



October 21, 2011

Secretary Ray LaHood
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood:

As the metropolitan planning organization (MPO) for the Portland, Oregon region, we are pleased to **support** TIGER 3 funding for projects from this region. We understand the highly competitive nature of this program and have worked hard to limit the number of applications, to ensure that all applications meet the criteria established in the August 12 Notice of Funding Availability (NOFA) and to prioritize those that demonstrate the greatest merit.

All five of the projects submitted for consideration are reflected in the region's long-range transportation plan and are rated highly against the published criteria. However three of the projects are endorsed **as the region's priorities** because they are highly rated against multiple criteria published in the NOFA, as follows:

- **Sellwood Bridge:** A request for \$22.7 million from Multnomah County to complete the \$268.8 million finance plan for replacement of the Sellwood Bridge in Portland, Oregon.
 - The Sellwood Bridge replacement has a state of readiness that allows it to proceed quickly due to a Record of Decision issued by the Federal Highway Administration.
 - The remaining local funding sources are committed.
 - With a bridge sufficiency rating of 2 out of 100 it is highly rated for State of Good Repair.
 - With the provision of excellent bike and pedestrian facilities, it replaces the narrow and dangerous existing facilities interconnecting miles of paths and trails on both sides of the Willamette River.
 - The project provides environmental benefits through both the treatment of stormwater and the elimination of out-of-direction truck and bus travel due to existing weight restrictions.
 - Since the application is for the final 8% of the funding plan, these highly leveraged TIGER 3 funds will allow a very large project to proceed quickly with many high quality construction jobs.

- **I-84/Troutdale:** A request for \$10.97 million from the Port of Portland to complete the \$35.17 million finance plan to improve the I-84/Troutdale interchange and access to the Troutdale Reynolds Industrial Park for autos, trucks, bikes and pedestrians in Troutdale, Oregon.
 - The I-84/Troutdale Interchange and Troutdale Reynolds Industrial Park Access leverages interchange improvements under construction and expands upon industrial development anchored by a new FedEx Ground facility developed through brownfield reclamation.
 - In addition to addressing State of Good Repair issues, it includes improvements for bikes and pedestrians, takes advantage of close proximity to international air and marine terminals and provides for environmental benefit through stormwater treatment and elimination of out-of-direction truck and commuter access.
 - Project development has sufficiently progressed to expect the NEPA designation of Categorical Exclusion, allowing the project to proceed to implementation quickly.

- **Lawnfield Road/Sunrise:** A request for \$10.5 million from Clackamas County to complete the \$210.5 million finance plan to improve auto, truck, bike and pedestrian access to the Clackamas Industrial District as part of the Lawnfield Road/ Sunrise Corridor Improvement.
 - The Lawnfield Road/Sunrise Corridor improvement has a state of readiness that allows it to proceed quickly due to a Record of Decision issued by the Federal Highway Administration.
 - The remaining funding sources have a high level of commitment in place.
 - The improvement and relocation of Lawnfield Road will complement construction of the initial phase of the Sunrise Corridor, thereby relieving congestion and providing direct freeway access to the industrial area that is home to Oregon Iron Works, the producer of the only US-built streetcar.
 - While the ultimate improvement is substantially more expensive, application of a philosophy of practical design allows for immediate relief and economic and livability benefit.
 - The project provides environmental and livability benefits through the construction of a substantial element of the bike/pedestrian system and improved stormwater management facilities.

In addition to these priorities, the region also supports applications to fund two other projects:

- **Oleson Road:** A request for \$24.96 million from Washington County to complete the \$31.2 million finance plan to realign Oleson Road in the vicinity of Beaverton-Hillsdale Highway to improve safety for autos, trucks, bikes, pedestrians and transit riders.

- **US 26/Brookwood:** A request for \$15 million from the City of Hillsboro to complete the \$72.35 million finance plan for the US Highway 26 – Helvetia/Brookwood Parkway Interchange and Industrial Land Improvement Project.

All of the projects are consistent with the region's long range transportation plan and transportation improvement program. As the MPO for the region, we are prepared to program the TIGER 3 funds in the transportation improvement program quickly upon award.

Thank you for your consideration.

Sincerely,



Tom Hughes, President
Metro Council



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

Cc: Senator Ron Wyden
Senator Jeff Merkley
Congressman Earl Blumenauer
Congressman Kurt Schrader
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