and the signature on the right is Jill Fuglister's.

Ron Carley and Jill Fuglister
Co-Directors, Coalition for a Livable Future



534 SW Third Avenue, Suite 300, Portland, OR 97204 • 503-497-1000 • fax 503-223-0073 • www.friends.org

Southern Oregon Office • PO Box 2442 • Grants Pass, OR 97528 • 541-474-1155 • fax 541-474-9389

Willamette Valley Office • 189 Liberty Street NE, Suite 307A • Salem, OR 97301 • 503-371-7261 • fax 503-371-7596

Central Oregon Office • PO Box 1084 • Bend, OR 97709 • 541-382-7557 • fax 541-317-9129

March 3, 2009

Mr. David Bragdon, President, Metro Council
600 NE Grand Avenue
Portland, Oregon 97232

Mr. Rex Burkholder, Chair, JPACT
600 NE Grand Avenue
Portland, Oregon 97232

RE: Metro Allocation of Federal Transportation Recovery Funds (RESOLUTION NO. 09-4022)

Dear President Bragdon, Councilors, and JPACT Members,

Thank you for the opportunity to comment on the proposed allocation by Metro of the Surface Transportation Program funds made available to the metropolitan area under the federal Recovery and Reinvestment Act. At JPACT's February 12 meeting, we provided members of the Committee copies of a letter submitted by Transportation for Oregon's Future to Governor Kulongoski that same day. The letter (on behalf of 1000 Friends, Oregon Environmental Council, the Bicycle Transportation Alliance, The Coalition for a Livable Future, Environment Oregon, and other organizations) encouraged the Governor to work with ODOT, Metro, and other "metropolitan planning organizations" in Oregon to ensure that the surface transportation funds made available to Oregon will be spent primarily on bicycle, transit, and pedestrian facilities. For the same reasons stated in the February 12 letter, we repeat that request to you.

We make this recommendation because flexible federal funding—which is what these stimulus dollars are—can play a vital role in providing at least limited balance to Oregon's and this region's transportation systems. Oregon and the Portland region are desperately short of resources for non-highway transportation investment and operation. This is the result of generations of restriction on the use of state transportation money to roads and bridges only—a consequence of the antiquated "highway trust fund" provision of the Oregon Constitution. The recovery dollars now flowing to Oregon under the Surface Transportation Program funding rules are free of those restrictions. These funds can be used for bicycle and pedestrian facilities that are not part of a road or bridge project, or for a transit investment outside the road right of way.

The need for these facilities—and the replacement, maintenance and improvement of existing facilities—is enormous and growing every day as transit ridership grows and more and more cyclists take to the streets. Our coalition partner Bicycle Transportation Alliance identified a list of more than \$54 million in bike projects in a half dozen Oregon communities last month. Closer to home, TriMet, the state's largest transit agency, in February compiled a list of capital projects (not including "New Starts" rail projects) that totals \$184.4 million. TriMet's allocation of federal transit stimulus money is only \$44.8 million. Without STP stimulus funds from ODOT and Metro, the transit agency can only put a dent in its urgent capital and maintenance needs.

It is also true that the state and this region face urgent road and bridge maintenance and repair needs—a consequence, in part, of state and local policymakers' insistence on spending a portion of State Highway Trust Fund and federal transportation dollars on new and wider roads in years when there was not enough money to adequately maintain existing infrastructure. The project list attached to RESOLUTION NO. 09-4022 as Exhibit A is commendable on this point. Nearly all of the roadway projects on the list are "fix it first" maintenance and repair rather than capacity expansion.


However, it must be noted that all of these projects will be eligible for the enormous expansion of highway and bridge dollars contemplated by the Governor's "Jobs and Transportation Act", HB 2120, which proposes \$499,000,000 per year, every year, in new Highway Trust Fund revenues for Oregon. This represents a 62% increase in state road funding. This region's share of those dollars will be significantly greater than the \$38 million in STP funds made available to the region under the stimulus law, and those resources could be available as early as this October following legislative approval. In contrast, pedestrian, bike and transit needs can not anticipate a funding opportunity like the stimulus again. For these needs, the federal money is a one-time chance.

Last Friday the Oregon Transportation Commission committed an initial \$122 million of federal transportation funds, thereby meeting the Recovery and Reinvestment Act's requirement that 50 percent of the state's share be obligated within 120 days of the act's passage. That means there is no imminent deadline driving your decision. Of course, jobs should be created, or retained, as soon as practicable. Equally clearly, you should make the best possible strategic decisions about the best projects to provide those jobs.

We urge you to review this list again and consider prioritizing bike, pedestrian, and transit projects that are not eligible for state funding. We are pleased to see so many maintenance and improvement projects that are designed to accommodate bikes and transit as well as trucks and cars. However, all but about \$2 million of the \$54 million on the combined local lists in Exhibit A would be eligible projects under the state Highway Trust Fund. More projects like the repaving of the Springwater Trail or the Lake Oswego streetcar line's trestle repairs would provide a modicum of balance to a sorely imbalanced regional transportation investment agenda. The TriMet, SMART, and Bicycle Transportation Alliance lists would be a good place to start, and your April or May meeting would be an appropriate time to complete that review and adjust your final decision on a list.

Again, thank you for this opportunity to submit comments.

Very truly yours,



Bob Stacey
Executive Director

Metro seeks public comment on local transportation projects eligible for federal economic stimulus funding

Metro anticipates about \$33.5 million to be available to fund city and county transportation projects in the Portland metropolitan region as part of the federal economic stimulus package. Because the stimulus package is geared toward immediate job creation, the project selection process is on a very short timeline. For projects to be eligible for these funds, they must be a part of the current Regional Transportation Plan, the 25-year blueprint for addressing transportation needs in the region. Some of the projects may already be programmed to receive existing funding revenues in the Metropolitan Transportation Improvement Program (MTIP), but proposed to receive economic stimulus funding to expand the scope of the project or to shorten time to implementation.

More information about the program, a list of proposed projects and a tentative timeline will be available after Friday, February 13, 2009, through a link from the MTIP web page, www.oregonmetro.gov/mtip.

Comments may be submitted by e-mail to trans@oregonmetro.gov, by fax at 503-797-1930, or by mail to Metro Planning and Development, 600 NE Grand Avenue, Portland, OR 97232. Please put "Federal Stimulus Package" in the subject line for e-mail and fax, or as the addressee on mailed envelopes. Comments will be accepted until March 3, 2009. Assuming federal approval of the stimulus legislation, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council are scheduled to consider adoption of the proposed projects and to amend the MTIP with the first group of eligible projects on March 5.

The Oregonian

EST 1850

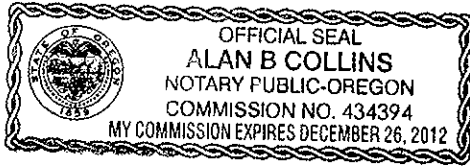
Practically Indispensable.

1320 SW Broadway, Portland, OR 97201-3499

Affidavit of Publication

I, M. HARRIS duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the city of Portland, in Multnomah County, Oregon; that the advertisement was published without interruption in the entire and regular issue of The Oregonian or the issue on the following date(s):

2/21/2009



M. Harris

Principal Clerk of the Publisher:

2/23/9

Subscribed and sworn to before me this date:

Alan B. Collins

Notary:

Ad Order Number: 0002737465

METRO COUNCIL

WORK SESSION

2:00 p.m., Tue. Feb. 24, 2009

2:15 p.m., FY 08-09 2nd qtr financial report 2:30 p.m., Qtrly management report 2:45 p.m., Increase in park entry fees & repeal non park entry fees 3:00 p.m., Oregon Zoo admission fee increases 3:20 p.m., Natural areas acquisition

METRO COUNCIL

2:00 p.m., Thur. Feb. 26, 2009

Ord. No. 09-1210, Amending Metro Code Sec. 4.01.050(a) admission fees, effective 06/01/09 (public hearing) Ord. No. 09-1211, Amending Metro Code, Ch. 12.02 Regional Park fees, Sec. 10.02.020, to adjust park entry fees & delegate to COO authority to set all other regional park use fees & rental fees (public hearing) Ord. No. 09-1212, Amending FY 08-09 budget & appropriations schedule recognizing donations to Oregon Zoo, amending capital improvement plan, and declaring an emergency (public hearing)

Meetings are in the council chamber at Metro Regional Center, 600 NE Grand Ave., Portland, unless otherwise noted.

You're invited at 6 p.m. the first Wed. of each month to the Metro Committee for Citizen Involvement. Information: 503-797-1539

www.oregonmetro.gov