



WASHINGTON COUNTY OREGON

January 3, 2010

TO : Washington County Coordinating Committee
FROM : Andrew Singelakis, Director
Land Use and Transportation
SUBJECT: **WCCC MEETING AGENDA**

DATE: **Monday January 10, 2011**
TIME: **12:00 PM – 1:30 PM**
PLACE: **Beaverton Library Conference Room
12375 SW Fifth Street -- Beaverton**

A G E N D A

1. Visitors comments
- * 2. Approval of Minutes – December 6, 2010 Action
- * 3. Regional Position on Federal STA Discussion
Reauthorization and 2012 Appropriations
Presenter: Mark Brown, Washington County
- * 4. FY2012 Federal Appropriations Priorities Action
Presenter: Mark Brown, Washington County
5. MPAC Agenda Information
Presenter: Keith Mays, Mayor, Sherwood
- * 6. JPACT Agenda and Work Program Information
Presenters: Roy Rogers, BCC, Washington County;
Craig Dirksen, Mayor, Tigard
- * -- Regional Flexible Funds Allocation process Discussion
7. Other Business Information
-- Agency Monthly Updates
* -- WCCC Transportation Advisory Committee Agenda
* -- Next WCCC meeting agenda, draft

The next regular WCCC meeting is scheduled for Monday February 7, 2011. If you have any questions, please call me at 846-8740.

* Material enclosed in packet

WASHINGTON COUNTY COORDINATING COMMITTEE
POLICY GROUP MINUTES
December 6, 2010

Voting Members:

Roy Rogers, Washington County
Sam Locklin, City of King City
Pete Truax, City of Forest Grove
Keith Mays, City of Sherwood
Jef Dalin, City of Cornelius
Brian Biehl, City of Banks

Chuck Van Meter, City of Durham
Rob Dixon, City of Hillsboro
Tim Knapp, City of Wilsonville
Monique Beikman, City of Tualatin
Brian Biehl, City of Banks
Gretchen Buehner, City of Tigard

Others in Attendance:

Andrew Singelakis, Washington County
Mark Brown, Washington County
Gus Duenas, City of Tigard
Rob Foster, City of Forest Grove
Gary Stockhoff, Washington County
Clark Berry, Washington County
Andy Back, Washington County
Traci Shirley, Washington County
Roland Signett, City of Durham
Ernie Platt, HBA
Dave Waffle, City of Cornelius
Mary Manseau, CPO 7
Hal Bergsma, THPRD

Steve Kelley, Washington County
Judith Gray, City of Tigard
Lise Glancy, Port of Portland
Don Odermott, City of Hillsboro
Mike McKillip, City of Tualatin
Kathryn Harrington, Metro Council
Doug Menke, THPRD
Marc San Soucie, Beaverton City Council
Tom Pessemier, City of Sherwood
John Leeper, Citizen
Denzil Scheller, Hillsboro Chamber
Tim McGilvrey, CPO 4M

Roy Rogers called the meeting to order at 12:04 PM.

Agenda Item 1 -- Visitors Comments:

John Leeper thanked WCCC members for their time and service. He added that, other than Roy Rogers, it was a shame that 200,000 people in unincorporated Washington County had no representation at the WCCC.

Tim McGilvrey, Citizen from CPO4M, asked that a Washington County Active Transportation Committee be established. He was concerned that a bridge on North Dakota Street was an accident waiting to happen. The bridge was located between two apartment complexes and had a lot of foot traffic. Mr. McGilvrey wanted to encourage the county to lower the speed limits on that section of North Dakota and possibly install a reader board.

Agenda Item 2 -- Approval of Minutes: Minutes from the November 1, 2010 meeting were approved unanimously.

City of Hillsboro Traffic Impact Fee Request -- City of Hillsboro: The WCCC unanimously approved a request from the City of Hillsboro to use their TIF funds for improvements at Brookwood Avenue and Baseline Road. Rob Dixon added the project request was actually a MSTIP project supplemented by the City of Hillsboro. He noted that it was a good example of inter-jurisdictional cooperation.

Roy Rogers noted that, after more than seven years, this would be Sam Locklin's last meeting. He had represented King City well. Sam Locklin added the City of King City would continue to

be represented on the WCCC, but that person had yet to be determined. He stated the City of King City had never felt small as a member of the WCCC.

Agenda Item 5 – 2010 Transportation Development Tax Annual Report:

Steve Kelley noted the TDT Annual Report was now available for review. Copies could be picked up today or could be viewed on the county web site. He informed the WCCC that the TDT Annual Report was now a fiscal year, rather than a calendar year, report. Only activities for the fiscal year are reported. Due to the poor economy, the report doesn't reflect as much activity as initially expected.

Agenda Item 4-- FY 2012 Appropriations Requests:

Roy Rogers explained that the process of determining priorities for transportation Appropriations had begun early this year. The recommendations before the WCCC were staff recommendations that listed important projects in Washington County. The list had not yet been vetted by the Policy Group. The WCCC could make recommendations based on the information presented, or continue the decision until the January meeting.

Mark Brown stated it was hard to know what would happen with Appropriations at the federal level. FY 2011 Appropriations still had not been approved and it was not known how FY 2012 requests would be received. JPACT representatives will make their annual trip to Washington D.C. in March to present a regional list of projects for funding consideration. County staff developed a list of projects and was directed by Metro to select no more than two projects for the regional list. The four projects currently listed should be narrowed down to two by the January meeting. He invited jurisdictions to submit news on their projects or feedback on issues with the scoring.

John Valley, from Senator Jeff Merkley's office, stated there may be a continuing resolution on FY 2011 Appropriations. There may be a short extension to the first of the year, or a longer extension through September 2011. If the September extension is approved, items that have been earmarked with approved funding would lose their status. The Senate did not pass a moratorium on earmarks for FY 2012 Appropriations. The House and the President are not in favor of earmarks, but no formal action on the decision has been made by the House. Senator Merkley was against the moratorium on earmarks.

Lise Glancy announced that the Port of Portland was giving up its second request spot to the City of Hillsboro for the Hwy 26/Brookwood interchange. Rob Dixon added this would take Hillsboro out of the second request spot for Washington County. He believed that Wilsonville's 95th/Boones Ferry/Commerce Circle request would be a strong candidate for the second spot. The project is in the recommended expense range and it results in a completed project.

Gretchen Buehner asked John Valley if the earmark moratorium will stick. John replied that he was not sure what would happen with Appropriations. With the President and the House against appropriations, there was a strong chance there would be no earmarks.

Roy Rogers asked John how the Oregon Senators might allocate earmarks if they would be available. John replied that the WCCC regional prioritization was important. It was also important that the projects are "capstone" rather than "cornerstone" projects. The impact to the community and partnerships between jurisdictions would also be evaluated. He asked that he be made aware of requests from jurisdictions in advance of their submission.

Keith Mays asked if a Continuing Resolution was expected by the end of the month. John replied there were two possibilities; a short resolution through January or a long resolution through September that would result in a "Clean" bill. He invited WCCC members to call him if they had any questions.

Roy Rogers asked Kathryn Harrington what mix of project types Metro would be looking for on their regional list. Kathryn responded that the Metro Council had not discussed this issue. She added there were no guarantees and she did not know the ramifications of the results from last year. Roy interjected that he did not want to have all of the projects for Washington County in one modal category if the Metro Council intended to focus on a different set of categories. Jeff Dalin suggested a short list of projects, with one or two projects in each category. He noted that all projects take time and require a lot of discussion. If a project is put on the list, it won't be "new" if it stays on the list year after year.

Tim Knapp stated the scoring for Wilsonville's 95th/Boones Ferry/Commerce Circle project should be higher for criteria #2, #6, and #9. He added that although the money already spent by Wilsonville is not shown, the project design is complete and ready to build. Impacts of the project reach far beyond Wilsonville into Tualatin. He noted that Wilsonville and Tualatin are working jointly on this project and it would serve the needs created by the industrial lands expansion of 2002-2004. This is a critical first piece to accessing these lands.

Andrew Singelakis suggested taking the entire list to Metro, but highlight two WCCC preferred projects. Marc San Soucie stated that it was good to have projects in each project category. He added that the Hwy. 217 project was also a good freight category project with Beaverton, Tigard, and Tualatin. He asked what would happen with the FY 2011 requests if the Appropriations were not made and if that would affect the FY 2012 list. Roy answered that submitted projects are not taken off the list.

Peter Truax stated that the City of Forest Grove was working with freight interests on joint passenger/freight aspects of the Forest Grove HCT request. He believed the scoring for criterion #6 should be higher because Forest Grove has the right-of-way as the local match. He added that Hwy. 47 and Pacific Avenue are crucial to Forest Grove, Cornelius, and western Washington County for the movement of people and freight. He had some additional comments on the OR 47/Pacific Avenue project, but would hold them for another meeting.

Mark Brown reminded the WCCC that meetings were taking place around the region as other jurisdictions were developing their regional Appropriations lists. More information will be known by the January meeting on how other jurisdictions are presenting their projects to Metro. He added that Metro also has possible requests to submit for the Barbur/99W HCT and Active Transportation projects that could influence the Washington County list of requests. Roy Rogers suggested putting projects in categories for the January meeting and reviewing the processes other jurisdictions used for their project requests.

Agenda Item 6 – MPAC Agenda and Work Program:

Keith Mays informed the WCCC the MPAC meeting had been cancelled.

Agenda Item 7 – JPACT Agenda and Work Program:

Mark Brown informed the WCCC that the memo on Reauthorization going to JPACT for discussion had small modifications from the letter in their packet. JPACT will have a policy discussion and review six to seven major project areas that will be part of Reauthorization.

Mark asked members to contact him if there were significant areas that need to be discussed at JPACT. He added that the Reauthorization bill is struggling for approval and would probably not pass the new Congress. Mark noted that the Reauthorization was huge for national-level infrastructure policy, and depending on funding levels, could result in substantial funding for Washington County.

Agenda Item 8 – Other Business:

Performance-based Planning Initiative: Mark Brown stated that the Performance-based Planning Initiative is a subset of the Transportation for America initiative. The Initiative overlaps some of the policy emphasis in Andy Cotugno's draft Regional Priorities for Federal Transportation Legislation paper prepared for the Washington D.C. trip. Mark did not propose the WCCC endorse the position, but wanted the members to be aware of the information. Rob Dixon believed Oregon was already doing performance-based planning. He asked if there was value in sending a letter showing support from all of the members. Rob believed Oregon was in a better position than other states to take advantage of the Initiative. Lise Glancy added that, given the number of vehicles and freight served by the Columbia River Crossing project, it was very important to the economic well-being of Washington County.

MSTIP Status: Andrew Singelakis informed the WCCC that, due to two new members of the Board of Commissioners who need to be briefed, the MSTIP discussion would take place later than initially expected. The proposal was tentatively scheduled to go to the County Administrator's Office in late February or early March of 2011. The WCCC could expect to see the information back in the spring.

There being no other business, the meeting was adjourned at 12:53 PM.



Andrew Singelakis, Secretary
Washington County Coordinating Committee
Pg120610



WASHINGTON COUNTY

OREGON

January 3, 2011

To: WCCC TAC Members

From: Mark Brown, Interim Assistant Director *MB*

Subject: **Regional Position on Federal Surface Transportation Act (STA)
Reauthorization and 2012 Federal Appropriations**

Attached please find a draft of the 2012 Federal Priorities Resolution and attachments expected to be sent to JPACT members for action on January 13. Metro staff is in the process of revising these documents. We will bring a final version to your January 10 meeting.

Attachment

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING A)	RESOLUTION NO. 11-XXXX
REGIONAL POSITION ON THE)	
AUTHORIZATION OF A SURFACE)	Introduced by Councilor Carlotta Collette
TRANSPORTATION ACT IN THE US)	
CONGRESS AND APPROVING REGIONAL)	
TRANSPORTATION PRIORITIES FOR)	
FEDERAL FISCAL YEAR 2012)	
APPROPRIATIONS)	

WHEREAS, the House Transportation and Infrastructure Committee of the 111th Congress introduced a new authorization bill entitled the Surface Transportation Act of 2009; and

WHEREAS, in anticipation of the new authorization bill the Metro Council, with support from the Joint Policy Advisory Committee on Transportation (JPACT), endorsed a comprehensive statement of policy priorities by 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" adopted on January 22, 2009; and

WHEREAS, by Resolution No. 10-4124; the Metro Council adopted on February 11, 2010 an endorsement of the Surface Transportation Act of 2009 and prioritized key sections; and

WHEREAS, the 112th Congress will convene in January, 2011 and is expected to undertake a new initiative to adopt a federal transportation authorization bill; and

WHEREAS, the region has continued to refine both policy and project recommendations based on the adopted policy direction; and

WHEREAS, on _____ JPACT recommended approval of this resolution; now therefore

BE IT RESOLVED that the Metro Council:

1. Encourages Congress to adopt a bold new transportation authorization bill demonstrating a clear commitment to investing in a multi-modal transportation system in support of prosperous and livable metropolitan communities; and
2. Endorses the authorization policy framework as reflected in Exhibit A entitled "Strategic Policy Direction: Invest boldly in transportation to spur economic recovery;" and
3. Endorses the overall project framework as reflected in Exhibit B entitled "Strategic Project Direction: Focus on broadly supported high-priority projects;" and
4. Endorses specific projects to consider for funding through the new authorization bill as reflected in Exhibit C; and
5. Endorses projects to consider for funding through the FY 2012 transportation appropriations bill as reflected in Exhibit D.

ADOPTED by the Metro Council this _____ day of January, 2010.

Tom Hughes, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Strategic Policy Direction: Invest boldly in transportation to spur economic recovery

America's transportation system is running on fumes. It is time for Congress and the Administration to stop limping along, act boldly and adopt a new transportation authorization bill. The Portland metro area, like most parts of the country, is suffering with high unemployment, low job growth and below average wages leading to both negative consequences for the community and difficult budget conditions for public agencies.

Investing in transportation is a key strategy for stimulating economic recovery and will produce both short-term construction jobs and long-term prosperity with the public investment in infrastructure leveraging significantly more private investment in development. This, in turn, will contribute to deficit reduction as economic growth generates healthier tax revenues at both the federal and state levels. Since economic conditions continue to languish at levels not seen since the Great Depression, a strong transportation initiative is called for as a means of creating economic recovery rather than waiting around for the recession to play itself out. While a continued general fund subsidy to the highway trust fund may be a possible short-term action, it is only a stop-gap measure; a real six-year bill should be adopted with increased funding levels to address the nation's extensive immediate needs and build a solid foundation for long-term prosperity.

- **Adopt a six-year Authorization Bill**

The new authorization bill is now more than a year overdue and, at best, will be two years overdue before a new bill is enacted. It is essential that the Congress prioritize adoption of an authorization bill because all aspects of transportation, including planning, programming of funds, construction and reconstruction and operations and management, are long-term initiatives and require more funding stability. It often takes many years to plan, engineer and assemble funds for projects. This is much more difficult and expensive to plan and schedule without funding stability at the federal level.

In addition, the six-year authorization bill plays an important role in setting national transportation policy. Congress must clarify key aspects of policy direction to enable states, regions and local governments to take the necessary steps to implement.

- **Increase the program in the next six-year authorization bill**

There is a clear need to increase the level of funding in the next authorization bill. In the past two years, the level of appropriations has not been supported by Highway Trust Fund receipts and the General Fund has been used to backfill. In addition, there is a clear need to meet increasing multi-modal demands and address a backlog of projects needed to reach a state of good repair. The President's Deficit Reduction Commission has recommended a \$.15 gas tax dedicated to the highway trust fund to eliminate the need for continued subsidy from the General Fund. This is a level sufficient to fully fund existing programs without a general fund subsidy.

- **Protect key existing policy interests**

The past three authorization bills have significantly advanced the region's agenda, particularly with the flexibility provided through the Surface Transportation Program (STP), the Congestion Mitigation Air Quality Program (CMAQ), the Transportation Enhancement Program and the New Starts Program. Through these programs the region has been able to advance an impressive array of projects and programs across all modes in support of the region's 2040

Growth Concept. In the current political climate, it is possible that these or other key programs could be put on the table. Of particular concern is the region's commitment of STP and CMAQ funds through 2027 for construction of the Portland to Milwaukie light rail and project development for Portland to Lake Oswego and the Southwest Corridor. Similarly, the Oregon Transportation Investment Act was predicated on long-term commitments of federal Highway Bridge Repair and Replacement Program funds. It is important that these programs be retained and, if possible, expanded rather than reduced or eliminated in the name of narrowing the scope of national interest.

There is some talk of reducing the federal transportation program down to the funding level supportable by the existing highway trust fund focused on aspects of the bill that are of clear national interest, such as the Interstate system. However, defining this narrow a policy direction in a new authorization bill is misguided since the intercity/interstate components of the system are built and the big demand for expansion are within metropolitan areas. The region should strongly advocate for ensuring the federal program supports a multi-modal urban transportation system and not return to the bias toward funding urban highway expansion.

In addition, talk of reducing the federal transportation program down to the funding level supportable by the existing highway trust fund is coupled with a greater reliance on tolling and Public Private Partnerships to make a more significant funding contribution. However, studies carried out by ODOT indicate that Public Private Partnerships can be a more expensive approach due to the need to build in private sector profits and are only feasible in limited high traffic volume locations. Furthermore, the application of congestion pricing may be an effective tool to manage peak hour congestion, the application in the peak hours do not generate significant amounts of revenue for construction of expanded facilities.

- **Priority authorization bill policy/program direction**

While the Surface Transportation Act of 2009 will die as the 111th Congress adjourns, it provides a template for a new authorization bill to be taken up by the 112th Congress. Programs of interest to the Portland region are:

- Creation of a new Metropolitan Mobility and Access Program
- Significant program improvements and substantial increased funding in the New Starts and Small Starts Programs
- Creation of a new competitive "Projects of National Significance" Program from which the region would seek the federal share supporting the highway elements of the Columbia River Crossing Project
- Creation of a new Freight Improvement Program
- Implementation of a national High Speed Rail Program
- Strong linkage to a climate change policy direction
- Incorporation of a "practical design" directive
- 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"
- Consolidation of several smaller programs into a new Critical Access (transit) Program
- Consolidation of several smaller programs into a comprehensive Safety Program

- **Other supportive legislative proposals**

Related proposals with strong ties to federal transportation policy and funding should also be supported either through separate legislation, through linkages in the transportation authorization bill, or both. Of particular interest are:

- The Livable Communities Act of 2010, which would formalize the partnership between HUD, DOT and the EPA and support projects that integrate transportation, economic development, housing affordability and environmental concerns.
- The Active Communities Transportation Act (The ACT Act), which would create a competitive funding for more aggressive investment in bike and pedestrian facilities.
- Climate change legislation recognizing the component related to transportation emissions and reconciling transportation and energy policy.

Strategic Project Direction: Focus on broadly supported high-priority projects

The environment for successfully earmarking transportation projects in Congress has deteriorated in recent years and it appears it will deteriorate further in the coming year. Furthermore, in this environment, the region's approach of providing a long list of projects that is not prioritized has not proven successful. The strategy described below calls out those projects/program areas that involve a much broader regional approach, requiring action through both the authorization bill (for both programmatic eligibility and project earmarking) and the appropriations bill. Finally, these projects/programs involve significant activity to develop the projects, are dependent upon broad regional support from stakeholders and are based upon leveraging the federal funding request with state, regional and local funding commitments (including commitments of regionally allocated federal funds such as STP and CMAQ). Since it is not clear what direction the Congress intends to pursue regarding earmarks, it is important that the region finalize its project-specific earmark requests as supplemental requests in the event earmarks are considered.

1. Portland to Milwaukie Light Rail and the HCT Pipeline

The Portland region has aggressively implemented a regional high capacity transit system and the role of the federal government has been very significant to this success. To carry this out, the region has generally followed the approach of keeping a series of projects moving through the "pipeline" from planning to engineering to construction. As one project is built, another can move into the construction phase. In turn, as one moves from engineering to construction, another can move from planning to engineering. By following this "Pipeline" approach, the region has been able to maximize the receipt of federal funds. This has required the region to be disciplined in clearly defining priority corridors, recognizing the system has to be implemented one corridor at a time.

In the authorization bill, it is important that the New Starts program be retained, expanded in funding in recognition of the increased need nationally, and improved in its administration to ensure it recognizes the full array of benefits to mobility, land use, economic vitality, air quality and social equity. In the appropriations bills, incremental funding earmarks are important to match state, regional and local funds to keeping planning and engineering progressing to facilitate advancing each corridor to construction. For the next decade, the region's priorities are clear and federal assistance through earmarks in the authorization bill and appropriations bills will be needed to advance:

- Portland to Milwaukie into construction;
- The New Starts component of the Columbia River Crossing project into construction;
- Portland to Lake Oswego from planning to engineering and then to construction;
- Southwest Corridor into planning, then engineering and finally into construction.

The region's New Starts agenda is also very compatible with and should leverage the Administration's Livable Communities Partnership between USDOT, HUD and EPA and would benefit from passage of the Livable Communities Act of 2010. With this policy direction under development at the federal level, it is important that the region make every effort to demonstrate how federal investment leverages the broader interests relating to land use, the environment and livable communities.

Small Starts - The region should continue to advocate for a Small Starts program, providing a more streamlined approach to smaller, cost-effective rail and bus projects. Within this

program, the region will advance segments of streetcar and Bus Rapid Transit projects.

2. Columbia River Crossing Project

Implementation of the Columbia River Crossing Project is a significant undertaking involving two states, two MPOs, two transit districts and multiple units of local government. The project is comprised of an integral package of replacing the existing bridge with a new 10-lane structure, reconstructing the interchanges within a 5.5 mile bridge influence area, extending light rail from Portland to Vancouver, Washington, constructing a "world-class" bike and pedestrian system and implementing a comprehensive demand management program including peak-period pricing as both a demand management tool and a financing tool. This project will significantly reduce congestion on the West Coast's most important trade corridor, improve access to the region's two international ports and major industrial areas, reduce the number of crashes on a dangerous section of road, more than double transit ridership, and foster redevelopment opportunities on Hayden Island and downtown Vancouver. The funding strategy for the project entails use of toll revenues, funding from the Oregon and Washington Legislatures and a federal contribution in some form.

In order to bring in additional federal resources without competing with the other regional priorities, it is important to implement a federal legislative strategy to establish a funding program that recognizes the unique national significance of the Columbia River Crossing. At this point three possibilities are emerging to seek a minimum of \$400 million:

- Creation of a Projects of National Significance Program allowing the unique circumstances to be the basis for a competitive grant application;
- Establishment of a national infrastructure bank to take on a share of the revenue risk by providing access to low cost debt financing to be repaid through toll revenues; and/or
- Earmarking by the Oregon and Washington congressional delegations in the authorization bill and multiple appropriations bills.

3. Sellwood Bridge

Replacement of the Sellwood Bridge has progressed through planning and environmental studies to the point of selecting a preferred alternative and developing a financing plan. This critical project is one of the most structurally deficit bridges in the state with a rating of 2 out of 100. The proposed replacement will improve safety, provide an excellent bike/pedestrian facility, accommodate future streetcar, restore bus service and reinforce the Sellwood Main Street.

The financing plan includes substantial commitments from the State of Oregon, City of Portland and Multnomah County with funding provided through the Oregon Jobs and Transportation Act of 2009 and increased vehicle registration fees from Multnomah and Clackamas Counties. The final increment of this complex funding program is needed through federal assistance via the authorization bill, multiple appropriations bills and/or competitive grant solicitation such as the recent TIGER program.

4. Active Transportation

The region is pursuing a more aggressive approach to building out its planned bicycle and pedestrian system in support of providing more mobility choices, community livability and environmental sustainability through a comprehensive approach to federal, state, regional and

local funding. Because of the diverse set of program objectives, funding is being pursued from sources that are provided for transportation purposes, parks and open spaces and community development. The approach is to follow the "light rail model" and define a set of large-scale increments of the system that provide a complete traveling experience rather than the random small segment associated with a road project. Significant work has been done to define the overall system and the increments of the system that serve as a phasing strategy. This approach provides the region with the basis for a disciplined approach to moving these system increments through a planning, engineering and construction pipeline using multiple funding approaches, including through federal authorization and appropriations earmarks. At the federal level it is particularly important to the region to maintain and increase existing sources through the Surface Transportation Program (STP), the Congestion Mitigation Air Quality Program (CMAQ), and Transportation Enhancements and to expand access to federal funding through the Active Community Transportation Act introduced by Congressman Blumenauer.

For the next 3-5 years, priority corridors to advance through planning, engineering, permitting and construction with multiple funding sources including federal authorization and appropriations earmarks are as follows:

1. Sullivan's Gulch Corridor
2. N/NE Portland Active Transportation Network
3. Portland to Milwaukie Active Transportation Corridor
4. The Crescent Connection: Fanno Creek Regional Trail/Beaverton Creek Regional Trail
5. Lake Oswego to Portland Active Transportation Corridor

5. High Speed Rail

Amtrak's Portland to Seattle service is one of the top passenger rail routes in the nation, with four daily roundtrips serving more than 170,000 riders in the third quarter of 2010. Washington has received hundreds of millions of dollars in federal high speed rail funding to improve the corridor, allowing the addition of another train and also improving reliability and reducing travel times.

To reach this corridor's full potential, improvements are also needed on the Oregon portion of the corridor, where the congested Portland "rail triangle" slows the movement of passenger and freight trains and limits the ability to increase the number of passenger trains. The 2003 I-5 Rail Capacity Study developed a series of proposed improvements that would help unclog the rail triangle, benefiting both passenger trains as well as freight trains moving Oregon products to national and international markets. Over the years, a number of these projects have been funded through *Connect Oregon*, congressional earmarks, and Recovery Act formula funds provided to Oregon. ODOT also received funding from the Recovery Act's high speed rail program to develop two key projects in the Portland rail triangle (North Portland Junction - \$19.4 million and Willbridge - \$5.9 million). Continued funding for the High Speed and Intercity Passenger Rail Program will ensure that these two projects and a number of other important improvements can be completed in order to speed the flow of freight and passengers.

Federal funding could also improve service between Portland and Eugene. With just two roundtrips a day, this portion of the Northwest passenger rail corridor serves a smaller number of riders, but ridership has grown by one-third since 2007. ODOT used \$38 million of their Recovery Act funding allocation to acquire a new train set, thereby ensuring service can continue to improve between Portland and Eugene. In addition, ODOT received High Speed Rail funds and is launching a corridor EIS that will determine whether to improve service on the

existing Union Pacific mainline, shift to a parallel shortline, or develop a new corridor. When completed, this EIS will offer a vision for how Oregon can improve passenger rail service by increasing the frequency of trains, improving on-time performance, and reducing travel times.

Finally, the City of Portland is in the midst of a multi-year, phased project to upgrade the main Oregon train station, Union Station. A recent grant award of High Speed Rail funding will allow the upgrade to continue to make progress but there is a need for \$35 million to complete the project.

6. TIGER and other grant solicitations

There is a clear trend within USDOT toward more federal highway and transit discretionary grant opportunities as part of a movement away from earmarking. As such, the region should evaluate these opportunities as they become available for implementing this federal strategy and the project priorities adopted by this Resolution. To the extent that future grant criteria allow for competitive project applications, JPACT and the region should consider endorsing specific applications that further this priority direction while not restricting the possibility of applications beyond this set of priorities.

FY 2012 Authorization Priorities

Map Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Purpose	Program Category
Metropolitan Mobility						
	I-205/I-5 Interchange	\$2.00	ODOT	OR-1	Construction	Metropolitan Mobility
	OR 99W/McDonald/Gaarde Intersection	\$5.00	City of Tigard/ODOT	OR-1	PE/ROW/Construction	Metropolitan Mobility
	I-205/Airport Way Interchange	\$10.00	Port of Portland/ODOT	OR-3	Construction	Metropolitan Mobility
	172nd Ave. Improvements (Sunnyside Rd. to 177th Ave.)	\$15.00	City of Happy Valley	OR-3	ROW/PE	Metropolitan Mobility
	OR 213/Redland Road Lane Improvements	\$8.60	City of Oregon City	OR-5	PE/Construction	Metropolitan Mobility
	OR 10 Farmington Rd. at Murray Blvd. Intersection Safety & Mobility Improvements	\$8.00	City of Beaverton	OR-1	ROW/Construction	Metropolitan Mobility
	US 26/Brookwood-Helvetia Interchange	\$25.00	City of Hillsboro	OR-1	ROW/Construction	Metropolitan Mobility
	Bethany Rd./ West-side Trail Overcrossing of Hwy 26	\$7.50	Washington County	OR-1	ROW	Metropolitan Mobility
	OR10: Oleson/Scholls Ferry Intersection	\$18.50	Washington County	OR-1	ROW	Metropolitan Mobility
	Walker Road: 158th to Murray	\$8.00	Washington County	OR-1	Construction	Metropolitan Mobility
	Farmington Rd.: Kinnaman to 198th	\$30.00	Washington County	OR-1	Construction	Metropolitan Mobility
	Hwy. 99W/Sunset/Elwert/Kruger Intersection	\$2.50	City of Sherwood	OR-1	Construction	Metropolitan Mobility
	72nd Ave.: Dartmouth St. to Hampton St.	\$13.00	City of Tigard	OR-1	Construction	Metropolitan Mobility
	SW Capitol Hwy: Multnomah to Tavlors Ferry	\$10.00	City of Portland	OR-1	PE/Construction	Metropolitan Mobility
Freight						
	I-84/257th Ave. Troutdale Interchange	\$22.00	Port of Portland/ODOT	OR-3	Construction	Freight
	Sunrise System Improvements	\$30.00	Clackamas County/ODOT	OR-3	ROW/Construction	Freight
	Kinsman Road Freight Route Extension Project, Phase I	\$10.50	City of Wilsonville	OR-5		Freight
	Troutdale Reynolds Industrial Park Road Improvements	\$6.00	Port of Portland	OR-3	Construction	Freight
	124th Ave. Extension: Tualatin-Sherwood to Tonquin	\$8.00	Washington County	OR-1	Planning, PE, ROW	Freight
Managing the Existing System						
	Regional Multi-Modal Safety Education Initiative	\$4.50	Metro	OR-1,3,5	Planning/Implementation	Managing the Existing System
System Management						
	I-84 Corridor Intelligent Transportation Systems	\$3.00	City of Gresham/ODOT	OR-3	PE/Construction	System Management
	Regional Arterial Management Program (signal system coordination)	\$12.00	Metro	OR-1,3,5	PE/Construction	System Management
Demand Management						
	Drive Less Save More Marketing Pilot Project	\$4.50	Metro	OR-1,3,5	Marketing	Transportation Demand Management
Transit Oriented Development						
	College Station TOD (at PSU)	\$3.00	PSU/TriMet	OR-1	Construction	Transit Oriented Development
	Gresham Civic Neighborhood Station/TOD/Parking Structure	\$5.00	City of Gresham	OR-3	Acquisition	Transit Oriented Development
	Transit Station Area Connectivity Program to promote transit oriented development	\$20.00	Metro	OR-1,3,5	PE/ROW/Construction	Transit Oriented Development
	Rockwood Town Center	\$10.00	City of Gresham	OR-3	PE/Construction	Transit Oriented Development
Bridges						
	Sellwood Bridge on SE Tacoma St. between Hwy 43 & SE 6th Ave.	\$40.00	Multnomah County	OR-3,5	Construction	Bridges
Transit and Greenhouse Gases						
	TriMet Buses (\$17 million per year/6-years)	\$102.00	TriMet	OR-1,3,5	Acquisition	Transit
	West Metro HCT Bus Rapid Transit Alternatives Analysis		Washington Co./TriMet/Metro	OR-1	AA	Transit
	Central East HCT Bus Rapid Transit Alternatives Analysis		City of Gresham/TriMet/Metro	OR-3	AA	Transit
	Prototype Diesel Multiple Unit (commuter rail vehicles)	\$5.00	TriMet	OR-1,5	Engineer/manufacture	Transit
	Wilsonville SMART Fleet Services Facility	\$7.00	City of Wilsonville/SMART	OR-5	Construction	Transit
	SMART Bus Replacements (\$2.7 million per year/6-years)	\$16.20	City of Wilsonville/SMART	OR-5	Acquisition	Transit
	Wilsonville SMART Offices/Administration Facility	\$1.50	City of Wilsonville/SMART	OR-5	Construction	Transit
	City of Sandy Transit	\$1.50	City of Sandy	OR-3	Acquisition	Transit
	Canby Area Transit	\$1.25	City of Canby	OR-5	Acquisition	Transit
	South Clackamas Transit	\$0.75	City of Molalla	OR-5	Acquisition	Transit
New Starts/Small Starts						
	Portland to Milwaukie - New Starts	\$745.20	TriMet	OR-1,3,5	PE/Final Design/ROW/Construction	New Starts
	Portland to Lake Oswego Streetcar - New Starts or Small Starts	\$275.00	City of Lake Oswego/City of Portland/TriMet	OR-1,5	PE/FEIS/Final Design/Construction	New or Small Starts
	Columbia River Crossing - New Starts	\$850.00	ODOT/WSDOT	OR-3/WA-3	PE/Final Design/Construction	New Starts
	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
	Portland Streetcar Planning and Alternatives Analysis	\$5.00	City of Portland	OR-3	Planning/Alternatives Analysis	Small Starts
High Speed Rail						
	North Portland Junction	\$19.40	ODOT	OR-1,2,3,4,5	Final Design/Construction	High Speed Rail
	Willbridge Track Crossover	\$5.90	ODOT	OR-1,2,3,4,5	Final Design/Construction	High Speed Rail
	Union Station Rehabilitation	\$24.00	City of Portland	OR-1	Construction	High Speed Rail

Map Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Purpose	Program Category
Walking and Cycling						
If the Rails-to-Trails Conservancy Proposal is implemented:*						
	Non-Motorized Mobility Strategy (on and off-street bike paths)	\$75.00	Metro	OR-1,3,5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Portland Bicycle Boulevard Project	\$25.00	City of Portland	OR - 1,3		
If the Rails-to-Trails Conservancy Proposal is not implemented:*						
	Congressional District 1 Trails/Bikepath Program	\$10.00	Washington County & Cities	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Congressional District 3 Trails/Bikepath Program	\$10.00	City of Portland/City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Congressional District 5 Trails/Bikepath Program	\$10.00	Clackamas County & Cities	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
Projects under consideration:						
Multnomah County Jurisdictions**						
	Gresham/Fairview Trail, Phase 4/5	\$6.10	City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
Clackamas County Jurisdictions**						
	French Prairie Bike-Ped-Emergency Bridge Over Willamette River	\$12.60	City of Wilsonville	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	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
	Mt. Scott Creek Trail - Mt. Talbert to Springwater Corridor	\$4.60	NCPRD/City of Happy Valley	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Scouter's Mt. Trail - Springwater/Powell Butte to Springwater	\$7.37	NCPRD/Happy Valley	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Phillips Creek Trail - I-205 Trail to N. Clackamas Greenway	\$2.27	NCPRD/Clackamas County	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Monroe Bike Blvd.	\$2.00	City of Milwaukie	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Iron Mtn. Bike Lanes - 10th St. to Bryant Rd.	\$3.80	City of Lake Oswego	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Carmen Drive Sidewalk and Bike Lanes from Meadow Rd. to I-5	\$1.70	City of Lake Oswego	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Pilkington Sidewalk and Bike Lanes from Boones Ferry to Childs Rd.	\$5.25	City of Lake Oswego	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
Washington County Jurisdictions**						
	Council Creek Regional Trail: Banks to Hillsboro	\$5.25	City of Forest Grove	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Tonquin Trail/Cedar Creek Corridor	\$2.50	City of Sherwood	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Fanno Creek Trail Projects	\$1.00	City of Tigard	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Westside Regional Trail	\$12.00	Tualatin Hills Parks & Rec. Districts/Washington Co	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
Critical Highway Corridors						
	Columbia River Crossing Project	\$400.00	ODOT and WSDOT	OR-3/WA-3	Design/ROW/Construction	Project of National Significance
Boulevards/Main Streets						
	Downtown Milwaukie Station Streetscape	\$5.00	City of Milwaukie	OR-3	Construction	Blvd./Main Streets
	Main Street Ped. & Streetscape Improvements (5th St. to Division)	\$2.20	City of Gresham	OR-3	PE/Construction	Blvd./Main Streets
	102nd Ave. St. Improvement: Project Phase II - NE Glisan to SE Washington St.	\$3.00	City of Portland	OR-3	Construction	Blvd./Main Streets
Parkways						
	Sunrise System: Parkway Demonstration Project	\$30.00	Clackamas County	OR-3	Planning	Parkway
Green Infrastructure						
	Kellogg Creek Bridge Replacement	\$4.00	City of Milwaukie	OR-3	Construction	Green Infrastructure
	Tabor to the River/SE Division St. Reconstruction, Streetscape & Green Infrastructure	\$3.60	City of Portland	OR-3	PE/Construction	Green Infrastructure
Research						
	Oregon Transportation Research & Education Consortium (OTREC)	\$16.00	PSU/UO/OSU/OIT	OR-1,2,3,4,5	Research	Research

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

**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.

FY 2012 APPROPRIATION PRIORITIES
by proposed jurisdiction

Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Source of Federal Funds	Purpose
City of Portland					
NE Columbia Blvd./NE MLK Blvd. Intersection Improvement Project	\$0.50	City of Portland	OR-3	FHWA - Transportation, Community & Systems Preservation (TSCP) Program	Construction
Multnomah County & Cities of Multnomah County					
Sellwood Bridge Replacement Project	\$5.00	Multnomah County	OR-3,5	FHWA - Transportation, Community & Systems Preservation (TSCP) Program	Final Design/ROW
US 30/Sandy Blvd Improvements: 185th - 201st Aves.	\$1.97	City of Gresham	OR-3	FHWA - Transportation, Community & Systems Preservation (TSCP) Program	PE/ROW/Construction
Clackamas County & Cities of Clackamas County					
SMART Fleet Services Facility	\$1.00	SMART/City of Wilsonville	OR-5	FTA Section 5309 Bus & Bus Facilities	Design/Construction
Downtown Sidewalk and Pedestrian Improvements - Main St., 5th to 15th St.	\$3.50	City of Oregon City	OR-5	FHWA - Transportation, Community & Systems Preservation (TSCP) Program	Construction
Lake Road (Phase 2)	\$2.00	City of Milwaukie	OR-3	FHWA - Transportation, Community & Systems Preservation (TSCP) Program	PE/ROW/Construction
Washington County & Cities of Washington County					
OR 217 Improvements	\$3.00	Washington County	OR-1	FHWA - Transportation, Community & Systems Preservation (TSCP) Program	Construction
Fanno Creek Trail	\$0.785	City of Tigard	OR-1	FHWA - Transportation, Community & Systems Preservation (TSCP) Program	Construction
TriMet					
Portland-Milwaukie Light Rail Project	\$40.00	TriMet	OR-1,3,5	FTA - 5309 New Starts	Final Design/ROW
TriMet Bus Replacement	\$1.60	TriMet	OR-1,3,5	FTA - Section 5309 Bus & Bus Facilities	Acquisition
Metro					
Southwest Transit Corridor (Barbur Blvd./99 W/I-5, Portland to Sherwood)	\$2.50	Metro	OR-1,5	FTA - Section 5339 Alternatives Analysis	AA
Project Development of Regional Active Transportation Corridors	\$2.00	Metro	OR-1,3,5	FHWA - Transportation, Community & Systems Preservation (TSCP) Program	Planning/PE/ROW/Construction
ODOT					
I-5 Columbia River Crossing	\$3.00	ODOT	OR-3/WA-3	FHWA - Interstate Maintenance Discretionary Program	ROW/PE
I-205 Multi-Use Path	\$1.00	ODOT	OR-3,5	FHWA - Transportation, Community & Systems Preservation (TSCP) Program	Design/Construction
Port of Portland					
St. Johns Rail Line Relocation	\$2.00	Port of Portland	OR-3	FRA - 9002 Rail Relocation & Improvement Program	Relocation
U.S. 26 - Helvetia/Brookwood Parkway Interchange Improvement Project	\$2.00	Port of Portland/City of Hillsboro	OR-1	FHWA - Transportation, Community & Systems Preservation (TSCP) Program	Construction

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-XXXX, FOR THE PURPOSE OF ENDORSING A REGIONAL POSITION ON THE AUTHORIZATION OF A SURFACE TRANSPORTATION ACT IN THE US CONGRESS AND APPROVING REGIONAL TRANSPORTATION PRIORITIES FOR FEDERAL FISCAL YEAR 2012 APPROPRIATIONS

Date: January 6, 2011

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's priorities are focused on both the FY'12 appropriations bill and the new six-year authorization bill. This resolution establishes policy and project priorities that will be addressed through the authorization bill and establishes project priorities for the FY'12 appropriations bill. However, from both a policy and a project perspective, the situation in Washington, DC is changing and it is not yet clear in what direction. As a result, the region should prepare for opportunity by defining its priority interests but be nimble in reacting to a changing environment.

The 111th Congress is adjourning and the Surface Transportation Act of 2009 that was introduced to the House Transportation and Infrastructure Committee will lapse as a result. The 112th Congress will be convening in January with new leadership in the House of Representatives and likely a new policy direction. In addition to this shift, the country is recovering from the worst recession in decades that has magnified the budget deficit and the highway trust fund can support a federal transportation program at a level roughly half of what was proposed in the 111th Congress. Finally, there is substantial debate on whether there will even be the opportunity to submit projects for earmarking in favor of eliminating or severely limiting earmarks.

Federal investment in transportation can play a key role in supporting the nation's economic recovery by putting people back to work, facilitating commerce, addressing environmental goals, improving the nation's energy security and restoring the condition of critical infrastructure. However, despite the obvious importance of transportation to the economy, the federal environment for transportation policy and appropriations is shifting and the potential direction is not clear at this time.

From a policy perspective, in January 2009 the region adopted a comprehensive set of priorities for policy making in the reauthorization bill by Resolution No. 09-4016, "For the Purpose of Endorsing A Regional Position on Reauthorization the Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users" (SAFETEA-LU). Later in 2009, the House Transportation and Infrastructure Committee, Subcommittee on Highways and Transit passed a bill, entitled "The Surface Transportation Authorization Act of 2009" (STAA), incorporating most of the policy priorities of the Portland region. In January 2010, the region endorsed as priorities key elements of the STAA by Resolution No. 10-4124. However, the STAA will die at the end of 2010. The region should continue to urge Congress to pass a strong six-year authorization bill that supports economic recovery, cost- and energy-efficient transportation and livable communities.

From a project perspective, the prospect for earmarking is also unclear with the likelihood that there will be fewer opportunities. In addition, as demonstrated by recent grant solicitations, there appears to be a trend toward more competitive grant opportunities. The region has a list of possible project earmarks in the event there are earmarks. However, a project strategy that integrates the region's interests through programmatic change established in the authorization bill with earmarking actions taken in both the authorizations bill and appropriations bill is reflected in this position paper.

Exhibit A to this resolution, entitled: "Strategic Policy Direction: Invest boldly in transportation to spur economic recovery", provides a framework for advocating the region's policy and project interests in the authorization bill. It stresses the importance of adopting the bill and using it as a tool for economic recovery. It identifies both aspects of current legislation that should be continued and proposed changes that could be implemented through the new bill.

Exhibit B to this resolution, entitled: "Strategic Project Direction: Focus on broadly supported high-priority projects", provides a framework for seeking funding for projects, both through programmatic changes in the authorization bill, earmarking through both the authorization and appropriations bill, and possible future discretionary grant opportunities. It incorporates both large projects that involve a multi-year strategy and small projects that can be completed quickly.

Exhibit C to this resolution is the specific authorization project earmark requests. This list is a continuation of the same program of priority projects adopted in 2009 and 2010 with updates to reflect completing certain projects through other funding sources, including Recovery Act funds, and cost changes based upon further project development.

Exhibit D to this resolution is the specific FY 2012 appropriations project earmark requests developed through the following framework:

- Two requests per jurisdiction or group of jurisdictions as follows:
 - Portland
 - Multnomah County and Cities of Multnomah County
 - Clackamas County and Cities of Clackamas County
 - Washington County and Cities of Washington County
 - TriMet
 - Metro
 - ODOT
 - Port of Portland
- Requests in an amount consistent with what can likely be earmarked
- Job creation during construction and on-going support of permanent jobs
- Project readiness – funds must be able to be obligated by the end of FY 2012; there are no significant technical, environmental, financial or political hurdles that could hold up obligating funds
- Inclusion in the financially constrained element of the new Regional Transportation Plan
- Support for the region's broader strategy, including the relationship of the project to the region's broader land use and transportation improvement strategy.

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. 10-1241B, "For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan."
3. **Anticipated Effects:** Resolution would provide the US Congress and the Oregon Congressional delegation with the region's priorities for transportation funding policy for use in the federal transportation authorization and 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 11-12 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 11-XXXX for submission to the Oregon Congressional delegation.



WASHINGTON COUNTY OREGON

January 3, 2010

To: Washington County Coordinating Committee Members

From: Clark Berry, Senior Planner

Subject: **FFY2012 Appropriations Project Prioritization**

Attached for your consideration is the most current (as of Dec. 29th) table of *Washington County and Cities of Washington County FFY2012 Appropriations Request Prioritization*. The WCCC TAC, which meets on Thursday January 6, had not reviewed this draft of the table at the time this meeting packet was distributed. We will relay their comments and recommendations to you at your January 10 meeting.

This table reflects all post-Dec. 6th WCCC meeting comments from jurisdictions, which are shown in blue. High priority projects in each project category are based upon a project's total score, and are highlighted in purple.

Although the likelihood of there being any earmarks is still very uncertain, on the chance that there are earmarks, we have been directed by Metro staff to submit no more than two projects for inclusion on a regional list that is scheduled to be endorsed by JPACT on Jan. 13. The attached prioritization table shows US 26/Helvetia/Brookwood Interchange, OR 217 Improvements, 95th/Boones Ferry/Commerce Circle Intersection Improvement and the Fanno Creek Trail as being the highest priorities. The US 26/Helvetia/Brookwood Interchange project will be submitted as one of the Port of Portland's submittals, which leaves the remaining three projects (two Road/Bridge projects and one Active Transportation project) to be considered for possible Washington County submittals. Based upon the WCCC's previously expressed desire that submittals be from different project categories, the Fanno Creek Trail would then seem to be an appropriate submittal. This leaves either the OR 217 Improvements or the 95th/Boones Ferry/Commerce Circle Intersection project as the remaining submittal. The highly regional nature of the OR 217 Improvement project as well as the demonstrated public support this project has received from Rep. Wu would appear to make this project the appropriate choice as Washington County's other submittal. Therefore, we intend to propose on Jan. 6th that the WCCC TAC forward a recommendation to the WCCC to endorse the Fanno Creek Trail and the OR 217 Improvements projects as Washington County submittals to JPACT.

If you have questions or comments concerning the prioritization or the proposed recommendation, please feel free to contact me. Thank you.

Attachment

Washington County and Cities of Washington County FFY2012 Appropriations Request Prioritization

Project Request & Description	Request (mil\$)	Sponsor(s)	Project Activity	Evaluation Criteria										Priority
				1. Request is consistent with what is likely to be earmarked: (High = Request is \$500,000 to \$1 million, Medium = Request is less than \$500,000, Low = Request is more than \$1 million)	2. Project should be consistent with interests of member of Congress: (Yes = Strong support for project or project area has been stated by congressman or senator; No = Support for project or project area from congressman or senator has not been demonstrated or is unknown)	3. Job Creation during construction and on-going support of permanent jobs: (High = Request directly results in creation of construction jobs and provides on-going support for a significant number of permanent jobs; Medium = Request does not directly result in creation of construction jobs but does provide on-going support for a significant number of permanent jobs; Low = Request does not directly result in creation of construction jobs and does not provide on-going support for a significant number of permanent jobs)	4. Project must be deliverable within reasonable timeframe: (High = Project has high certainty of being obligated by end of FY2012 due to large amount of preparatory work already completed on project; Medium = Project has some uncertainty of being obligated by end of FY2012 due to partial lack of preparatory work or existence of minor outstanding concerns; Low = Project has high uncertainty of being obligated by end of FY2012 due to complete lack of preparatory work and existence of significant outstanding concerns)	5. Project must be included in the Financially Constrained element of the new RTP: (Yes = Project is on the Financially Constrained List; No = Project is not on the Financially Constrained List)	6. Non-federal funds have been identified: (Yes = Funds have been identified, No = Funds have not been identified)	7. Ability to proceed with partial earmark: (High = Project is likely to have resources to backfill partial earmark to complete construction or all requested project phases; Medium = Project is unlikely to have resources available to backfill partial earmark but is able to be completed by downsizing project scope and reducing costs; Low = Project does not have resources available to backfill partial earmark and is unable to be downsized)	8. Likelihood of proposed earmark category to be earmarked because it is not over-subscribed: (High = Request is in New Starts/Small Starts earmark category having greater likelihood of receiving funding; Medium = Request is in Active Transportation category having lesser likelihood of receiving earmark funding; Low = Request is in Road or Bridge category that is least likely to be funded)	9. Linkage to regional land use and transportation strategies and relationship to other federal, state or local funds: (High = Direct relationship, Medium = Indirect relationship, Low = Little or no relationship)		
Transit Category														
Hillsboro to Forest Grove Smart Growth Corridor Transportation Study - Further define corridor expansion policies, costs of HCT and corridor options.	\$0.500	Forest Grove	Planning	High	No	Low	Medium	Yes	No	Medium	High	Medium	Medium	
Road/Bridge Category														
US 26/Helvetia/Brookwood Interchange - Complete Interchange Area Management Plan, NEPA and design elements leading to expansion of interchange and relocation of adjacent roads.	\$2.000	Hillsboro	ROW, Construction	Low	Yes	High	High	Yes	Yes	High	Low	Medium	High	
OR 217 Improvements - Implement some or all of the following on Hwy. 217 between Walker Rd. and Greenburg: variable speed limit, targeted shoulder widening, variable message signs, adaptive signal timing and improved incident management and clearing strategies.	\$3.000	Wash. Co./ODOT	Construction	Low	Yes	High	High	Yes	Yes	High	Low	High	High	
95th/Boones Ferry/Commerce Circle Intersection Improvement - Construct dual left and right turn lanes, improve signal synchronization, access management and sight-distance.	\$1.000	Wilsonville	Construction	High	No	High	High	Yes	Yes	High	Low	Medium	High	
OR47 and Pacific Ave. Intersection Improvements - Additional channelization, crosswalk and traffic signal improvements	\$1.500	Forest Grove	Construction	Low	No	High	Medium	Yes	Yes	Medium	Low	High	Medium	
99W/Elwert/Kruger/Sunset Intersection - Realign Elwert Rd. approach to 99W; relocate	\$1.000	Sherwood	Design, ROW	High	No	Medium	Medium	Yes	No	Medium	Low	Medium	Medium	

				Evaluation Criteria										
Project Request & Description	Request (mil\$)	Sponsor(s)	Project Activity	1. Request is consistent with what is likely to be earmarked: (High = Request is \$500,000 to \$1 million, Medium = Request is less than \$500,000, Low = Request is more than \$1 million)	2. Project should be consistent with interests of member of Congress: (Yes = Strong support for project or project area has been stated by congressman or senator, No = Support for project or project area from congressman or senator has not been demonstrated or is unknown)	3. Job Creation during construction and on-going support of permanent jobs: (High = Request directly results in creation of construction jobs and provides on-going support for a significant number of permanent jobs; Medium = Request does not directly result in creation of construction jobs but does provide on-going support for a significant number of permanent jobs; Low = Request does not directly result in creation of construction jobs and does not provide on-going support for a significant number of permanent jobs)	4. Project must be deliverable within reasonable timeframe: (High = Project has high certainty of being obligated by end of FY2012 due to large amount of preparatory work already completed on project; Medium = Project has some uncertainty of being obligated by end of FY2012 due to partial lack of preparatory work or existence of minor outstanding concerns; Low = Project has high uncertainty of being obligated by end of FY2012 due to complete lack of preparatory work and existence of significant outstanding concerns)	5. Project must be included in the Financially Constrained element of the new RTP: (Yes = Project is on the Financially Constrained List; No = Project is not on the Financially Constrained List)	6. Non-federal funds have been identified: (Yes = Funds have been identified, No = Funds have not been identified)	7. Ability to proceed with partial earmark: (High = Project is likely to have resources to backfill partial earmark to complete construction or all requested project phases; Medium = Project is unlikely to have resources available to backfill partial earmark but is able to be completed by downsizing project scope and reducing costs; Low = Project does not have resources available to backfill partial earmark and is unable to be downsized)	8. Likelihood of proposed earmark category to be earmarked because it is not over-subscribed: (High = Request is in New Starts/Small Starts earmark category having greater likelihood of receiving funding; Medium = Request is in Active Transportation category having lesser likelihood of receiving earmark funding; Low = Request is in Road or Bridge category that is least likely to be funded)	9. Linkage to regional land use and transportation strategies and relationship to other federal, state or local funds: (High = Direct relationship, Medium = Indirect relationship, Low = Little or no relationship)	Priority	
Kruger/Elwert intersection; install/upgrade traffic signal, crosswalks, sidewalks, bike lanes, streetlights, striping and signage.														
124th Extension - Conduct design of interim 3-lane arterial between Tualatin-Sherwood Rd. and Tonquin Road.	\$4.000	Wash. Co./Tualatin	Design	Low	No	Medium	Medium	Yes	Yes	Medium	Low	Medium	Medium	
David Hill Rd. Extension - Extend road from OR47 to Thatcher Rd.	\$3.000	Forest Grove	Construction	Low	No	Medium	Medium	Yes	No	Low	Low	Medium	Low	
OR47 and Purdin Rd. Intersection Improvements	\$1.500	Forest Grove	Construction	Low	No	Medium	Medium	Yes	No	Low	Low	Low	Low	
Active Transportation Category														
Fanno Creek Trail - Complete three sections of the Fanno Creek Trail serving downtown Tigard and public library areas.	\$1.000	Tigard	Construction	High	No	High	High	Yes	Yes	Medium	Medium	High	High	

Notes:
 Shading indicates High priority projects in each category. US 26/Helvetia/Brookwood Interchange project will be a Port of Portland request, and does not count as one of Wash. Co.'s allowable two requests.
 Pre-Dec. 6, 2010 WCCC meeting comments from staff in red
 Post Dec. 6, 2010 WCCC meeting revisions in blue

2010-11 JPACT Work Program

12/1/10

<p><u>November 4, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none"> • MTIP amendment Portland to Milwaukie Light Rail Final Design Application – Action • MTIP Amendment to Transfer Funds from the Greenberg Rd.: Tiedeman to Hwy 217 Project to the Walnut St.: Tiedeman to 116th Project – Action • MTIP Amendment to Delete the Washington Square Regional Center Trail: Hall to Greenberg Project and Substitute the Fanno Creek Trail: Main to Hall Project – Action • Region wide Flexible Funds (Step 1) Review: Regional Planning – Information • STIP: Recommended Draft for Public Comment – Information • Oregon Transportation Greenhouse Gas Emission Reduction Planning – Information 	<p><u>December 9, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none"> • ODOT STIP Update • Regional Flexible Fund Task Force and Environmental Justice Group Update • Columbia River Crossing Project – Information/Discussion • Legislative Transportation Update – Information/Direction
<p><u>January 13, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Region wide Flexible Funds (Step 1) Review: Transit Oriented Development – Information • Intertwine- Information • Climate Smart Communities Scenarios – Information/Discussion • RFFA Task Force Strategy Recommendation – Briefing and Discussion • Global Warming Commission 2020 Roadmap – Information • FY12 Federal Appropriations and Authorization – Action 	<p><u>February 10, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios – Discussion on Policy Options and Evaluation Framework • Climate Adaptation Framework – Information/Discussion • Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) Briefing – Information • Region wide Flexible Funds (Step 1) Review: Transportation System Management & Operations (TSMO) and Regional Transit Options (RTO)
<p><u>March 10, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios – Discussion on Policy Options to Test • Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) – Action • Oregon Transportation Greenhouse Gas Emission Reduction Planning and Draft Metro Region Targets <p>Monday, Feb, 28, 5 p.m.: DC Trip Prep Meeting</p> <p>March 9-10: Annual JPACT Washington, DC Trip (Tentitive)</p>	<p><u>April 14, 2011 – Regular Meeting</u></p> <ul style="list-style-type: none"> • 2011 – 2012 UPWP and Annual MPO Self-Certification – Action • Climate Smart Communities Scenarios – Discussion <p><u>Hold: April 1 Joint JPACT/MPAC Meeting</u></p> <p>Climate Smart Communities</p> <ul style="list-style-type: none"> • Public Opinion Research Findings • Policy Options to Test

<p><u>May 12, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios – Action on Policy Options to Test 	<p><u>June 9, 2011 - Regular Meeting</u></p>
<p><u>July 14, 2011 - Regular Meeting</u></p>	<p><u>August 11, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • 2014-15 Regional Flexible Fund Allocation – Action
<p><u>September 8, 2011 - Regular Meeting</u></p> <p><u>Hold: Joint JPACT/MPAC Meeting</u> Climate Smart Communities Results and Recommendations</p>	<p><u>October 13, 2011 - Regular Meeting</u></p>
<p><u>November 10, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios – Action on Findings to be Submitted to 2012 Legislature and Recommendations 	<p><u>December 8, 2011 - Regular Meeting</u></p> <ul style="list-style-type: none"> • 2012-15 MTIP/STIP Approval and Air Quality Conformity – Action

Parking Lot:

- Update and discussion on Electric Vehicles and ETEC charging station project
- Discussion of subcommittees for JPACT – equity, economy and climate change response
- Regional Flexible Fund Allocation, Step 2 fund project priority recommendations by spring 2011
- RTP amendment for CRC.
- CRC LUFO.
- Regional Indicators briefing in early 2011.
- Statewide Transportation GHG Reduction Strategy project update in late 2010 or early 2011.



WASHINGTON COUNTY

OREGON

January 3, 2010

TO : Washington County Coordinating Committee

FROM : Andy Back, Principal Planner *Andy Back*

SUBJECT: **Proposed Regional Flexible Funds Task Force 2014-15
Recommendations**

The attached draft of a proposed approach for allocating Regional Flexible Funds for 2014-15 will be considered by the Regional Flexible Funds Task Force at its next meeting, either January 5 or January 13.

Recall that the task force was appointed by JPACT Chair Carlotta Collette to advise JPACT on a wide range of issues associated with regional flexible funds allocation policy.

Metro staff will be providing TPAC with an update on the task force recommendations at its January 7 meeting. We've placed the item on your January 10 meeting agenda for discussion to determine whether there are issues or concerns the WCCC would like relayed to Metro staff at this point in the process. The WCCC TAC will discuss this proposal at its January 6 meeting. We will relay their conclusions to you at on January 10.

Attachment

 Metro | Memo

Date: December 27, 2010
To: TPAC & Interested Parties
From: Ted Leybold, Amy Rose, Dylan Rivera
Subject: Draft RFF Task Force Report

Attached is a draft report of the Regional Flexible Fund task force for their consideration at their next meeting. The committee will consider potential amendments to this report based on issues discussed and unresolved at their last meeting and any other issues members identify for consideration.

The task force is currently choosing between January 5th and January 13th for their last scheduled policy phase meeting. The meeting will be between 4:30 and 6:30 pm at Metro Regional Center. The meeting date will be notified to interested parties mailing list and posted on the Metro web site.

An update on the task force recommendation will be provided at this January 7th TPAC meeting. A discussion of the project nomination process and application of the criteria and technical measures is scheduled for the January 28th TPAC meeting.

Draft for Task Force Deliberation

www.oregonmetro.gov

Regional Flexible Fund Task Force Report

Recommendations for the allocation of
2014-15 funds

January 2011

 Metro | *Making a great place*

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Robert Liberty, District 6

Auditor

Suzanne Flynn

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INTRODUCTION

Every two years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council to decide how to spend federal transportation money known locally as the Regional Flexible Funds. This process historically allocated money to both regional programs such as the Transit Oriented Development program and to individual projects planned and built by local transportation agencies. In this cycle, JPACT and the Metro Council decided that money for individual projects should be more coordinated and focused.

To achieve this, JPACT created two project "focus areas": Green Economy & Freight initiatives and Active Transportation & Complete Streets. The committee also endorsed Chair Carlotta Collette to appoint a task force to provide more specific policy direction for the allocation of funds within these new project focus areas. The task force was charged with identifying: transportation needs within the focus areas, priorities for meeting regional needs with funds available, the strategies that should be employed to further development of these focus areas, and potential opportunities for collaboration between the two focus areas.

The task force met five times to develop policy recommendations for coordinating and focusing the impact of these funds. Staff helped it consider five ways it could direct staff to select projects within the two focus areas. First was to provide direction on what types of projects (e.g. sidewalks, traffic signal improvements) should be funded. Second was whether there were particular types of destinations (e.g. mixed-use centers, transit stops, industrial areas) that should be prioritized for access improvements. Third was whether projects should be dispersed or concentrated geographically. Fourth, was whether any funds should be set aside for the development of a regional strategy to advance long-term goals for facilities too expensive to be constructed with these funds. Finally, the task force considered what criteria staff should use to develop the project scopes (definition of project elements and location) and compare the relative priority of projects to receive funds.

Staff used a series of identification and prioritization exercises to gather input from the task force on these issues. Following is the task force's recommendation on how to achieve coordinated, focused and regionally significant results within the Green Economy & Freight Initiatives and the Active Transportation & Complete Streets project focus areas.

RECOMMENDATIONS

Active Transportation & Complete Streets

Recommended approach to developing projects

For this project focus area, the task force recommended an approach of selecting travel corridors and identifying project elements that would address the most critical barriers to completing non-auto trips in the corridor or a concentrated portion of the corridor. Examples of barriers could be the lack of direct pedestrian or bicycle facilities to key

destinations in the corridor, inability to safely cross streets to access destinations, or lack of access to transit stop improvements.

To implement this approach with available funding, the following parameters will be utilized:

- improvements will be concentrated geographically in a travel corridor or portion thereof,
- improvements will be limited to a few travel corridors within the region,
- potentially merge portions of several planned projects and several project types (bicycle, trail, pedestrian, transit stops) into a unified corridor wide project,
- project development will be allowed as an eligible activity for funding to address project readiness issues or as part of a strategy to phase implementation of projects.

Recommended criteria for scoping and prioritization of projects

To help define the scope (project elements and geographic reach) of projects to be considered for funds and to prioritize among candidate projects, the following criteria will be utilized.

Table 1: Active Transportation & Complete Streets criteria

Relative priority	Criteria
High	Improves access to priority destinations:
	o Mixed-use centers
	o Large employment areas (# of jobs)
	o Schools
High	o Services for EJ/underserved
	Improves safety
High	o addresses site issue(s) documented in pedestrian/bike crash data
	o separates pedestrian/bike traffic from freight conflicts
Medium	Removes conflicts with freight and/or provides safety mitigation for any potential freight conflicts
Medium	Completes the "last mile"
Medium	Increase in use/ridership
Medium	Serves underserved communities
Medium	Serves high density or projected high growth areas
Low	Contracting opportunities for women, minority owned businesses

Low	Includes outreach/education/engagement component
Low	Can leverage funds
Low	Reduces need for highway expansion

Green Economy & Freight Initiatives

Recommended approach to developing projects

For this project focus area, the task force recommended an approach of allocating funds for two components: construction type projects and planning/strategy development type projects.

Eligible project types and criteria that could be utilized to scope and prioritize potential projects are described below.

Construction focus:

Capital improvements will focus on system management, such as Intelligent Transportation Systems (ITS), on arterial freight routes. This could include upgrading traffic signal equipment and timing or provide travel information to inform freight trip decisions.

Planning/strategy development focus:

Project development for specific arterial freight routes would evaluate key barriers to the development of a green economy and freight movement and recommend operations and design improvements to address the barrier.

Funds may also be set aside to develop regional strategies for the following topics. These are areas that need further analysis and a policy development process to achieve a regional consensus on how to move forward on the issue. Potential topics include a strategy for how to pursue and accommodate higher speed inter-city passenger rail and improved freight rail facilities, and a strategy for the routing of hazardous materials in the region.

Criteria for scoping and prioritization of projects

To help define the scope (project elements and geographic reach) of projects to be considered for funds and to prioritize among candidate projects, the following criteria will be utilized.

Table 2: Green Economy & Freight Initiatives criteria

Relative priority Criteria

High	Reduces freight vehicle delay
High	Project increases access to: <ul style="list-style-type: none"> o Help recruit/retain green industries o Industrial lands

- o Rail facilities for regional shippers
- o Economic opportunities for EJ/underserved populations

Medium	Removes conflicts with active transportation and/or provides adequate mitigation for any potential conflicts
Medium	Reduces air toxics or particulate matter
Medium	Reduces impacts to EJ communities e.g., reduced noise, land use conflict, emissions
Medium	Increases freight reliability
Low	Improves safety
Low	May not get funding otherwise
Low	Contracting opportunities for women, minority owned businesses
Low	Can leverage (or prepare for) future funds
Low	Reduces need for highway expansion
Low	Multi-modal component
Low	Storm water - addresses, reduces

NEXT STEPS

Metro staff will work with technical staff from transportation agencies in the region to design a collaborative project nomination process that utilizes these criteria to scope and prioritize projects to consider for funding. After this process has nominated projects for consideration, the task force will be reconvened to review and make a recommendation on the nominated projects.



WASHINGTON COUNTY

OREGON

December 29, 2010

TO : WCCC Transportation Advisory Committee

FROM : Andy Back, Principal Planner

SUBJECT: **WCCC TAC MEETING**

DATE: Thursday January 6, 2011
TIME: 1:30 – 3:00 p.m.
PLACE: Beaverton Library Conference Room
12375 SW Fifth Street -- Beaverton

AGENDA

- | | | | |
|---|----|--|--------------|
| * | 1. | Transportation Development Tax:
"Previous Use" Definition Options | Action |
| * | 2. | Transportation Development Tax:
Amending the TDT Project List | Action |
| * | 3. | FY2012 Federal Appropriations Priorities | Action |
| * | 4. | TPAC Meeting | Information/ |
| * | | -- Regional Flexible Funds Allocation process | Discussion |
| | 5. | Updates:
ODOT, Metro, TriMet,
THPRD, Port of Portland | Information |
| | 6. | Other Business | |

No WCCC TAC meeting is scheduled in December, 2010. The next regular WCCC TAC meeting is scheduled for **1:30 PM Thursday January 27, 2011**.

* -- Material enclosed in packet

**DRAFT AGENDA
FOR NEXT MONTH**

TO : Washington County Coordinating Committee

FROM : Andrew Singelakis, Director
Department of Land Use and Transportation

SUBJECT: MEETING NOTICE

DATE : Monday , 2010
TIME : 12:00 Noon
PLACE: Beaverton Library Conference Room
12375 SW Fifth St. - Beaverton

AGENDA

1. Visitors comments
2. Approval of Minutes Action
3. Transportation Development Tax:
"Previous Use" definition Discussion/
Action
4. Transportation Development Tax:
Project List modification provisions Discussion/
Action
5. Land Use Items Information
6. MPAC Agenda Information
7. JPACT agenda Information
8. Other Business: Information
 - Agency Monthly Updates
 - Transportation Advisory Committee Agenda
 - Next WCCC Agenda: Draft