

2013 | Federal Legislative Agenda

Tigard, Oregon



Grant Priorities

■ Hall Boulevard—Burnham Street to Durham Road

This project will enhance pedestrian safety, complete bike paths, and improve capacity at key intersections along Hall Boulevard from Downtown Tigard to Durham Road.

REQUEST AMOUNT: \$7,100,000

■ Highway 217 Interchange with 72nd Avenue

Evaluate and develop a conceptual design to relieve congestion and improve safety in the area of the interchange of Highway 217 with 72nd Avenue. This project will focus on the ramp terminals and cross streets intersecting 72nd Avenue.

REQUEST AMOUNT: \$800,000

■ Police Interoperable Communications

Because of federal mandates, the regional dispatch center in Washington County will move from an analog communications network to 800 MHz digital format. Radios operated by first responders in the region will need to be replaced by 2018. The digital format will provide greater capacity and flexibility for transmitting data, and seamless communications between the city, county and other first responders on the network.

REQUEST AMOUNT: \$250,000

■ Police Automated License Plate Recognition Equipment

Automated License Plate Recognition (ALPR) is a surveillance method that uses optical character recognition to read vehicle registration plates. This equipment would be of great value in tracking stolen vehicles, Amber Alert suspects, and drivers operating on a suspended license. ALRP technology will maximize the patrol efficiency of the police force.

REQUEST AMOUNT: \$238,000

■ Promote the Farmers Market in Downtown Tigard

The Tigard Farmers Market is focused on bringing healthy, locally grown and raised food to the community. The market is seeking additional resources to promote a new location in Downtown Tigard and to expand producer-to-consumer opportunities in a larger space. Funds are being sought for signage, including permanent wayfinding signs, and to promote the new expanded market to the community.

REQUEST AMOUNT: \$100,000



■ **Fanno Creek Regional Trail**

Complete missing links of the existing paved, multi-use Fanno Creek Regional Trail to connect neighborhoods with schools, parks, jobs and Downtown Tigard. The trail provides an off-street alternative to walking and riding on busy roads as well as opportunities for healthy outdoor activities.

REQUEST AMOUNT: \$900,000

■ **Tigard/Metzger After-school Program**

The city is working with the Tigard-Tualatin School District to secure funding for a new recreation and student achievement program at Metzger Elementary School. Metzger serves the highest Spanish-speaking student body in Tigard, and the highest percentage of students receiving free and reduced-price meals in the district. Grant funds would be used to enhance the outdoor fields and play area to serve as a neighborhood park with a small community garden for area families. In the summer, educational enrichment programs focused on reading and technology would be offered along with a lunch distribution program.

Tigard would seek grant funding—that is available to local education agencies and community-based organizations—to initiate, expand, or enhance physical education programs, including after-school programs, for students in kindergarten through fifth grade.

REQUEST AMOUNT: \$250,000

Other Projects Supported by Tigard

■ **Pacific Highway (99W)/Barbur Boulevard High Capacity Transit Alternative Analysis**

An alternatives analysis and preliminary engineering study is needed to determine the best high-capacity connection to provide transportation options to connect downtown Portland, Tigard, King City, Tualatin and Sherwood. Reductions in automobile trips will reduce roadway congestion and pollution, reduce accidents and set the groundwork for efficient development along the transit line.

TOTAL COST: \$11.4 MILLION; FEDERAL REQUEST: \$1 MILLION

■ **Lake Oswego-Tigard Water Partnership**

In August 2008, the cities of Lake Oswego and Tigard formally endorsed a partnership agreement for sharing drinking water resources and costs. Lake Oswego's water supply system is near capacity, and key facilities need expansion and upgrades. Residents need a secure, dependable water source. Both cities want to keep water affordable for their customers and sharing the cost of new infrastructure to serve both communities does that.

TOTAL COST: \$240 MILLION

■ **Columbia River Crossing Project**

Tigard strongly supports the Columbia River Crossing (CRC) Project, which is a long-term, comprehensive solution to problems on Interstate 5 near the Columbia River. The I-5 corridor is the backbone of a network of roads that provide access to the region, which is more susceptible to long-term economic losses from congestion than other areas because of its ties to trade. Completion of the CRC project will create benefits for both trucks and marine freight through reduced congestion in the corridor, improved access to ports and highways, and the elimination of bridge lifts. The CRC project will improve safety for travelers, increase community livability, provide new travel options, and an improved highway to support jobs, the regional economy and future growth.

Policy Items

■ **Tigard Street Trail—P&W Rail Line Abandonment**

Tigard envisions a future where a wide variety of transportation and recreational opportunities are available through a diverse system of parks, trails and open space. Providing residents with alternative transportation

access to jobs, housing and shopping is a priority. The potential rail-to-trail in Downtown Tigard is an opportunity for the city to work together with regional partners to achieve these goals.

■ **Sequestration Cuts**

Tigard encourages a balanced approach to deficit reduction. In particular, Tigard supports protecting important programs including Community Development Block Grant, State and Local Law Enforcement, COPS Technology, Economic Development Administration, TIGER and FTA Transit Capital Grants, among others.

■ **Attain a Tigard ZIP code**

Tigard staff is investigating the process to secure a distinct Tigard mailing address, instead of the current Portland designation.

■ **Buy America Concerns**

MAP-21 took steps to close a Buy America loophole, but unintended consequences of the legislation could cause delays for local governments. We recommend that FHWA guidance and future rule-making include the following:

- Exclusion from Buy America requirements if all future contracts are implemented without federal highway funds.
 - Buy America requirements should not apply to contracts or work under an agreement with a utility that is not funded by Title 23 programs.
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■ **EPA Regulatory Concerns and Unfunded Mandates**

Tigard opposes legislative or regulatory initiatives that undermine local government decision-making. The partnership with federal policy makers should recognize roles and not pre-empt city authority on issues such as land use, rights of way and other local functions.

For More Information

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