

BEFORE THE METRO COUNCIL

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

WHEREAS, the Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users (SAFETEA-LU) was adopted by Congress in2005; and

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

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

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

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

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

WHEREAS, at its meeting on \_\_\_\_\_, the Joint Policy Advisory Committee on Transportation recommended approval of the following; now therefore

BE IT RESOLVED that the Metro Council:

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

ADOPTED by the Metro Council this \_\_\_\_\_ day of January 2009.

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David Bragdon, Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney

**DRAFT #7**

**Portland Metropolitan Area  
Federal Transportation Authorization Policy Priorities**

**Implementing a Transportation Strategy for the 21<sup>st</sup> Century**

**Text that is highlighted is new since Dec. 11<sup>th</sup> JPACT Meeting**

December 31, 2008

**Introduction**

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

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

**Regional Strategy for Integrating Land Use and Transportation**

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

transit travel have established the Portland region in the position of best reducing greenhouse gases consistent with the national goal.

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

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

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

## **Priority Recommendations:**

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

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

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

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

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

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

## **Detailed Recommendations:**

### **I. Program Focus**

#### **A. Energy Security and Global Warming -**

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

#### **B. Clearly establish the National Interest -**

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

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

maintained in good condition and is operated in an efficient manner.

- Safety – ensure the multi-modal transportation system moves goods and people in a safe manner.

## **II. Program Funding**

### **A. Adequately fund the system –**

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

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

### **B. Take steps toward transitioning to a VMT fee**

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

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

To advance the concept, the Congress should:

- Set a six-year timetable to complete development of a new system so it can be implemented in the next authorization cycle.
- Fund research and development efforts to identify the best option and design the system and technology required to implement it.
- Create working groups within US DOT to develop the system and an independent policy oversight body with the responsibility and authority to make recommendations to Congress.
- Give the Secretary of Transportation authority to require equipment be placed in all new vehicles in order to speed transition.

### III. Program Direction

#### A. Metropolitan Mobility -

A Metropolitan Mobility Program should be established in the 50 largest metropolitan regions to ensure a focus on supporting the movement of goods and people in the metropolitan regions of the nation, which generate 60% of the value of US goods and services. An adequate transportation system is vital to continued productivity in our nation’s metropolitan areas and therefore the economic well being of the nation. Funds from the program should be distributed for use in metropolitan areas in partnership between metropolitan planning organizations, states, transit operators and local governments to implement a comprehensive set of strategies to manage demand, improve operations, and expand multi-modal capacity, while meeting goals for the reduction of greenhouse gases. Performance standards should be set and serve as the basis for certification of compliance with federal requirements in those areas. Coordination with agencies responsible for land use and natural resources should be mandatory.

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

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
I-205/I-5 Interchange	\$14.35	ODOT	OR-1
OR 99W/McDonald/Gaarde Intersection	\$4.50	City of Tigard	OR-1
I-205/Airport Way Interchange	\$20.00	Port of Portland	OR-3
172nd Ave. Improvements (Sunnyside Rd. to 177 <sup>th</sup> Ave.)	\$15.00	Happy Valley	OR-5
OR 213: I-205 - Redland Road (Jug Handle Project)	\$12.00	City of Oregon City	OR-5

OR 10 Farmington Rd. at Murray Blvd. Intersection Safety & Mobility Improvements	\$8.00	City of Beaverton	OR-1
Hwy 26/Shute Rd. Interchange	\$10.00	City of Hillsboro	OR-1
Bethany Overcrossing of Hwy 26	\$10.00	Washington County	OR-1
OR10: Olseon/Scholls Ferry Intersection	\$11.00	Washington County	OR-1
Walker Road: 158 <sup>th</sup> to Murray	\$10.00	Washington County	OR-1
Farmington Rd.: Kinnaman to 198 <sup>th</sup>	\$30.00	Washington County	OR-1
Hwy 99W/Sunset/Elwert/Kruger Intersection	\$2.50	City of Sherwood	OR-1
72 <sup>nd</sup> Ave.: Dartmouth St. to Hampton St.	\$13.00	City of Tigard	OR-1
Nimbus Extension from Hall Blvd. To Denney Rd.	\$15.40	City of Beaverton	OR-1

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

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
OR 213/Redland Road Lane Improvements	\$5.40	City of Oregon City	OR-5
Tooze Road Improvements	\$2.50	City of Wilsonville	OR-5
122 <sup>nd</sup> /129 <sup>th</sup> Ave. Improvements - Sunnyside to King Road	\$2.00	City of Happy Valley	OR-3

## B. Freight -

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

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

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

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
I-84/257 <sup>th</sup> Ave. Troutdale Interchange	\$20.00	Port of Portland	OR-3
Sunrise System Improvements	\$30.00	Clackamas County	OR-3
Kinsman Road Freight Route Extension Project, Phase I	\$10.50	City of Wilsonville	OR-5
Troutdale Reynolds Industrial Park Road Improvements	\$6.00	Port of Portland	OR-3
124 <sup>th</sup> Ave. Extension: Tualatin-Sherwood to Tonquin	\$8.00	Washington County	OR-1

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

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

**C. Managing the Existing System –**

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

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

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

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Regional Multi-Modal Safety Education Initiative	\$4.50	Metro	OR-1,3,5

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

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

#### D. System Management –

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

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

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

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

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

**E. Demand Management -**

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

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

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

**F. Transit Oriented Development -**

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

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

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

**G. Bridges -**

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

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

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

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

## H. Intercity Passenger Rail -

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

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

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Union Station Rehabilitation	\$24.00	City of Portland	OR-1

## I. Transit and Greenhouse Gases -

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

- Increase funding for transit as recommended by the National Commission from \$10.3 billion annually in FFY 2009 to a range of \$21 to \$32 billion. (Note: FFY 09 transit funding is \$8.3 billion from the trust fund, and \$1.98 billion from the general fund for new and small starts). Cover the current general fund portion of the total from an augmented trust fund.
- The Fixed Guideway Modernization program should increase from \$1.6 billion annually to between \$4 billion and \$6 billion; growing at a rate which reflects the addition of eligible rail miles throughout the nation and the aging of the nation's essential urban transit infrastructure.
- Increase the funding for Section 5307 Urbanized Area formula funds to reflect the growth in employment and the travel needs

of the demographic tsunami of aging citizens. Funding should be increased from \$4 billion to between \$8.5 billion and \$11 billion.

- Increase the New Starts overall funding from \$1.6 billion to a range of \$6 billion to \$11 billion annually; and Small Starts from \$200 million to \$500 million to \$1 billion annually.
- Turn the Section 5309 Bus and Bus Facilities into the ‘Very Small Starts’ competitive program per current FTA guidelines (which establishes minimum ‘warrants’ for cost effective bus investments), and combine it with other miscellaneous grant programs such as the intermodal terminals program. Increase funding from \$1 billion annually to between \$2 billion and \$3 billion.

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

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

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

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

**J. New Starts/Small Starts -**

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

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

<b>Project Description</b>	<b>Funding Request (\$millions)</b>	<b>Sponsor</b>	<b>Congressional Districts</b>
South Corridor Light Rail (\$80 m. in 2010, \$25 m. in 2011)	\$345.40	TriMet	OR-3
Eastside Streetcar Loop	\$75.00	City of Portland	OR-3
Portland to Milwaukie - New Starts	\$850.60	TriMet	OR-3
Portland to Lake Oswego Streetcar - New Starts or Small Starts	\$237.30	City of Lake Oswego/Portland/TriMet	OR-5
Columbia River Crossing - New Starts	\$750.00	ODOT/WSDOT	OR-3/WA-3
Portland to Tigard and Sherwood/99W/Barbur Blvd. Alternatives Analysis		City of Tigard/TriMet	OR-1
Hillsboro to Forest Grove Alternative Analysis		City of Forest Grove/TriMet	OR-1
East Metro North South HCT Alternative Analysis		City of Gresham/TriMet	OR-3
Light Rail to Oregon City Alternative Analysis		Clackamas County/TriMet	OR-5
Portland Streetcar Planning and Alternatives Analysis	\$5.00	Portland/Gresham	OR-3

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

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

**K. Walking and Cycling -**

A number of converging trends – increasing gas prices, worsening congestion, growing health problems related to inactivity, climate change – all argue for increasing our national commitment to active transportation. Safer and more convenient on-street routes and off-street trails lead to substantial increases in mode share for walking and cycling, which, in addition to addressing the issues cited above, also reduces wear and tear on our nation’s aging infrastructure. Metro, working with government and nonprofit partners throughout the region, has convened a Blue Ribbon Committee for Trails that is developing strategies to create the most complete urban trails network in the US. The Rails to Trails Conservancy (RTC) has launched a “2010 Campaign for Active Transportation” that aims to double federal funding for walking and biking infrastructure in the upcoming federal transportation authorization bill. The City of Portland and Metro took the lead in submitting a “case statement” to the RTC that includes a list of projects that illustrate the potential impact of walking and cycling investments. Congress should support the RTC’s proposal to invest at least \$50 million in each of 40 metropolitan areas in the US as a means to substantially increase mode share for cycling and walking.

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

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

If the authorization bill does not implement the Rails-to-Trails Conservancy Proposal, the region is seeking from the “High Priority Projects” earmark category:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Congressional District 1 Trails/Bikepath Program	\$5.00	Washington County & Cities	OR-1
Congressional District 3 Trails/Bikepath Program	\$5.00	Portland/Gresham	OR-3
Congressional District 5 Trails/Bikepath Program	\$5.00	Clackamas County & Cities	OR-5

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

<b>Project Description</b>	<b>Funding Request (\$millions)</b>	<b>Sponsor</b>	<b>Congressional Districts</b>
<b>Multnomah County</b>			
SW Capitol Hwy: Multnomah to Taylors Ferry	\$10.00	City of Portland	OR-1
Gresham/Fairview Trail, Phase 4/5	\$6.10	City of Gresham	OR-3
<b>Clackamas County</b>			
French Prairie Bike-Ped-Emergency Bridge Over Willamette River	\$12.60	City of Wilsonville	OR-5
Springwater to Trolley Trail - 17 <sup>th</sup> Avenue from Ochoco to McLoughlin Blvd.	\$3.20	NCPRD/City of Milwaukie	OR-3
Mt. Scott Creek Trail - Mt. Talbert to Springwater Corridor	\$4.60	NCPRD/Happy Valley	OR-3
Scouter's Mt. Trail - Springwater/Powell Butte to Springwater	\$7.37	NCPRD/Happy Valley	OR-4
Phillips Creek Trail - I-205 Trail to N. Clackamas Greenway	\$2.27	NCPRD/Clackamas County	OR-5
Monroe Bike Blvd.	\$2.00	City of Milwaukie	OR-3
Iron Mtn. Bike Lanes - 10 <sup>th</sup> St. to Bryant Rd.	\$3.80	City of Lake Oswego	OR-3
Carmen Drive Sidewalk and Bike Lanes from Meadow Rd. to I-5	\$1.70	City of Lake Oswego	OR-3
Pilkington Sidewalk and Bike Lanes from Boones Ferry to Childs Rd.	\$5.25	City of Lake Oswego	OR-3
<b>Washington County</b>			
Westside Regional Rail Trail		Washington County	OR-1
Council Creek Regional Trail: Banks to Hillsboro	\$5.25	Washington County	OR-1
Tonquin Trail/Cedar Creek Corridor	\$2.50	Washington County	OR-1

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

<b>Project Description</b>	<b>Funding Request (\$millions)</b>	<b>Sponsor</b>	<b>Congressional Districts</b>
Sandy River Trail Connections	\$5.00	Multnomah County	OR-3
SE 122 <sup>nd</sup> Ave. Sidewalk Construction	\$2.12	City of Portland	OR-3
High Priority Trail Projects in Washington County	\$1.00	Washington County	OR-1
17 <sup>th</sup> Avenue Trolley Trail - Springwater Connector	\$3.36	City of Milwaukie	OR-1
French Prairie Bike-Ped Emergency Bridge over Willamette River, Wilsonville	\$2.10	City of Wilsonville	OR-5
I-84/Sandy River Bridge Trail Connections	\$5.00	ODOT/Metro/Troutdale/Mult. Co.	OR-3
SW Vermont St./Capitol Highway - 30 <sup>th</sup> Ave. Intersection Reconfiguration	\$1.71	City of Portland	OR-1

## **L. Highway Project Delivery -**

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

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

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

## **M. Critical Highway Corridors -**

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

Any project to address the Columbia River Crossing will depend on this program for funding and should not be expected to be funded through the customary federal funding formulas to states and metro areas. The Columbia River Crossing Project is a model for this funding program and advances the region’s strategy of implementing targeted highway improvement programs, aggressively expanding transit, managing

demand, particularly through peak period pricing and managing the operation of the system. Implementation of this strategy is carried out through the following key elements:

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

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

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

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

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

## N. Urban Highway Design Standards –

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

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

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

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

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

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

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

- Orphaned or Abandoned Highways – It is common for an old arterial-type state highway to be functionally inadequate for through traffic due to the development pattern that has been established over time. In many cases, these state highways were bypassed by higher speed limited access facilities. In these circumstances, the old state highway generally falls into a state of disrepair since it no longer is of highest priority for the state transportation department. A program could be established to transfer these facilities from the state agency to the local government in recognition of their defacto function as a local facility. Funding should be provided to bring the state highway to an urban street standard in exchange for a transfer of ownership.
- Green Infrastructure – One of the biggest sources of polluted stormwater run-off is from streets and highways. Since state and local governments are under the federal mandate of the Clean Water Act to address this issue, there should be further assistance through the federal transportation program to

develop green infrastructure approaches, including stormwater infiltration design guidelines, research and development of improved green techniques, funding eligibility for green techniques and performance monitoring to evaluate the effectiveness of these techniques over time.

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

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

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

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Kellogg Creek Bridge Replacement	\$1.50	City of Milwaukie	OR-1
Beaver Creek Culvert Replacement Project	\$6.00	Multnomah County	OR-5

## O. Research

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

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

The Portland region benefitted by this action by the designation of the Oregon Transportation Research and Education Consortium (OTREC) as one of the University Transportation Centers. This is a consortium of Portland State University (PSU), Oregon State University, University of Oregon and Oregon Institute of Technology, housed at PSU. Through this research center, the policy direction and programs that the Portland region are implemented are greatly improved through the application of independent and credible research capabilities which have been upgraded through the federal support for the program. This federal research connection also serves to communicate these Portland region-based research topics to the rest of the country for their implementation.

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

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

## Regional Project Requests

### Criteria

Projects must include a narrative describing how it is consistent with the region's integrated land use and transportation strategy – the 2040 Growth Concept (see narrative page 1).

Project must be in the financially constrained RTP.

The project request must be deliverable within the 6-year timeframe of the legislation.

The jurisdiction making the request must be prepared to deliver a logical project or project phase in the event of receipt of less than the requested amount. The project must be capable of being scaled down to have a smaller phase fit within the earmark or supplemented by the local government to make up the shortfall.

For requests for project planning or engineering or a partial funding request for construction, the jurisdiction should provide a financial strategy on how the ultimate project construction will be funded.

In light of the on-going development of the RTP and the likely 1-2 year period that will be required for Congress to adopt new authorization legislation, an adopted project list should remain flexible to be reexamined in the future.

The final project list should be adopted as part of the region's priorities. It should include:

1. Priorities adopted by the Oregon Transportation Commission. Note: projects that the region recommended that the OTC consider as part of their priorities that the OTC does not include may be considered for inclusion under #4 below.
2. Priorities for New Start and Small Start Programs for continued implementation of the region's light rail, streetcar and bus rapid transit system consistent with the Federal Transit Administration's project development process and the upcoming High Capacity Transit System Plan. TriMet and Metro to recommend the list for JPACT's consideration.
3. Support for reauthorization through the research section of the bill of the Oregon Transportation Research and Education Consortium (OTREC).
4. Priorities for local projects to be funded through the "highway" component of the bill based upon the following guidelines:
  - a. The three counties will organize the priorities for the jurisdictions within each county.
  - b. Each county and their respective cities will endeavor to submit a list that is reasonable in the size of the overall request.
  - c. Each counties' and their respective cities lists will be prioritized at least to the level of top third, middle third and bottom third.
  - d. Metro requests should be for programs of region wide benefit.

## AUTHORIZATION PRIORITIES

Map Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Purpose	Program Category	Priority
<b>Northwest National Highway Project</b>							
	Columbia River Crossing Project	\$400.00	ODOT and WSDOT	OR-3/WA-3	Design/ROW/Construction	Project of National Significance	
<b>Oregon Transportation Commission Priorities</b>							
	I-84/Central Multnomah County ITS	\$3.00	City of Gresham	OR-3		System Management	
	I-205/I-5 Interchange	\$14.35	ODOT	OR-1	Construction	Metropolitan Mobility	
	OR 99W/McDonald/Gaarde Intersection	\$4.50	City of Tigard	OR-1		Metropolitan Mobility	
	I-205/Airport Way Interchange	\$20.00	Port of Portland	OR-3	Construction	Metropolitan Mobility	A
	I-84/257th Ave. Troutdale Interchange	\$20.00	Port of Portland	OR-3	Construction	Freight	A
	Sunrise System Improvements	\$30.00	Clackamas County	OR-3	ROW/Construction	Freight	
<b>Transit Priorities</b>							
<b>Projects under Construction:</b>							
	South Corridor Light Rail (\$80 m. in 2010, \$25 m. in 2011)	\$345.40	TriMet	OR-3	Construction	New Starts	
	Eastside Streetcar Loop	\$75.00	City of Portland	OR-3	Construction	Small Starts	
<b>Projects in Development:</b>							
	Portland to Milwaukie - New Starts	\$850.60	TriMet	OR-3	PE/Final Design/Construction	New Starts	
	Columbia River Crossing - New Starts	\$750.00	ODOT/WSDOT	OR-3/WA-3	PE/Final Design/Construction	New Starts	
	Portland to Lake Oswego Streetcar - New Starts or Small Starts	\$237.30	City of Lake Oswego/Portland/TriMet	OR-5	PE/DEIS/FEIS	New or Small Starts	
<b>Projects that may begin Development:</b>							
	Portland Streetcar Planning and Alternatives Analysis	\$5.00	Portland/Gresham	OR-3	Planning/Alternatives Analysis	Small Starts	
	Portland to Tigard and Sherwood/99W/Barbur Blvd. Alternatives Analysis		City of Tigard/TriMet	OR-1	Planning/PE	New Starts	
	Hillsboro to Forest Grove Alternative Analysis		City of Forest Grove/TriMet	OR-1	Planning/PE	New Starts	
	East Metro North South HCT Alternative Analysis		City of Gresham/TriMet	OR-3	Planning/PE	New Starts	
	Light Rail to Oregon City Alternative Analysis		Clackamas County/TriMet	OR-5	Planning/PE	New Starts	
<b>Bus-related Improvements:</b>							
	Wilsonville SMART Fleet Services Facility	\$7.00	City of Wilsonville/SMART	OR-5	Construction	Transit	A
	SMART Bus Replacements (\$2.7 million per year/6-years)	\$16.20	City of Wilsonville/SMART	OR-5	Acquisition	Transit	B
	Wilsonville SMART Offices/Administration Facility	\$1.50	City of Wilsonville/SMART	OR-5	Construction	Transit	C
	TriMet Buses (\$15.4 million per year/6-years)	\$92.40	TriMet	OR-1,3,5	Acquisition	Transit	
	West Metro HCT Bus Rapid Transit Alternatives Analysis		Washington Co./TriMet/Metro	OR-1	AA	Transit	
	Central East HCT Bus Rapid Transit Alternatives Analysis		City of Gresham/TriMet/Metro	OR-3	AA	Transit	
<b>Other Transit Improvements:</b>							
	College Station TOD (at PSU)	\$10.00	PSU/TriMet	OR-1	Construction	Transit Oriented Development	
	Gresham Civic Neighborhood Station/TOD/Parking Structure	\$5.00	City of Gresham	OR-3	Acquisition	Transit Oriented Development	
	Union Station Rehabilitation	\$24.00	City of Portland	OR-1	Construction	Intercity Passenger Rail	
	Prototype Diesel Multiple Unit (commuter rail vehicles)	\$5.00	TriMet	OR-1,3,5	Engineer/manufacture	Transit	
<b>Demand Management and System Management</b>							
	Regional Arterial Management Program (signal system coordination)	\$12.00	Metro	OR-1,3,5	PE/Construction	System Management	A
	Drive Less Save More Marketing Pilot Project	\$4.50	Metro	OR-1,3,5	Marketing	Transportation Demand Management	A
	Regional Multi-Modal Safety Education Initiative	\$4.50	Metro	OR-1,3,5	Planning/Implementation	Managing the Existing System	A
	Transit Station Area Connectivity Program to promote transit oriented development	\$20.00	Metro	OR-1,3,5	PE/ROW/Construction	Transit Oriented Development	A
<b>Transit Priorities</b>							
	Non-Motorized Mobility Strategy (on and off-street bike paths)	\$75.00	Metro	OR-1,3,5	PE/ROW/Construction	Trails/Bicycle/Pedestrian	A
	Congressional District 1 Trails/Bikepath Program	\$5.00	Washington County & Cities	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian	A
	Congressional District 3 Trails/Bikepath Program	\$5.00	Portland/Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian	A
	Congressional District 5 Trails/Bikepath Program	\$5.00	Clackamas County & Cities	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian	A

Map Number	Project Description	Funding Request (\$Millions)	Sponsor	Congressional District	Purpose	Program Category	Priority
<b>Road, Street and Bridge Priorities</b>							
<b>Clackamas County Jurisdictions</b>							
	Sunrise System: Parkway Demonstration Project	\$30.00	Clackamas County	OR-3	Planning	Parkway	A
	172nd Ave. Improvements (Sunnyside Rd. to 177th Ave.)	\$15.00	Happy Valley	OR-5	ROW/PE	Metropolitan Mobility	A
	Kellogg Creek Bridge Replacement	\$4.00	City of Milwaukie	OR-3	Construction	Green Infrastructure	A
	Downtown Milwaukie Station Streetscape	\$5.00	City of Milwaukie	OR-3	Construction	Blvd./Main Streets	A
	OR 213: I-205 - Redland Road (Jug Handle Project)	\$12.00	City of Oregon City	OR-5	PE/Construction	Metropolitan Mobility	
	Kinsman Road Freight Route Extension Project, Phase I	\$10.50	City of Wilsonville	OR-5		Freight	A
<b>Multnomah County Jurisdictions</b>							
	Rockwood Town Center	\$10.00	City of Gresham	OR-3	PE/Construction	Transit Oriented Development	
	Main Street Ped. & Streetscape Improvements (5th St. to Division)	\$2.20	City of Gresham	OR-3	PE/Construction	Blvd./Main Streets	
	Troutdale Reynolds Industrial Park Road Improvements	\$6.00	Port of Portland	OR-3	Construction	Freight	A
	Portland Citywide Bicycle Boulevard Construction	\$25.00	City of Portland	OR-1,3	PE/ROW/Construction	Trails/Bicycle/Pedestrian	A
	East Burnside/Couch Couplet, NE 3rd Ave. to NE 14th Ave.	\$6.00	City of Portland	OR-3	PE/Construction	Blvd./Main Streets	A
	102nd Ave. St. Improvement: Project Phase II - NE Glisan to SE Washington St.	\$5.00	City of Portland	OR-3	Construction	Blvd./Main Streets	A
	SW Capitol Hwy: Multnomah to Taylors Ferry	\$10.00	City of Portland	OR-1	PE/Construction	Trails/Bicycle/Pedestrian	A
	Tabor to the River/SE Division St. Reconstruction, Streetscape & Green Infrastructure Project	\$4.50	City of Portland	OR-3	PE/Construction	Green Infrastructure	A
	Sellwood Bridge on SE Tacoma St. between Hwy 43 & SE 6th Ave.	\$100.00	Multnomah County	OR-3,5	Construction	Bridges	A
<b>Washington County Jurisdictions</b>							
	OR 10 Farmington Rd. at Murray Blvd. Intersection Safety & Mobility Improvements	\$8.00	City of Beaverton	OR-1	ROW/Construction	Metropolitan Mobility	A
	Nimbus Extension from Hall Blvd. To Denney Rd.	\$15.40	City of Beaverton	OR-1	Construction	Metropolitan Mobility	B
	Hwy 26/Shute Rd. Interchange	\$10.00	City of Hillsboro	OR-1	PE/ROW	Metropolitan Mobility	A
	124th Ave. Extension: Tualatin-Sherwood to Tonquin	\$8.00	Washington County	OR-1	Preliminary Engineering	Freight	A
	Bethany Overcrossing of Hwy 26	\$10.00	Washington County	OR-1	Construction	Metropolitan Mobility	A
	OR10: Olseon/Scholls Ferry Intersection	\$11.00	Washington County	OR-1	ROW	Metropolitan Mobility	B
	Walker Road: 158th to Murray	\$10.00	Washington County	OR-1	Construction	Metropolitan Mobility	B
	Farmington Rd.: Kinnaman to 198th	\$30.00	Washington County	OR-1	Construction	Metropolitan Mobility	C
	Hwy. 99W/Sunset/Elwert/Kruger Intersection	\$2.50	City of Sherwood	OR-1	Construction	Metropolitan Mobility	B
	72nd Ave.: Dartmouth St. to Hampton St.	\$13.00	City of Tigard	OR-1	Construction	Metropolitan Mobility	B
<b>Research</b>							
	Oregon Transportation Research & Education Consortium (OTREC)	\$16.00	PSU/UO/OSU/OIT	OR-1,2,3,4,5	Research	Research	A
<b>Regional Support for Transit Priorities Outside Metro</b>							
	City of Sandy Transit	\$1.50	City of Sandy	OR-3	Acquisition	Transit	A
	Canby Area Transit	\$1.25	City of Canby	OR-5	Acquisition	Transit	
	South Clackamas Transit	\$0.75	City of Molalla	OR-5	Acquisition	Transit	

**\*Note: The region is supporting the Rails-to Trails Conservancy's (RTC) proposal to establish a program to invest \$50 million in each of 40 areas to substantially increase biking and walking. Both Metro and Portland have submitted a "Case Statement" to RTC to be a designated area. If this approach is successful, the \$75 million request would be through this program. If this is not successful, a Bikepath & Trails earmark in each of the Congressional Districts of \$5 million each is requested through the "High Priority Projects" category. The bikepaths and trails listed below are the ones under consideration to be funded depending upon funding level.**

<b>Clackamas County Jurisdictions</b>					
	French Prairie Bike-Ped-Emergency Bridge Over Willamette River	\$12.60	City of Wilsonville	OR-5	Trails/Bicycle/Pedestrian
	Springwater to Trolley Trail - 17th Avenue from Ochoco to McLoughlin Blvd.	\$3.20	NCPRD/City of Milwaukie	OR-3	Trails/Bicycle/Pedestrian
	Mt. Scott Creek Trail - Mt. Talbert to Springwater Corridor	\$4.60	NCPRD/Happy Valley	OR-3	Trails/Bicycle/Pedestrian
	Scouter's Mt. Trail - Springwater/Powell Butte to Springwater	\$7.37	NCPRD/Happy Valley	OR-4	Trails/Bicycle/Pedestrian
	Phillips Creek Trail - I-205 Trail to N. Clackamas Greenway	\$2.27	NCPRD/Clackamas County	OR-5	Trails/Bicycle/Pedestrian
	Monroe Bike Blvd.	\$2.00	City of Milwaukie	OR-3	Trails/Bicycle/Pedestrian
	Iron Mtn. Bike Lanes - 10th St. to Bryant Rd.	\$3.80	City of Lake Oswego	OR-3	Trails/Bicycle/Pedestrian
	Carmen Drive Sidewalk and Bike Lanes from Meadow Rd. to I-5	\$1.70	City of Lake Oswego	OR-3	Trails/Bicycle/Pedestrian
	Pilkington Sidewalk and Bike Lanes from Boones Ferry to Childs Rd.	\$5.25	City of Lake Oswego	OR-3	Trails/Bicycle/Pedestrian
<b>Multnomah County Jurisdictions</b>					
	Gresham/Fairview Trail, Phase 4/5	\$6.10	City of Gresham	OR-3	Trails/Bicycle/Pedestrian
<b>Washington County Jurisdictions</b>					
	Westside Regional Rail Trail		Washington County	OR-1	Trails/Bicycle/Pedestrian
	Council Creek Regional Trail: Banks to Hillsboro	\$5.25	Washington County	OR-1	Trails/Bicycle/Pedestrian
	Tonquin Trail/Cedar Creek Corridor	\$2.50	Washington County	OR-1	Trails/Bicycle/Pedestrian

## FY '10 APPROPRIATIONS PRIORITIES

Map Number	Project Description	Funding Request (\$Millions)	Sponsor	Congressional District	Source of Federal Funds	Purpose	Program Category
<b>Northwest National Highway Project</b>							
	I-5 Columbia River Crossing	\$3.00	ODOT & WSDOT	OR-3/WA-3	Interstate Maintenance Discretionary	PE/Final Design/ROW	Project of National Significance
<b>Regional Transit Priorities</b>							
	South Corridor Light Rail	\$80.00	TriMet	OR-3	FTA 5309 New Starts	Construction	New Starts
	Eastside Streetcar Loop	\$25.00	City of Portland	OR-3	FTA 5309 Small Starts	Construction	Small Starts
	Portland to Milwaukie Light Rail	\$25.00	TriMet	OR-3	FTA 5309 New Starts	Final Design/ROW	New Starts
	Portland to Lake Oswego Streetcar	\$4.00	City of Lake Oswego/TriMet/Metro	OR-5	FTA 5339 Alternatives Analysis	DEIS/FEIS	New Starts/Small Starts
	Next Corridor Alternatives Analysis	\$1.00	Metro	OR-1,3,5	FTA 5339 Alternatives Analysis	AA	New Starts
	TriMet Bus Replacement	\$15.40	TriMet	OR-1,3,5	FTA 5309 Bus & Bus Facilities	Acquisition	Transit
	Wilsonville SMART Fleet Services Facility	\$1.20	City of Wilsonville/SMART	OR-5	FTA 5309 Bus & Bus Facilities	Construction	Transit
<b>Regional Bike, Pedestrian and Trail Priorities</b>							
	SE 122nd Ave. Sidewalk Construction	\$2.12	City of Portland	OR-3		Construction	Trails/Bicycle/Pedestrian
	High Priority Trail Projects in Washington County	\$1.00	Washington County	OR-1			Trails/Bicycle/Pedestrian
	17th Avenue Trolley Trail - Springwater Connector	\$3.36	City of Milwaukie	OR-1			Trails/Bicycle/Pedestrian
	French Prarie Bike-Ped Emergency Bridge over Willamette River, Wilsonville	\$2.10	City of Wilsonville	OR-5			Trails/Bicycle/Pedestrian
	I-84/Sandy River Bridge Trail Connections	\$5.00	ODOT/Metro/Troutdale/Mult. Co.	OR-3		Final Design/Construction	Trails/Bicycle/Pedestrian
<b>Roads, Street and Bridge Priorities</b>							
	Springwater Industrial Area Phase I Access	\$5.00	City of Gresham	OR-3		PE/ROW/Construction	Freight
	SW Vermont St./Capitol Highway - 30th Ave. Intersection Reconfiguration	\$1.71	City of Portland	OR-1		Construction	Trails/Bicycle/Pedestrian
	OR 213/Redland Road Lane Improvements	\$5.40	City of Oregon City	OR-5		PE/Construction	Metropolitan Mobility
	Tooze Road Improvements	\$2.50	City of Wilsonville	OR-5		ROW/Construction	Metropolitan Mobility
	Kellogg Creek Bridge Replacement	\$1.50	City of Milwaukie	OR-1		Construction	Green Infrastructure
	122nd/129th Ave. Improvements - Sunnyside to King Road	\$2.00	City of Happy Valley	OR-3		PE/ROW	Metropolitan Mobility
	124th Ave. Extension: Tualatin-Sherwood to Tonquin	\$4.00	Washington County	OR-1		PE	Freight
	SW Farmington Road Arterial Adaptive Signal Control	\$0.67	City of Beaverton	OR-1		Construction	System Management
<b>Regional Support for Transit Priorities Outside Metro</b>							
	City of Sandy Transit	\$0.60	City of Sandy	OR-3		Acquisition	Transit
	Canby Area Transit	\$0.60	City of Canby	OR-5	FTA 5309 Bus & Bus Facilities	Acquisition	Transit
	South Clackamas Transportation District Bus Facility	\$0.60	SCTD/Molalla	OR-5	FTA 5309 Bus & Bus Facilities	Acquisition	Transit
<b>Non Transportation Bills</b>							
	Columbia River Channel Deepening Project	\$25.00	Port of Portland		Energy & Water	Construction	Freight
	Beaver Creek Culvert Replacement Project	\$6.00	Multnomah County	OR-5	Fish & Wildlife	Construction	Green Infrastructure
	Willamette Locks	\$2.00	Clackamas County	OR-5	Army Corps of Engineers	Inspection and Repair	Managing the Existing System
	Sandy River Trail Connections	\$5.00	Multnomah County	OR-3	National Scenic Area Act	Construction	Trails/Bicycle/Pedestrian