

# Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, February 11, 2010  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Council Chambers

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<b>7:30 AM</b>	1.	<b>CALL TO ORDER &amp; DECLARATION OF A QUORUM</b>	<b>Carlotta Collette, Chair</b>
	2.	<b>INTRODUCTIONS</b>	<b>Carlotta Collette, Chair</b>
	3.	<b>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</b>	<b>Carlotta Collette, Chair</b>
	4.	<b>COMMENTS FROM THE CHAIR &amp; COMMITTEE MEMBERS</b> <ul style="list-style-type: none"><li>• Annual JPACT Washington, DC Trip</li></ul>	
	5.	* Consideration of the JPACT Minutes for January 14, 2010	
	6.	<b><u>ACTION ITEMS</u></b>	
<b>7:40 AM</b>	6.1	* Resolution No. 10-4124, For the Purpose of Endorsing a Regional Position on the Authorization of the Surface Transportation Act of 2009 – <u>APPROVAL REQUESTED</u>	<b>Andy Cotugno</b>
<b>7:45 AM</b>	6.2	* Resolution No. 10-4123, For the Purpose Approving the Portland Metropolitan Regional Federal Transportation Priorities for Federal Fiscal Year 2011– <u>APPROVAL REQUESTED</u>	<b>Andy Cotugno</b>
<b>8 AM</b>	6.3	* State Transportation Improvement Program (STIP) Criteria Comment Letter – <u>DISCUSSION / APPROVAL REQUESTED</u>	<b>Carlotta Collette, Chair</b>
	7.	<b><u>INFORMATION / DISCUSSION ITEMS</u></b>	
<b>8:10 AM</b>	7.1	* Metropolitan Transportation Improvement Program (MTIP) Policy Update – <u>INFORMATION / DISCUSSION</u> <ul style="list-style-type: none"><li>• Regional Flexible Fund Allocation Process and Timeline</li></ul>	<b>Ted Leybold</b>
<b>8:30 AM</b>	7.2	American Recovery & Reinvestment Act (Stimulus Funding) <u>INFORMATION / DIRECTION</u> <ul style="list-style-type: none"><li>* • Results of ARRA I</li><li>* • Letter to Senators on ARRA II</li><li># • Program Direction on ARRA II</li></ul>	<b>Andy Cotugno</b>
<b>8:40 AM</b>	7.3	# 2010-13 TIP: ODOT Administered Projects – Briefing on Public Comments Received During Comment Period – <u>INFORMATION</u>	<b>Jason Tell</b>
<b>8:50 AM</b>	7.4	* Review of the Locally Preferred Alternative (LPA) Financing Plan for the Columbia River Crossing Project – <u>DISCUSSION</u>	<b>Andy Cotugno</b>
<b>9 AM</b>	8.	<b>ADJOURN</b>	<b>Carlotta Collette, Chair</b>

\* Material available electronically.

\*\* Materials will be distributed at prior to the meeting.

# Material will be distributed at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: [kelsey.newell@oregonmetro.gov](mailto:kelsey.newell@oregonmetro.gov).

To check on closure or cancellations during inclement weather please call 503-797-1700#.

## 2010 JPACT Work Program

2/3/10

<p><b><u>January 14, 2010 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Federal appropriations and authorization process and project lists– Information</li><li>• Climate change and Global Warming Commission announcement</li><li>• Corridor plan priorities work program - Action</li><li>• Next priority HCT corridor – Action</li><li>• MTIP amendment: US26: 185<sup>th</sup> to Cornell</li><li>• MTIP amendment: Springwater Corridor: Rugg Rd. to Dee St. Project and Willamette Greenway Trial</li><li>• STIP Stakeholder Committee (Jerri Bohard, ODOT) – Information</li><li>• 2010-13 TIP: ODOT administered projects – Information</li></ul> <p><b><u>January 20<sup>th</sup> – Congressional District OR-5</u></b> <i>Location:</i> Metro Regional Center, Rm. 370A/B <i>Time:</i> 7:30 to 9 a.m.</p> <p><b><u>January 27<sup>th</sup> – Congressional District OR-3</u></b> <i>Location:</i> Metro Regional Center, Rm. 370A/B <i>Time:</i> 7:30 to 9 a.m.</p> <p><b><u>January 29<sup>th</sup> – Congressional District OR-1</u></b> <i>Location:</i> Metro Regional Center, Rm. 370A/B <i>Time:</i> 7:30 to 9 a.m.</p>	<p><b><u>February 11, 2010 – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Federal appropriations and authorization – Action</li><li>• Review of the Locally Preferred Alternative (LPA) financing plan for the Columbia River Crossing project – Discussion</li><li>• 2012-15 STIP criteria comment letter – Action/Recommendation</li><li>• American Recovery and Reinvestment Act (ARRA)<ul style="list-style-type: none"><li>○ Results of ARRA I</li><li>○ Letter to Senators on ARRA II</li><li>○ Program Direction on ARRA II</li></ul></li><li>• MTIP policy update – Information<ul style="list-style-type: none"><li>○ RFFA policy direction, process and timeline</li></ul></li></ul>
<p><b><u>March 2, 2010 – JPACT Washington, DC Prep Meeting</u></b> <i>Location:</i> Metro, Rm. 370A/B <i>Time:</i> 5 p.m.</p> <p><b><u>March 4<sup>th</sup> – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• Final draft RTP, Functional Plan amendments, and Alternative Mobility Standards – Discussion/direction</li><li>• MTIP: ODOT’s Jobs &amp; Transportation Act (JTA) projects – Action</li><li>• JPACT participation in Rail~Volution</li><li>• Metro/TriMet on Portland – Milwaukie Light Rail agreement on bond – Action</li><li>• Greenhouse Gas Inventory</li><li>• House Bill 2001 Greenhouse Gas Scenarios work program - Information</li></ul> <p><b><u>March 9<sup>th</sup> – 11<sup>th</sup> – JPACT Washington, DC Trip</u></b></p> <p><b><u>March 22<sup>nd</sup> – Final RTP Public Comment Period Begins</u></b></p>	<p><b><u>April 2, 2010 – Joint MPAC/JPACT Retreat (Tentative)</u></b></p> <ul style="list-style-type: none"><li>• Climate Prosperity Project review</li><li>• Greenhouse gas, University of Oregon climate change study, etc.</li><li>• MTIP/STIP policy direction- Discussion</li></ul> <p><b><u>April 8<sup>th</sup> – Regular Meeting</u></b></p> <ul style="list-style-type: none"><li>• FY 2010-11 Unified Planning Work Program (UPWP) – Action</li><li>• High Speed Rail Presentation (Kelly Taylor, ODOT)</li><li>• RTO evaluation results (Dr. Jennifer Dill, PSU) – Information</li><li>• RTO work plan and budget for FY 2010-11 – Information</li><li>• ODOT Region 1 STIP process and timeline</li></ul>

<p><b><u>May 13, 2010 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• MTIP policy update: <ul style="list-style-type: none"> <li>○ TriMet TIP</li> </ul> </li> <li>• East Metro Corridor multi-modal work program</li> <li>• Southwest Corridor HCT and multi-modal work program</li> <li>• RFFA policy direction – Action</li> <li>• 2012-15 STIP Schedule/Milestones – Information</li> <li>• HB 2001 Scenarios work program – Discussion</li> </ul> <p><b><u>May 6<sup>th</sup> – Final RTP Public Hearing/Comment Period Ends</u></b></p>	<p><b><u>June 10, 2010 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Adopt final 2035 RTP – Action</li> <li>• 2035 RTP Air Quality Conformity Determination – Action</li> <li>• 2010-13 MTIP – Action</li> <li>• MTIP Air Quality Conformity Determination – Action</li> <li>• 2010-13 STIP public comment briefing - Information/Discussion</li> <li>• HB 2001 Climate change work plan – Action</li> </ul>
<p><b><u>July 8, 2010 – Regular Meeting</u></b></p>	<p><b><u>August 12, 2010 – Regular Meeting</u></b></p>
<p><b><u>September 2, 2010 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• RFFA: Recommended draft for public comment</li> <li>• STIP: Recommended draft for public comment</li> </ul>	<p><b><u>October 14, 2010 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• Portland to Lake Oswego Locally Preferred Alternative – Action</li> </ul> <p><b><u>October 19-21 Rail~Volution</u></b></p>
<p><b><u>November 4, 2010 – Regular Meeting</u></b></p>	<p><b><u>December 9, 2010 – Regular Meeting</u></b></p> <ul style="list-style-type: none"> <li>• House Bill 2001 Scenarios – Discussion</li> </ul>

Parking Lot:

- U.S. jobs for Main Street – Direction (Tentative)
- TIGER grant action and air quality conformity analysis
- 2011 legislative agenda



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

January 14, 2010

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair  
Sam Adams  
Shane Bemis  
Rex Burkholder  
Nina DeConcini  
Craig Dirksen  
Fred Hansen  
Kathryn Harrington  
Donna Jordan  
Susie Lahsene  
Roy Rogers  
Ted Wheeler

AFFILIATION

Metro Council  
City of Portland  
City of Gresham, representing the Cities of Multnomah Co.  
Metro Council  
Oregon Department of Environmental Quality  
City of Tigard, representing the Cities of Washington Co.  
TriMet  
Metro Council  
City of Lake Oswego, representing the Cities of Clackamas Co.  
Port of Portland  
Washington County  
Multnomah County

MEMBERS EXCUSED

Dean Lookingbill  
Steve Stuart  
Jason Tell  
Don Wagner

AFFILIATION

Southwest Washington Regional Transportation Council  
Clark County  
Oregon Department of Transportation, Region 1  
Washington State Department of Transportation

ALTERNATES PRESENT

Ann Lininger  
Troy Rayburn

AFFILIATION

Clackamas County  
Clark County

STAFF: Andy Cotugno, Tom Matney, Robin McArthur, Tony Mendoza, Kelsey Newell, Deborah Redman.

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair Carlotta Collette 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**

Mr. Ed Barns, former Transportation Commissioner with the State of Washington, urged the committee to expedite the decision process and begin construction on the Columbia River Crossing, citing safety as reasoning.

**4. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS**

Committee members recommended that ODOT provide a presentation on High Speed Rail in the near future.

**5. CONSENT AGENDA**

**Consideration of JPACT Minutes for November 12, 2009**

**Consideration of the JPACT Minutes for December 10, 2009**

**Resolution No. 10-4116, For the Purpose of Amending the Metropolitan Transportation Improvement Program (MTIP) to Add a Construction Phase to the US26: 185<sup>th</sup> to Cornell Project**

**Resolution No. 10-4115, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add the Springwater Corridor: Rugg Rd. to Dee St. Project and the Willamette Greenway Trail: Chimney Park Trail to Pier Park Project**

**Resolution No. 10-4117, For the Purpose of Amending the FY 2010 Unified Planning Work Program (UPWP) to Add Funding for the Best Design Practices in Transportation Work Element**

MOTION: Commissioner Roy Rogers moved, Councilor Donna Jordan seconded, to approve the consent agenda.

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

**6. STIP Stakeholder Committee: Recommendation on 2012-15 STIP Eligibility and Prioritization Criteria**

Ms. Jerri Bohard of ODOT reviewed the 2012-15 Statewide Transportation Improvement Program (STIP) project eligibility criteria and prioritization factors. The STIP Stakeholder Committee has distributed draft criteria for review and comment. Once the comment period has concluded, a revised draft of the criteria will move forward for consideration by the Oregon Transportation Commission (OTC). Pending OTC approval, ODOT and local jurisdictional staff will implement the new criteria which will help decide which projects should be scoped in further detail and proposed for funding.

The committee discussed strengthening the greenhouse gas criteria, short-term versus long-term planning consideration, and further developing greenhouse gas metrics. Chair Collette asked that JPACT produce an official comment letter to send to the STIP Stakeholder Committee.

**7. Resolution No. 10-XXXX, For the Purpose of Endorsing the Southwest High Capacity Transit (HCT) Corridor - HCT Corridor #11, Portland to Sherwood in the Vicinity of Barbur Boulevard/OR 99W - as the Next Regional Priority to Advance into Alternatives Analysis**

Mr. Ross Roberts briefed the committee on Resolution No. 10-XXXX, which would endorse the Barbur Boulevard/99W as the next regional priority to advance High Capacity Transit. The committee's approval of the resolution, pending Metro Council action, would advance the corridor forward for project scoping and study through an alternative analysis.

MOTION: Mr. Fred Hanson moved, Commissioner Rogers seconded, to approve Resolution No. 10-XXXX.

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

**8. Resolution No. 10-XXXX, For the Purpose of Updating the Work Program for Refinement Planning Through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle**

Mr. Roberts briefed the committee on Resolution No. 10-XXXX, which would establish two corridors for further multimodal refinement planning over the next four years: I-84 corridor in East Multnomah County I-5/99W south of Portland.

MOTION: Commissioner Rogers moved, Councilor Jordan seconded, to approve Resolution No. 10-XXXX.

AMENDMENT: Mayor Craig Dirksen moved, Commissioner Rogers seconded, to amend the language under BE IT RESOLVED, #2.a, to specify that Mobility Corridor #15 extends from Interstate 84 to US 26.

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

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

**9. Federal Appropriations and Authorization Process and Project Lists**

Mr. Andy Cotugno of Metro briefed the committee on the timeline for the federal appropriations and authorization process and project lists. Using a narrowed list of projects, three subgroups of JPACT will convene in the last two weeks of January. The charge to each subgroup is to recommend to JPACT a prioritization of the candidate projects in each of the three Congressional Districts.

**10. 2010-13 TIP: ODOT Administered Projects – Briefing on Public Comments Received During Comment Period**

This item has been moved to the February 11 JPACT meeting.

**11. ADJOURN**

Chair Collette adjourned the meeting at 9:03 a.m.

Respectfully submitted,



Tom Matney  
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 14, 2010

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

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
	Work Program	1/10/2010	2010 JPACT Work Program	011410j-01
<b>5</b>	Resolution	1/14/2010	Resolution No. 10-4117 with Attachments	011410j-02
<b>7</b>	Resolution	1/14/2010	Resolution No. 10-XXXX, For the Purpose of Endorsing the Southwest High Capacity Transit (HCT) Corridor - HCT Corridor #11, Portland to Sherwood in the Vicinity of Barbur Boulevard/OR 99W - As the Next Regional Priority To Advance Into Alternatives Analysis, With Attachments	011410j-03
<b>8</b>	Resolution	1/14/2010	Resolution No. 10-XXXX, For the Purpose of Updating the Work Program for Corridor Refinement Planning Through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle, with Attachments	011410j-04
<b>9</b>	Table	1/11/10	Fiscal Year 2011 Appropriation Requests and Authorization Priorities	011410j-05



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING A ) RESOLUTION NO. 10-4124  
REGIONAL POSITION ON THE )  
AUTHORIZATION OF THE SURFACE ) Introduced by Councilor Carlotta Collette  
TRANSPORTATION ACT OF 2009 )

WHEREAS, the House Transportation and Infrastructure Committee introduced a new authorization bill entitled the Surface Transportation Act of 2009, which is pending approval by the full committee; and

WHEREAS, in anticipation of the new authorization bill the Portland metropolitan area, through Joint Policy Advisory Committee on Transportation (JPACT), endorsed a comprehensive statement of policy priorities to pursue in January 2009; and

WHEREAS, Resolution No. 09-4016, "For the Purpose of Endorsing a Regional Position on Reauthorization of the Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users" recommended by JPACT and adopted by the Metro Council on January 22, 2009 communicated the region's position and outlined the policy priorities; and

WHEREAS, the region has continued to refine both policy and project recommendations in the Surface Transportation Act of 2009 based on the adopted policy direction; and

WHEREAS, on February \_\_\_\_\_, 2010 JPACT recommend approval of this resolution; now therefore

BE IT RESOLVED that the Metro Council:

- 1. Advances the refined policy priorities as defined in Exhibit A.
- 2. Approves the refined authorization project list as defined in Exhibits B and C.

ADOPTED by the Metro Council this \_\_\_\_\_ day of February, 2010.

\_\_\_\_\_  
David Bragdon, Council President

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

## **Policy and project priorities for the Surface Transportation Act of 2009**

- Emphasize the importance of adopting a new six-year authorization bill soon. The bill should be structured based upon the policy initiative established through the bill pending before the House T&I Committee. If such a policy initiative is not embraced, adopt a stop-gap 2-year extension.
- Support a substantial increase to the revenue base, both to address current shortfalls now being supported by transfers from the General Fund and to provide for an increase in the program.
- Support the House Transportation and Infrastructure Committee bill as the framework for the new authorization bill. In particular, support the following program structure elements:
  - Creation as the region's highest priority of a new discretionary Metropolitan Mobility and Access Program;
  - Support for other improvements in the bill, including:
    - ⇒ Creation of a new competitive "Projects of National Significance" program from which the region would seek the federal share of the highway elements of the Columbia River Crossing Project.
    - ⇒ Strong linkage to a Climate Change policy direction;
    - ⇒ Incorporation of a "practical design" directive;
    - ⇒ Continuation of the current Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) Programs;
    - ⇒ Consolidation of the current Interstate, National Highway System (NHS) and Highway Bridge Repair and Replacement Program (HBRR) into a program to maintain a "Good State of Highway Repair;"
    - ⇒ Creation of a new Freight Improvement Program;
    - ⇒ Significant program improvements in the New Starts and Small Starts Programs;
    - ⇒ Consolidation of several smaller programs into a new Critical Access (transit) Program;
    - ⇒ Consolidation of several smaller programs into a comprehensive Safety Program.
- Continue to seek refinements in the bill through the remainder of the House and Senate authorization bill process based upon the adopted policy direction last year.

## Surface Transportation Act of 2009 Project Priorities

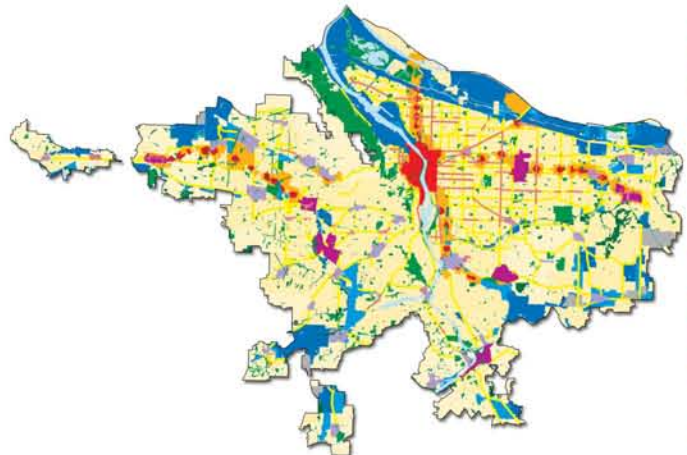
Map Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Purpose	Program Category
<b>Metropolitan Mobility</b>						
M-1	I-205/I-5 Interchange	\$7.00	ODOT	OR-1	Construction	Metropolitan Mobility
M-2	OR 99W/McDonald/Gaarde Intersection	\$5.00	City of Tigard/ODOT	OR-1	PE/ROW/Construction	Metropolitan Mobility
M-3	I-205/Airport Way Interchange	\$10.00	Port of Portland/ODOT	OR-3	Construction	Metropolitan Mobility
M-4	172nd Ave. Improvements (Sunnyside Rd. to 177th Ave.)	\$15.00	City of Happy Valley	OR-5	ROW/PE	Metropolitan Mobility
M-5	OR 213/Redland Road Lane Improvements	\$6.80	City of Oregon City	OR-5	PE/Construction	Metropolitan Mobility
M-6	OR 10 Farmington Rd. at Murray Blvd. Intersection Safety & Mobility Improvements	\$8.00	City of Beaverton	OR-1	ROW/Construction	Metropolitan Mobility
M-7	US 26/Brookwood-Helvetia Interchange	\$25.00	City of Hillsboro	OR-1	ROW/Construction	Metropolitan Mobility
M-8	Bethany Overcrossing of Hwy 26	\$12.00	Washington County	OR-1	Construction	Metropolitan Mobility
M-9	OR10: Oleson/Scholls Ferry Intersection	\$11.00	Washington County	OR-1	ROW	Metropolitan Mobility
M-10	Walker Road: 158th to Murray	\$10.00	Washington County	OR-1	Construction	Metropolitan Mobility
M-11	Farmington Rd.: Kinnaman to 198th	\$30.00	Washington County	OR-1	Construction	Metropolitan Mobility
M-12	Hwy. 99W/Sunset/Elwert/Kruger Intersection	\$2.50	City of Sherwood	OR-1	Construction	Metropolitan Mobility
M-13	72nd Ave.: Dartmouth St. to Hampton St.	\$13.00	City of Tigard	OR-1	Construction	Metropolitan Mobility
M-14	Union Station Rehabilitation	\$24.00	City of Portland	OR-1	Construction	Metropolitan Mobility
M-15	SW Capitol Hwy: Multnomah to Taylors Ferry	\$10.00	City of Portland	OR-1	PE/Construction	Metropolitan Mobility
<b>Freight</b>						
F-1	I-84/257th Ave. Troutdale Interchange	\$22.00	Port of Portland/ODOT	OR-3	Construction	Freight
F-2	Sunrise System Improvements	\$30.00	Clackamas County/ODOT	OR-3	ROW/Construction	Freight
F-3	Kinsman Road Freight Route Extension Project, Phase I	\$10.50	City of Wilsonville	OR-5		Freight
F-4	Troutdale Reynolds Industrial Park Road Improvements	\$6.00	Port of Portland	OR-3	Construction	Freight
F-5	124th Ave. Extension: Tualatin-Sherwood to Tonquin	\$8.00	Washington County	OR-1	Planning, PE, ROW	Freight
<b>Managing the Existing System</b>						
S-1	Regional Multi-Modal Safety Education Initiative	\$4.50	Metro	OR-1,3,5	Planning/Implementation	Managing the Existing System
<b>System Management</b>						
ITS -1	I-84/Central Multnomah County ITS	\$3.00	City of Gresham/ODOT	OR-3		System Management
ITS -2	Regional Arterial Management Program (signal system coordination)	\$12.00	Metro	OR-1,3,5	PE/Construction	System Management
<b>Demand Management</b>						
TDM-1	Drive Less Save More Marketing Pilot Project	\$4.50	Metro	OR-1,3,5	Marketing	Transportation Demand Management
<b>Transit Oriented Development</b>						
TOD-1	College Station TOD (at PSU)	\$10.00	PSU/TriMet	OR-1	Construction	Transit Oriented Development
TOD-2	Gresham Civic Neighborhood Station/TOD/Parking Structure	\$5.00	City of Gresham	OR-3	Acquisition	Transit Oriented Development
TOD-3	Transit Station Area Connectivity Program to promote transit oriented development	\$20.00	Metro	OR-1,3,5	PE/ROW/Construction	Transit Oriented Development
TOD-4	Rockwood Town Center	\$10.00	City of Gresham	OR-3	PE/Construction	Transit Oriented Development
<b>Bridges</b>						
B-1	Sellwood Bridge on SE Tacoma St. between Hwy 43 & SE 6th Ave.	\$40.00	Multnomah County	OR-3,5	Construction	Bridges
<b>Transit and Greenhouse Gases</b>						
T-1	TriMet Buses (\$15.4 million per year/6-years)	\$92.40	TriMet	OR-1,3,5	Acquisition	Transit
T-2	West Metro HCT Bus Rapid Transit Alternatives Analysis		Washington Co./TriMet/Metro	OR-1	AA	Transit
T-3	Central East HCT Bus Rapid Transit Alternatives Analysis		City of Gresham/TriMet/Metro	OR-3	AA	Transit
T-4	Prototype Diesel Multiple Unit (commuter rail vehicles)	\$5.00	TriMet	OR-1,3,5	Engineer/manufacture	Transit
T-5	Wilsonville SMART Fleet Services Facility	\$7.00	City of Wilsonville/SMART	OR-5	Construction	Transit
T-6	SMART Bus Replacements (\$2.7 million per year/6-years)	\$16.20	City of Wilsonville/SMART	OR-5	Acquisition	Transit
T-7	Wilsonville SMART Offices/Administration Facility	\$1.50	City of Wilsonville/SMART	OR-5	Construction	Transit
T-8	City of Sandy Transit	\$1.50	City of Sandy	OR-3	Acquisition	Transit
T-9	Canby Area Transit	\$1.25	City of Canby	OR-5	Acquisition	Transit
T-10	South Clackamas Transit	\$0.75	City of Molalla	OR-5	Acquisition	Transit
<b>New Starts/Small Starts</b>						
NS-3	Portland to Milwaukie - New Starts	\$850.60	TriMet	OR-1,3	PE/Final Design/Construction	New Starts
NS-4	Portland to Lake Oswego Streetcar - New Starts or Small Starts	\$237.30	City of Lake Oswego/City of Portland/TriMet	OR-1,5	PE/DEIS/FEIS	New or Small Starts
NS-5	Columbia River Crossing - New Starts	\$750.00	ODOT/WSDOT	OR-3/WA-3	PE/Final Design/Construction	New Starts
NS-6	Portland to Tigard and Sherwood/99W/Barbur Blvd. New Starts Alternatives Analysis	\$11.40	Metro/TriMet/Portland/Tigard	OR-1,5	Planning/PE/DEIS/FEIS	New Starts
NS-7	Portland Streetcar Planning and Alternatives Analysis	\$5.00	City of Portland/City of Gresham	OR-3	Planning/Alternatives Analysis	Small Starts

Map Number	Project Description	Funding Request (\$Millions)	Sponsor	Congressional District	Purpose	Program Category
<b>Walking and Cycling</b>						
TBP-1	Congressional District 1 Trails/Bikepath Program	\$10.00	Washington County & Cities	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-2	Congressional District 3 Trails/Bikepath Program	\$10.00	City of Portland/City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-3	Congressional District 5 Trails/Bikepath Program	\$10.00	Clackamas County & Cities	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
<b>Projects under consideration:</b>						
<b>Multnomah County Jurisdictions*</b>						
TBP-4	Portland Bicycle Boulevard Project	\$25.00				
TBP-5	Gresham/Fairview Trail, Phase 4/5	\$6.10	City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
<b>Clackamas County Jurisdictions*</b>						
TBP-6	French Prairie Bike-Ped-Emergency Bridge Over Willamette River	\$12.60	City of Wilsonville	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-7	Springwater to Trolley Trail - 17th Avenue from Ochoco to McLoughlin Blvd.	\$3.20	NCPRD/City of Milwaukie	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-8	Mt. Scott Creek Trail - Mt. Talbert to Springwater Corridor	\$4.60	NCPRD/City of Happy Valley	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-9	Scouter's Mt. Trail - Springwater/Powell Butte to Springwater	\$7.37	NCPRD/Happy Valley	OR-4	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-10	Phillips Creek Trail - I-205 Trail to N. Clackamas Greenway	\$2.27	NCPRD/Clackamas County	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-11	Monroe Bike Blvd.	\$2.00	City of Milwaukie	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-12	Iron Mtn. Bike Lanes - 10th St. to Bryant Rd.	\$3.80	City of Lake Oswego	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-13	Carmen Drive Sidewalk and Bike Lanes from Meadow Rd. to I-5	\$1.70	City of Lake Oswego	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-14	Pilkington Sidewalk and Bike Lanes from Boones Ferry to Childs Rd.	\$5.25	City of Lake Oswego	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
<b>Washington County Jurisdictions*</b>						
TBP-15	Council Creek Regional Trail: Banks to Hillsboro	\$5.25	City of Forest Grove	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-16	Tonquin Trail/Cedar Creek Corridor	\$2.50	City of Sherwood	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-17	Fanno Creek Trail Projects	\$0.80	City of Tigard	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-18	Westside Regional Trail	\$12.00	Tualatin Hills Parks & Rec. Districts/Washington Co.	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
<b>Critical Highway Corridors</b>						
H-1	Columbia River Crossing Project	\$400.00	ODOT and WSDOT	OR-3/WA-3	Design/ROW/Construction	Project of National Significance
<b>Boulevards/Main Streets</b>						
MB-1	Downtown Milwaukie Station Streetscape	\$5.00	City of Milwaukie	OR-3	Construction	Blvd./Main Streets
MB-2	Main Street Ped. & Streetscape Improvements (5th St. to Division)	\$2.20	City of Gresham	OR-3	PE/Construction	Blvd./Main Streets
MB-3	102nd Ave. St. Improvement: Project Phase II - NE Glisan to SE Washington St.	\$3.00	City of Portland	OR-3	Construction	Blvd./Main Streets
<b>Parkways</b>						
P-1	Sunrise System: Parkway Demonstration Project	\$30.00	Clackamas County	OR-3	Planning	Parkway
<b>Green Infrastructure</b>						
G-1	Kellogg Creek Bridge Replacement	\$4.00	City of Milwaukie	OR-3	Construction	Green Infrastructure
G-2	Tabor to the River/SE Division St. Reconstruction, Streetscape & Green Infrastructure Project	\$3.60	City of Portland	OR-3	PE/Construction	Green Infrastructure
<b>Research</b>						
R-1	Oregon Transportation Research & Education Consortium (OTREC)	\$16.00	PSU/UO/OSU/OIT	OR-1,2,3,4,5	Research	Research

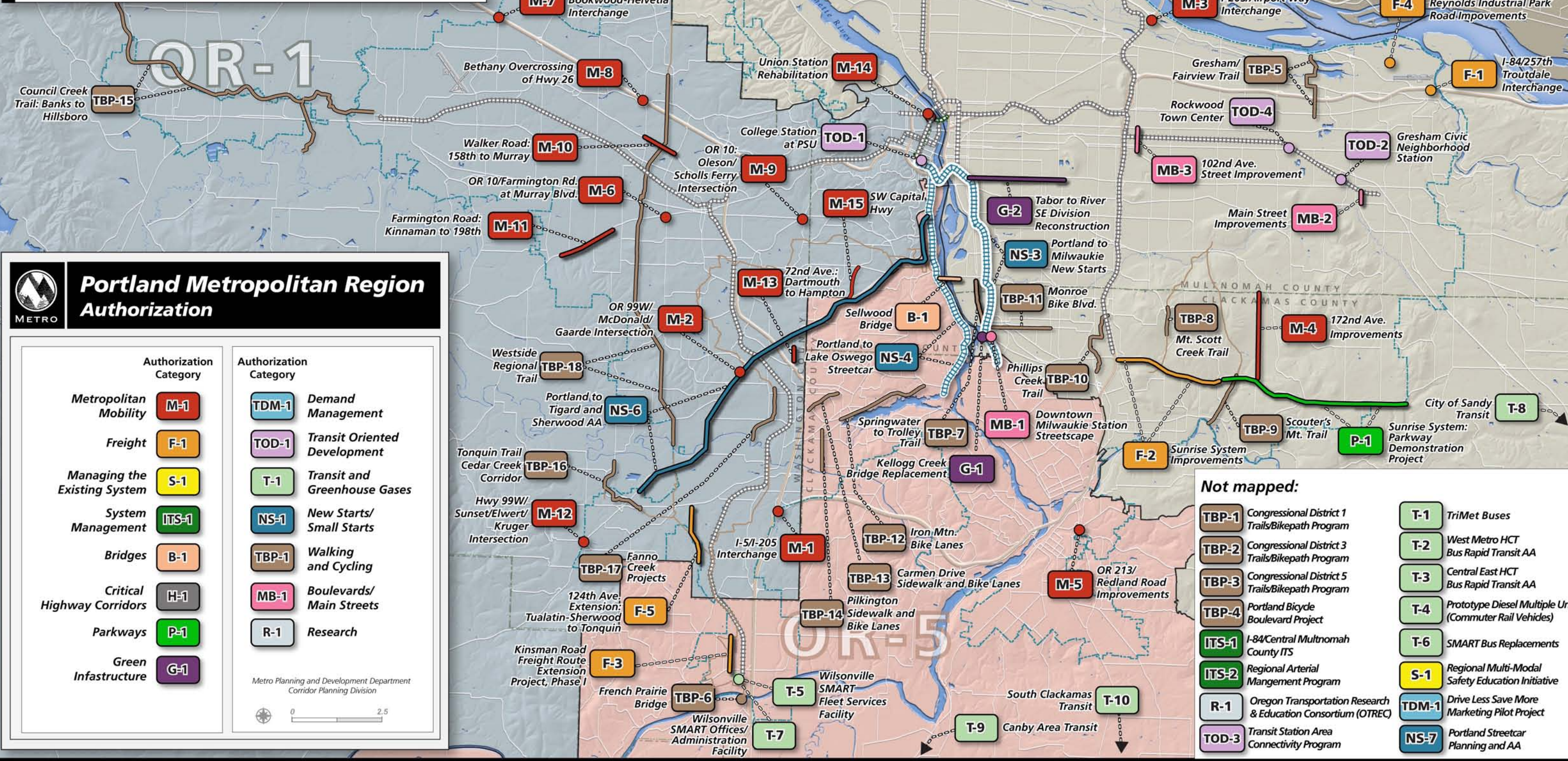
\*Note: Congressman Blumenauer has proposed the "Active Transportation Act of 2009" to fund projects to provide safe and convenient options to bicycle and walk for routine travel. The program is proposed to be administered on a national competitive basis. The projects listed are under consideration for funding either through these earmarks or through the competitive program if it is created and the region competes successfully.

# WA-3

2040 REGIONAL PLAN



- Central city
- Corridors
- Employment areas
- Industrial areas
- Inner neighborhood
- Main streets
- Open spaces
- Outer neighborhood
- Park
- Regional Significant Ind
- Regional centers
- Station community
- Station community core
- Town centers
- Water



## Portland Metropolitan Region Authorization

Authorization Category	Authorization Category
<b>Metropolitan Mobility</b> M-1	<b>TDM-1</b> Demand Management
<b>Freight</b> F-1	<b>TOD-1</b> Transit Oriented Development
<b>Managing the Existing System</b> S-1	<b>T-1</b> Transit and Greenhouse Gases
<b>System Management</b> ITS-1	<b>NS-1</b> New Starts/ Small Starts
<b>Bridges</b> B-1	<b>TBP-1</b> Walking and Cycling
<b>Critical Highway Corridors</b> H-1	<b>MB-1</b> Boulevards/ Main Streets
<b>Parkways</b> P-1	<b>R-1</b> Research
<b>Green Infrastructure</b> G-1	

Metro Planning and Development Department  
Corridor Planning Division

### Not mapped:

<b>TBP-1</b> Congressional District 1 Trails/Bikepath Program	<b>T-1</b> TriMet Buses
<b>TBP-2</b> Congressional District 3 Trails/Bikepath Program	<b>T-2</b> West Metro HCT Bus Rapid Transit AA
<b>TBP-3</b> Congressional District 5 Trails/Bikepath Program	<b>T-3</b> Central East HCT Bus Rapid Transit AA
<b>TBP-4</b> Portland Bicycle Boulevard Project	<b>T-4</b> Prototype Diesel Multiple Unit (Commuter Rail Vehicles)
<b>ITS-1</b> I-84/Central Multnomah County ITS	<b>T-6</b> SMART Bus Replacements
<b>ITS-2</b> Regional Arterial Management Program	<b>S-1</b> Regional Multi-Modal Safety Education Initiative
<b>R-1</b> Oregon Transportation Research & Education Consortium (OTREC)	<b>TDM-1</b> Drive Less Save More Marketing Pilot Project
<b>TOD-3</b> Transit Station Area Connectivity Program	<b>NS-7</b> Portland Streetcar Planning and AA

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 10-4124, FOR THE PURPOSE OF ENDORSING A REGIONAL POSITION ON THE AUTHORIZATION OF THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009**

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Date: January 29, 2010

Prepared by: Andrew Cotugno

## **BACKGROUND**

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. This year priorities are focused on both the FY '11 appropriations bill and the new six-year authorization bill. This resolution establishes policy and project priorities that will be addressed through the authorization bill, the Surface Transportation Act of 2009, now pending before the House Transportation and Infrastructure Committee. A separate resolution establishes project priorities for the FY '11 appropriations bill.

In 2009, in preparation for the new 6-year authorization bill, the region established policy and project priorities to serve as the basis for advocacy at the federal level. This was adopted by Resolution No. 09-4016. In June 2009, the Surface Transportation Authorization Act of 2009 was introduced to the House Transportation and Infrastructure Committee where it is still pending. That bill takes a significant step towards implementing the policy recommendations being sought by the Metro region and therefore serves as an excellent platform for consideration by the Congress. In particular, the bill:

- Creates new discretionary, competitive programs for Metropolitan Mobility and Projects of National Significance which provide an opportunity for the region to pursue;
- Continues the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) programs, of importance to the Metro region;
- Consolidates and emphasizes a program focused on keeping the current investment in the highway system in a state of good repair;
- Streamlines the federal transit New Starts/Small Starts program.

The region also endorsed a set of projects for consideration of earmarking through the authorization bill. These projects have been submitted to the delegation and, in many cases, submitted by the member to the authorizing committee.

The purpose of this resolution is to clearly identify the priority attributes of the authorization bill to advocate for and to refine the list of projects. Attachment A provides a statement of priority for the region's preferred policy direction based upon the bill now pending before Congress and supplements the positions established through Resolution No. 09-4016. The region will continue to pursue refinements based upon Resolution No. 09-4016 but the priorities established through this resolution will be the issues of greatest emphasis. In addition, the projects have been refined to reflect their current status. Several have been removed because they have been fully funded and some have more refined cost estimates. There are no added projects included.

## **ANALYSIS/INFORMATION**

- 1. Known Opposition:** None
- 2. Legal Antecedents:** Projects within the region earmarked for federal funding must be consistent with the Regional Transportation Plan, adopted by Resolution No. 09-4099, For the Purpose of Accepting the Draft 2035 Regional Transportation Plan.
- 3. Anticipated Effects:** Resolution would provide the US Congress and the Oregon Congressional delegation specifically with the region's priorities for transportation funding policy for use in the federal transportation authorization process.
- 4. Budget Impacts:** Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 10-11 and later Planning Department budgets. However, most of the funding requests deal with implementation projects sponsored by jurisdictions other than Metro.

## **RECOMMENDED ACTION**

Approve Resolution 10-4124 for submission to the Oregon Congressional delegation.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE	)	RESOLUTION NO. 10-4123
PORTLAND METROPOLITAN REGIONAL	)	
FEDERAL TRANSPORTATION PRIORITIES	)	Introduced by Councilor Carlotta Collette
FOR FEDERAL FISCAL YEAR 2011	)	
APPROPRIATIONS	)	

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for and develop the region’s transportation infrastructure; and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding; and

WHEREAS, the Metro region’s Congressional delegation has advised the region’s transportation agencies to develop a coordinated request for legislation related to the annual federal transportation appropriations bill; and

WHEREAS, the region has prioritized the requested projects as regional priorities endorsed for support by all members of the Congressional delegation and local priorities endorsed for support by individual Congressmen; and

WHEREAS, on February \_\_\_\_\_, 2010, the Joint Policy Advisory Committee on Transportation (JPACT) recommended adoption of this resolution; now therefore

BE IT RESOLVED that the Metro Council hereby approves Exhibit A and B of this resolution, entitled “The Portland Metropolitan Fiscal Year 2011 Federal Appropriations Request List” and directs the Chief Operating Officer to submit this resolution to the Oregon Congressional delegation.

ADOPTED by the Metro Council this \_\_\_\_ day of February, 2010.

\_\_\_\_\_  
David Bragdon, Council President

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney



**FY 2011 Appropriation Requests**

Project Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Source of Federal Funds	Purpose
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<b>Projects Recommended as Priorities in Congressional District 1</b>						
OR1-1	OR 8/OR 10/Beaverton-Hillsdale Hwy Adaptive Signal Control System	\$0.75	City of Beaverton	OR-1	FHWA - Surface Transportation or Congestion Mitigation/Air Quality Programs	Construction
OR1-2	OR 217 Improvements	\$4.00	Washington County	OR-1	FHWA - Surface Transportation Program	Construction
OR1-3	U.S. 26 - Helvetia/Brookwood Parkway Interchange Improvement Project*	\$2.00	Port of Portland/Hillsboro	OR-1	FHWA - Surface Transportation Program	Construction
	Project Development for trail/bike projects in pending TIGER application, including:	\$2.00	Metro		FHWA - Surface Transportation Program	Preliminary Engineering
OR1-4	- Last Mile Transit Connection, Hillsboro (TIGER)*		Metro/Hillsboro	OR-1		

<b>Projects Recommended as Priorities in Congressional District 3</b>						
<b>First Priority</b>						
OR3-1	St. Johns Rail Line Relocation	\$2.00	Port of Portland	OR-3	FRA - 9002 Rail Line Relocation & Improvement Program	Relocation
OR3-2	MLK-Columbia Transportation Improvement Program	\$1.90	City of Portland	OR-3	FHWA - Surface Transportation Program	ROW/Construction
OR3-3	U.S. 30/Sandy Boulevard between 185th Ave. and 201st Ave.	\$1.97	City of Gresham	OR-3	FHWA - Surface Transportation Program	PE/ROW/Construction
<b>Second Priority</b>						
OR3-4	Lake Road (Phase 2)	\$2.00	City of Milwaukie	OR-3	FHWA- Surface Transportation Program	PE//ROW/Construction
OR3-5	122nd Avenue Intelligent Transportation System (ITS) Improvement	\$1.08	City of Portland	OR-3	FHWA - Surface Transportation Program	PE/Construction
OR3-6	I-205 Multi-Use Path	\$2.00	ODOT	OR-3	FHWA - Transportation, Community & System Preservation (TCSP) Program	Design/Construction
	Project Development for trail/bike projects in pending TIGER application, including:	\$2.00	Metro		FHWA - Surface Transportation Program	Preliminary Engineering
OR3-7	- North/NE Bike Way Network, Portland (TIGER)*		Metro/Portland	OR-3		
OR3-8	- Active Access to Industrial Jobs, Milwaukie/Clackamas Co.*		Metro/Clackamas	OR-3		
OR3-9	- Urban to Rural: Mt. Hood Connections, Boring & Unincorporated Clackamas Co. *		Metro/State Parks	OR-3		

<b>Projects Recommended as Priorities in Congressional District 5</b>						
OR5-1	Oregon City Main Street: 5th to 15th Streets	\$3.00	City of Oregon City	OR-5	FHWA - Surface Transportation Program	

<b>Projects Recommended for Support by all Congressional Districts</b>						
R-1	Portland to Milwaukie Light Rail	\$60.00	TriMet	OR-1	FTA - 5309 New Starts	PE/ROW/Final Design
R-2	Barbur Blvd/99 W HCT	\$2.50	TriMet/Metro	OR-1,5	FTA - 5339 Alternatives Analysis	AA/PE
R-3	Sellwood Bridge Replacement Project	\$5.00	Multnomah County	OR-3, 5	FHWA - Transportation, Community & System Preservation (TCSP) Program	Final Design/ROW
R-4	I-5 Columbia River Crossing	\$3.00	ODOT	OR-3/WA-3	FHWA - Interstate Maintenance Discretionary Program	Design/ROW
R-5	TriMet Bus Replacement	\$15.82	TriMet	OR-1,3,5	FTA - 5309 Bus & Bus Facilities	Acquisition

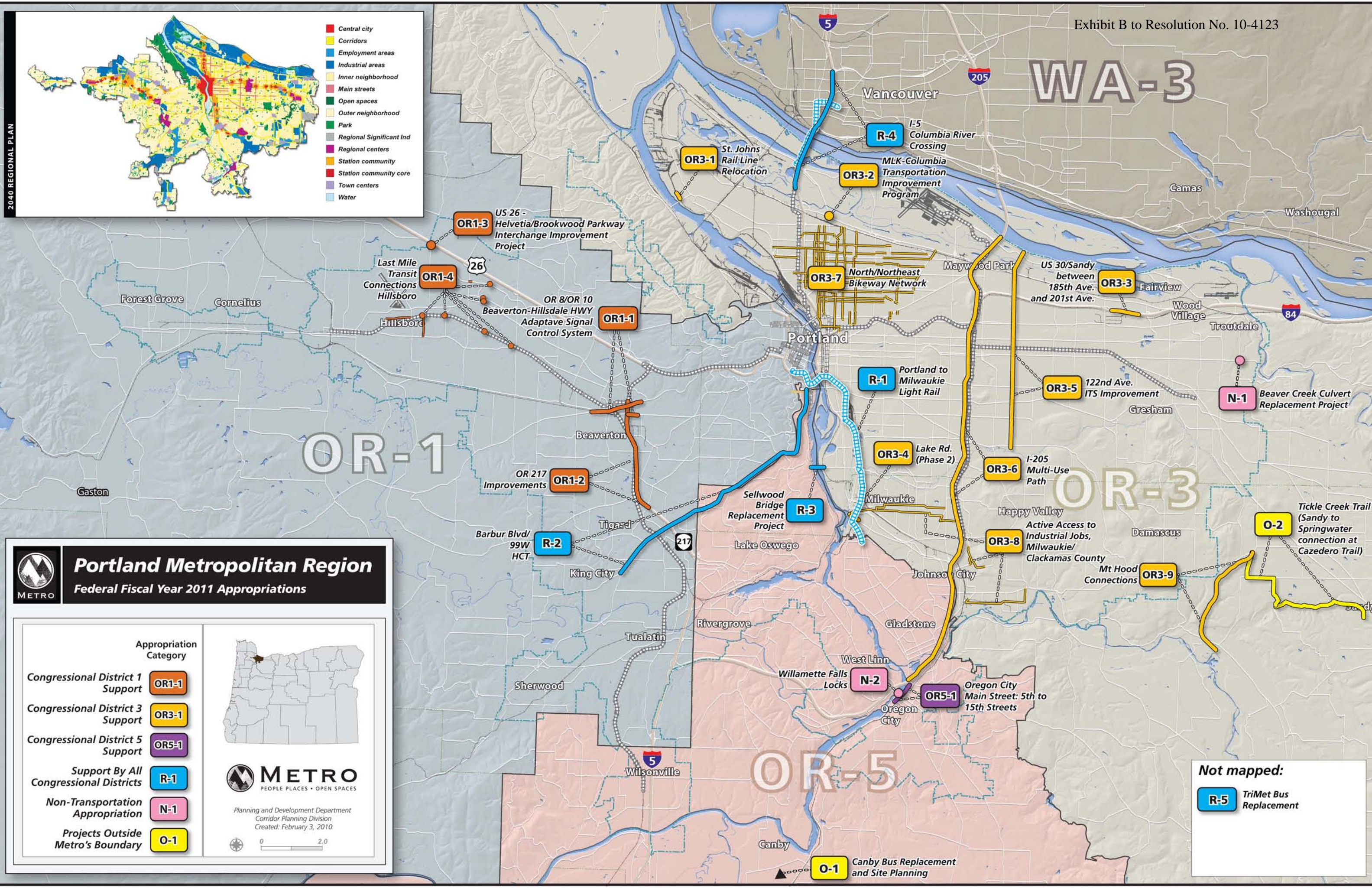
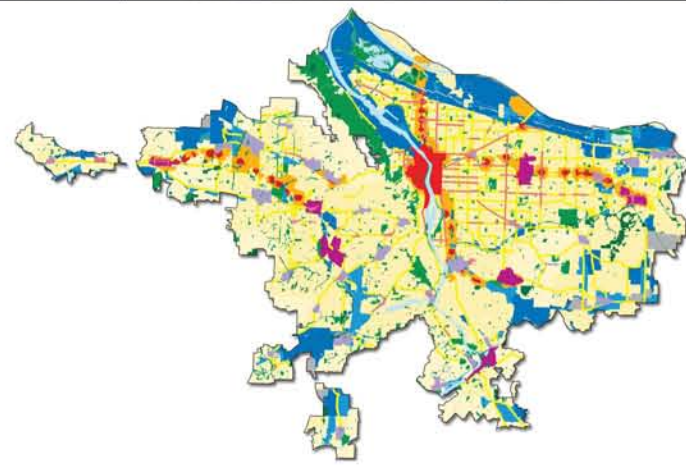
<b>Projects Recommended from Non-Transportation Appropriation Bills</b>						
N-1	Beaver Creek Culvert Replacement	\$6.00	Multnomah County	OR-3	Interior & Environment / Fish & Wildlife	PE/ROW/Construction
N-2	Willamette Falls Locks	\$1.00	Clackamas County	OR-5	Energy/Water	Operations

<b>Projects Being Sought Outside Metro's Boundary</b>						
O-1	Canby Bus Replacement and Site Planning	\$0.60	Canby Area Transit	OR-5	FTA - 5309 Bus & Bus Facilities	Acquisition
O-2	Tickle Creek Trail (Sandy to Springwater Connection at Cazadero Trail)	\$1.50	City of Sandy	OR-3	FHWA - Surface Transportation Program	Design/ROW/Construction

\*May be dropped if TIGER grant is awarded.

2040 REGIONAL PLAN

- Central city
- Corridors
- Employment areas
- Industrial areas
- Inner neighborhood
- Main streets
- Open spaces
- Outer neighborhood
- Park
- Regional Significant Ind
- Regional centers
- Station community
- Station community core
- Town centers
- Water



**Portland Metropolitan Region**  
Federal Fiscal Year 2011 Appropriations

Appropriation Category	Code
Congressional District 1 Support	OR1-1
Congressional District 3 Support	OR3-1
Congressional District 5 Support	OR5-1
Support By All Congressional Districts	R-1
Non-Transportation Appropriation	N-1
Projects Outside Metro's Boundary	O-1

Planning and Development Department  
Corridor Planning Division  
Created: February 3, 2010

**Not mapped:**

- R-5 TriMet Bus Replacement

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 10-40123, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FEDERAL FISCAL YEAR 2011 APPROPRIATIONS**

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Date: February 1, 2010

Prepared by: Andrew Cotugno

## **BACKGROUND**

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. This year priorities are focused on both the FY '11 appropriations bill and the new six-year authorization bill. This resolution establishes project priorities for funding consideration through the FY '11 appropriations bill. A separate resolution establishes project and policy priorities for the authorization bill.

The region undertook a concerted effort to focus and prioritize project requests for the delegation to consider. Each regional agency or group of local jurisdictions limited their requests to no more than two each for the following:

- a. Portland
- b. Multnomah County and Cities of Multnomah County
- c. Clackamas County and Cities of Clackamas County
- d. Washington County and Cities of Washington County
- e. TriMet
- f. Metro
- g. ODOT
- h. Port of Portland

Following that narrowing step, the requests were organized as projects recommended for support by all three Congressional Districts and projects requested for support by each individual Congressional District and prioritized for each District. The result, reflected in Attachments 1, 2 and 3 of this staff report, is a more focused and prioritized request. In addition, the resolution acknowledges transportation related appropriations from other non-transportation appropriations bills and several requests outside the Metro boundary.

**Minority Opinion:** There was a strong minority opinion expressed from one member that an appropriations request is not the appropriate vehicle for the two large bridge projects – I-5 Columbia River Crossing and Sellwood Bridge replacement. This is based upon the recognition that an earmark (likely under \$2 million) is inconsequential to the overall project budget. While these should be very high regional priorities for the authorization bill, they should not be sought through the appropriations bill.

## **ANALYSIS/INFORMATION**

- 1. Known Opposition:** None, other than the above reference minority opinion.
- 2. Legal Antecedents:** Projects within the region earmarked for federal funding must be consistent with the Regional Transportation Plan, adopted by Resolution No. 09-4099, For the Purpose of Accepting the Draft 2035 Regional Transportation Plan.
- 3. Anticipated Effect:** Resolution would provide the US Congress and the Oregon Congressional delegation specifically with the region's priorities for transportation funding for use in the federal transportation appropriation process.
- 4. Budget Impacts** Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 10-11 Planning Department budget. However, most of the funding requests deal with implementation projects sponsored by jurisdictions other than Metro.

## **RECOMMENDED ACTION**

Approve Resolution 10-4123 for submission to the Oregon Congressional delegation for consideration in the Federal Fiscal Year '11 Transportation Appropriations Bill.



Date: Friday, January 29, 2010  
To: JPACT  
From: Councilor Kathryn Harrington, on behalf of the Congressional District 1 appropriations earmark prioritization subgroup  
Subject: Transportation appropriations priorities

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- A. The initial step was for each jurisdiction or group of jurisdictions to narrow the candidate list of appropriations to 2 each (see attached Exhibit A for project ranking). In District 1, this resulted in the following narrowing:
1. Portland dropped from further consideration at this time:  
OHSU Campus Drive Safety and Accessibility Improvements.
  2. Washington County and Cities of Washington dropped from further consideration at this time:  
99W/Elwert/Kruger/Sunset Intersection Safety Improvements  
95th/Boones Ferry/Commerce Circle Intersection Improvements  
Fanno Creek Regional Trail Infill  
Hillsboro to Forest Grove HCT
- B. Proposed priorities recommended for support by all Congressional Districts:
- Portland to Milwaukie LRT \$60.00 million
  - Southwest Corridor (Barbur/99W) HCT Alternatives Analysis \$2.50 million
  - Sellwood Bridge Replacement \$5.00 million
  - I-5/Columbia River Crossing Final Design \$3.00 million
  - TriMet Bus Replacements \$15.82 million
- C. Proposed Priorities for Congressional District 1:
1. OR 8/OR 10/Beaverton Hillsdale Adaptive Signals \$0.75 million
  2. OR 217 Improvements \$4.00 million
  3. US 26/Helvetia Interchange \$2.00 million
  4. Active Transportation Project Development \$2.00 million  
Last Mile Transit Connections, Hillsboro

## JPACT Federal FY '11 Appropriations - Congressional District 1

Regional Project Selection Criteria											
Project Number	Project Request & Description	Fed. Funding Request (mil\$)	Sponsor(s)	Modal Priority	Project Activity	1. Congressional Interest	2. Job Creation	3. Project Readiness	4. On RTP Financially Constrained List	5. Ability to Proceed with Partial Earmark	Comments
<b>New Starts/Small Starts</b>											
NS-2	Barbur Blvd./99W HCT	\$2.500	TriMet/Metro	FTA- 5339 Alternatives Analysis	Alternative Analysis/Preliminary Engineering	High	Long-term, very high impact	Just starting	Yes	Will be part of a multi-year funding strategy	Consider as a "Regional" priority
NS-3	Hillsboro to Forest Grove HCT	\$0.500	City of Forest Grove	FTA- 5339 Alternatives Analysis	Alternative Analysis						
<b>Transit</b>											
T-1	TriMet Bus Replacement	\$15.820	TriMet	FTA - 5309 Bus & Bus Facilities	Acquisition		Medium: Access to jobs	Very easy to process a grant	Yes	Can be scaled to partial order	Consider as a "Regional" priority
<b>Road/Street/Bridge/Highway</b>											
T-5	OR-217 Improvements	\$4.000	Washington County	FHWA - Surface Transportation Program	Construction	Very high including past earmarks	Serves major job concentration; 2 regional centers	In development now	Yes	Can be phased	
T-6	U.S. 26 - Helvetia/Brookwood Parkway Interchange Improvement Project	\$2.000	Port of Portland/Hillsboro			High	Access to major job center	In development	Yes	Partially funded through HB 2001	
T-7	99W/Elwert/Kruger/Sunset Intersection Safety Improvements	\$1.000	City of Sherwood	FHWA - Surface Transportation Program	Design/ROW		Medium	In development	Yes		
T-8	OR 8/OR 10/Beaverton-Hillsdale Hwy. Adaptive Signal Control System	\$0.750	City of Beaverton	FHWA - Surface Transportation of Congestion Mitigation/Air Quality Programs	Construction	High	Access to regional center	In development	Yes	Can be phased	
T-15	95th/Boones Ferry/Commerce Circle Intersection Improvements	\$1.250	City of Wilsonville	FHWA - Surface Transportation of Congestion Mitigation/Air Quality Programs	Construction	High	Industrial access	In development	Yes		
T-?	124th Extension	\$2.00	Washington County/Tualatin		Construction	Medium	Long-term access to industrial land	Start of development	Yes	Yes for project development	Serves new UGB expansion area

**JPACT Federal FY '11 Appropriations - Congressional District 1**

Active Transportation											
T-17	Fanno Creek Regional Trail Infill	\$0.785	City of Tigard	FHWA - Surface Transportation Act	Construction		Access to regional center	Ready to construct	Yes		
	Project development for trail/bike projects in pending TIGER application including:	\$2.000	Metro	FHWA - Surface Transportation Program	Preliminary Engineering	High interest by Blumenauer and Wu	Supports job access	Starts development	Yes	Can be phased	
T-21	- Last Mile Transit Connection, Hillsboro (TIGER)		Metro/Hillsboro								Access to jobs from light rail

Revised February 1, 2010



Date: Wednesday, January 27, 2010  
To: JPACT  
From: Councilor Rex Burkholder, on behalf of the Congressional District 3 appropriations earmark prioritization subgroup  
Subject: Transportation appropriations priorities

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After narrowing the candidate list of appropriations to 2 per jurisdiction or group of jurisdictions (see attached Exhibit A for project ranking), the following prioritization is recommended:

A. Majority Opinion: Proposed priorities recommended for support by all Congressional Districts:

- Portland to Milwaukie LRT \$60.00 million
- Southwest Corridor (Barbur/99W) HCT Alternatives Analysis \$2.50 million
- Sellwood Bridge Replacement \$5.00 million
- I-5/Columbia River Crossing Final Design \$3.00 million
- TriMet Bus Replacements \$15.82 million

Minority Opinion: There was a strong minority opinion expressed from one member that an appropriations request is not the appropriate vehicle for the two large bridge projects – I-5 Columbia River Crossing and Sellwood Bridge replacement. This is based upon the recognition that an earmark (likely under \$2 million) is inconsequential to the overall project budget. While these should be very high regional priorities for the authorization bill, they should not be sought through the appropriations bill.

B. Proposed Priorities for Congressional District 3:

First Priority Projects based upon Jobs and the Economy (not in any particular order)

- St. Johns Rail Line Relocation \$2.00 million
- MLK-Columbia Blvd. \$1.90 million
- US 30/Sandy Blvd. NE 185<sup>th</sup> to 201<sup>st</sup> \$1.97 million

Second Priority Projects based upon Active Transportation and Greenhouse Gas Reduction (not in any particular order)

- Lake Road (Phase 2) \$2.00 million
- 122<sup>nd</sup> Avenue ITS Improvement \$1.22 million
- I-205 Multi-Use Path \$2.00 million
- Active Transportation Project Development \$2.00 million
- North/NE Bikeway Network
- Active Access to Industrial Jobs
- Urban to Rural Trail – Mt. Hood Connections

C. Proposed Non-Transportation Appropriations Bills:

- Beaver Creek Culvert Replacement \$6.00 million

D. Acknowledgement of requests submitted outside the Metro/JPACT MPO boundary:

- Tickle Creek Trail connection to Sandy \$1.50 million



## JPACT Federal FY '11 Appropriations - Congressional District 3

Regional Project Selection Criteria											
Project Number	Project Request & Description	Fed. Funding Request (mil\$)	Sponsor(s)	Modal Priority	Project Activity	1. Congressional Interest	2. Job Creation	3. Project Readiness	4. On RTP Financially Constrained List	5. Ability to Proceed with Partial Earmark	Comments
<b>New Starts/Small Starts</b>											
NS-1	Portland to Milwaukie Light Rail	\$60.000	TriMet	FTA - 5309 New Starts	Preliminary Engineering/ROW/Final Design	Very high	Very high	Scheduled for Full-Funding Grant Agreement	Yes	Part of a multi-source, multi-year funding strategy	Considered as a "Regional" priority
<b>Transit</b>											
T-1	TriMet Bus Replacement	\$15.820	TriMet	FTA - 5309 Bus & Bus Facilities	Acquisition		Medium: Access to jobs	Very easy to process a grant	Yes	Can be scaled to partial order	Consider as a "Regional" priority
<b>Road/Street/Bridge/Highway</b>											
T-4	I-5 Columbia River Crossing	\$3.000	ODOT	FHWA - Interstate Maintenance Discretionary Program	Design/ROW	High	Very high during construction (26,000 jobs)	In FEIS	Yes	Yes	Considered as a "Regional" priority
T-9	Sellwood Bridge Replacement Project	\$5.000	Multnomah County	FHWA - Transportation, Community & System Preservation (TSCP) Program	Final Design/ROW	Very high from Congressmen Schrader, Blumenauer and DeFazio for both appropriations and authorization	Final design jobs; 3600 construction jobs; supports nearby businesses	In FEIS, ready for construction in 2012	Yes	Major funding commitments have been made	Consider as a "Regional" priority
T-10	122nd Avenue Intelligent Transportation System (ITS) Improvement	\$1.080	City of Portland	FHWA - Surface Transportation Program	Preliminary Engineering/Construction		Serves Gateway Regional Center	Can be implemented quickly	Yes	Portland will phase and back fill	
T-11	MLK-Columbia Transportation Improvement Program	\$1.900	City of Portland	FHWA - Surface Transportation Program	ROW/Construction		Major freight access bottleneck	Can be implemented quickly	Yes	Portland will back fill	#1 City of Portland priority
T-12	U.S. 30/Sandy Boulevard between 185th Ave. and 201st Ave.	\$1.970	City of Gresham	FHWA - Surface Transportation Program	Preliminary Engineering/ROW/Construction		Serves shovel-ready industrial land		Yes	Can be phased	
O-4	St. Johns Rail Line Relocation	\$2.000	Port of Portland	FRA - 9002 Rail Line Relocation & Improvement Program	Relocation	High	Serves existing and new Rivergate business	Can be implemented quickly	Yes		
T-14	Lake Road (Phase 2)	\$2.000	City of Milwaukie	FHWA - Surface Transportation Program	Preliminary Engineering/ROW/Construction						

**JPACT Federal FY '11 Appropriations - Congressional District 3**

Active Transportation											
T-16	I-205 Multi-Use Path	\$2.000	ODOT	FHWA - Transportation, Community & System Preservation (TSCP) Program	Design/ROW		Access to Green Line	Project development underway	Yes	Can be phased	
T-18	Tickle Creek Trail (Sandy to Springwater Connection at Cazadero Trail)	\$2.000	City of Sandy	FHWA - Surface Transportation Program	Design/ROW/Construction						
	Project development for trail/bike projects in pending TIGER application including:	\$2.000	Metro	FHWA - Surface Transportation Program	Preliminary Engineering	High interest by Blumenauer and Wu	Supports job access and tourism	Starts project development	Yes	Can be phased	
T-20	- North/NE Bike Way Network, Portland (TIGER)		Metro/Portland								20% mode share target
T-22	- Active Access to Industrial Jobs, Milwaukie/Clackamas Co.		Metro/Clackamas								Focus on light rail access to industrial jobs
T-23	- Urban to Rural: Mt. Hood Connections, Boring & Unincorporated Clackamas Co.		Metro/State Parks								Extends Springwater Corridor

Other Non-Surface Transportation Bills											
O-1	Beaver Creek Culvert Replacement	\$6.000	Multnomah County	Interior & Environment/Fish & Wildlife	Preliminary Engineering/ROW/Construction						



Attachment 3 to Staff Report

Date: Wednesday, January 20, 2010  
To: JPACT  
From: Councilor Carlotta Collette, on behalf of the Congressional District 5 appropriations earmark prioritization subgroup  
Subject: Transportation appropriations priorities

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A. The initial step was for each jurisdiction or group of jurisdictions to narrow the candidate list of appropriations to 2 each (see attached Exhibit A for project ranking). In District 5, this resulted in the following narrowing:

Clackamas County and the Cities of Clackamas County dropped from further consideration at this time:

Wilsonville SMART Fleet Services Facility

B. Proposed priorities recommended for support by all Congressional Districts:

- Portland to Milwaukie LRT \$60.00 million
- Southwest Corridor (Barbur/99W) HCT Alternatives Analysis \$2.50 million
- Sellwood Bridge Replacement \$5.00 million
- I-5/Columbia River Crossing Final Design \$3.00 million
- TriMet Bus Replacements \$15.82 million

C. Proposed Priorities for Congressional District 5:

1. Oregon City Main Street Pedestrian Improvements \$3.00 million

D. Proposed Non-Transportation Appropriations Bills:

- Willamette Falls Locks \$1.00 million

E. Acknowledgement of requests submitted outside the Metro/JPACT MPO boundary:

- Canby Bus Replacement and Site Planning \$0.60 million

**JPACT Federal FY '11 Appropriations - Congressional District 5**

Regional Project Selection Criteria											
Project Number	Project Request & Description	Fed. Funding Request (mil\$)	Sponsor(s)	Modal Priority	Project Activity	1. Congressional Interest	2. Job Creation	3. Project Readiness	4. On RTP Financially Constrained List	5. Ability to Proceed with Partial Earmark	Comments
<b>New Starts/Small Starts</b>											
NS-2	Barbur Blvd./99 W HCT	\$2.500	TriMet/Metro	FTA - 5339 Alternative Analysis	Alternatives Analysis/ Preliminary Engineering	High	Long-term, very high impact	Just starting	Yes	Will be part of a multi-year funding strategy	Consider as a "Regional" priority
<b>Transit</b>											
T-1	TriMet Bus Replacement	\$15.820	TriMet	FTA - 5309 Bus & Bus Facilities	Acquisition		Medium: Access to jobs	Very easy to process a grant	Yes	Can be scaled to partial order	Consider as a "Regional" priority
T-2	Canby Bus Replacement and Site Planning	\$0.600	Canby Area Transit	FTA - 5309 Bus & Bus Facilities	Acquisition						Recognize project outside Metro/JPACT boundary
T-3	Wilsonville SMART Fleet Services Facility	\$2.000	City of Wilsonville	FTA - 5309 Bus & Bus Facilities	Design/Construction	Very high support from Congressman Schrader	Medium: Good for workforce access	Very high: SMART must vacate current site; Preliminary engineering is underway	Yes	Multiple funding sources will be completed by City	#2 Local priority
<b>Road/Street/Bridge/Highway</b>											
T-9	Sellwood Bridge Replacement Project	\$5.000	Multnomah County	FHWA - Transportation, Community & System Preservation (TSCP) Program	Final Design/ROW	Very high from Congressmen Schrader, Blumenauer and DeFazio for both appropriations and authorization	Final design jobs; 3600 construction job; supports nearby businesses	In FEIS, ready for construction in 2012	Yes	Major funding commitments have been made	Consider as a "Regional" priority
<b>Active Transportation</b>											
T-19	Oregon City Main Street: 5th to 15th Streets	\$3.000	City of Oregon City	FHWA - Surface Transportation Program	Construction	Very high from Congressman Schrader	Mitigates impact of Arch Bridge closure	In preliminary engineering	Yes	Project can be phased	#1 Local priority
<b>Other Non-Surface Transportation Bills</b>											
O-3	Willamette Falls Locks	\$1.000	Clackamas County	Energy/Water	Operations	Very high	Supports river traffic	Rehabilitation design done by Corps of Engineers	N/A		



February 11, 2009

Dr. Scott Ashford  
Chair, STIP Stakeholders Committee  
c/o Jerri Bohard at Oregon Department of Transportation  
555 13th Street NE, Suite 2  
Salem, Oregon 97301

Dear Dr. Ashford:

Thank you for the opportunity to comment on the draft 2012-15 STIP Eligibility and Prioritization criteria. JPACT appreciates the work you and the STIP Stakeholder Committee have done to produce the public comment draft of the criteria to clarify how state policies will be considered when selecting projects for funding, how direction from the Jobs and Transportation Act (HB 2001) will be implemented, and how local policies can be incorporated into the project prioritization process.

In particular, JPACT appreciates the additional emphasis the recommended draft provides on directing candidate projects to have a documented evaluation of the criteria as a basis for project funding decisions. We also appreciate the movement toward integrating the prioritization criteria between funding programs as a step to better integration of the prioritization of all STIP projects.

While your work on the draft criteria represents good progress toward implementing state policies into the project prioritization process, JPACT requests additional consideration of the following issues prior to the Committee's final recommendation to the Oregon Transportation Commission:

**1. Documentation of local Greenhouse Gas emission considerations**

JPACT recognizes that best practice tools to measure transportation project greenhouse gas emissions are still under development. However, our committee requests that, consistent with direction to local stakeholders on greenhouse gas emissions (Section IV pp 6-9), project proponents should be directed to document how greenhouse gas emissions have been evaluated as a prioritization factor for candidate projects in their region. To aid in this effort, we encourage ODOT to keep decision makers and Region staff apprised of the most current analysis tools for use in their project prioritization process.

**2. Clarify Travel Demand Management as a priority investment**

Consistent with OHP Policy 1 G. 1, the draft eligibility and prioritization criteria wisely emphasize protection of the existing transportation system prior to adding vehicle capacity. However, the definition of system management does not explicitly include travel demand

management activities. Travel demand management has been demonstrated to be a successful means to managing congestion and reducing peak capacity needs and therefore extending the operating life of the existing system. It should be clearly included as a method of implementing OHP Action 1G.1.

### **3. Implementation of cost-effectiveness criteria and practical design**

Page 8, lines 9 – 18 describe the trade-off between addressing short-term vs. long-term needs. However, the language can be construed to prefer the selection of projects that meet long-term needs. This should be a neutral discussion of the issue and not prescribe either preference. Both the Eligibility and Prioritization criteria should be modified to describe a project development process that weighs these considerations and allows an informed decision process to define and select projects based on the trade-offs between them.

Thank you again for your consideration of these issues and your involvement of our staff and policy makers in the development of these criteria. Our staff is available to follow up with you to develop specific language to implement our recommendations if that would be helpful.

We look forward to working with you and ODOT in successfully implementing the final criteria to prioritize projects for funding within the Metro area.

Sincerely,

Carlotta Collette  
Chair: Joint Policy Advisory Committee on Transportation

**Draft**



**Date:** February 4, 2010  
**To:** JPACT  
**Cc:**  
**From:** Ted Leybold and Amy Rose  
**Re:** Updating MTIP policies and Refining the RFFA process

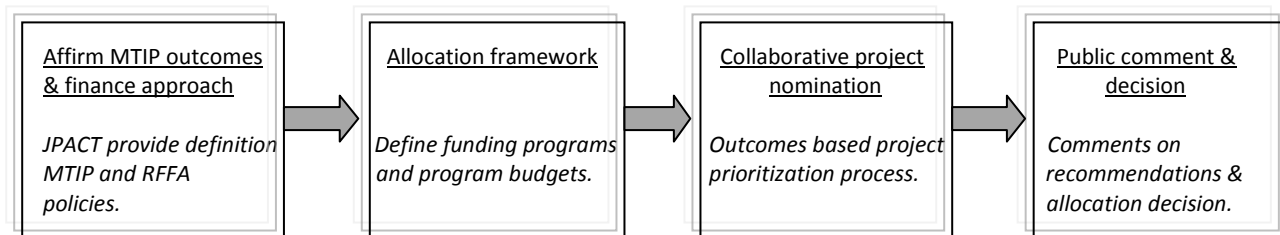
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The following information describes the process being proposed to update Metropolitan Transportation Improvement Program (MTIP) policies and refine how regional flexible funds are spent in the region. Following the Regional Flexible Fund Allocation (RFFA) retrospective and the new Regional Transportation Plan (RTP), changes are being proposed for how to invest regional transportation funds more strategically to meet the goals for Making the Greatest Place implementation. The primary change being proposed to meet these new objectives is to replace the competitive application process used in past cycles with a more collaborative project nomination and decision process between regional and local agency staff.

### Overall objectives/outcomes

1. More effective use of JPACT's time to provide focused policy direction and program budget decisions.
2. Improve implementation of Making the Greatest Place strategies and RTP policy direction for project implementation.
3. Better use of Metro and local agency staff time and resources.

### Proposed process for 2012-15 funding cycle



### Existing policy framework

The region has recently adopted a new RTP that includes policies for the development of the transportation system and the prioritization of transportation projects. Six outcomes form the framework for how to prioritize projects in our region. The six outcomes are:

- **Vibrant communities:** People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.
- **Economic prosperity:** Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.
- **Safe and reliable transportation:** People have safe and reliable transportation choices that enhance their quality of life.
- **Leadership on climate change:** The region is a leader in minimizing contributions to global warming.
- **Clean air and water:** Current and future generations enjoy clean air, clean water and healthy ecosystems.
- **Equity:** The benefits and burdens of growth and change are distributed equitably.

These outcomes guided the development of the RTP performance targets for transportation investments. The ten performance targets are shown below, but are subject to change in the final RTP.

Economy	Safety – Contribute to meeting goals identified in the 2010 Oregon Traffic Safety Performance Plan based on the Metro region’s share of Vehicle Miles Traveled (VMT).
	Congestion – By 2035, reduce vehicle hours of delay per person by 10 percent compared to 2005.
	Freight reliability – By 2035, reduce vehicle hours of delay per truck by 10 percent compared to 2005.
Environment	Climate change – By 2035, reduce transportation-related carbon dioxide emissions by 40 percent below 1990 levels.
	Active transportation – By 2035, triple walking, biking and transit mode share compared to 2005.
	Basic infrastructure – By 2035, increase by 50 percent the number of essential destinations <sup>1</sup> accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for all residents compared to 2005.
	Clean air – By 2035, ensure zero percent population exposure to at-risk levels of air pollution.
	Travel – By 2035, reduce vehicle miles traveled per person by 10 percent compared to 2005.
Equity	Affordability – By 2035, reduce the share of-households in the region spending more than 50 percent of income on housing and transportation combined compared to 2000.
	Access to daily needs – By 2035, increase-by 50 percent the number of essential destinations accessible within 30 minutes by trails, bicycling and public transit or within 15 minutes by sidewalks for low-income, minority, senior and disabled populations relative to the general population compared to 2005.



## 1. Affirm regional transportation finance approach

JPACT/Metro Council will provide more specific definition to the MTIP and Regional Flexible Funding Allocation policies. A starting point for deliberations is the framework that was developed at the JPACT retreat in May 2009 to guide development of the RTP project list. This approach is shown in Table 1 and summarizes transportation project types, their existing funding sources and sources that should be pursued for additional funding.

**Table 1: Metro Area Transportation Finance Approach**

<b>Transportation Project/Activity Type</b>	<b>Existing Funding Sources</b>	<b>Strategy for Sources of Additional Funding</b>
Local/Arterial Street reconstruction/maintenance	<ul style="list-style-type: none"> <li>• State pass through</li> <li>• Street utility fees</li> <li>• Local portion of HBRR</li> <li>• OTIA</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax or VRF</li> <li>• New street utility fees or equivalent</li> </ul>
Main Street/Boulevard multi-modal retrofit	<ul style="list-style-type: none"> <li>• <b>Regional Flexible Funds</b></li> </ul>	No expansion strategy discussed
Active Transportation	<ul style="list-style-type: none"> <li>• <b>Regional Flexible Funds</b></li> <li>• Transportation Enhancement</li> </ul>	<ul style="list-style-type: none"> <li>• New federal program</li> <li>• State Urban Trail Fund</li> <li>• New local funds</li> </ul>
Highway preservation	<ul style="list-style-type: none"> <li>• Interstate Maintenance</li> <li>• State gas &amp; w/m</li> <li>• HBRR</li> <li>• OTIA</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in state gas tax or VRF</li> </ul>
Transit Operations	<ul style="list-style-type: none"> <li>• Employer tax</li> <li>• Passenger fares</li> <li>• Section 5307</li> <li>• New Freedom</li> <li>• JARC</li> </ul>	<ul style="list-style-type: none"> <li>• Employer tax rate</li> <li>• New funding mechanism</li> <li>• Increase fares</li> </ul>
Arterial Expansion	<ul style="list-style-type: none"> <li>• Development (Frontage, Impact Fees, SDC's)</li> <li>• Urban Renewal</li> <li>• OTIA</li> </ul>	<ul style="list-style-type: none"> <li>• SDC rate increases</li> <li>• Regional VRF pass through or equivalent</li> <li>• New Metro Mobility program</li> </ul>
Highway expansion	<ul style="list-style-type: none"> <li>• Modernization Program</li> <li>• OTIA</li> <li>• Fed/state earmarks</li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> <li>• New federal Metropolitan mobility program</li> <li>• Pricing/tolling</li> <li>• Regional VRF or equivalent</li> </ul>
HCT expansion	<ul style="list-style-type: none"> <li>• Federal New Starts</li> <li>• State lottery</li> <li>• <b>Regional Flexible Funds</b></li> <li>• TriMet General Fund</li> <li>• Local contributions</li> </ul>	<ul style="list-style-type: none"> <li>• More from existing sources</li> </ul>
TSMO	<ul style="list-style-type: none"> <li>• State Operations</li> <li>• <b>Regional Flexible Funds</b></li> </ul>	<ul style="list-style-type: none"> <li>• State Modernization</li> <li>• Regional VRF or equivalent</li> <li>• New Metro Mobility program</li> </ul>
Land Use – TOD	<ul style="list-style-type: none"> <li>• <b>Regional Flexible Funds</b></li> </ul>	<ul style="list-style-type: none"> <li>• Strategy under development</li> </ul>

## **2. Proposed framework for RFFA program/project nominations and local recommendation process for ODOT Administered funds.**

The previous sections outline the existing RTP performance targets and broader MTIP level investment strategy to help identify the appropriate uses of regional flexible funds for transportation activities (shown in bold in Table 1). Table 2 demonstrates how JPACT policy direction could be summarized to direct the development of RFFA investment proposals. As a first step, JPACT will determine the program areas in which to focus investments, narrow policy priorities within those categories, and set cost targets for each program area.

After considering existing policy direction from the RTP and affirming a regional transportation finance approach, JPACT will also consider providing specific direction to ODOT for supplemental prioritization criteria of projects funded with ODOT administered funds. JPACT may also consider providing policy direction to TriMet and SMART on Transit administered federal funds as input to the TriMet Transit Investment Plan process.

A final revenue forecast for regional flexible funds will be provided prior to the funding allocation, but after accounting for prior commitment to regional rail bond payments and Metro planning in lieu of the previous dues allocation, approximately \$30 million of regional flexible funds is expected to be available for allocation. JPACT and the Metro Council will provide direction on distributing these funds across program areas and across regional sub-areas.

**Table 2: Sample RFFA program areas (example based on prior allocations)**

Example RFF Program Area	Investment Types	Policy priorities and objectives utilizing RTP performance targets	RFFA Program area cost target and/or Other funding source to address				Recommendation bodies
			City of Portland	Clackamas County	East Multnomah County	Washington County	
HCT Bond			\$26 Million				TriMet
Metro MPO Planning (in lieu of dues)							Metro
TOD/Land use	Priority centers, Station area development						TOD Steering Committee
Congestion management	Corridor Planning, System and <b>Demand Mgmt</b>	<b>Example:</b> Prioritize next corridor plan at \$1 million. Fund TSMO-RTO strategic plan priorities. Include significant ITS	w%	x%	y%	z%	<b>Example:</b> Coordinating Committees, Transport, RTO Subcom, Freight AC
Active Transportation	Regional trails, Access to transit, Pedestrian and Bike infrastructure						
HCT system development	Light rail, BRT, Streetcar						
Street network improvements	Connectivity projects, Main Street retrofits, Industrial access, Freight bottlenecks						
Demo projects/Best practices	Culvert retrofit, Diesel emission reduction, other						
<b>Sub-Total</b>							

### 3. Collaborative project nomination and refinement RFFA process

Metro staff, advisory committees and policy makers will increase collaboration with local transportation agencies on the identification of projects that best meet the direction defined in Step 2. This includes eliminating the competitive application process from previous cycles. A regional outcomes based analysis for the funding program areas will be developed and serve as the basis for identifying and defining a menu of priority transportation projects.

Rail Bond commitment, Metro Planning, and a TOD Program allocation are proposed to be defined first and deducted from forecasted available funds for other projects. Metro staff, Transport, RTO Subcommittee, the Freight Advisory Committee and other committees would then identify priority projects within the RTP and strategic or management plans that best meet the policy direction provided for consideration by the coordinating committees and TPAC for the development of a funding proposal.

The project nomination process would be analyzed through a place based lens, utilizing RTP performance targets for the RFFA program area priorities identified by JPACT/Council. The following construct will be used in the regional analysis to help identify priorities for investments within target land use categories:

#### *Mobility Corridors*

- Utilizes Congestion Management Process (CMP) and Mobility Corridor Atlas
- Supports building complete networks within corridors
- Addresses corridor planning, project development and project construction
- Encourage innovative practices
- Supports access to 2040 land uses

#### *Community Building*

- Supports local aspirations
- Considers community readiness to implement MGP recommendations (capacity, market, local implementation tools)
- Flexible in considering priorities based on an area's stage of development
- Considers RTP performance targets and system evaluation measures
- Encourage innovative practices
- Supports access to 2040 land uses

Regional staff will utilize RTP policies, program strategies (such as the RTO Strategic Plan), federal requirements, systems and corridors analysis, and MTIP program policy direction to collaborate with local agencies/sub-regional coordinating committees to propose a program/project list. Regionally managed implementation programs are coordinated with locally managed projects. Costs of sub-regional proposals will be set within a target budget range determined by JPACT.

Regional policy objectives regarding facility design (including safety, equity and environmental considerations) and fiscal stewardship are accounted for in the definition of the project/program nomination. Local coordinating committees are responsible for identifying local priorities and working with regional funding program staff to coordinate those priorities with the regional funding programs. RFF policy direction on funding projects across the region will be addressed during this step. This step may require several iterations of proposals between coordinating committees and the full region to balance funding program targets and sub-regional project definition priorities.

#### **4. Public comment and project allocation decision**

Public comment will be incorporated into the coordinating committee nomination step and a formal hearing will be held on the draft recommendation of TPAC based on nomination from the local coordinating committees and Metro staff. JPACT will then make a final recommendation to Metro Council on how to allocate Regional Flexible Funds considering the staff proposal of RFFA projects/programs, public comments and balancing the project/program proposals to available funds.

#### **Next steps**

- Engagement strategy: consult with stakeholders on proposal prior to JPACT action.
- Begin technical prep work for development of MTIP and RFFA policy development.
- Prepare JPACT for MTIP and RFFA policy development.

## **American Recovery and Reinvestment Act of 2009**

### **Transportation Achievements and Successes in the Portland Metro Region**

- Nearly \$100 million allocated to the region (through Metro, ODOT and TriMet) for transportation projects
- More than 3000 local jobs supported
- More than 80 transportation projects funded

**All funds were assigned to projects within one month of receiving the stimulus allocation.**

**Just a few of the region's projects funded through 2009 stimulus bill include:**

#### Local governments

- **Maintaining Assets:** Paving of various streets and trails in Beaverton, Cornelius, Gladstone, Happy Valley, Lake Oswego, Milwaukie, Portland, Sherwood, Tigard, West Linn and unincorporated Clackamas and Washington counties.
- **Increasing Pedestrian Access:** New and improved sidewalks in Beaverton, Cornelius, Forest Grove, Milwaukie, Oregon City Portland and unincorporated Multnomah County.
- **Improving Traffic Flow:** Smart signal technology upgrades on 10 percent of the region's intersections. Partners included Beaverton, Gresham, Portland and Clackamas, Multnomah and Washington counties, as well as the Oregon Department of Transportation.
- **Enhancing Safety:** Striping, signage and lighting projects in Forest Grove, Gresham, Portland and Tigard.

#### TriMet

- Upgrades to street and rail crossings at various light rail stations to meet best practice standards with respect to general safety, ADA, and pedestrian efficiency.
- Reduction of noise impacts along the WES alignment in Tualatin through the installation of wayside horns at several intersections.
- Preventive maintenance of bus and rail vehicles including overhauls and rebuilds, and maintenance of buildings, track, elevators, substations, signals and other infrastructure.
- Upgrades to existing lighting and signage at the 82nd Ave. and Gresham Central stations.

#### Oregon Department of Transportation

- \$8 million provided for high-speed rail improvements, including track upgrades and improvements to Union Station.
- Addition of auxiliary lane on northbound Interstate 5 from Boones Bridge to Wilsonville Road interchange to improve merging, plus signage, fencing, cable barrier and paving.
- Pavement projects on Hwy. 213 between Redland Road and Interstate 205.
- Improvements to I-205 bicycle and pedestrian path.
- Safety improvements to Interstate 405
- Addition of cable barrier and intersection paving along Hwy. 26 between North Plains and 185th.



February XX, 2010

The Honorable Ron Wyden  
United States Senator  
223 Dirksen Senate Office Building  
Washington, DC 20510

The Honorable Jeff Merkley  
United States Senator  
107 Russell Senate Office Building  
Washington, DC 20510

Dear Senators Wyden and Merkley:

I am writing on behalf of the Joint Policy Advisory Committee on Transportation (JPACT) to thank you for your leadership in assisting the Portland metropolitan region to secure nearly \$100 million for transportation investments from the American Recovery and Reinvestment Act (ARRA) of 2009. Our region moved with what the *Portland Tribune* called "NASCAR speed" in deploying ARRA transportation funds last year, and the projects have led directly to the creation of jobs. Last year's ARRA investments supported more than 3,000 local jobs and the construction of more than 60 transportation projects that are essential to our region's economy.

As the Senate crafts jobs legislation focused on main street employment, we request your active support to secure funding for additional transportation investments in our region that will not only create jobs immediately and in the long-term, but also enhance safety, reduce carbon emissions, advance the region's high-capacity transit system and improve the efficiency of our transportation network.

To build on the success of last year's ARRA funding, it is critical that the new bill include provisions that recognize the needs of projects implemented at the local level through metropolitan planning organizations (MPOs) such as Metro and JPACT, as distinct from those paid for and built directly through state departments of transportation and transit districts.

The short timeframes mandated by ARRA limited the range of projects it supported to maintenance and preservation projects that could be delivered quickly, and to projects that addressed the more complicated aspects of metropolitan mobility but were already well into the project development process – in other words, those that were ready to be pulled "off the shelf." In last year's ARRA process, our region was able to allocate funds to a number of projects that addressed maintenance and preservation and a few "off the shelf" projects that addressed multimodal, freight and commuter mobility.

For example, one of the region's initiatives last year was an eight-jurisdiction transportation management project installing smart signal technology on ten percent of the region's intersections. Seventy percent of the project's funding was devoted to job creation, and the jobs it supported ranged from engineering to software programming to installation, extending the project's employment benefits across many sectors. In addition to the project's up-front job impacts, its positive effects on traffic flow and freight movement are both immediate and long-lasting.

As we approach a potential second round of ARRA investments, our region, like most across the country, has a shorter list of projects available to be pulled "off the shelf" and placed under contract

immediately. For these reasons, we request that the Senate's jobs legislation address two issues that are critical for MPOs:

- The first is to allow adequate time to prepare projects to meet the federal requirements of a public bid and award process. This will allow MPOs to execute projects that create main street jobs both now and into the future while addressing a broader range of transportation needs than just maintenance and preservation.
- The second is to allow a portion of funds to be used to develop projects that will leverage significant future funding. There is now a real need to prepare a pipeline of new projects to ensure steady and stable job growth. Allowing some federal money to be devoted to preparing the next high capacity transit system corridor, for example, will place the region in a position to more effectively seek hundreds of millions of dollars in New Starts investments in the years to come, while supporting employment today in a number of different sectors.

These provisions will enable our region to promote new jobs now and well into the future and support Oregon's long-term economic growth. Thank you for your ongoing efforts to create jobs and promote smart transportation investments in our region.

Sincerely,

Metro Councilor Carlotta Collette  
Chair, Joint Policy Advisory Committee on Transportation

cc: The Honorable David Wu, United States Representative  
The Honorable Earl Blumenauer, United States Representative  
The Honorable Kurt Schrader, United States Representative





COUNCILOR ROBERT LIBERTY, DISTRICT 6

November 2, 2009

Tom Brian, Chair  
Metro Policy Advisory Committee

Carlotta Collette, Chair  
Joint Policy Advisory Committee on Transportation

(transmitted via email)

Dear Chair Brian and Chair Collette:

Thank you for the opportunity to submit amendments to the Regional Transportation Plan (RTP). The substance of these amendments has been discussed at many of the advisory committee meetings and I offer these amendments with various options, in draft form, open to further modification.

**1. Amendment: Link transportation investments to increased diversity of housing**

*Option 1*

Revise Objective 1.4 to Goal 1: Foster Vibrant Communities and Efficient Urban Form (chapter 2, p. 8):

“Support the preservation and production of affordable housing in the region by giving higher priority to transportation investments for the benefit of those local governments taking measures to increase housing choice for income groups with very limited choices of housing within the jurisdiction.”

*Option 2*

Add Objective 1.4 to Goal 1: Foster Vibrant Communities and Efficient Urban Form (chapter 2, p. 8):

“Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.”

*Option 3*

Add Objective 8.3 to Goal 8: Ensure Equity (p. 11):

“Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.”

**2. Sunset the Columbia River Crossing (CRC) Project by September 1, 2011**

*Option 1*

Add 5.4.2.7: Portland Central City to Vancouver (Mobility Corridor #1) (chapter 5, following p. 15)

To a description of the CRC project in the corridor (to be drafted), add the following:

“If commitments to fund the Locally Preferred Alternative (LPA) for the Columbia River Crossing project from the federal, state, regional and local governments have not been made, evidenced by an adopted intergovernmental agreement, by September 1, 2011, the LPA shall be withdrawn and funds identified for further study of the project shall be reserved for study of potential alternative investments in the corridor.”

*Option 2*

Add the following language to section 5.7.1 (chapter 5, p. 20):

“If commitments to fund the Locally Preferred Alternative (LPA) for the Columbia River Crossing project from the federal, state, regional and local governments have not been made, evidenced by an adopted intergovernmental agreement, by September 1, 2011, the LPA shall be withdrawn and funds identified for further study of the project shall be reserved for study of potential alternative investments in the corridor.”

*Option 3:* Add the following footnote to the list of projects in Appendix 1 on the page that lists the CRC project:

“If commitments to fund the Locally Preferred Alternative (LPA) for the Columbia River Crossing project from the federal, state, regional and local governments have not been made, evidenced by an adopted intergovernmental agreement, by September 1, 2011, the LPA shall be withdrawn and funds identified for further study of the project shall be reserved for study of potential alternative investments in the corridor.”

### **3. Housing Affordability Performance Measure**

In addition to these two areas, I also support an additional amendment that revises the RTP performance target for housing/transportation cost burden per household. The revised performance measure would call for a reduction of the share of households in the region that spend more than 50% of income on housing and transportation combined. I understand that this specific issue was raised in MTAC and MPAC and an amendment has already been developed that is consistent with this policy.

Again, thank you for the opportunity to submit these amendments to the RTP.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Liberty", with a stylized flourish at the end.

Robert Liberty

cc: Kim Ellis, Robin McArthur, Kelsey Newell, Metro Council, Mara Gross

January 19, 2010

Governor Christine Gregoire  
Office of the Governor  
PO Box 40002  
Olympia, WA 98504-0002

Governor Kulongoski  
160 State Capitol  
900 Court Street  
Salem, Oregon 97301-4047

Dear Governors Gregoire and Kulongoski;

The four of us and the local governments we represent support construction of an improved Interstate 5 crossing of the Columbia River along with related improvements in the Bridge Influence Area. It is in this light that we write this letter. As soon as scheduling will allow, we look forward to meeting with you to further discuss our ideas and how we can jointly move CRC project construction forward.

We remain committed to a Columbia River Crossing project. An appropriately designed, financed, and managed transportation infrastructure improvement will benefit both our region and our states. We share a project vision that will reduce vehicle accidents, replace aging infrastructure, enhance marine navigation, expand the availability and accessibility of high capacity transit, improve bicycle and pedestrian access and safety, and improve reliability for the freight movement that is so critical to our region's economy.

The CRC project stands at a critical juncture. We recognize that significant study and assessment work has occurred, yet there remain outstanding issues of concern. Notwithstanding our stated support for a CRC project, we believe that cost, physical and environmental elements of the project as currently proposed impose unacceptable impacts on our communities.

These impacts, in combination with the project's high cost and financial risks and questions about whether important objectives will be achieved, make support for the project difficult.

To ensure development of a viable Columbia River Crossing, we respectfully request a stronger voice for our local governments in decisions about the project. We seek to join with you in an unprecedented states/local partnership to get this project firmly on the path to success. To do so, we propose the following shared work elements:

- **Complete the development of performance targets for the project, and use those targets to model and evaluate LPA refinements and other design options.**
- **Develop a clear and accountable performance-based management plan for the operation of the constructed project.**
- **Create a project financing plan that protects local taxpayers and road users.** We continue to have concerns about the opportunity costs imposed on our respective communities by a project with a price tag of this magnitude. We need to better understand the likely range of investment by all partners to ensure the project's costs are fair, provide high benefit-to-cost, and do not cannibalize funding for other priority projects in the coming decades.

- **Provide project funds for the local governments represented on the Project Sponsors Council to hire and supervise independent experts to verify critical project assumptions and help evaluate the performance of proposed refinements.** A project of this magnitude warrants independent evaluation by experts with experience in state-of-the-art forecasting and analytical methods including: (1) traffic volume growth, mode split, population and employment growth; (2) the effects of change in induced travel demand as an output or result of the design and operations choices; (3) the land use, transportation and economic consequences of major design options and tolling schemes under consideration; (4) evaluation of forecasts in the context of the adopted performance measures for the project; and (5) consideration of project improvements in the context of a larger regional and interstate system (i.e., taking into account potential impacts on I-5 upstream and downstream of the project, I-205, and parallel arterials.)
- **Commit to meeting the needs of the Hayden Island Community.** Recent refinements to the LPA have resulted in significant negative impacts to the businesses and residents of Hayden Island. The project must support island businesses and neighborhood livability, and advance the objectives of the Hayden Island Plan.

We are aware that Washington’s Puget Sound region has successfully moved large transportation projects forward in a similar vein to that which we are proposing here – where local elected leaders and WSDOT are mutual partners in state-sponsored projects, and project decisions are made transparently. We believe local involvement in those instances has led to better projects, and we believe that applying the same model here would lead to a lower cost, higher performing CRC project.

We seek to work collaboratively with CRC project staff, and to bring the results of this work to our colleagues on the Project Sponsors Council and to the departments of transportation for consideration.

We recognize that this project is unusually complex and has a broad variety of stakeholders. Our suggestions for how to restructure the delivery of this project are intended to acknowledge that complexity and utilize it as a strength. The result: higher public trust and confidence, and a better, implementable Columbia River Crossing project.

Sincerely,



Sam Adams  
Mayor, City of Portland



Tim Leavitt  
Mayor, City of Vancouver



David Bragdon  
President, Metro Council



Steve Stuart  
Clark County Commissioner, Chair

The conceptual finance plan below shows a range of CRC Project cost estimates based on the proposed project refinement recommendations and the latest results of the Cost Estimate Validation Process (CEVP). Costs and revenues are shown in year-of-expenditure dollars. The finance plan is preliminary; refinements are in process based on the recent results from the toll sensitivity, CEVP, and other analyses. The finance plan may be adjusted based on legislative, DOT, FHWA/FTA, public, and PSC reviews.

**Preliminary Finance Plan Scenarios  
 In Billions of Year-of-Expenditure Dollars**

		60% Probability	90% Probability
<b>Cost</b>			
	Highway	\$2.40	\$2.65
	Transit	\$0.79	\$0.89
	<b>Total</b>	<b>\$3.19</b>	<b>\$3.54</b>
<b>Revenues</b>			
	Tolls	\$1.15-\$1.29	\$1.25-\$1.49
	Federal Highway	\$0.40	\$0.40
	ODOT and WSDOT	\$0.75-\$0.85	\$0.90-\$1.00
	New Starts	\$0.75-\$0.79	\$0.75-\$0.89
	<b>Total</b>	<b>\$3.19</b>	<b>\$3.54</b>

The plan calls for securing \$400 million in Projects of National and Regional Significance funding from the upcoming federal transportation reauthorization act. While the toll rate structure for the CRC Project will not be established until after tolling is authorized by the Washington legislature, the range of financial capacity from tolls that are shown above are based on the Tolling Study Committee analysis, which found a variety of rate structures capable of providing the amounts shown; no specific toll rate structure is assumed in the finance plan. The amount shown for the DOTs is subject to an intergovernmental agreement between the DOTs allocating cost responsibility and legislative approvals of the required funding, and could vary depending on final disposition of other elements of the finance plan. The New Starts funding presumes the recent statutory language secured by Senator Murray, and requires FTA approval of a Full Funding Grant Agreement based on the New Start rating regulations.

Materials following this page were distributed at the meeting.

## Surface Transportation Act of 2009 Project Priorities

Map Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Purpose	Program Category
<b>Metropolitan Mobility</b>						
M-1	I-205/I-5 Interchange	\$7.00	ODOT	OR-1	Construction	Metropolitan Mobility
M-2	OR 99W/McDonald/Gaarde Intersection	\$5.00	City of Tigard/ODOT	OR-1	PE/ROW/Construction	Metropolitan Mobility
M-3	I-205/Airport Way Interchange	\$10.00	Port of Portland/ODOT	OR-3	Construction	Metropolitan Mobility
M-4	172nd Ave. Improvements (Sunnyside Rd. to 177th Ave.)	\$15.00	City of Happy Valley	OR-5	ROW/PE	Metropolitan Mobility
M-5	OR 213/Redland Road Lane Improvements	\$6.80	City of Oregon City	OR-5	PE/Construction	Metropolitan Mobility
M-6	OR 10 Farmington Rd. at Murray Blvd. Intersection Safety & Mobility Improvements	\$8.00	City of Beaverton	OR-1	ROW/Construction	Metropolitan Mobility
M-7	US 26/Brookwood-Helvetia Interchange	\$25.00	City of Hillsboro	OR-1	ROW/Construction	Metropolitan Mobility
M-8	Bethany Overcrossing of Hwy 26	\$12.00	Washington County	OR-1	Construction	Metropolitan Mobility
M-9	OR10: Oleson/Scholls Ferry Intersection	\$11.00	Washington County	OR-1	ROW	Metropolitan Mobility
M-10	Walker Road: 158th to Murray	\$10.00	Washington County	OR-1	Construction	Metropolitan Mobility
M-11	Farmington Rd.: Kinnaman to 198th	\$30.00	Washington County	OR-1	Construction	Metropolitan Mobility
M-12	Hwy. 99W/Sunset/Elwert/Kruger Intersection	\$2.50	City of Sherwood	OR-1	Construction	Metropolitan Mobility
M-13	72nd Ave.: Dartmouth St. to Hampton St.	\$13.00	City of Tigard	OR-1	Construction	Metropolitan Mobility
M-14	Union Station Rehabilitation	\$24.00	City of Portland	OR-1	Construction	Metropolitan Mobility
M-15	SW Capitol Hwy: Multnomah to Taylors Ferry	\$10.00	City of Portland	OR-1	PE/Construction	Metropolitan Mobility
<b>Freight</b>						
F-1	I-84/257th Ave. Troutdale Interchange	\$22.00	Port of Portland/ODOT	OR-3	Construction	Freight
F-2	Sunrise System Improvements	\$30.00	Clackamas County/ODOT	OR-3	ROW/Construction	Freight
F-3	Kinsman Road Freight Route Extension Project, Phase I	\$10.50	City of Wilsonville	OR-5		Freight
F-4	Troutdale Reynolds Industrial Park Road Improvements	\$6.00	Port of Portland	OR-3	Construction	Freight
F-5	124th Ave. Extension: Tualatin-Sherwood to Tonquin	\$8.00	Washington County	OR-1	Planning, PE, ROW	Freight
<b>Managing the Existing System</b>						
S-1	Regional Multi-Modal Safety Education Initiative	\$4.50	Metro	OR-1,3,5	Planning/Implementation	Managing the Existing System
<b>System Management</b>						
ITS -1	I-84/Central Multnomah County ITS	\$3.00	City of Gresham/ODOT	OR-3		System Management
ITS -2	Regional Arterial Management Program (signal system coordination)	\$12.00	Metro	OR-1,3,5	PE/Construction	System Management
<b>Demand Management</b>						
TDM-1	Drive Less Save More Marketing Pilot Project	\$4.50	Metro	OR-1,3,5	Marketing	Transportation Demand Management
<b>Transit Oriented Development</b>						
TOD-1	College Station TOD (at PSU)	\$3.00	PSU/TriMet	OR-1	Construction	Transit Oriented Development
TOD-2	Gresham Civic Neighborhood Station/TOD/Parking Structure	\$5.00	City of Gresham	OR-3	Acquisition	Transit Oriented Development
TOD-3	Transit Station Area Connectivity Program to promote transit oriented development	\$20.00	Metro	OR-1,3,5	PE/ROW/Construction	Transit Oriented Development
TOD-4	Rockwood Town Center	\$10.00	City of Gresham	OR-3	PE/Construction	Transit Oriented Development
<b>Bridges</b>						
B-1	Sellwood Bridge on SE Tacoma St. between Hwy 43 & SE 6th Ave.	\$40.00	Multnomah County	OR-3,5	Construction	Bridges
<b>Transit and Greenhouse Gases</b>						
T-1	TriMet Buses (\$15.4 million per year/6-years)	\$92.40	TriMet	OR-1,3,5	Acquisition	Transit
T-2	West Metro HCT Bus Rapid Transit Alternatives Analysis		Washington Co./TriMet/Metro	OR-1	AA	Transit
T-3	Central East HCT Bus Rapid Transit Alternatives Analysis		City of Gresham/TriMet/Metro	OR-3	AA	Transit
T-4	Prototype Diesel Multiple Unit (commuter rail vehicles)	\$5.00	TriMet	OR-1,3,5	Engineer/manufacture	Transit
T-5	Wilsonville SMART Fleet Services Facility	\$7.00	City of Wilsonville/SMART	OR-5	Construction	Transit
T-6	SMART Bus Replacements (\$2.7 million per year/6-years)	\$16.20	City of Wilsonville/SMART	OR-5	Acquisition	Transit
T-7	Wilsonville SMART Offices/Administration Facility	\$1.50	City of Wilsonville/SMART	OR-5	Construction	Transit
T-8	City of Sandy Transit	\$1.50	City of Sandy	OR-3	Acquisition	Transit
T-9	Canby Area Transit	\$1.25	City of Canby	OR-5	Acquisition	Transit
T-10	South Clackamas Transit	\$0.75	City of Molalla	OR-5	Acquisition	Transit
<b>New Starts/Small Starts</b>						
NS-3	Portland to Milwaukie - New Starts	\$850.60	TriMet	OR-1,3	PE/Final Design/Construction	New Starts
NS-4	Portland to Lake Oswego Streetcar - New Starts or Small Starts	\$237.30	City of Lake Oswego/City of Portland/TriMet	OR-1,5	PE/DEIS/FEIS	New or Small Starts
NS-5	Columbia River Crossing - New Starts	\$750.00	ODOT/WSDOT	OR-3/WA-3	PE/Final Design/Construction	New Starts
NS-6	Portland to Tigard and Sherwood/99W/Barbur Blvd. New Starts Alternatives Analysis	\$11.40	Metro/TriMet/Portland/Tigard	OR-1,5	Planning/PE/DEIS/FEIS	New Starts
NS-7	Portland Streetcar Planning and Alternatives Analysis	\$5.00	City of Portland/City of Gresham	OR-3	Planning/Alternatives Analysis	Small Starts

Map Number	Project Description	Funding Request (\$Millions)	Sponsor	Congressional District	Purpose	Program Category
<b>Walking and Cycling</b>						
TBP-1	Congressional District 1 Trails/Bikepath Program	\$10.00	Washington County & Cities	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-2	Congressional District 3 Trails/Bikepath Program	\$10.00	City of Portland/City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-3	Congressional District 5 Trails/Bikepath Program	\$10.00	Clackamas County & Cities	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
<b>Projects under consideration:</b>						
<b>Multnomah County Jurisdictions*</b>						
TBP-4	Portland Bicycle Boulevard Project	\$25.00				
TBP-5	Gresham/Fairview Trail, Phase 4/5	\$6.10	City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
<b>Clackamas County Jurisdictions*</b>						
TBP-6	French Prairie Bike-Ped-Emergency Bridge Over Willamette River	\$12.60	City of Wilsonville	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-7	Springwater to Trolley Trail - 17th Avenue from Ochoco to McLoughlin Blvd.	\$3.20	NCPRD/City of Milwaukie	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-8	Mt. Scott Creek Trail - Mt. Talbert to Springwater Corridor	\$4.60	NCPRD/City of Happy Valley	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-9	Scouter's Mt. Trail - Springwater/Powell Butte to Springwater	\$7.37	NCPRD/Happy Valley	OR-4	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-10	Phillips Creek Trail - I-205 Trail to N. Clackamas Greenway	\$2.27	NCPRD/Clackamas County	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-11	Monroe Bike Blvd.	\$2.00	City of Milwaukie	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-12	Iron Mtn. Bike Lanes - 10th St. to Bryant Rd.	\$3.80	City of Lake Oswego	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-13	Carmen Drive Sidewalk and Bike Lanes from Meadow Rd. to I-5	\$1.70	City of Lake Oswego	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-14	Pilkington Sidewalk and Bike Lanes from Boones Ferry to Childs Rd.	\$5.25	City of Lake Oswego	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
<b>Washington County Jurisdictions*</b>						
TBP-15	Council Creek Regional Trail: Banks to Hillsboro	\$5.25	City of Forest Grove	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-16	Tonquin Trail/Cedar Creek Corridor	\$2.50	City of Sherwood	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-17	Fanno Creek Trail Projects	\$0.80	City of Tigard	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-18	Westside Regional Trail	\$12.00	Tualatin Hills Parks & Rec. Districts/Washington Co.	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
<b>Critical Highway Corridors</b>						
H-1	Columbia River Crossing Project	\$400.00	ODOT and WSDOT	OR-3/WA-3	Design/ROW/Construction	Project of National Significance
<b>Boulevards/Main Streets</b>						
MB-1	Downtown Milwaukie Station Streetscape	\$5.00	City of Milwaukie	OR-3	Construction	Blvd./Main Streets
MB-2	Main Street Ped. & Streetscape Improvements (5th St. to Division)	\$2.20	City of Gresham	OR-3	PE/Construction	Blvd./Main Streets
MB-3	102nd Ave. St. Improvement: Project Phase II - NE Glisan to SE Washington St.	\$3.00	City of Portland	OR-3	Construction	Blvd./Main Streets
<b>Parkways</b>						
P-1	Sunrise System: Parkway Demonstration Project	\$30.00	Clackamas County	OR-3	Planning	Parkway
<b>Green Infrastructure</b>						
G-1	Kellogg Creek Bridge Replacement	\$4.00	City of Milwaukie	OR-3	Construction	Green Infrastructure
G-2	Tabor to the River/SE Division St. Reconstruction, Streetscape & Green Infrastructure Project	\$3.60	City of Portland	OR-3	PE/Construction	Green Infrastructure
<b>Research</b>						
R-1	Oregon Transportation Research & Education Consortium (OTREC)	\$16.00	PSU/UO/OSU/OIT	OR-1,2,3,4,5	Research	Research

\*Note: Congressman Blumenauer has proposed the "Active Transportation Act of 2009" to fund projects to provide safe and convenient options to bicycle and walk for routine travel. The program is proposed to be administered on a national competitive basis. The projects listed are under consideration for funding either through these earmarks or through the competitive program if it is created and the region competes successfully.





February XX, 2010

The Honorable Ron Wyden  
United States Senator  
223 Dirksen Senate Office Building  
Washington, DC 20510

The Honorable Jeff Merkley  
United States Senator  
107 Russell Senate Office Building  
Washington, DC 20510

Dear Senators Wyden and Merkley:

I am writing on behalf of the Joint Policy Advisory Committee on Transportation (JPACT) to thank you for your leadership in assisting the Portland metropolitan region to secure nearly \$100 million for transportation investments from the American Recovery and Reinvestment Act (ARRA) of 2009. Our region moved with what the *Portland Tribune* called “NASCAR speed” in deploying ARRA transportation funds last year, and the projects have led directly to the creation of jobs. Last year’s ARRA investments supported more than 3,000 local jobs and the construction of more than 60 transportation projects that are essential to our region’s economy.

As the Senate considers whether to enact a sequel to ARRA, please know that legislation focused on main street employment is urgently needed – and with Oregon’s unemployment rate hovering around 10%, the need is immediate. Accordingly, we request your active support for a jobs bill that will bring funding for additional transportation investments to our region. With new funding, we are prepared to deliver quality projects with both short and long-term economic benefits: projects that will not only create jobs immediately, but also enhance safety, reduce carbon emissions, advance the region’s high-capacity transit system, improve the efficiency of our transportation network, and support long-term economic and community development.

Specifically, we request your support for two provisions in any jobs legislation that moves forward:

1. ARRA required that projects be “obligated” by the 90-day and 1-year deadlines. The “Jobs for Main Street” bill passed by the House in December 2009 instead requires that projects be “under contract” within those timeframes. This more rigorous requirement effectively shortens the deadlines in an attempt to produce short-term jobs as soon as possible. By maintaining the current deadline to “obligate” projects, the bill would allow development of more projects that would have both short-term and long-term benefits. These deadlines worked for ARRA in 2009 and should work for the bill we hope you will adopt in 2010.
2. It would be helpful to include a proposed provision to allow ten percent of the funds targeted for transit districts to be used for operating assistance. Many transit districts, including those in the Portland region, have had to cut service due to difficult budget conditions. In addition, research has shown that allowing this provision produces more jobs more quickly than conventional construction projects.

These provisions will enable our region to promote new jobs now and well into the future and support Oregon's long-term economic growth. Thank you for your ongoing efforts to create jobs and promote smart transportation investments in our region.

Sincerely,

Metro Councilor Carlotta Collette  
Chair, Joint Policy Advisory Committee on Transportation

cc: The Honorable David Wu, United States Representative  
The Honorable Earl Blumenauer, United States Representative  
The Honorable Kurt Schrader, United States Representative

DRAFT

## ARRA 2 - Policy Framework

The previous transportation allocation under ARRA 1 was for \$38 million of funds distributed by Metro, \$44 million for transit agencies in the region and a large allocation to ODOT, of which approximately \$48 million came to the Metro region. While the details of the ARRA 2 bill are not yet known, it could be similar to the previous bill in terms of size and scope but with perhaps some more targeted policy direction.

Objective:

Develop a set of ARRA 2 projects that both further the Congressional goals of creating jobs and result in long-term benefit to the region based upon meeting one or more of the criteria (below) that JPACT and Metro adopted to guide RTP investment priorities.

1. In addition to the urgency to provide jobs, consider JPACT-Endorsed Prioritization Criteria from RTP:

- Support long-term economic opportunity
- Make multi-modal travel safe and reliable
- Target investments to support local aspirations and the 2040 Growth concept
- Provide multi-modal freight mobility and access
- Restore and expand transit coverage and frequency
- Expand active transportation options
- Reduce transportation-related greenhouse gas emissions
- Address transportation needs of underserved communities

Note: Due to the delivery deadlines, ARRA 1 was predominately projects aimed at improving the condition of transportation facilities (i.e. pavement overlays, etc.). The objective with ARRA 2 would be to pursue projects with broader benefits based upon these criteria while ensuring funds are fully utilized.

2. Improve administrative efficiency by selecting fewer/larger projects and/or by leveraging project development and contracting that is already under way by advancing & fully funding existing projects programmed in the MTIP. ARRA 1 resulted in many small and new projects that overloaded the administrative processing system.

3. Prioritize projects with potential for long-term economic impacts

4. Coordinate MPO, ODOT and TriMet ARRA funding

5. Leverage future discretionary funds

6. Fund projects across the region

**SUMMARIZATION of PUBLIC INPUT on the  
DRAFT 2010-2013 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
November 1 through December 31, 2009**

For the last several STIP updates, the Oregon Department of Transportation has actively informed transportation stakeholders and the general public about how the STIP is developed, and about the overall process, including the most opportune time to impact the course of transportation in Oregon, the programs funded, the projects selected, and the policies guiding these decisions. The message illustrates that the biggest impact comes through getting involved early in the planning processes, e.g., Transportation System Plan development, Corridor Plan development, and statewide plan development; the STIP is the end result of much planning effort.

The formation of Area Commissions on Transportation (ACTs) across most of the state has further changed the dynamic by which public comments are received, providing on-going opportunities for participation at the local level.

During the public review period for the Draft 2010-2013 STIP, 398 people attended 28 meetings across the state. Most of the comments centered around support or lack thereof for specific projects included in, or excluded from, the draft STIP; funding issues; and the necessity to look for new ways to fund transportation needs. Region summaries follow.

**Region Summaries**

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**Region 1: Total Public Attendees: 138**

<b>Location</b>	<b>People Attending (excluding ACT/ODOT hosts)</b>
Hood River.....	4
Clatskanie.....	15
Gresham .....	5
Hillsboro .....	3
Oregon City.....	19
Portland.....	17
Port of Hood River.....	42
Rainer Marina Market.....	25
ODOT Region 1 Headquarters.....	8

Nine meetings were held for STIP public review in Region 1.

**HOOD RIVER**, September 17, 2008

4 attendees

No comments or letters received

**CLATSKANIE**, September 24, 2008

15 attendees

**General Comments:**

- **Kris Lillich:** As an advocate for Clatskanie's kids, ODOT's design for Hwy 30 presents a serious threat to children. This project created a speedway through town. At the least, a pedestrian overpass and a camera at the light are needed.
- **Brad Witt:** Suggestion - build a bike/pedestrian bridge adjacent to the Clatskanie River Bridge.

**GRESHAM**, October 15, 2008

5 attendees

**General Comments:**

- **Bob Cogan, Friends of Historic Columbia River Highway:** Friends are working toward fully reconnecting the historic highway by 2016. We urge ODOT to choose these projects next: 1. McCord to Moffett Creeks; 2. Mitchell Point Tunnel - reconstruct; 3. HCRH east of Mitchell Point; and, 4. HCRH West of Starvation Creek.
- **Ernest Draysela, Historic Columbia River Highway Advisory Committee:** Urge consideration for funding to complete the Historic Columbia River Highway and State

Trail from Troutdale to The Dalles as an economic and recreation benefit to the region.  
Urge renewed effort to pursue the Sandy River Bike Bridge and trail connections.

**HILLSBORO**, October 20, 2008

3 attendees

**E-Mail Comments Received:**

- **Kay Gooding:** Supports construction of right turn lane for project, OR99W @ Beef Bend Road, Key No. 16145.
- **Kathy Stallkamp, CPO 4K:** Encourages funding support for OR99W @ Beef Bend Road, Key No. 16145. Cites various safety concerns with people using the bicycle lane to decelerate in order to turn onto Beef Bend - legal issues because bike lanes are not to be used by cars.
- **Lisa Hamilton-Treick:** Supports OR99W @ Beef Bend Road, Key No. 16145, citing lack of bike lanes and safe sidewalks along Beef Bend.
- **Art Rutkin:** Supports construction of right turn lane in project, OR99W @ Beef Bend Road, Key No. 16145.
- **Julie Russell, CPO 4B:** Supports construction of right turn lane in project, OR99W @ Beef Bend Road, Key No. 16145. Expressed appreciation for traffic control devices on Hwy 99W and encourages projects to aid congestion issues on Hwy 99W from Durham Road intersection to I-5 exit.
- **Jaci Johnson:** Enters complaint as to landscaping and cleanliness on Sylvan to/exit from Hwy 26 and along exit with SW Scholls Ferry Road.

**OREGON CITY**, October 28, 2008

19 attendees

**General Comments:**

- **Jim Bernard:** We need to name the Milwaukie LRT Line.
- **Dottie Waddell:** Citizen noted that in years past when bike paths were first installed, it was considered a waste of space and money. Urges more bike paths and corridors to benefit all citizens and bring young people into the area.

**Discussions:**

- **Earl C. Moore:** Mr. Moore presented historical information regarding a culvert that was hooked up to an ODOT concrete culvert (on ODOT property) that is flooding Mr. Moore's private property. Discussion ensued as to an inspection of the problem and that a possible partnership project would need to occur.
- **William Gifford:** Citizen concerned about continued use of petroleum-based asphalt for less heavily trafficked roads. Suggests that basalt be used as has been done in Europe for hundreds of years.
- **Amber Holveck, President and CEO of Oregon City Chamber of Commerce:** Ms. Hol-

veck's intent was to provide support for Metro's Phase 2 of the McLoughlin Boulevard Enhancement Project.

- **Doug Neeley:** This Oregon City Commissioner endorsed Metro's McLoughlin Phase 2 project. He also requested a TriMet triggered signal to allow buses to enter the transit center and reduce traffic congestion.
- **Bill Blanchard:** As Chair of Oregon City's Transportation Advisory Committee supports the MTIP grant request for the McLoughlin Boulevard project from the bridge over the Clackamas River to Dunes Drive. Mr. Blanchard states this project will be a significant contribution to Metro's Nature in the Neighbor program.
- **Dan Fowler:** Mr. Fowler's intent was to provide support for Metro's Phase 2 of the McLoughlin Boulevard Enhancement Project. He also stated that he is proud of the decisions made in Milwaukie, the improvements on 99E, and the commitment that's been made to extend the light rail down to Oregon City.
- **Jody Carson:** Stated support of OR 43: Arbor Drive - Marylhurst Drive Metro project and would like to have it include safe pedestrian and bicycle paths.
- **Randy Tyler:** Mr. Tyler extended his support for Metro's Phase 2 of the McLoughlin Boulevard project. He detailed an extensive new development in the planning stages to be located behind the Oregon City Shopping Center.

#### **E-Mail Comments Received:**

- Michael J. Wagner, Hamlet of Mulino: Submitted copy of Resolution 77-01 requesting signalized intersection at Mulino Road and closure of Passmore Road. Students, parents and faculty of Mulino Elementary School cited dangerous exposure to traffic on Passmore Road and Highway 213. (A sketch was submitted in the package.)

**PORTLAND,** October 30, 2008

17 attendees

#### **Letters Received:**

- **Brian Russell, President, Southwest Neighborhood, Inc.:** Cited Capitol Highway Plan approved by Portland City Council in 1996 and requested funding to construct bicycle and pedestrian facilities along SW Capitol Highway between Multnomah Village and Taylors Ferry Road. Urged approval of safer bicycle and pedestrian safe routes on three ODOT projects along 99W/Barbur Boulevard (Key Nos. 16033, 16032 and 14793).
- **Marianne Fitzgerald, Chair, , Southwest Neighborhood, Inc.:** Cited Capitol Highway Plan approved by Portland City Council in 1996 and requested funding to construct bicycle and pedestrian facilities along SW Capitol Highway between Multnomah Village and Taylors Ferry Road. Urged approval of safer bicycle and pedestrian safe routes on three ODOT projects along 99W/Barbur Boulevard (Key Nos. 16033, 16032 and 14793).
- **Rudy Niederer:** Mr. Niederer promotes nationwide railroad transportation and "electrification" rather than using the diminishing oilfield reserves.
- **Dan Baack, Chair, Hillsdale Neighborhood Association and SW Trails Group:** Urged support of Metro's Fed Electric bike/ped connections. Cited the three ODOT bridge projects (Key Nos. 16033, 16032 and 14793) as unsafe for bicyclists and encouraged increased safety

improvements for routes to Hillsdale Town Center and Hillsdale Farmers market.

- **Julia C. Harris:** Urges support of bicycle and pedestrian lanes on the three Barbur Boulevard bridges (Key Nos. 16033, 16032 and 14793). Safety is major concern.
- **Ron E. Shay, Mayor, City of King City:** Supports OR99W @ Beef Bend, Key No. 16145.

### General Comments:

- **Kathryn Notson:** In reference to two projects - OR213: Cascade Hwy S @ Division Sts & OR213: Cascade Hwy S @ Stark/Washington Sts (Key Nos. 16149 and 16150), Ms. Notson was unsure if these projects were associated with the Roses High Crash Corridor and is concerned about access management pertaining to driveways being used to avoid the traffic signals. Requested clarification on location and function of these projects.
- **Dan Baack, Chair, Hillsdale Neighborhood Association and Southwest Trails Group:** Requests incorporation of bicycle and pedestrian safety measures on the Multnomah, Vermont and Newbury structures on Barbur (Key Nos. 16033, 16032 and 14793). Also provided sketch of requested changes and route modifications.
- **Jeanette Kloos, Friends of the Historic Columbia River Highway:** Requested inclusion of one or more Historic Columbia River Highway State Trail projects in the proposed STIP. Highest as a priority is Warrendale to Moffett Creek - existing earmark funds should be used to complete preliminary engineering begun by pro-bono consulting engineers. Preliminary engineering should also begin on additional projects including: Perham Creek to Mitchell Point; Lindsey Creek to Starvation Creek and Mitchell Point. Particularly requested the Department prepare for future potential earmarks. See: [The Historic Columbia River Highway Milepost 2016 Reconnection Projects](#).
- **Ray Whitford:** Requested that the US 26: Access to Springwater project should be fast tracked. Stated jobs in East County are critical to all Metro and State Plans.

### Discussions:

- **Dan Baack, Chair, Hillsdale Neighborhood Association and Southwest Trails Group:** Mr. Baack wants to make sure improvements are made not only for cars but bicycle traffic also on Newbury, Vermont and Barbur Bridge structures (Key Nos. 16033, 16032, 14793).
- **Mike Roach, President, Hillsdale Business & Professional Association:** Would like to reiterate concerns expressed by Hillsdale Neighborhood Association from a business district standpoint as well as expressed safety concerns for bikes, pedestrians, and disabled persons. Specific non-auto connections are urged requiring fewer parking spaces. Mr. Rock stated transit connections in the area are outstanding.
- **Keith Liden:** Mr. Liden expressed frustration with technical information provided to him via e-mail. He emphatically stated his concern for safety measures to be upgraded on the Newbury and Vermont structures. He also expressed interest in the US26: Sylvan 405 inlay (Marquam Trail) and suggested how the connection needs to be improved.
- **Charles Lewis:** Encourages addition of bike and pedestrian lanes when resurfacing the Newbury, Vermont and Multnomah bridges (Key Nos. 16033, 16032, 14793).
- **Mathew Pigg:** Mr. Pigg reiterates safety issues on the three bridge projects (Key Nos. 16033, 16032 and 14793) and suggests a climbing lane for cyclists.
- **Rudy Niederer:** Mr. Niederer requested any information on plans for high speed rail in the I-5 corridor or Portland to LaGrande. He suggested 'tunnelization' similar to the rail in the Blue Mountain.



- **Marianne Fitzgerald, Chair, Southwest Neighborhood Inc.:** Ms. Fitzgerald named five priority projects were scheduled for improvements but no bike or pedestrian lanes were addressed. She requested that safety improvements be added to all five projects.
- **Rick Siefert, Chair, Hillsdale Alliance:** Remarked on increase of bicyclists using the Barbur Blvd (Key No. 14793) bridge and therefore increased interest in safety issues for the bridges in the area.
- **Kathryn Notson:** Completed Testimony Form but no actual testimony. See General Comments.

**E-Mail Comments Received:**

- **Marianne Fitzgerald, Ashcreek Neighborhood Association:** Relative to two proposed STIP projects, OR99W: I-5 NB Off Ramp and OR99W: I-5 SB Off Ramp to 99W, Key Nos. 16142 and 16143, questions whether projects will improve safety and points out that Barbur Blvd does not have bicycle paths and the aforementioned projects may actually make it more dangerous for bicyclists traveling OR99W as well as pedestrians trying to access the transit stops.

**Telephone Comments Received:**

- **Reed:** Supports anything that lessens traffic on highways. Urges increased transit use and awareness. Also supports weight restrictions on highways to decrease wear and tear - commercial trucks were targeted.

**PORT OF HOOD RIVER,** October 22, 2009

42 attendees

**General Comments:**

- **Susan Froehlich:** A Mosier resident stated the historic bridge over Mosier Creek on Highway 30 needs help for pedestrians and cyclists. There is currently a very dangerous situation on the west ends of the bridge - no safety rails/barriers exist and if an individual steps off pavement, they would fall 30-40 feet - especially on the northwest side. Requested this situation be addressed before someone gets hurt.
- **Linda Maddox:** States bike lanes are desperately needed on both sides of State Highway 281, the Dee Highway. Presently it is very narrow and vehicles speed along at 50 mph and more. It is one of two bike routes south of Hood River and much used. (The other Route is 35.) Recently someone was almost killed while biking there with friends. A vehicle passing cars hit him.
- **Jeanine Snyder:** Stated that the meeting was very informative and offered thanks.

**RAINIER MARINA MARKET**, November 14, 2009

25 attendees

**General Comments:**

- **Dan Bandon:** This citizen urges use of the money to repair roads for people who pay the taxes. States no further need for more bike roads and sidewalks.
- **Jerry & Donna Diedrich:** Requests a turn-out lane for Nicolai Cut Off road. Many accidents have occurred due to no turn off lane.
- **Peggy Johanson:** Requests new striping at 6th and Hwy 30 because current striping is dim and difficult to see at night, especially the turn-lane coming from east.
- **Dick Drummond:** Looking forward to improvements in Rainier.
- **Creplea:** Slump? S side of new bridge by Rainier going towards St. Helens.
- **William Grant:** If the state has any money to spend, please spend it on Highway 30 east of downtown Rainier in the area of Lindberg. This section is a safety concern.
- **Gerald L. Wilson:** Highway 30-Larson Rd intersection there should be two lanes on Highway 30 going east at the exit of Larson Rd. Lots of local and school traffic with slight hill on Highway 30 west of Larson Rd - traffic hazard.
- **Bud Siltela:** West B (Veteran's Way) & 6th signage for the senior center. Address pedestrian safety and other safety issues (Drop Lane).

**ODOT REGION 1 HEADQUARTERS**, December 9, 2009

8 attendees

**Letters Received:**

- **Brian P. Beinlich:** Writing on behalf of Save Helvetia, a grassroots citizen organization, to express community and regional opposition to the planned improvements to the interchange of US-26 and Brookwood Parkway/Helvetia Road (Key No. 16842, US-26: Shute Road Interchange). The organization has submitted 427 letters of testimony and gathered 1028 petition signatures region-wide requesting designation of the lands north of US-26 as Rural Reserves. The Rural Reserves designation has not yet received final decisions. This group requests rerouting the planned improvements to minimize impact north of US-26 and provides three reasons: Area is drainage area and subject to flooding; area supports four at-risk species of birds; and area contains Native American artifact and burial site. Group also cites no previous public outreach conducted relative to this specific project.

**General Comments:**

- **Faun Hosey:** Expressed concern about JTA Shute Interchange project (aka Brookwood Parkway). Two primary reasons, 1) potential impacts of irresistible traffic creep and urbanization creep to the north, and 2) adequate planning of densities that would support HCT to the south have not been done! (Key No. 16842)
- **Brian Beinlich:** Submitted Letter of Concern for Shute Road project (Key No. 16842).
- **Cherry Amabisca:** Concerned about JTA Shute/Brookwood Interchange Improvement impacts on rural land to the north of Highway 26. Need to minimize traffic cutting through rural roads to north and ensure routing to industrial lands to south of 26 (Key No. 16842).

- **Martha Perez:** Federal dollars need to be more flexible as to how it can be allocated. I am a pedestrian and must depend on public transportation. I am concerned about hazardous materials being transported on our roads/bridges. Would also like to see more amenities available (TV's on trains, bathrooms on light rail, vending machines, etc.).

### **NEIGHBORHOOD MEETING**

**Southwest Neighborhoods, Inc. Transportation Committee Meeting, November 17, 2008**

#### **General Comments:**

- **Sue Sanzi-Schaedel:** Requests improvement of the lanes onto the I-5 ramp at 64th Ave & Barbur, to improve visibility of lights as drivers frequently run the light. Also noted that flora planted by the bus shelter needs to be lower so there is better visibility of oncoming cars.
- **Wes Risher:** OR99W: I-5 NB Off Ramp and OR99W: I-5 SB Off Ramp to 99W, Key Nos. 16142 and 16143. Expressed specific interest and concern that these two projects maintain and improve bicycle and pedestrian facilities in this area and that transit facilities are preserved and, if possible, enhanced for safety and use.
- **Glen Bridger:** Barbur Boulevard must have sidewalks from Tigard to downtown PDS to accommodate pedestrian movement more safety. With increased incidents on I-5 forcing traffic onto Barbur, pedestrian safety is a major concern which ODOT needs to correct NOW.
- **Dan Baack:** I-5: SW Iowa Street Viaduct Br #08197, Key No. 14949 - if trail cannot be kept open, we need a 2-way bike connection on the east side of Barbur Newbury Structure and put bike lanes on Vermont & Multnomah.
- **Dan Baack, SW Trails Group:** Citizen is in agreement with changes on Tigard, Barbur and I-5 interchanges. States more important considerations need to be given to bicycle facilities on Newbury, Vermont and Multnomah structures (Key Nos. 16033, 16032, 14793). Also submitted sketch of desired changes for same projects due to long term closure of the trail under the Iowa bridge structure.

#### **OTHER LETTERS RECEIVED:**

- **Karen Schilling, Planning Director, Dept. of Community Services, Multnomah County:** Supports ODOT Region 1's Revised Proposed Projects dated 9/3/09 as part of the 2010-13 STIP update. Appreciates Legislature commitment to Hwy 43 @ Sellwood Bridge Proj (Key No. 16982) and Region 1's commitment and coordination of programs and funding to US30 @ Cornelius Pass Road project (Key No. 16151).
- **Diane McKeele, Chair, East Multnomah County Transportation Committee:** Strongly endorses JTA projects I-84 @ 257th Ave. Interchange (Troutdale) Ph 2 & 3, Key No. 16841, and Hwy 43 at Sellwood Bridge Interchange, no key number.
- **Lars Gare, City Administrator, City of Rainier:** Received letter along with Resolution and supporting petition with signatures requesting the conduct of an Engineering Study and Installation of a Traffic Control Device at the intersection of US 30 and West 6th Street/Veterans Way due to pedestrian safety concerns.

**OTHER E-MAIL RECEIVED:**

- **Tabitha M Helms:** Supports improvement of Barbur Blvd Bike lanes in both directions due to safety hazards on narrow bike lanes, no lights from the two bridges, speeding drivers, and unsafe transition heading southbound onto entrance of Beaverton Hillsdale Highway (Key Nos. 16033, 16032 and 14793).
- **Ian Reid:** Requests upgrading of "Barbur Bridges" by narrowing inside traffic lanes, correspondingly increasing the width of the sidewalks; narrowing the inside traffic lanes and removing sidewalks and replacing w/standard at-grade bike lane to improve dangerous corridor for bicycle traffic (Key Nos. 16033, 16032 and 14793).
- **Lorali Sinnen:** Urges improvements to Barbur Blvd Bike lanes. States sidewalk should not be considered for bicycles because curbs are too high, surface condition is too poor, and there is not sufficient room to remain safe between barricade and travel lane. Desires solution to the bridges (Key Nos. 16033, 16032 and 14793).
- **Jeffrey Knapp:** Individual uses the wide curbs on the bridges on SW Barbur Blvd. Would like travel lanes narrowed and curb widened. Also improve up/down ramps. Down ramp on first bridge extremely steep. Also suggests removing curbs and put in wider bike lane (Key Nos. 16033, 16032 and 14793).
- **Ron Severn:** Urges improvements to Barbur Blvd bike lanes (Key Nos. 16033, 16032, 14793).
- **David Haines:** Details gaps in the bike lanes where the road goes over a bridge or is otherwise width-constricted and lack of street lighting on bridges while rest of Barbur is well-lit (Key Nos. 16033, 16032 and 14793).
- **Richard Marantz:** Supports improvements on Multnomah, Vermont and Newberry bridges (Key Nos. 16032, 16033 and 14793) and states Barbur Blvd bike lanes too narrow and problems with storm grates and railings on entrances/exits (Key Nos. 16033, 16032 and 14793).
- **Melissa Hainz:** Request that Barbur Blvd Rehab project be kept at top of priority list for funding. Agrees with lessening curbs and making bike/pedestrian lane stating fear of riding on the curbs and rides in the street instead (Key Nos. 16033, 16032 and 14793).
- **Barbara Chapnick:** Stated that Barbur Blvd bridges need improvement to allow safe passage for cyclists. Please keep these projects at top of list (Key Nos. 16033, 16032, 14793).
- **Charles Kuttner:** Strongly requests fixing bridges on Barbur Blvd (Key Nos. 16033, 16032 and 14793).
- **Jeff Fryer:** Urges improvements to Barbur Blvd bike lanes. Individual uses regularly and states Vermont and Newbury bridges are the most hazardous.
- **Dean Smith:** 15-year bicycle commuter states Newbury and Vermont bridges particularly dangerous (Key Nos. 16032 and 16033). Suggests reducing lane width from 12 to 11 feet and a painted bike lane extending from raised sidewalk to an additional 25-30 feet at each end be considered. Also suggests to lower bridge sidewalk to grade.
- **Mark Clift:** A regular bicycle commuter states that he takes an alternative route (Terwilliger) due to the narrowness of the sidewalk on the Barbur Blvd bridges (Key Nos. 16032 and 16033) possibly spilling the rider into the lanes of traffic. Requests wider bike lane.
- **August Miller:** This experienced cyclist is routinely terrified by this particularly dangerous stretch of bike lane and generally dismounts and waits for public transit rather than ride the Barbur Blvd bridges (Key Nos. 16032 and 16033). Suggests new lines, narrower traffic lanes, lighting, removing curbs resurfacing and separate bike lanes to both bridges should

funds be made available.

- **Tristan Todd:** Nine-year daily bike commuter states the Vermont and Newbury bridges on SW Barbur are the scariest part of his daily ride (Key Nos. 16033 and 16032). States the approach ramps are poorly designed and 2" lip could cause inattentive biker to topple over into adjacent 45 mps traffic. Requests Barbur Boulevard Rehab project remain high on the list of upcoming ODOT projects.
- **Rebecca Hamilton:** Urges ODOT move forward with Barbur Blvd rehab project (Key Nos. 16033, 16032 and 14793) stating it is the only practical route for non-motorized commuters traveling from downtown Portland to the Southwest. States the Multnomah, Vermont and Newbury bridge crossings are terrifyingly inadequate for safe bike/pedestrian crossing. The on-ramps to the sidewalks are steep, abrupt, and awkwardly angled. Trying to maintain one's course on a 2-ft sidewalk with a 6" curb drop into 45 mps traffic on one side and a 25-foot gorge (with minimal protection from very low side rail) on the other. Urges a well-marked bike lane on the road would be better option.
- **Chris Smith:** States he bikes from Barbur transit center into Portland once a week and the three bridges can be truly harrowing. Hopes projects will get funded (Key Nos. 16032, 16033 and 14793).
- **Paul Souders:** Supports any bike/ped improvements on SW Barbur Blvd including widening sidewalks on bridges. Also urges consideration of narrowing motor vehicle lanes, painting in proper bike lanes and continuing the excellent bike lanes that exist elsewhere on Barbur Blvd (Key Nos. 16033, 16032 and 14793).
- **Jim Plunkett:** He is sure the bridges deter many from using the Barbur Blvd bridges. His decision varies between a wobbly ride over the abyss on the narrow sidewalk, share the lane with the trucks and busses, or take the lane to get honked at or squashed by a drunk. Requests please fare the ramp and widen the sidewalk - call it a bike lane and he'll be happy! (Key Nos. 16033, 16032 and 14793.)
- **Phil Richman:** Urges action on Barbur Blvd Bridges (Key Nos. 16033, 16032 and 14793).
- **Heather Clydesdale:** Also supports Phil Richman's comments (Key Nos. 16033, 16032 and 14793).
- **Lena Moon:** Implores ODOT to keep Barbur Blvd rehab project and bike/ped improvements at top of list for funding. Conditions on Barbur Blvd are dangerous for bikers and would feel more confident and safe if conditions were improved.
- **Steve Bozzone:** Supports projects to improve Barbur Blvd and related bridges for pedestrians and cyclists (Key Nos. 16033, 16032 and 14793).
- **Jim Cavanaugh:** This year-round cyclist rides on Barbur regularly. Offers lunch if someone in position of power would ride the route with him some morning to experience the danger. Says it's only a matter of time before someone is killed or seriously injured. Suggests that possibly getting a bucket of paint and flashlight and fix the problem himself by narrowing the traffic lanes to delineate a bike lane for commuters late some night. States that the volume of cyclists on Barbur is due to the hills in southwest Portland so that Barbur is a main thoroughfare for cyclists (Key Nos. 16033, 16032 and 14793).
- **Andrew Smith:** States the current situation on Barbur Blvd bridges is dangerous and that if the lanes were improved, it would act as a major arterial for bicycle travel. Suggests a small compromise of adjusting the lane widths (Key Nos. 16033, 16032 and 14793).
- **Erica Rothman:** Supports BTA's suggestion for widening the sidewalks on the bridges on SW Barbur Blvd. States these are extremely dangerous areas and even more so when it gets dark and wet (Key Nos. 16033, 16032 and 14793).

**Region 2: Total Public Attendees: 122**

<b>Location</b>	<b>People Attending (excluding ACT/ODOT hosts)</b>
Cannon Beach.....	41
Albany.....	20
Salem.....	26
Eugene.....	27
Eugene.....	8

Five meetings were held for STIP public review in Region 2.

**CANNON BEACH**, November 5, 2009

41 attendees

Northwest Area Commission on Transportation meeting

**Discussions:**

- General discussion with the attendees about the projects in the Draft 2010-2013 STIP and the reductions that were made. Discussion also focused on the additional Modernization funds for Region 2 and the process for allocating those funds in 2010.

**ALBANY**, November 12, 2009

20 attendees

Cascades West Area Commission on Transportation meeting

**Discussions:**

- General discussion with the attendees about the projects in the Draft 2010-2013 STIP and the reductions that were made. Discussion also focused on the additional Modernization funds for Region 2 and the process for allocating those funds in 2010.

**SALEM**, December 3, 2009

26 attendees

Mid-Willamette Valley Area Commission on Transportation meeting

**Discussions:**

- General discussion with the attendees about the projects in the Draft 2010-2013 STIP and the reductions that were made. Discussion also focused on the additional Modernization funds for Region 2 and the process for allocating those funds in 2010.

**Letters Received:**

- The Mid-Willamette Valley Area Commission on Transportation (MWACT) and the City of Detroit provided letters of support for a future project to construct a left turn lane on Highway 22 at Guy Moore Drive in the City of Detroit. No funding is currently identified for this project, but MWACT is supportive of the project.

**EUGENE**, December 10, 2009

27 attendees

Central Lane MPO: Metropolitan Policy Committee meeting

**Discussions:**

- General discussion with the attendees about the projects in the Draft 2010-2013 STIP and the reductions that were made. Discussion also focused on the additional Modernization funds for Region 2 and the process for allocating those funds in 2010.
- A comment was also made about the current Transportation Demand Management (TDM) funding in Region 2. It was noted that the funding for TDM in Region 2 remained at its current level and was not reduced, as were other programs.

**EUGENE**, December 16, 2009

8 attendees

Lane County Board of County Commissioners meeting

**Discussions:**

- General discussion with the attendees about the projects in the Draft 2010-2013 STIP and the reductions that were made. Discussion also focused on the additional Modernization funds for Region 2 and the process for allocating those funds in 2010.

**Region 3: Total Public Attendees: 75**

Location (Date)	People Attending (excluding ACT/ODOT hosts)
Roseburg.....	6
Medford.....	6
Medford.....	63

Three meetings were held for STIP public review in Region 3.

**ROSEBURG**, November 12, 2009  
6 attendees

**General Comments:**

- General interest was expressed in the new City of Roseburg/ODOT project at Edenbower and Aviation (roundabout).
- One person inquired about the environmental assessment on OR 138E.
- Some questions were asked regarding recently passed legislation increasing various road taxes and fees (HB2001).

**MEDFORD**, November 17, 2009  
6 attendees

**General Comments:**

- Some questions were asked regarding recently passed legislation increasing various road taxes and fees (HB2001).
- One person inquired when the Fern Valley Interchange would be constructed.
- Two people asked about a South Stage over-crossing. One felt that it really needed to happen (not in draft STIP).
- Interest was expressed in the OR-62 Expressway, particularly how far it would go and where/how it would reconnect with the existing OR-62.
- Support for the improvements on US-199 in Grants Pass was expressed by one person.

**MEDFORD**, November 24, 2009  
63 attendees

**General Comments:**

- Some questions were asked regarding recently passed legislation increasing various road taxes and fees (HB2001).
- One person inquired whether there is federal funding on the Fern Valley Interchange.



- A few people wondered when the Seven Oaks (exit 35) project would be completed.
- One person asked when there would be a project at Foothill/N Phoenix Rd/Rolling Hills.
- General interest was expressed regarding the re-opening of Barnett Road (currently closed for bridge replacement). Reopening scheduled for December 2009.
- Some wondered how the emission and VMT reductions would work and how they could occur.
- One person asked how the South Medford Interchange was functioning and why a design with two loops was chosen.
- A person involved in the trucking industry inquired about when the climbing lane project would happen (proposed for 2012).
- A question was posed as to what would happen with surplus property at the old South Medford Interchange (some of it will be surplus).
- One person complimented ODOT for good work with property owners on the Fern Valley Interchange project.

**Region 4: Total Public Attendees: 35**

Location	People Attending (Excluding ACT/ODOT hosts)
Redmond.....	16
Rufus.....	7
Klamath Falls.....	12

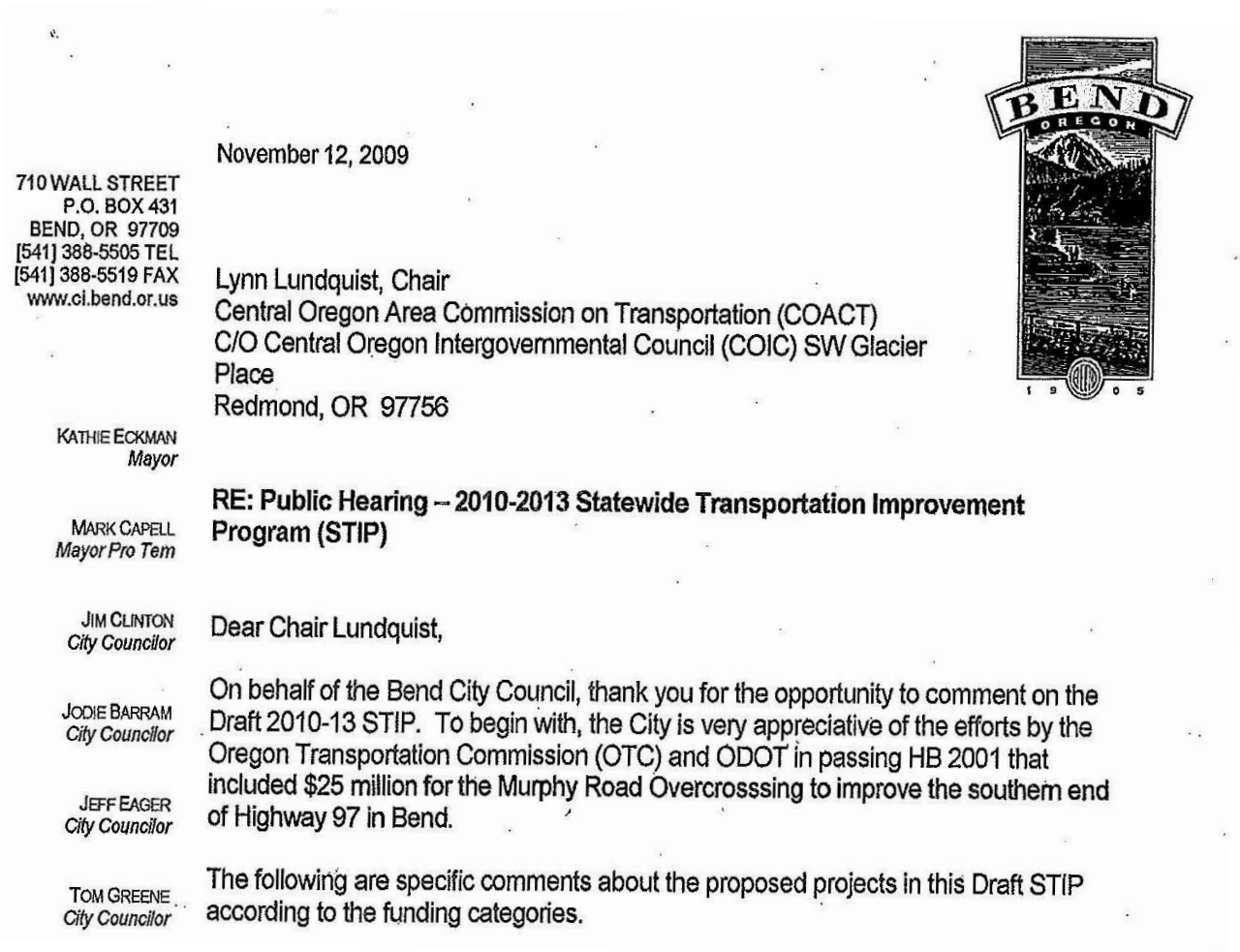
Three meetings were held for STIP public review in Region 4.

**REDMOND, November 12, 2009**

16 attendees

**Letters Received:**

Bend City Council; shown below



ORAN TEATER  
City Councilor

**Modernization Projects and supporting programs and documents:**

Key # 14215: Murphy Overcrossing \$23,400,000

**Comment**

City supports this project. Please clarify why the project amount is not \$25 million from ODOT

ERIC KING  
City Manager

Key #14020: US 97 Bend North Corridor Project: Phase 1 \$10,424,000

**Comment**

SONIA ANDREWS  
Finance Director

City supports additional funding for phase 1 for the alternative when it is defined in the current Environmental Impact Statement Process (EIS). This project is a high priority for the Bend MPO and should be considered a strong candidate for future modernization funding.

SANDRA L BAXTER  
Police Chief

LARRY HUHN  
Fire Chief

**Region 4 Potential Modernization Projects (presented at October 8 COACT TAC meeting)**

PATRICIA STELL  
City Recorder

Proposed Tier 2 Project List

US 97: Redmond – Bend median barrier and frontage roads –Phase 1 \$22 million

**Comment**

The City supports safety improvements on the Highway 97 corridor; however, the City recommends the \$22 million for the above Tier 2 project should be prioritized for the Cooley Road and Robal Road intersections. The Cooley and Robal Road intersections are consistently ranked as the highest SPIS locations in the Region and the City would like ODOT to focus on obtaining funding for improvements to these intersections before seeking funding for a median barrier and frontage roads from Bend to Redmond. An option is to focus on the highest crash locations from Bend to Redmond in order to reduce the \$22 million cost estimate while improving safety on the corridor.

Key #14213: Empire Extension \$11,000,000

**Comment**

Project funding needs to be revised

Key #15757: Reed Market Road \$8,690,000

**Comment**

Project funding needs to be revised

Please contact City staff about the revised project funding for the above two projects. Significant shortfalls in the Transportation Construction Fund have forced the City to revise the funding for these projects which is reflected in the current City Capital Improvement Program (CIP).

**Planning for Modernization Projects**

**Comment**

The City would like to review and provide comment on the Region 4 planning and project development program and budget. This review could also be done during COACT TAC meetings. Many planning projects are precursors to future STIP projects. The City would like input on this work. One project the City requests ODOT to fund is an access management project for the Bend Parkway that could include ramp metering.

**Transit Capital**

The City supports the following projects and funding:

Key# 16710	City of Bend 5310 purchase	\$100,000
Key# 16557	Bend Bus Stop Improvements	\$453,000
Key# 16556	Bend Vehicle Prevent. Maint.	\$75,000
Key# 15704	City of Bend Vanpool	\$116,000

The City requests clarification about the process and criteria for how the funds are spent for the following Transit Capital projects. The City would like to understand if these funds are available for Bend Area Transit projects.

Key # 14900	Region 4 Transit Support (STP transfer)
Key # 16246	" " "
Key # 16247	" " "
Key# 14899	" " "

**Transit Operations**

The City supports the following projects and funding:

Key # 16727	City of Bend JARC	\$200,000
Key # 13373	FFY2007 Transit Operations 5307	\$1,334,000

**Operations**

The City supports the following projects and funding:

Key# 13853	US 20 Signal Upgrades	\$1,000,000
Key# 14906	REG4 Trans. Demand Program for 2010	\$90,000

Key# 16342	REG4 Trans. Demand Manag. Program 2011	\$123,000
Key# 16245	Region 4 TDM Program for 2012	\$220,000

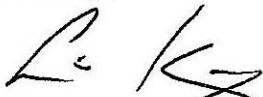
**Preservation**

The City supports the following preservation projects:

Key #14932	US 20 Purcell-Arnold Ice Caves	\$2,490,000
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Thank you for the opportunity to comment. Please contact Nick Amis, Transportation Engineering Manager or Tyler Deke, MPO Manager, if you have questions or need more information.

Sincerely,



Eric King, City Manager

CC: Councilors Capell, Eager, Greene; Mark Devoney, Gary Farnsworth - ODOT

**General Comments:**

Mike Johnson, Terrebonne/Smith Rock neighborhood home owner, made comments regarding the need for re-routing of truck traffic off of Smith Rock Way. He said that they developed an alternate shortened route that worked for the Oregon Truckers Association. He requested COACT consider adding this project to the STIP at some point. He said that all that remains to be completed would be straightening the curves at the O’Neil pit. He asked for an update on the status of the project, and who is taking ownership. Tom Blust said that County has participated in a number of meetings with ODOT and the aggregate producers. He said that the curves are the jurisdiction of ODOT. He said that the County has improvements to 19<sup>th</sup> Street on their list; in the short term the County plans to overlay their portion of the road. Longer term, the curves will be straightened as a component of the rail freight yard project. Gary Farnsworth said that cost estimates for the curves coming up the grade on the Crook County side that will help us clarify how to get the project funded. The process is under way, though construction funding has not been programmed yet.

Lynn Lundquist noted that the west end of the area is an issue, not just the curves. Dennis Luke said that this project is not on the back burner; the two counties are concerned and freight haulers want a solution. Mike Johnson said there are a lot of neighbors interested in what happens in this area.

**Public Hearing – 2010-2013 Statewide Transportation Improvement Program**

Chair Lynn Lundquist opened the public hearing.

Gary Farnsworth provided an update on the STIP process. He referred to attachment B, and noted that the full STIP is posted on the ODOT web site. He said copies are available upon request. He said that the ACTs are reviewing and taking comments. The public review process will take 2-3 months, with adoption taking place in the spring. Referring to the attachment he noted that new projects are listed in bold font, while the non-bolded projects are carry-overs from the previous STIP. He reviewed the document, noting that the STIP remains a draft. He said ODOT is open to suggestions, comments and proposed changes. He said that the COACT Technical Advisory Committee received and discussed this draft.

Dennis Luke asked what was included within the US 97 First Street (La Pine) project. Gary Farnsworth said that the project has a \$397,000 total cost, which includes \$200,000 for preliminary engineering and \$187,000 for right-of-way. He said that this is an estimate only at this point; a scoping analysis is needed. Cost share will also be needed on this project. He noted that the La Pine Industrial Group is interested in participating in a partnership for this project.

Scott Edelman asked why the Highway 126/Tom McCall Road project was not on the STIP list. Gary Farnsworth replied that it is not yet a defined project – a refinement plan is needed prior to STIP inclusion. Lynn Lundquist noted the importance of project planning processes in getting projects on the STIP.

Eric King discussed the TSM planning work on the Bend Parkway corridor and suggested adding these projects to the planning STIP. Gary Farnsworth suggested accessing SPR funding from ODOT as an alternative.

Representative Gene Whisnant asked if the \$1 million project cost for the US 97 First Street (La Pine) project is the total project cost. Bob Bryant replied that this project cost is for the planning phase and project development only. Representative Whisnant said that the project is a safety issue, with students using that intersection to get to the McDonalds. He said that he does not want to wait two more years for this problem to be addressed; moving forward on this project would be important for community safety. Dennis Luke said that the project is important; having the project on the STIP allows possible requirements to be placed on the Subway that is considering moving in, which would strengthen the project partnership.

Doug Ward said that he is encouraged that the project is on the STIP, since it is a tremendous safety issue for the community. He said that a hundred kids cross per day at this intersection, which lacks lights or crosswalks. He said that this is a high priority for the community and the City, and that the City is willing to do whatever it takes to complete the project. Representative Whisnant asked if the project could be moved higher on the list. Farnsworth replied that the projects are not listed in priority order; the list reflects all of the project work that will occur within the 4-year STIP period, and equals the region's funding allocation.

Eileen Stein asked if the project list will be prioritized further, either within COACT or along with the other Region 4 ACTs. Bob Bryant said that the STIP has been prioritized in the past, so that may be something to consider further.

Gary Farnsworth asked if there are any proposed changes to the Central Oregon STIP modernization project list. Nick Arnis said that there are minor changes needed on the City of Bend projects, and he will follow up with Gary after the meeting. Representative Whisnant asked about funding allocated to "various" locations. Gary Farnsworth replied that these line items reflect budgeted region-wide funding for specific purposes. These funds would be used across the 9 counties within Region 4.

Lynn Lundquist asked if there was any additional input. No additional input was offered. Lynn Lundquist closed the public hearing.

*Dennis Luke moved to endorse the 2010-2013 draft Statewide Transportation Improvement Program as presented. John Hatfield seconded. The motion was approved by consensus.*

**Discussions:**

- See General Comments

**RUFUS**, December 7, 2009

7 attendees

**General Comments:**

Dave Anderson inquired if additional projects could be added to the list. In response additional projects could be suggested. Gary Farnsworth explained the draft STIP is a ‘working’ document as changes are made to the list depending on project readiness and funding.

In response to where Key No. 16804: I-84 Rufus – Swanson Canyon project is located it is located on the other side of Philippi; and Sam Wilkins noted the other end of the project has just been completed.

In response to location of Key No. 15847 the project is a bridge deck overlay on bridge located on I-84.

Gary Farnsworth commented the 2010-13 STIP projects are carried over from year to year until completed.

Alana Aaron commented she will be meeting with Oregon Department of Transportation (ODOT) representatives out of Bend about exploring commuting projects within Mid Columbia Economic Development District’s (MECDD) service area. Noting there are several commute option programs already established in the Bend area to use as examples. She commented one of her goals is to do more education/marketing on commuting and carpooling options, availability and their impact.

Gary Farnsworth commented the State under goes a major update of the STIP every two years. Noting amendments are done all the time depending on funding, priorities and project readiness by the Oregon Transportation Commission (OTC). Alina Aaron commented she hopes to have a commute project identified in the first quarter of 2010; as transit development is a goal and involves working with counties in Washington State as well as Oregon per MECDD’s service area.

Gary Farnsworth noted Central Oregon ACT is looking at public transportation options also and considering new innovative ways for public transportation. He suggested it might be beneficial to have a representative provide a presentation about what they are doing at a future LJD ACT meeting. Alina Aaron commented she is trying to identify specific target groups currently. Cliff Jeff suggested there may be a possibility of partnering with seniors/disabled and veterans’ transportation services already being offered in the communities. Alina Aaron commented she is researching a federal feeder van program and how it works for viability in the area. She informed the group she is working on a demonstration project regarding commuting over the Hood River Bridge.

In response to Cliff Jett’s question about STIP funds being available to conduct feasibility studies, Gary Farnsworth stated usually feasibility work is done via grant programs not the STIP program. He added typically STIP funds are used for projects not evaluations.

Dave Anderson commented the Interchange Management (IM) plan is ramping up; as the County just approved a plan last week. He also stated there is a lot of interest in moving forward with the Webber Street plan and suggested the project be added to the STIP. Gary Farnsworth commented the Webber IM; would be a better fit for the federal planning program that the Region 4 Planning Manager Mark DeVoney oversees. The Chenoweth project was funded via federal funding program and Webber is a good fit for those funds as well. One way to ensure projects are added to the STIP is having other sources of funding that provide significant resources to the project.

Gary Farnsworth stated the first projects cut from the STIP when there are limited resources are facility plan type projects, and ODOT representatives have learned that those types of projects would be better fitted for the federal planning funds rather than the STIP. It was mentioned the City of The Dalles intends to make application to ODOT's Planning program (Transportation Growth Management) for the Webber project.

Suggestion was made to have Anna Javanovic and/or Mark DeVoney come and explain the planning program noting the program is more federal/fiscal with annual funds available.

Michael Weimar commented Gilliam County has concerns with several areas along Hwy 19 especially with anticipated wind development and adding to the STIP. The concerns have a safety impact and would result in re-alignment projects. It was suggested the wind companies be approached about providing assistance with road improvements as ODOT has limited funds available for the areas in question; however ODOT would be more than willing to partner with private companies and/or other government entities that have funding resources to advance projects more quickly. Sam Wilkins suggested the Hwy 19 concerns be added to a needs list. In response to question about there being any curves that would restrict wind projects; no, the biggest issue is traffic restrictions and safety concerns. Sam Wilkins commented it sounds like the areas in question would more than likely involve property acquisitions. ODOT agreed at a minimum to get the locations/sections on Hwy 19 on the needs list and ODOT will try to get the projects scoped.

Chair Judge Thompson called for any additional comments pertaining to the Public Hearing there being none he closed the hearing.

Motion was made by Mike Weimar seconded by Cliff Jett to accept the draft 2010-2013 State-wide Transportation Improvement Program list as presented for Lower John Day Area Commission on Transportation as included in Oregon Department of Transportation's Region 4. Motion carried.

**KLAMATH FALLS**, December 18, 2009

12 attendees

South Central Oregon Area Commission on Transportation Executive Committee meeting  
Excerpt from meeting minutes



## **Draft STIP Discussion**

This is the public review process for STIP. We are the last ACT to meet on this. Brad wanted to make sure whether there was Public available. There was no public. Brad asked Butch to lead the discussion.

Butch stated that he was just going to go over the South Central Oregon portion of the STIP and that anyone who had any questions regarding any other information on the STIP, he would get back to them. These items included proposed new additions to the STIP:

- OR 140 @ Washburn Way (K-Falls, Intersection Modernization Improvement);
- OR140: Curve correction at (MP43-45), this is the Beatty curve; HB141
- Klamath Falls Adaptive Signal Timing, Mike stated that this is software to control traffic signaling devices. Signal gets smart on a timed cue. Traffic signals talking with each other. Stated that it will assimilate during peak hours of travel, creating traffic efficiency. Stated that the current roadways are Crater Lake Parkway and South Sixth Street. Ernie asked if the modernization would replace the signals with looping cameras to these traffic signals. Butch stated that the loops are more time sensitive and that some would get replaced. The cameras are looking for vehicles and shadows. There was a question as to whether these adaptive signal /timing signals had been in place elsewhere in the state. Butch stated that yes, they are currently installed in Central Oregon in Redmond, OR. The Board wanted to know about the maintenance of these signals. This is pretty new technology even for ODOT so we are now learning about the maintenance on these signaling devices.
- OR39 @ Gettle (Klamath Falls) location current Dairy Queen. Intersection improvement. The fire signal. It will be an up to date fire signal to make it work more efficiently. Ernie was wondering if the fire station was on board as he has heard the fire department was looking to go out for a grant to make all fire stations one. That the fire station at Gettle would end up going away.
- US97: OR31 Hwy Jct – Crescent Ranger Station – this is a preservation project; widening of shoulders, preservation, upgrade curbs and sidewalks.
- OR 39: 6<sup>th</sup> St (Austin Ave)-Merrill/Lakeview Jct – Pavement Preservation.
- OR39: Matney-Merrill N City Limits Pavement preservation, T-up intersection, add right turn lane, decal lane.
- Region 4 (Chip Seal Projects on OR58 & US 97 Hwys) – Chip seal preservation projects on OR58 MP 70-85 & US 97 MP195-240. Tom asked what the difference was between chip sealing and just regular paving. Butch stated that it really came down to costs. Chip sealing cost less than paving. We will be doing a hot chip seal on Hwy 97 which will cost \$30,000. Whereas asphalt would cost about \$2,000 per feet.
- Chemult Train Station Welcome Center –
- OR 39: Link River Bridge – Deck Overlay, Repair cracked superstructure and substructure. The hardest part of this project is detouring traffic. This is something that we're looking into right now.

All the rest were already in the STIP. Butch talked about removing the old concrete, laying the latex will only take a couple of days before traffic can travel on it.

Jeff wanted to state that the longer passing lanes on Hwy 97 N were working great, but thought that we should add the longer passing lanes at other locations on Hwy 97 N. Butch stated that they already looking at extending at MP 220 and MP211 and that MP 180 has been added into the 5-year plan.

Brad asked to get an overview about the STIP and how we can get on the STIP. Butch stated that Lake County projects are already in the STIP. STIP=State Transportation Improvement Program. This committee (ACT) is set up to recommend projects important to the area, and when a funding source is determined, they become a part of the STIP. Preservation projects will be done by the District section. Operations comes out of the Regional section and Mod work comes from these committees making suggestions.

The Board entered discussion of a potential second release of State stimulus funds. The one thing that this ACT was adamant about was those passing lanes on 97. After we had the opportunity to use the ARRA funds up at Sand Creek, we have seen an immediate return. You should start seeing projects line up on the STIP. Brad noted in the past we've had discussion of curve corrections in Lake County, wondered if there was a windfall of federal funds for one those projects whether those projects could be on the STIP. Butch stated that it would have to be a pretty big windfall in order for it to be a consideration. Brad asked if a project is not on the STIP now it does not preclude getting a project on the STIP should the funding be there, right? Butch stated that that was correct. But the funding would have to be in place. Mike stated that they were looking at paving a large portion of Hwy 395, which has been difficult in getting funding. Some of these things will have a quick turnaround. Butch-the second stimulus that has passed the House but is waiting for Senate approval, we are looking at the Blizzard Gap paving, the Klamath County line at the Quartz Mountain. Have there been some changes for this next round for projects? Butch stated that there has been no need for ROW or utilities. He also stated that there have been a lot of projects that have been on the needs list we just have been unable to fund them. Brad stated that the first round was only projects that met the federal guidelines. It sounds as if these projects meet those federal guidelines through the second round of funding. The second round has the same guidelines, you have to get it out in 90 days. Which means you can't have any railroad conflicts, utility conflicts or ROW. It lines up for preservation. What was fortunate with the passing lanes was no ROW, no railroad or utility conflicts. We had already started some work on that one. Brad thanked Butch for his work on getting that done.

Jeff wanted to know if there would be pass-through to cities and counties. Butch stated that he couldn't tell him about the pass-through. We've only been looking at ODOT stuff. Still trying to get the 1<sup>st</sup> round of payments out. Jeff just wanted to know if the City should apply for those funds and Butch thought that it wouldn't be a bad idea. It still needs to pass the Senate and it just barely passed the House.

Stan stated that the Association of County Engineers was asked to put together a list for stimulus dollars, it is all the same rules as the first go around.

Al wanted to know about the Port of Entry – N/B lanes extending and closing Wocus Rd. Butch stated that it is no longer a part of the STIP. Then Mike stated that it is in the County STIP and is currently at 15 – 20 years down the line.

Mike stated that there is a 25% decline in Truck traffic on that portion of 97. Al stated that is because trucks are now using Old Fort Rd to bypass the scales. Christina stated that they are also using Clover Creek Rd.

**Region 5: Total Public Attendees: 28**

<b>Location</b>	<b>People Attending (excluding ACT/ODOT hosts)</b>
Boardman .....	3
La Grande.....	3
Baker City .....	3
Ontario .....	6
John Day .....	2
Burns .....	1
Pendleton.....	4
Enterprise .....	6

The North East and South East Area Commissions on Transportation (NEACT and SEACT) hosted a videoconference session on December 7<sup>th</sup> 2009, for public review of the Draft 2010-2013 STIP. The videoconference was telecast from Eastern Oregon University, in La Grande. Seven additional remote locations (Burns, Ontario, John Day, Pendleton, Enterprise, Boardman and Baker City) were on-line to participate in the videoconference. At least one ACT and one Region 5 representative was present at each on-line location.

**BOARDMAN**, December 7, 2009  
3 attendees

**General Comments:**

- Stated that the comments they had received from the general public were good ones.

**LA GRANDE**, December 7, 2009  
3 attendees

**No comments received.**

**BAKER CITY**, December 7, 2009  
3 attendees

**No comments received.**

**ONTARIO**, December 7, 2009

6 attendees

**General Comments:**

- Bret Turner submitted a written comment that Key No. 16783 was on the project list but not on the overall map. We verified that the project was on the map.
- Jim Jensen submitted another written comment saying that Key No. 14689 was reflected on the map but not on the project list. It was on the project list under Various counties instead of Malheur County.
- Dan Joyce submitted a comment saying that Key No. 14689 was on the map but not on the project list. It was on the project list under Various counties instead of Malheur County.

**JOHN DAY**, December 7, 2009

2 attendees

**General Comments:**

- One comment suggesting that the north bound limit on the 395 project be moved to support freight traffic. The project does now appear to include the area suggested for the NB limit.

**BURNS**, December 7, 2009

1 attendee

**No comments received.**

**PENDLETON**, December 7, 2009

4 attendees

**General Comments:**

**Comments forwarded by George Ruby:**

**Karen Pettigrew from the city of Boardman:** The city is close to completing work on their Main street IAMP, after which they will add Main street improvements to their TSP (widen over-crossing structure over I-84). The next step would be STIP consideration and working with NEACT.

Oregon Trail blvd. improvements are tied to the IAMP completion, TSP and STIP process. Could be a separate project or bundled with Main Street.

South Main Street improvements are also tied to the IAMP completion, TSP and STIP process. Could be a separate project or bundled with Main Street and or Oregon Trail blvd.

**Gerald Breazeale from the city of Irrigon** (as relayed by Judge Tallman): The city is close to completing work on their Highway 730 Downtown plan, after which they will add it to their TSP. The next step would be STIP consideration and working with NEACT.

The city of Boardman discussed with Judge Tallman, voting representation on NEACT, you can expect to hear more on this topic.

**Comments from Jeremy Morris relayed by Ken Patterson:**

Silver Creek Road and Greenhouse Lane Chipseal didn't show on map. This was because the construction for this project was obligated in September 09 and will not show in the 10-13 STIP. He also indicated an update to dollar amounts for OTIA Bundles 426 and 427. Those changes have since come through on CMRs from OBDP.

**ENTERPRISE**, December 7, 2009

6 attendees

**General Comments:**

- Written comment/question from Russ McMartin: “What is going to happen to repair or replace the bridges on Hwy 82 at Lostine and Wallowa? These two bridges were on the original OTIA III list.”

Frank Reading forwarded the question to Raymond Mabey and he answered Frank by email. Frank then responded 12/21/09 to Russ McMartin that the bridges referred to went to “No Work” after the load rating analysis and they will now be monitored as part of the standard HBRR program.



## **MOUNT HOOD NATIONAL PARK CAMPAIGN**

P.O. Box 83941 | PORTLAND, OREGON | 97283  
[www.mounthoodnationalpark.org](http://www.mounthoodnationalpark.org)

January 26, 2010

Jeffrey Flowers  
Oregon Department of Transportation (ODOT)  
123 NW Flanders  
Portland, OR 97209

RE: 2010-13 State Transportation Improvement Program (STIP)

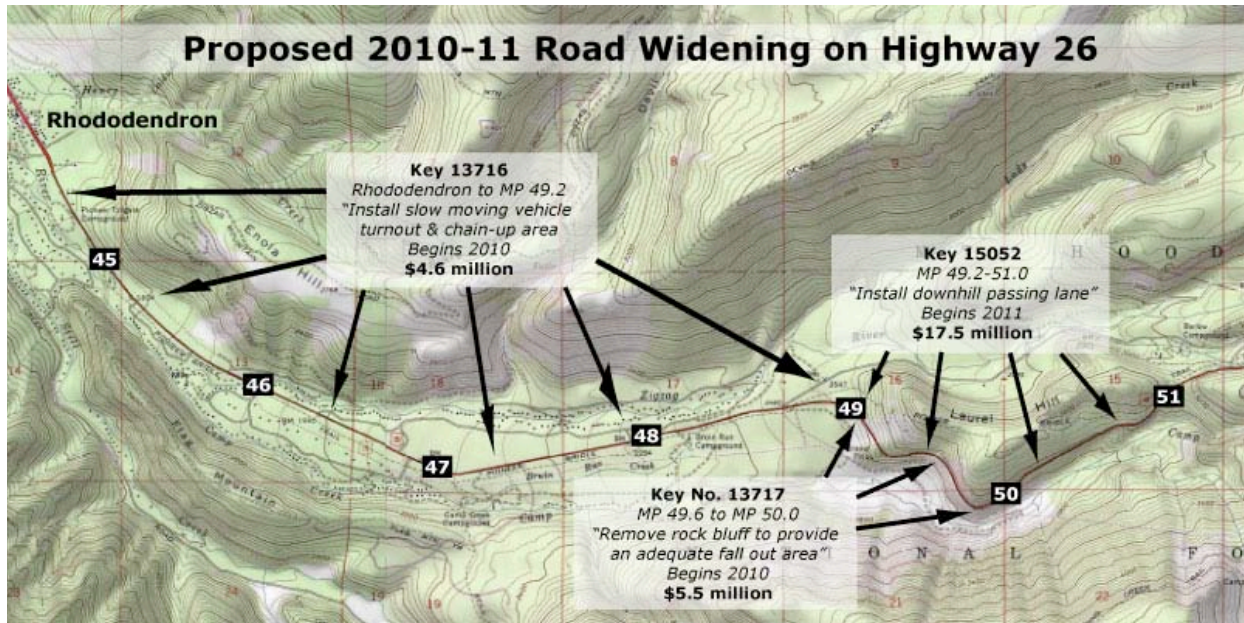
Dear Mr. Flowers:

I have reviewed the draft 2010-13 STIP and submit the following comments in opposition to projects #13716, #15052 and #13717 in the Laurel Hill area of Highway 26, near Government Camp (shown on the map that follows on the next page). These projects should be delayed because:

- the combined cost of more than \$27 million makes the projects a very expensive alternative at a time of state revenue shortfalls, when other sections of the corridor are in need of improvements and when much less costly solutions have not been reasonably explored
- newly designated wilderness areas (created in 2009) abut both sides of the corridor, and were not considered when these projects were first included in the 2008-11 STIP. The potential for added haze, noise and storm water impacts that the proposed widening projects could have on these federally protected areas should be fully evaluated before these projects are funded
- the visual impacts the projects would bring to the historic Laurel Hill area are irreversible and should be avoided, since other means for improving safety are available and have been offered to ODOT in its own studies

The fundamental problem with these projects, and other "widening for safety" projects built in the corridor over the past decade, is the lack of a guiding corridor plan for the Mount Hood Highway. Instead, these projects are allowing the roadway to be incrementally converted into much larger facility through piecemeal capacity increases under the guise of "safety". There has been no public dialogue on whether this profound change is the right direction for the larger corridor.

All three of the projects in question were included in the previous STIP, and are currently programmed for construction in 2010 and 2011. Two are described as safety projects (#13716 and #15052) and the third is a described as an operations project (#13717), though it seems to be driven by the road widening represented in project #15052. I have interpreted the location of these projects from the STIP descriptions in the following map:



This map also includes the STIP project descriptions, costs and milepost locations downloaded from ODOT, for reference. This compilation of ODOT information is the basis of the comments that follow.

### Widening For Safety?

The concept of "widening for safety" that has led to a number of capacity projects in the Mount Hood Corridor over the past several years is an outmoded approach, at best, and a backdoor strategy for modernization projects, at worst. This approach is the most costly, environmentally disruptive option available, and a questionable solution for the safety problems that exist in the corridor. Instead of funding more of these projects, I recommend that ODOT work with Clackamas County, the U.S. Forest Service and other stakeholders to develop a comprehensive safety action plan for the corridor that provides a menu and sequence of management strategies for addressing safety without the cost and impact of the proposed widening projects.

A good starting point for such a plan would be the 2009 Road Safety Audit conducted for this exact section of highway by Kittleson & Associates for ODOT. The audit suggestions include a number of modest system management tools that have not been employed in the corridor, and should be seriously considered. These include improve signage and localized sight distance improvements on blind corners. Notably, the safety audit does not suggest an additional lane in the Laurel



Hill section where project #15052 is proposed, and instead proposes much less costly, disruptive solutions.

The 2009 Kittleson safety audit also points to snow and ice as the main contributors to safety issues in this section of highway, suggesting that system management strategies would be a highly appropriate solution, since even on Mount Hood, snow and ice are intermittent conditions that can be managed effectively through speed controls, enforcement and traveler information.

More than half of the crashes in the Kittleson safety audit occurred during the three-month period of December-February, and more than half of all crashes occurred on the weekend. These findings underscore the obvious point that the bulk of traffic in this corridor during snow and ice season is generated from three local ski resorts, and thus the opportunity for providing traveler information in conjunction with speed or enforcement strategies is an especially straightforward option. An even better solution would be a meaningful TDM program to give skiers an alternative to driving the entire route to the resorts, especially during hazardous weather conditions.

The Kittleson audit also suggests reducing the posted speed in the Government Camp segment of Highway 26 to 45 mph, raising the question of whether it makes sense to simply extend the existing 45 mph zone (and safety corridor designations) through the length of the project area, from the current terminus at Rhododendron to Government Camp, terminating at Timberline Road.

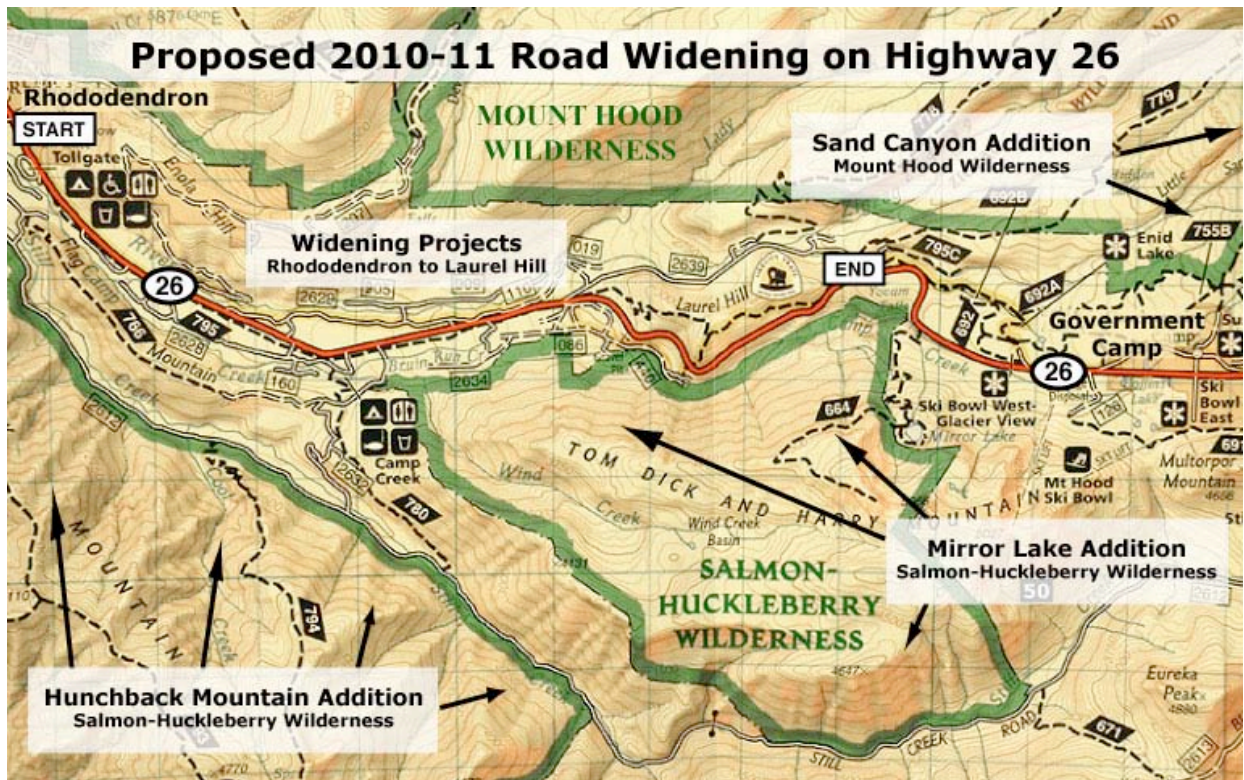
Enforcing this expanded 45 mph limit would result in skiers spending only an additional 90 seconds traveling the nine-mile section of Highway 26 from Government Camp to Rhododendron, compared to the current posted speed of 55 mph. This would seem a reasonable trade-off in the name of safety, especially compared to the costs and environmental impact of building downhill passing lanes on this mountainous section of highway.

#### New Wilderness Areas Not Considered

In 2009, wilderness areas around Mount Hood were significantly expanded, and the new boundaries now draw close to Highway 26 along the Laurel Hill grade, where the "safety" widening is proposed. The map on the following page shows the proximity of the new wilderness areas to the proposed highway widening projects in the Laurel Hill area.

The potential visual, noise, haze and storm water impacts of the proposed highway expansion on these areas were not considered when the projects were first included in the STIP in 2008, and the proposed widening projects in the area should be put on hold for this reason, alone. Highway noise already dominates the Tom Dick and Harry Mountain trail (No. 664 on the map, below), but now this popular hiking route is inside the new wilderness, raising the bar for ODOT in how it manages highway impacts. For example, more than a mile to the south and 1,500 feet above the Laurel Hill Grade, highway noise already meters at urban levels when trucks are

climbing the grade, as measured in July 2009. Therefore, before more capacity is added to this section of the Mount Hood Highway, ODOT should also have a mitigation plan in place that identifies impacted wilderness lands, establishes performance measures for how much additional noise is acceptable, as well as other environmental impacts resulting from road expansion.



Given the proximity to wilderness recreation trails, ODOT should also have a plan to ensure long-term access to roadside trailheads that serve as the primary access points into these wilderness areas before embarking on road widening or prohibiting parking where historic trailheads exist. Current efforts to close access to the Mirror Lake Trail in winter, for example, are headed in the opposite direction. Instead, ODOT should be looking for highway management and trailhead design strategies that embrace trail access for the travel public, not prevent it.

The most significant change resulting from the new wilderness is the added protection for Camp Creek, which now defines a wilderness boundary. Camp Creek should be a pristine mountain stream, but instead carries a surprising amount of trash, tires and sediments from the Mount Hood Highway. A plan for managing existing storm water runoff and other road debris from entering this stream should be in place before more capacity is added to the highway, since storm drainage improvements are already needed to protect the stream from highway impacts. Road widening would likely worsen these existing impacts on water quality.

Camp Creek has also been designated a spawning stream by the Oregon DEQ and Environmental Protection Agency from October through June of the water year, so

addressing water quality impacts in its current operations of the highway is an essential step for ODOT, even if proposed widening plans are dropped.

### Community Impacts and an Alternate Vision

Delaying the current road-widening proposals and taking a less costly approach to improving safety would also allow ODOT to more fully evaluate the effects that an ever-wider Highway 26 is having on the surrounding communities. The communities along the highway continue to struggle with the crush of ski traffic on weekends, and the highway is increasingly formidable for local residents to use.

In the long term, the solution to balancing highway travel needs with protection of natural resources and promoting the health of local communities along the Mount Hood Highway requires a long-range plan that can better guide ODOT decisions. Such a plan could establish an alternative vision for the Mount Hood Highway that truly stands the test of time, where the highway, itself, becomes a physical asset treasured by those who live and recreate on the mountain. Using the practice of context sensitive design, this should be the core principle of the new vision.

The very complexities and competing demands of the Mount Hood corridor make it a perfect pilot for such a planning effort, and one that would help forge a new framework for managing the highway in a way that could be a model for other rural corridors in Oregon. ODOT is also showing new awareness of the way in which transportation projects affect their surroundings, as evidenced by in recent bridge projects in the Columbia Gorge and in Government Camp, where context sensitive designs have created real assets to the community that also meet ODOT operational goals. A broader plan for the Mount Hood Corridor could build on these successes.

My request is for the Commission to postpone funding of the current slate of projects described in this letter, and take the needed time to develop a better plan, beginning with funding for a corridor planning effort. This work would engage public agencies and the many interested citizens who use this highway in setting a new direction for how it will be managed in the future.

Thank you for considering these comments.

Sincerely,

A handwritten signature in black ink, appearing to be 'Tom Kloster', written in a cursive style.

Tom Kloster  
Mount Hood National Park Campaign  
P. O. Box 83941  
Portland, Oregon 97283  
tom@mounthoodnationalpark.org