

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, November 13, 2008
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chambers

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|---------|-----|--|------------------------------|
| 7:30 AM | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | Rex Burkholder, Chair |
| 7:32 AM | 2. | INTRODUCTIONS | Rex Burkholder, Chair |
| 7:35 AM | 3. | CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS | Rex Burkholder, Chair |
| 7:40 AM | 4. | COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS <ul style="list-style-type: none">• Retreat Follow-up | Rex Burkholder, Chair |
| 7:45 AM | 5. | CONSENT AGENDA | Rex Burkholder, Chair |
| | | * Consideration of the JPACT Minutes for September 11, 2008 | |
| | | * Consideration of the JPACT Retreat minutes for October 17, 2008 | |
| 7:50 AM | 6.1 | Federal Legislation: | |
| | * | a. Draft Portland Metropolitan Area Federal Transportation Authorization Priorities – <u>Discussion and Approval of Project Instructions</u> | Andy Cotugno |
| | * | b. Introduction to T-4 America Platform – <u>INFORMATION</u> | Andy Cotugno |
| | | c. Regional Priority Setting for Economic Stimulus Bill – <u>Discussion and Decision in January</u> | |
| 8:25 AM | 6.2 | * Resolution No. 08-4003, For the Purpose of Endorsing final Regional Priorities for 2009 State Transportation Funding Legislation – <u>DISCUSSION</u> | Randy Tucker |
| 8:40 AM | 6.3 | * Sellwood Bridge Update – <u>INFORMATION</u> | Ian Cannon |
| 9:00 AM | 7. | ADJOURN | Rex Burkholder, Chair |

Upcoming JPACT Meetings:

1. Joint MPAC/JPACT Meeting scheduled for Wed., December 10, 2008 from 4 to 7 p.m. at the Oregon Convention Center, Portland Ballroom (Rm. 256)
2. Regular JPACT Meeting scheduled for Thurs., December 11, 2008 from 7:30 to 9 a.m. at the Metro Regional Center, Council Chambers

* Material available electronically.

** Material to be emailed at a later date.

Material provided at meeting.

All material will be available at the meeting.

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

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

2008 JPACT Work Program
11/6/08

<p><u>November 12, 2008 – Additional Meeting</u> Oregon Convention Center, Portland Ballroom (Rm. 256) Chambers from 5 – 7 p.m.</p> <ul style="list-style-type: none"> • Joint JPACT/MPAC Meeting – RTP Scenarios Direction <p><u>November 13th – Regular Meeting</u></p> <ul style="list-style-type: none"> • Retreat Follow-up • Draft Portland Metropolitan Area Federal Transportation Authorization Priorities – Discussion and Approval of Project Instructions • Introduction to T-4 America Platform – Information • Regional Priority Setting for Economic Stimulus Bill – Discussion • Revised State Transportation Priorities – Discussion • Sellwood Bridge Update – Information 	<p><u>January 15, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Policy Direction on MTIP Final Narrowing • Report on Federal Quadrennial Certification • Regional Priority Setting for Economic Stimulus Bill – Action • RTP Evaluation Framework and Investing Strategy Principles – Discussion • Confirm HCT Evaluation Criteria and Screened Corridors
<p><u>December 10, 2008 – Additional Meeting</u> Oregon Convention Center, Portland Ballroom (Rm. 256) from 4 – 7 p.m.</p> <ul style="list-style-type: none"> • Joint JPACT/MPAC Meeting – Framing all of the choice – scenario policy implications and choices – Discussion <p><u>December 11th – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt regional position on state funding strategy • Adopt regional position of federal reauthorization policy and projects • HCT Evaluation Criteria and Screened Corridors– Information and Discussion • Discussion of membership changes 	<p><u>February 6, 2009 – JPACT Retreat</u> Location TBD from 8 – 1 p.m.</p> <ul style="list-style-type: none"> • Confirm RTP Investment Strategy Principles and Evaluation Framework • 2009 Work Program • Washington Visit • Greatest Places Update <p><u>February 12th – Regular Meeting</u></p> <p><u>February 13th – Joint JPACT/Council Hearing on MTIP</u></p>
<p><u>March 12, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Final MTIP Approval <p><u>March 10-12th</u> Washington, DC Trip</p>	<p><u>July 9, 2009 Regular Meeting</u></p>

<p><u>April 9, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Portland Metropolitan Area Compliance with Federal Transportation Planning Requirements – Certification • Federal Fiscal Year 2010 Unified Planning Work Program – Adoption • Recommended HCT Priorities and Draft Plan – Information and Discussion 	<p><u>August 13, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt air quality conformity analysis of 2010-13 MTIP • Adopt 2010-13 MTIP
<p><u>May 14, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Direction on Regional Funding Package • Recommended RTP Investment Strategy – Discussion • Recommended HCT Priorities and Draft Plan – Information and Discussion 	<p><u>September 10, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Release Draft RTP for Public Review
<p><u>June 11, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Direction on Recommended RTP Investment Strategy and Plan Elements • 2010 TriMet Transit Investment Plan – Review/Comment 	<p><u>October 8, 2009 – Regular Meeting</u></p>

Parking Lot:

- When to Consider LPA/RTP Actions for Sunrise, I-5/99W, Sellwood Bridge
- ODOT Tolling Policy
- ODOT Study of MPOs and ACTs
- Involvement with Global Warming Commission
- AOC Annual Conference = Nov. 17-21st
- LOC Annual Conference = Oct. 2- 4th
- Status Reports from TOD, RTO, ITS
- Freight System Plan Adoption



METRO

Joint Policy Advisory Committee on Transportation

MINUTES

September 11, 2008

7:30 a.m. – 9:00 a.m.

Council Chambers

MEMBERS PRESENT

Rex Burkholder, Chair
Robert Liberty, Vice Chair
James Bernard
Nina DeConcini
Rob Drake
Fred Hansen
Kathryn Harrington
Roy Rogers
Jason Tell
Paul Thalhofer
Bill Wyatt

AFFILIATION

Metro Council
Metro Council
City of Milwaukie, representing Cities of Clackamas Co.
DEQ
City of Beaverton, representing Cities of Washington Co.
TriMet
Metro Council
Washington County
Oregon Department of Transportation (ODOT-Region 1)
City of Troutdale, representing Cities of Multnomah Co.
Port of Portland

MEMBERS EXCUSED

Sam Adams
Lynn Peterson
Royce Pollard
Steve Stuart
Don Wagner
Ted Wheeler

AFFILIATION

City of Portland
Clackamas County
City of Vancouver
Clark County
WSDOT
Multnomah County

ALTERNATES PRESENT

Bill Kennemer
Maria Rojo de Steffey
Dean Lookingbill

AFFILIATION

Clackamas County
Multnomah County
SW RTC

STAFF

Richard Brandman, Amy Rose, John Mermin, Andy Shaw, Malu Wilkinson, Anthony Butzek, Randy Tucker, Ted Leybold

1. CALL TO ORDER

Chair Rex Burkholder called the meeting to order at 7:31 a.m.

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

Ron Swaren, 1543 SE Umatilla St., Portland, OR 97202: Mr. Swaren provided comment on potential areas in the Portland metropolitan region that he felt would benefit from an additional river crossing; specifically along the Sellwood and I-5 corridors. He briefly touched on travelshed and employment growth maps, traffic congestion relief and alternative bridge designs.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Burkholder briefly overviewed the JPACT work program highlighting the additional joint MPAC and JPACT meetings, a *Making Connections Summit* and a JPACT retreat. In addition, he encouraged committee members to attend the *Metro Council Commute Challenge* scheduled for September 16th.

Councilor Robert Liberty announced that Mr. Troy Russ, of the Urban Design and Transportation Practice Group, is scheduled to speak on September 24th as part of the Transportation Speaker Series.

5. CONSENT AGENDA

Consideration of the JPACT meeting minutes for August 14, 2008

Resolution No. 08-3974, For the Purpose of Amending the Federal Component of the 2035 Regional Transportation Plan (RTP) and the 2008-11 Metropolitan Transportation Improvement Program

MOTION: Mayor Jim Bernard moved, Mayor Rob Drake seconded, to approve the consent agenda.

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

6. ACTION ITEMS

6.1 Oregon Transportation Commission Reauthorization Project List

Mr. Travis Brower of ODOT provided information on the Oregon Transportation Commission's (OTC) policy for federal reauthorization highway program earmark requests.

ODOT Region 1 staff have reviewed and screened each of the project proposals and have recommended 6 local projects for consideration. (Complete list of projects included as part of the meeting record.)

In addition, to these high priority project recommendations, ODOT recommended endorsement for the Columbia River Crossing (CRC) project. The CRC project would compete for separate, national level, discretionary earmark funds such as Projects of National and Regional Significance.

Committee discussion included the I-84/257th Avenue Troutdale Interchange. The City of Troutdale is currently developing an alternative proposal for the interchange to meet ODOT's project criteria.

MOTION: Mr. Jason Tell moved, Commissioner Bill Kennemer seconded, to recommend the 6 project earmark requests and the CRC project to the OTC for consideration.

AMENDMENT: Mr. Bill Wyatt moved, Mayor Paul Thalhoffer seconded, to move the I-84/257th Avenue Troutdale Interchange into the recommended project list, contingent on ODOT's approval of an alternative design.

Discussion on Amendment: Mr. Tell emphasized that in order for ODOT to recommend the project to the OTC, City and Port staff must illustrate that the project can be phased or that an additional local funding source is available. Mayor Thalhoffer stated that the project was much needed and a very important improvement for East Multnomah County.

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

Discussion on Motion: Councilor Liberty indicated that he would abstain from the motion since he did not attend the briefing at the August 14th meeting.

ACTION TAKEN ON MOTION: Will all in favor, and one abstained (Liberty), the motion passed.

6.2 2010-13 Metropolitan Transportation Improvement Program (MTIP) and State Transportation Improvement Program (STIP) Updates

6.2.1 ODOT Proposed Program

Mr. Tell stated that the draft State Transportation Improvement Program (STIP) project list has been released for public comment. He encouraged members to attend the joint STIP/MTIP public open houses for detailed information on each of the projects. ODOT and Metro staff will be present to answer questions. The OTC is scheduled to adopt the final STIP list in August 2009.

6.6.2 Release of Regional Flexible Project Proposal for Public Review

Mr. Ted Leybold of Metro overviewed the Metropolitan Transportation Improvement Program (MTIP) Regional Flexible Fund (RFF) process to date. He recommended that the committee not narrow the local project list prior to releasing it for public comment. He cited limited funding, reduced number of proposals, and the detailed project criteria as reasoning.

The committee released the draft RFF list for public comment between October 13th – December 1st. Interested parties may provide verbal testimony at any of the four listening posts and/or may submit written comments on the Metro web site, by mail, e-mail or fax. Staff will provide details shortly.

Committee discussion included the technical evaluation of industrial projects and economic development, safety, leverage of existing and future project funds, and completing a retrospective analysis when the MTIP process is complete.

7. INFORMATION / DISCUSSION ITEMS

7.1 Regional Infrastructure Analysis

Mr. Andy Shaw (with assistance from Malu Wilkinson) of Metro provided a presentation on regional infrastructure analysis. His presentation included information on:

- Analysis Purpose
- Infrastructure Types
- Infrastructure Finance
- Regional Infrastructure Analysis (e.g. transportation, water/sewer, schools, parks, energy)
- Comparative Costs (e.g. return on investments, case studies, and regional and local community costs)
- Growth and Infrastructure
- Next Steps and Solutions

These topics (and more) will be discussed at *The Future is Here: Is Business As Usual Good Enough?* event scheduled for October 8th with moderator Gail Achterman of the OTC and keynote speaker Arthur Nelson of the University of Utah.

Committee discussion included housing and employment growth and associated costs, comparative costs of development in various locations and levels of density, the Urban Growth Boundary and investment strategies.

7.2 Transportation Finance

Council President David Bragdon updated the committee on the Regional Transportation Funding (RTF) subcommittee and findings from the joint Urban Land Institute/Metro transportation expert panel held in June 2008. The subcommittee continues to research ways to formulate a regional transportation initiative. Discussions included establishing a regional

vehicle registration fee, communication strategies that illustrate the region’s needs and regional funding for transit. The next RTF subcommittee meeting is being scheduled in October.

Committee discussion included community education and outreach, taxing authority and alternative funding sources for regional transportation projects.

8. ADJOURN

Seeing no further business, Chair Burkholder adjourned the meeting at 8:58 a.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR SEPTEMBER 11, 2008

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
	Agenda	9/11/08	Updated JPACT agenda	091108j-01
4.	Flyer	N/A	<i>The Future is Here: Is Business as Usual Good Enough?</i> forum	091108j-02
4.	Flyer	N/A	<i>Metro Councilor Commute Challenge</i>	091108j-03
4.	Flyer	N/A	<i>Troy Russ: Rebalancing roadways to build sustainable communities</i>	091108j-04
6.1	Chart	N/A	<i>Statewide Highway Program Authorization Earmark Proposals</i> distributed by Travis Brouwer	091108j-05
6.1	Chart	N/A	<i>ODOT Region 1 Authorization Earmark Proposals</i> handout distributed by Travis Brouwer	091108j-06
6.2.2	Chart	N/A	<i>2010-2013 Regional Flexible Fund – Step 2 Local Projects</i> handout distributed by Ted Leybold	091108j-07
7.1	Report	7/2008	<i>Regional Infrastructure Analysis</i> handout distributed by Andy Shaw and Malu Wilkinson	091108j-08
7.1	Report	7/2008	<i>Regional Infrastructure Analysis: Executive Summary</i> distributed by Andy Shaw and Malu Wilkinson	091108j-09
	Newsletter	Fall 2008	<i>GreenScene</i>	091108j-010



METRO

Joint Policy Advisory Committee on Transportation

MINUTES

October 17, 2008

8 a.m. to 1 p.m.

Oregon Zoo, Skyline Rm.

MEMBERS PRESENT

Rex Burkholder, Chair
Robert Liberty, Vice Chair
Sam Adams
James Bernard
Nina DeConcini
Rob Drake
Fred Hansen
Lynn Peterson
Roy Rogers
Paul Thalhofer
Ted Wheeler

AFFILIATION

Metro Council
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City of Portland
City of Milwaukie, representing Cities of Clackamas Co.
DEQ
City of Beaverton, representing Cities of Washington Co.
TriMet
Clackamas County
Washington County
City of Troutdale, representing Cities of Multnomah Co.
Multnomah County

ALTERNATES PRESENT

Tom Brian
Doug Ficco
Tom Imeson
Donna Jordan
Susie Lahsene
Rian Windsheimer

AFFILIATION

Washington County
WS DOT
Port of Portland
City of Lake Oswego, representing Cities of Clackamas Co.
Port of Portland
Oregon Department of Transportation (ODOT-Region 1)

MEMBERS EXCUSED

Kathryn Harrington
Royce Pollard
Steve Stuart
Jason Tell
Don Wagner
Bill Wyatt

AFFILIATION

Metro Council
City of Vancouver
Clark County
Oregon Department of Transportation (ODOT-Region 1)
WSDOT
Port of Portland

STAFF

Michael Jordan, Andy Cotugno, Rod Park, Carlotta Collette, Randy Tucker, Robin McArthur, Kelsey Newell, Ross Roberts, Tom Kloster, Andy Shaw, Josh Naramore, Kim Ellis, Kathryn Sofich

1. WELCOME & RETREAT AGENDA

Chair Rex Burkholder called the meeting to order at 8:11 a.m. Chair Burkholder, with assistance from Facilitator Michael Jordan, welcomed attendees and overviewed the retreat agenda.

2. OREGON LEGISLATIVE AGENDA

Mr. Randy Tucker of Metro provided an update on the Governor's transportation committees, highlighting the Vision Committee discussions on short and long-term policy and transportation funding legislation. The Vision Committee is scheduled to issue its report to the Governor in November 2008.

He overviewed shared themes between the Vision Committee and JPACT's adopted Portland metro area transportation priorities, proposed amendments to the region's priorities, and the 2009 state transportation funding package (e.g. lottery and multimodal investments, flexible funds, policy changes and new approaches).

Additional topics highlighted by the regional lobby staff (Dennis Mulvihill, Dan Bates, Annette Price and Olivia Clark) included telling the Portland story, job creation, climate change and sustainable practices (e.g. interconnectedness of land use and transit), local and state support, and the importance of a united regional vision.

Committee discussion included local tolling and the Willamette River bridges, timber counties, safety, the funding formula, minimum investment return to the region, prioritizing projects and investing in a proactive unified regional transportation agenda. Committee members agreed to produce a short video to "market" the region and illustrate its needs. Members requested the lobby staff develop a work plan and draft a resolution outlining the region's updated legislative priorities.

3. BREAK

Committee members recessed for a short break.

4. FEDERAL TRANSPORTATION BILL

Overview of federal reauthorization landscape

Mr. Peter Peyser of Blank Rome Government Relations, LLC provided a presentation on the historical perspective for the next federal surface transportation bill. His presentation included information on:

- History of federal gas tax
- Historic funding levels for highway and transit
- Growth in earmarks (ISTEA, TEA-21, and SAFETEA-LU)
- Toll financing
- Public and private partnership
- The future of “authorization” verses “reauthorization”

Committee discussion included congressional earmarks, public and private partnerships and “players and attractors” for authorization (e.g. American Public Transportation Association (APTA)).

Review of regional policy and project position

Mr. Andy Cotugno of Metro overviewed a draft policy proposal on the Portland metropolitan area federal transportation authorization priorities; highlighting metropolitan mobility and freight movement as the primary programs of federal interest. In addition, the proposal identified important issues for the Portland metropolitan region including the New Starts and Small Starts program process, preservation and maintenance of the existing transportation systems, funding increases and climate change. JPACT is scheduled to formally consider adoption of the priorities at their December meeting.

Committee members recommended the following policy direction:

- The authorization priorities include demand management (e.g. tolling, trip reduction or greenhouse gas reduction) and least cost planning elements.
- Draft the paper to illustrate the “Portland region story.”
- Draft the paper to draw away from price points and focus emphasis on completion of the greater regional vision.
- Put the Columbia River Crossing project in the context of a Portland region story.
- Revise language on use of climate change funding.

In addition, Mr. Cotugno briefly overviewed a list of possible projects suggested over the past few months for discussion. (Complete list included as part of the meeting record.) He asked members for agency and jurisdictional direction on targets, local priorities and themes; emphasizing integrated county and regional project packages.

Committee discussion included development a climate change and system wide strategy and inclusion of the Oregon Transportation Commission’s recommended projects.

Washington, DC trip strategy

Chair Burkholder welcomed members to stay for a 1 p.m. small group legislative session with Peter Peyser to discuss the annual Washington, DC trip.

5. GREATER REGIONAL DISCUSSION

Update on OMPOC Greater Regions Project and ODOT Research Project on MPOs and ACTs

Mr. Tom Kloster of Metro provided a brief update on the Oregon Metropolitan Planning Organization Consortium (OMPOC) Greater Region's project; highlighting the Northern Willamette Valley's travelshed, population density and land use. In addition, he briefly touched on the ODOT's research project on MPOs and ACTs. Currently, despite the dense travel throughout the Portland metro region, there is no formal planning mechanism for our region that allows local decision makers an opportunity to influence land use behaviors and transportation investments outside our MPO boundary. The current MPO boundaries do not fit the region's structure. Formal results from ODOT's research will be available shortly.

The committee recommended the map include the metropolitan region airshed and the ODOT boundaries.

6. LUNCH

The committee briefly recessed for lunch.

7. IMPLICATIONS TO JPACT

Chair Burkholder briefly overviewed the findings from the joint ULI/Metro transportation expert panel; highlighting the panel's recommendations to (1) seize the region's destiny by pursuing a bold funding strategy, (2) develop a regional vision that is compelling and engages the public, and (3) encourage political leadership to carry the region's issues through. Chair Burkholder asked members for feedback on JPACT's role and function, interagency coordination opportunities, MPO functions and designation, and membership. Direction provided will be used to develop the 2009 JPACT work program.

Committee members recommended consideration of the following:

- Reduce the Metro Council's JPACT representation from three seats to one.
- Address whether the JPACT Chair AND/OR Vice Chair must be a Metro Councilor.
- Reduce Washington's JPACT representation from three to two seats.
- Allocate the three "new" seats to elected City representatives from each of the three counties.
- Engage the business community. Increase business representation on JPACT; rotate in different members of the local business community (e.g. PBA, Westside Economic Alliance, etc.).
- Engage the public health and special districts (e.g. school districts) communities.
- Develop an ACT, separate from JPACT, for the region outside Metro.
- Address environmental equity.

Additional discussion included voting privileges and the ACT definition and boundaries. Staff have been directed to:

- Draft guidelines for establishing better coordination with the county coordinating committees.
- Draft a proposal for the level of Metro staff support JPACT will require
- Draft potential ACT options for the region
- Draft potential JPACT membership changes; establish a stakeholder advisory committee or change JPACT membership organization and function.

8. ADJOURN

Seeing no further business, Chair Burkholder adjourned the meeting at 12:57 p.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR OCTOBER 17, 2008

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.	Handout	10/17/08	Draft proposed amendments to the adopted regional priorities	101708j-01
2.	Chart	N/A	<i>Portland Metro Area Transportation Priorities for the 2009 Oregon Legislative</i>	101708j-02
4.	PowerPoint	10/17/08	<i>Historical Perspective for the Next Federal Surface Transportation Bill</i> presented by Peter Peyser	101708j-03
4.	Report	10/7/08	<i>Needs, Costs and Funding Alternatives for Transportation Services for Older Adults and People with Disabilities in Urban and Rural Oregon</i>	101708j-04
5.	Map	N/A	<i>Greater Regions of Oregon: Northern Willamette Valley Map</i>	101708j-05

DRAFT #4

Portland Metropolitan Area Federal Transportation Authorization Priorities

Implementing a Transportation Strategy for the 21st Century

Highlights are major changes since JPACT Retreat

November 5, 2008

Introduction

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

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

Regional Strategy for Integrating Land Use and Transportation

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

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

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

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

Priority Recommendations:

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

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

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

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

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

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

Detailed Recommendations:

Program Focus

Energy Security and Global Warming -

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

Clearly establish the National Interest -

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

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

state and local investment in the transportation system is maintained in good condition and is operated in an efficient manner.

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

Program Funding

Adequately fund the system –

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

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

Take steps toward transitioning to a VMT fee -

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

ODOT carried out a successful pilot project demonstrating that it is feasible to implement a VMT-based fee system as a long-term replacement for the gas tax. They demonstrated that the system is technically feasible, can be implemented at the gas pump, preserves

individual privacy and can be implemented with variable rates accounting for time of day and geography.

To advance the concept, the Congress should:

- Provide funding to the National Academy of Sciences to fund additional pilot projects to further test and develop the concept;
- Direct the National Academy of Science to define the architecture and implementation protocol and schedule; and
- Provide authorization to USDOT to implement the program upon completion of the above.

Program Direction

Metropolitan Mobility -

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

Freight -

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

would generate cost, efficiency, and environmental benefits.

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

Managing the Existing System –

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

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

Demand Management -

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

Bridges -

Although Oregon has addressed the condition of many bridges statewide

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

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

Intercity Passenger Rail –

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

Transit and Greenhouse Gases -

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

suggested below:

- Increase funding for transit as recommended by the National Commission from \$10.3 billion annually in FFY 2009 to a range of \$21 to \$32 billion. (Note: FFY 09 transit funding is \$8.3 billion from the trust fund, and \$1.98 billion from the general fund for new and small starts). Cover the current general fund portion of the total from an augmented trust fund.
- The Fixed Guideway Modernization program should increase from \$1.6 billion annually to between \$4 billion and \$6 billion; growing at a rate which reflects the addition of eligible rail miles throughout the nation and the aging of the nation's essential urban transit infrastructure.
- Increase the funding for Section 5307 Urbanized Area formula funds to reflect the growth in employment and the travel needs of the demographic tsunami of aging citizens. Funding should be increased from \$4 billion to between \$8.5 billion and \$11 billion.
- Increase the New Starts overall funding from \$1.6 billion to a range of \$6 billion to \$11 billion annually; and Small Starts from \$200 million to \$500 million to \$1 billion annually.
- Turn the Section 5309 Bus and Bus Facilities into the 'Very Small Starts' competitive program per current FTA guidelines (which establishes minimum 'warrants' for cost effective bus investments), and combine it with other miscellaneous grant programs such as the intermodal terminals program. Increase funding from \$1 billion annually to between \$2 billion and \$3 billion.

New Starts/Small Starts -

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

Walking and Cycling -

A number of converging trends – increasing gas prices, worsening congestion, growing health problems related to inactivity, climate change

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

Highway Project Delivery -

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

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

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

ODOT.

Critical Highway Corridors -

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

Any project to address the Columbia River Crossing will depend on this program for funding and should not be expected to be funded through the customary federal funding formulas to states and metro areas. The Columbia River Crossing Project is a model for this funding program and advances the region’s strategy of implementing targeted highway improvement programs, aggressively expanding transit, managing demand, particularly through peak period pricing and managing the operation of the system. Implementation of this strategy is carried out through the following key elements:

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

Urban Highway Design Standards –

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

- Boulevards/Main Streets – As a state highway built to operate as an arterial-type facility passes through a compact downtown type area, it is essential that the design treatment shift from an objective to move traffic quickly to an objective of slowing traffic, minimizing impacts and creating a compatible urban streetscape. These designs are chronically

difficult to obtain approval for through FHWA. Design standards need to be revised to allow development and approval of these types of projects on a more routine basis.

- Parkways – New or expanded expressways through rural and urbanizing areas on the outskirts of metropolitan areas are increasingly difficult to build due to their environmental impacts. As an alternative to a conventional 60-70 mph fully limited access facility, there should be the option of developing a fully or partially limited access facility built to a 35-45 mph standard. This would allow tighter vertical and horizontal curves and a smaller cross-section, thereby allowing a project that can be more readily accommodated following the contours of the land and minimizing impacts.
- Orphaned or Abandoned Highways – It is common for an old arterial-type state highway to be functionally inadequate for through traffic due to the development pattern that has been established over time. In many cases, these state highways were bypassed by higher speed limited access facilities. In these circumstances, the old state highway generally falls into a state of disrepair since it no longer is of highest priority for the state transportation department. A program could be established to transfer these facilities from the state agency to the local government in recognition of their defacto function as a local facility. Funding should be provided to bring the state highway to an urban street standard in exchange for a transfer of ownership.
- Green Infrastructure – One of the biggest sources of polluted stormwater run-off is from streets and highways. Since state and local governments are under the federal mandate of the Clean Water Act to address this issue, there should be further assistance through the federal transportation program to develop green infrastructure approaches, including stormwater infiltration design guidelines, research and development of improved green techniques, funding eligibility for green techniques and performance monitoring to evaluate the effectiveness of these techniques over time.

Regional Project Requests

Criteria

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

Project must be in the financially constrained RTP.

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

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

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

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

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

1. Priorities adopted by the Oregon Transportation Commission.
2. Priorities for New Start and Small Start Programs for continued implementation of the region's light rail, streetcar and bus rapid transit system consistent with the Federal Transit Administration's project development process and the upcoming High Capacity Transit System Plan.
3. Support for reauthorization through the research section of the bill of the Oregon Transportation Research and Education Consortium.
4. Priorities for local projects to be funded through the "highway" component of the bill based upon the following guidelines:
 - a. Set a target for earmarks of \$100 million based upon two times the SAFETEA-LU earmarks for local government projects.
 - b. Set subarea targets based upon population as follows: \$47 million for Multnomah County jurisdictions, \$34 million for Washington County jurisdictions and \$19 million for Clackamas County jurisdictions; the County and Cities within each county should coordinate the priority of their requests.
 - c. Metro requests should be for programs of region wide benefit (current candidates are the Regional Trails Program and the Regional TOD Program).

Note: Draft project lists are due December 1 for adoption by JPACT December 11.

CLICK HERE FOR REPORT



**Platform for the
Surface Transportation Program Authorization**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING) RESOLUTION NO. 08-~~3956~~4003
FINAL REGIONAL PRIORITIES FOR)
2009 STATE TRANSPORTATION) Introduced by Councilor Rex Burkholder
FUNDING LEGISLATION)

WHEREAS, an efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout the state of Oregon; and

WHEREAS, the Portland metropolitan region has become a national model for how strategic transportation investments combined with regional land use planning can improve community livability and environmental quality while supporting a strong economy; and

WHEREAS, despite the important investments that have been made possible since 2001 by three Oregon Transportation Improvement Acts and two "ConnectOregon" multimodal packages, the state and the Portland region remain several billion dollars short of what is needed to adequately address essential transportation needs over the next 20 years; and

WHEREAS, investments in maintaining and expanding transportation facilities in the Portland region are especially critical in light of the fact that the region's population is expected to grow by approximately one million people; and

WHEREAS, freight volumes are expected to increase even more quickly than population over that same time period; and

WHEREAS, additional funding to address these transportation needs will create or sustain thousands of jobs and help stimulate the economy of the region and the state; and

WHEREAS, it is critical that we plan and fund the region's transportation system in such a way as to confront the challenge posed by global climate change; and

WHEREAS, it is in the interest of local governments inside Metro to jointly seek additional transportation funding from the 2009 Oregon Legislature; and

WHEREAS, ~~Governor Kulongoski and legislative leaders have declared that~~ passage of a transportation funding package will be a top legislative priority in 2009; and

WHEREAS, the report of the Governor's Transportation Vision Committee recommends significant increases in funding for both roads and multimodal investments, as well as several other short- and long-range reforms to Oregon's system of transportation funding, investment, and governance; and

WHEREAS, Governor Kulongoski released his proposed transportation package on November 10, 2008; and

WHEREAS, that proposed package includes [to be completed after November 10]; and

WHEREAS, by Resolution No. 08-3921, the region adopted "Metropolitan Region Principles for a Legislative Transportation Funding Package in 2009," adopted by the Metro Council on March 13, 2008; and

WHEREAS, the priorities for funding established by this resolution are consistent with those principles; and

WHEREAS, by Resolution No. 08-3956, the region adopted “Portland Metropolitan Region Transportation Priorities for the 2009 Oregon Legislature,” adopted by the Metro Council on June 26, 2008; and

WHEREAS, this resolution incorporates modifications and additions to the priorities adopted in Resolution 08-3956; now therefore

BE IT RESOLVED:

1. that the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) endorse transportation funding priorities for the 2009 ~~legislature~~ legislative session as reflected in Exhibit A to this resolution; and
2. that the Metro Council and JPACT endorse *[the Governor’s proposed package or elements thereof – to be completed after November 10]*; and
3. that the JPACT chair shall establish a legislative working group to assist in advocating for the region’s transportation priorities during the 2009 legislative session.

ADOPTED by the Metro Council this ____ day of ~~June~~ December 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Portland Metropolitan Region Transportation Priorities for the 2009 Oregon Legislature

Policy

Do No Harm: Do not enact preemptions of local government revenue-raising authority. The transportation funding challenge will require new funding commitments at all levels of government.

50-30-20 Funding Distribution: Protect the established state funding formula to ensure distribution of new state-wide transportation resources as follows: 50 percent to the state, 30 percent to counties, and 20 percent to cities (“50-30-20”). Any legislative discussions about changing the state funding formula should ensure that the Portland metropolitan region receives equitable funding based on its contribution to state revenues and the statewide benefit of investments in the region.

Protect Existing Assets: Oregon should protect its billions of dollars of existing transportation assets by prioritizing maintenance and preservation. New modernization projects should be funded from the state’s 50% share of new resources.

Remove ~~Expand Local Options~~ Restrictions: Increase local government revenue-raising options and remove existing restrictions on local transportation revenue authority. ~~Remove the requirement that county-approved vehicle registration fees must be agreed to by neighboring counties in the region.~~

Remove Willamette Bridge Tolling Restrictions: Eliminate existing statutory restrictions on local authority to establish tolls on Willamette River bridges in the region.

Establish More Sustainable Funding: With per-capita gas tax revenues in decline, Oregon should continue efforts to establish use-based transportation revenue from sources such as congestion pricing, tolls, and/or vehicle-miles-traveled fees, while maintaining cost responsibility between light vehicles and trucks.

Jurisdictional Transfers: The state should work in partnership with local jurisdictions by supporting the transfer of state-owned district highways that define arterial or multi-modal corridors, including road rehabilitation and permanent funding for maintenance.

New Revenues

Road Maintenance and Construction: New state investments in our transportation system are desperately required to address backlogged maintenance, critical safety and freight mobility projects, demand management, and bike/pedestrian projects. The equivalent of a 12-cent gas tax increase merely returns the buying power of the fuel tax to 1993 levels. Oregon should increase annual funding for the state’s roads and highways by at least \$550 million, using a variety of revenues sources, such as gas taxes, registration and titling fees, and indexing of taxes and fees to stay ahead of inflation.

➤ Raise the gas tax 14¢	\$400 million per year
➤ Increase the annual VRF to \$54	\$150 million per year
➤ Index the gas tax to inflation	+\$20 million per year

Invest in Transit: Devote new resources (including new lottery funds) to expanding bus, light rail, commuter rail, streetcar, and other public transit services and facilities that support the state’s CO₂ emissions reduction goals and efficient land use.

- **New Commitment to Transit:** Identify new, ongoing state funding to support transit.
- **Flexible Funds:** Instruct ODOT to use more flexible federal funds for public transit.
- **Elderly and disabled transit:** Increase funding for the state’s Elderly & Disabled transit program.

- **Transit Oriented Development (TOD):** Leverage private development and maximize the value of transit investments by supporting local TOD projects.

[Invest in Trails: Oregon should create a comprehensive state plan to support the acquisition, construction, and maintenance of urban and intercity trails and other non-motorized transportation corridors.](#)

ConnectOregon III: The state's successful multi-modal investment program should be continued with a third round of project funding.

DRAFT



JPACT

Briefing
November 12, 2008

Sustainable and Community Friendly

Purpose and Need

1. Provide ***structural capacity*** to accommodate safely various vehicle types, including transit vehicles, trucks, and emergency vehicles; and to withstand moderate seismic events;
2. Provide a geometrically functional and ***safe roadway*** design;
3. Provide for ***existing and future travel*** demands between origins and destinations served by the Sellwood Bridge;
4. Provide for connectivity, reliability, and operations of existing and future ***public transit***;
5. Provide for improved ***freight mobility*** to and across the bridge; and
6. Provide for improved ***pedestrian and bicycle connectivity***, mobility and safety to and across the river in the corridor.

Community Quality of Life Goal: Protect and ***preserve the existing quality of life*** of the neighborhoods in the Sellwood Bridge influence area on both sides of the Willamette River.

Alternatives

Alternative	Rehab/ New	Bikes/Peds	West Interchange	Alignment	Lanes	Closure
No Build	N/A	4 ft sidewalk	Same	Same	2	8 mo
A	Rehab	Parallel bridge	Roundabout	Same	2	24 mo
B	Rehab	Widened sidewalks on both sides	Roundabout	Same	2	24 mo or none w/ detour bridge
C	New	On lower deck	Trumpet	Same	2 + 1 (merge)	42 mo
D	New	On sidewalks and bike lanes	Signal	Same/Slightly south	2	none
E	New	On sidewalks	Signal	New/North	2 + 2 (transit)	none

Build vs. No-Build

	Cost	West Hill Stable	Earthquake Design	Buses	Trucks	Bikes and Peds	Streetcar Possible	OR 43 Traffic Improved	Bridge Traffic Improved	75 Year life	Construction Closure
No Build	\$54M	Yes	No	No	No	No	No	No	No	No	Yes
Build	\$280M-\$361M	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No/minor	Yes	0 to 42 mo

Costs

Build alternatives range from \$280M to \$361M (2012 dollars)

Rehabilitation alternatives are more costly than new bridge alternatives with 1 exception

Interchange and highway 43 improvements range from \$88M to \$102M (2012 dollars)

Cost of closure is about \$3M/month (lost business income, lost wages, additional travel time)

Phasing

Cost of Phase 1 ranges from \$81M to \$111M (2012 dollars)

Alternative A, B, C – Construction Phasing concept

- Phase 1 – Stabilize west hillside and replace west and east concrete approach spans (closure)
- Phase 2 – Rehabilitate (A & B) or Replace (C) main span (closure)
- Phase 3 – Interchange and highway 43 improvements (intermittent closures)

Alternative D – Construction Phasing Concept

- Phase 1 – Build new south half of bridge (no closure)
- Phase 2 – Build new north half of bridge (no closure)
- Phase 3 – Interchange and highway 43 improvements (intermittent closures)

Alternative E does not lend itself to phasing

Process to Locally Preferred Alternative

Open, Transparent, Community involved

Nov. 5, 2008 – SMILE neighborhood briefing

Nov. 7, 2008 – Draft Environmental Impact Statement available (Comment period begins)

Nov. 10 & 13, 2008 – Public Briefings

Nov. 17, 2008 – Community Task Force

Dec. 10, 2008 – Public hearing/Open house

Dec. 22, 2008 – Comment period closes

Jan. 5, 2009 – Community Task Force makes recommendation

Jan. 26, 2009 – Community Task Force presents recommendation to Policy Advisory Group

Feb. 6, 2009 – Policy Advisory Group makes recommendation to local jurisdictions

February and March, 2009 – Multnomah County, City of Portland, Metro approval

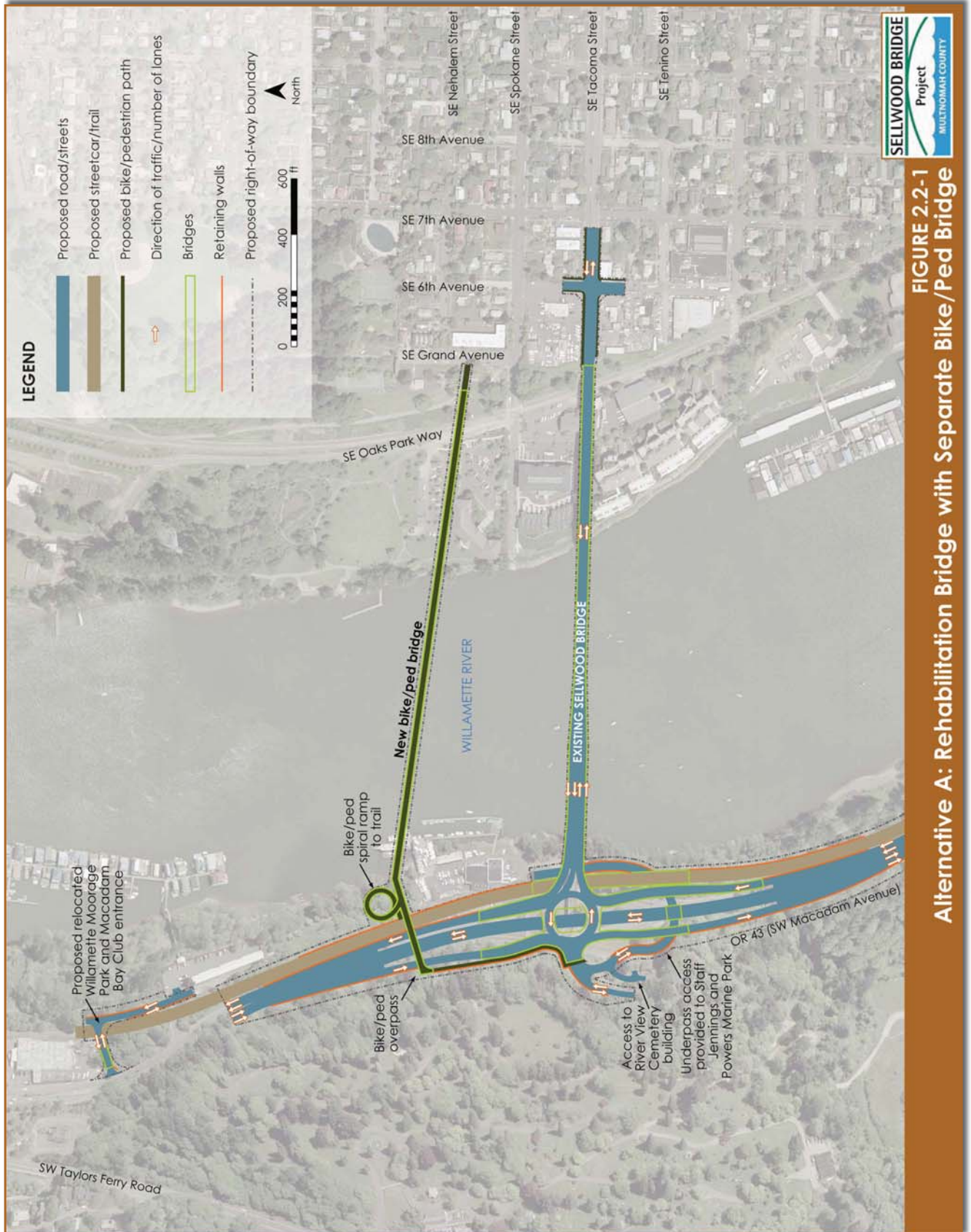
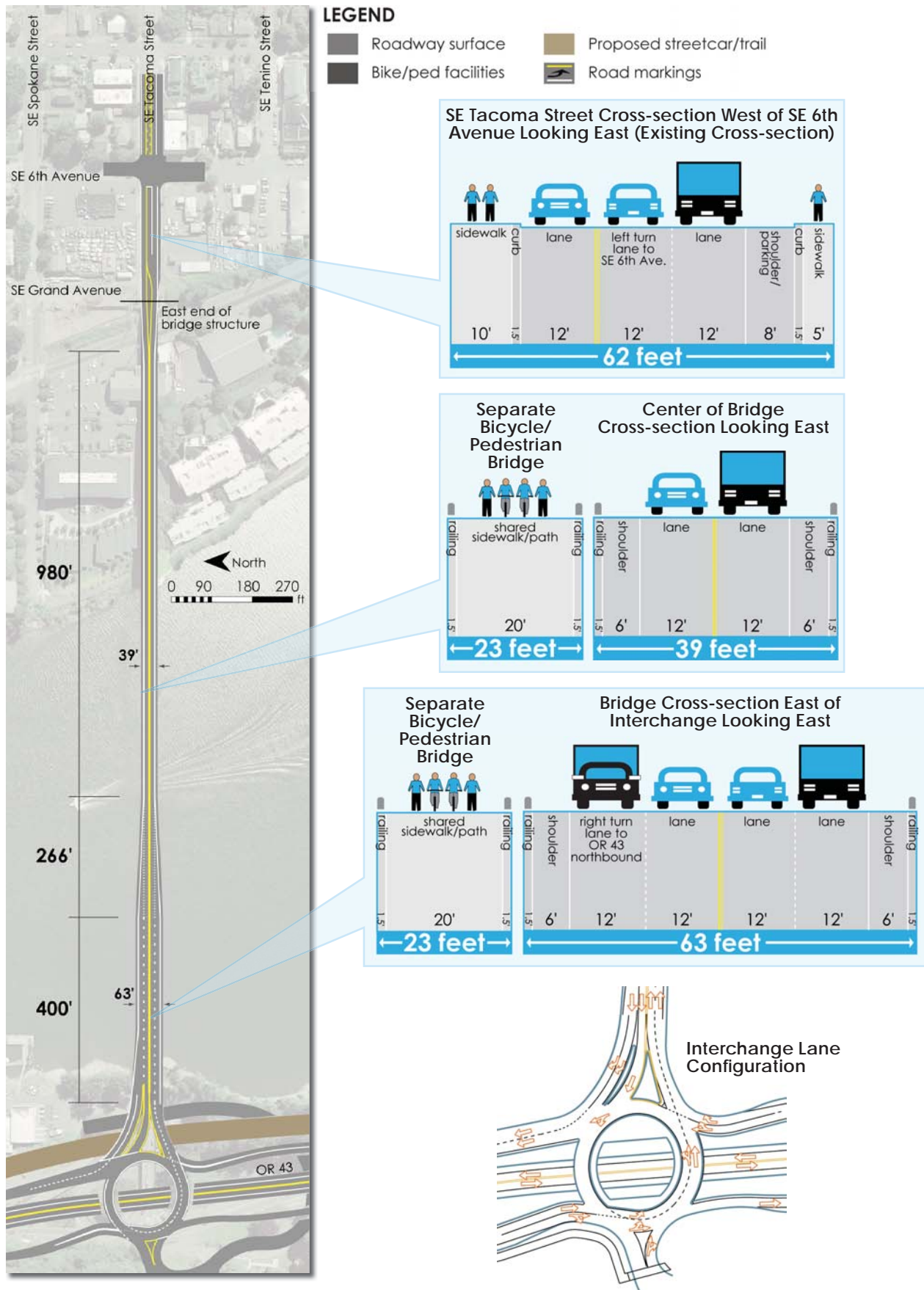


FIGURE 2.2-1 Alternative A: Rehabilitation Bridge with Separate Bike/Ped Bridge

Figure 2.2-2. Alternative A Bridge Configuration.



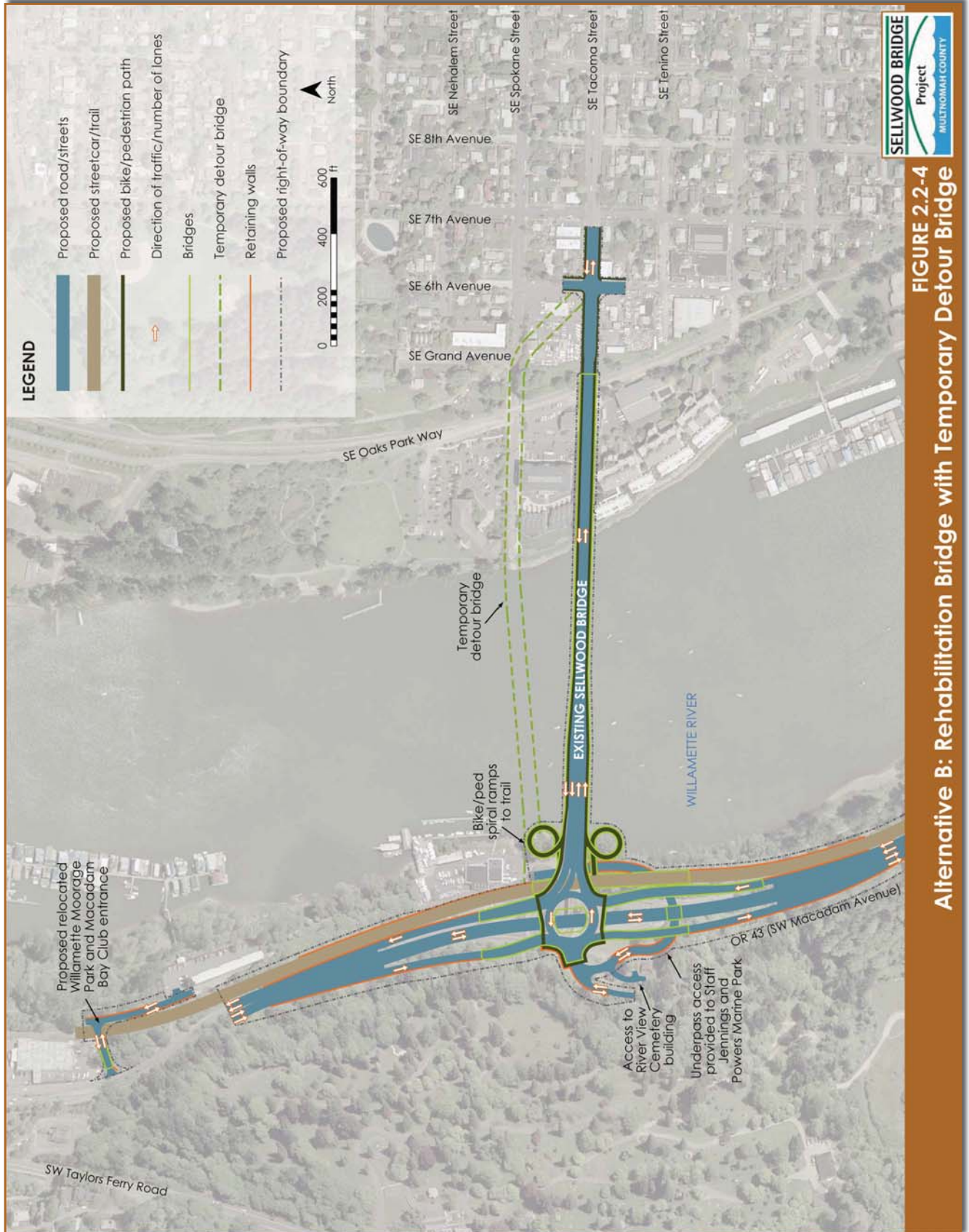
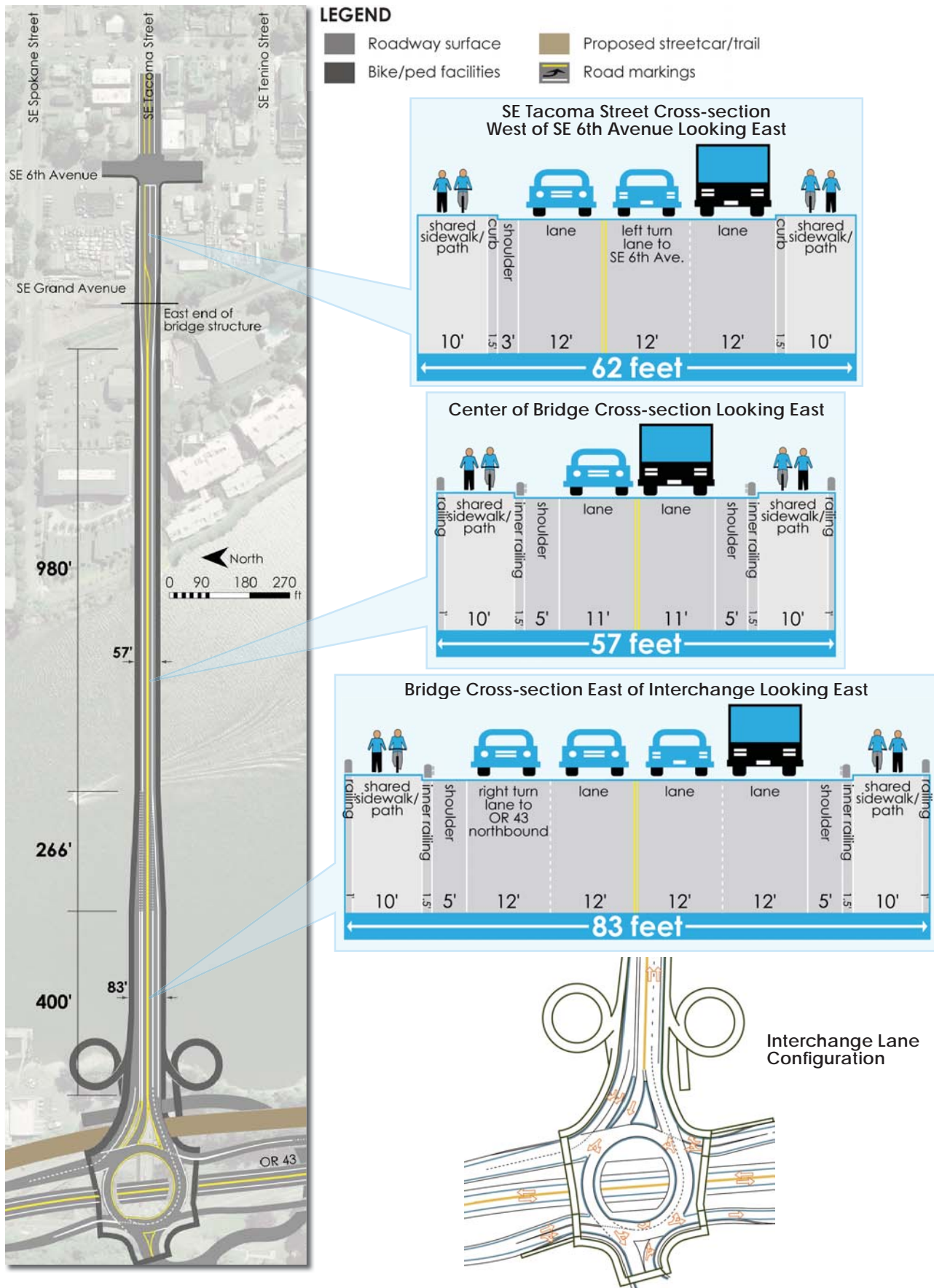


Figure 2.2-5. Alternative B Bridge Configuration.



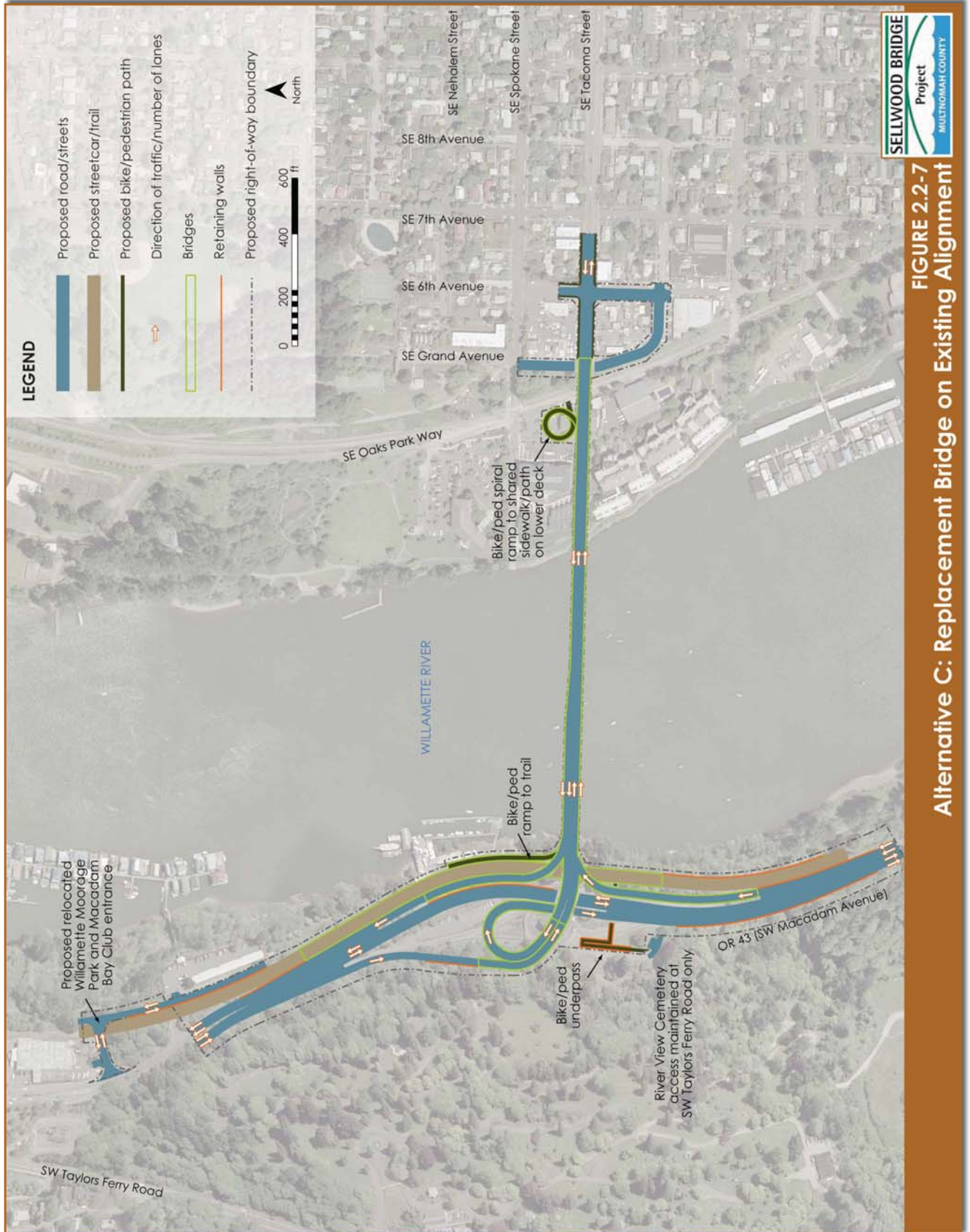
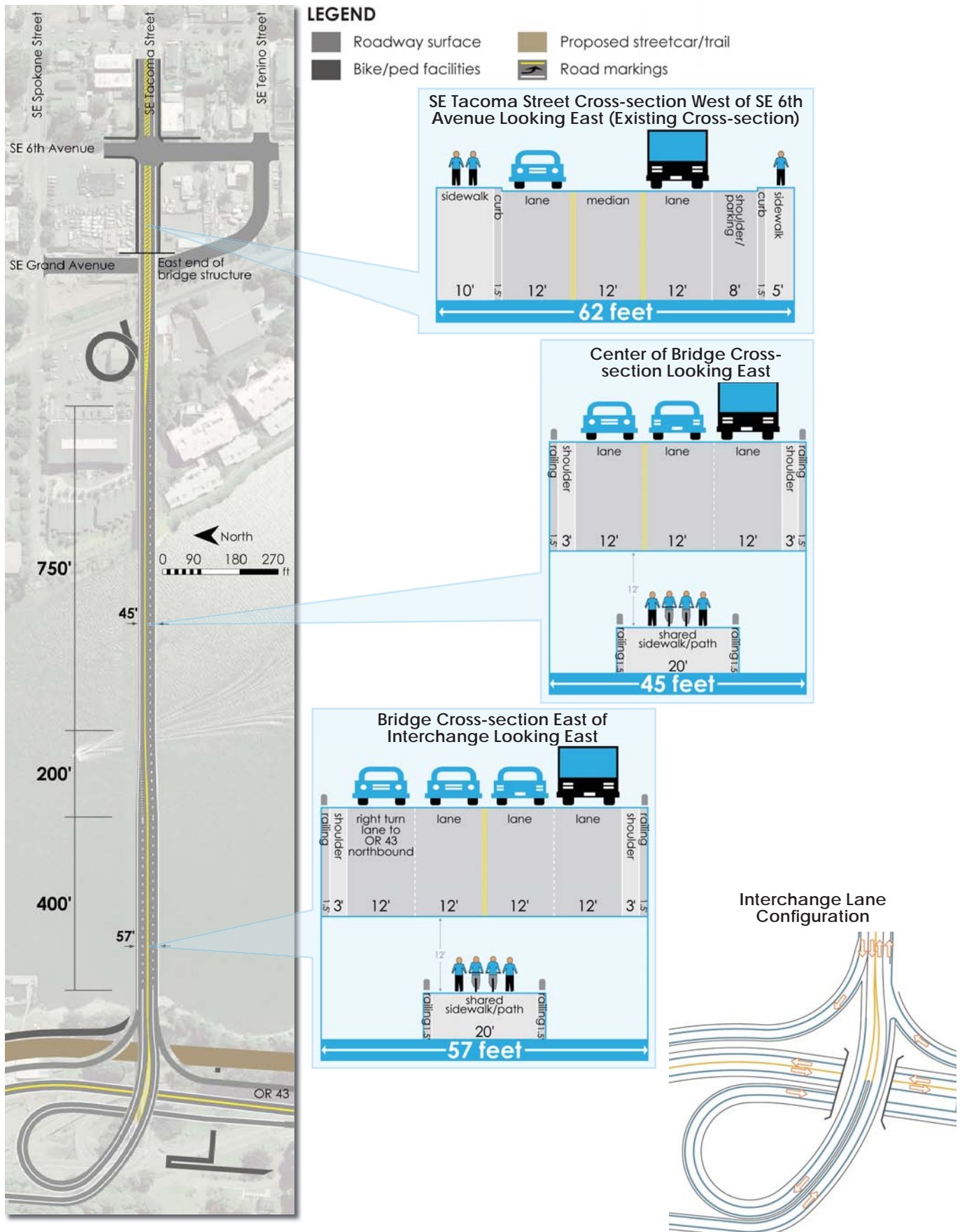


Figure 2.2-8. Alternative C Bridge Configuration.



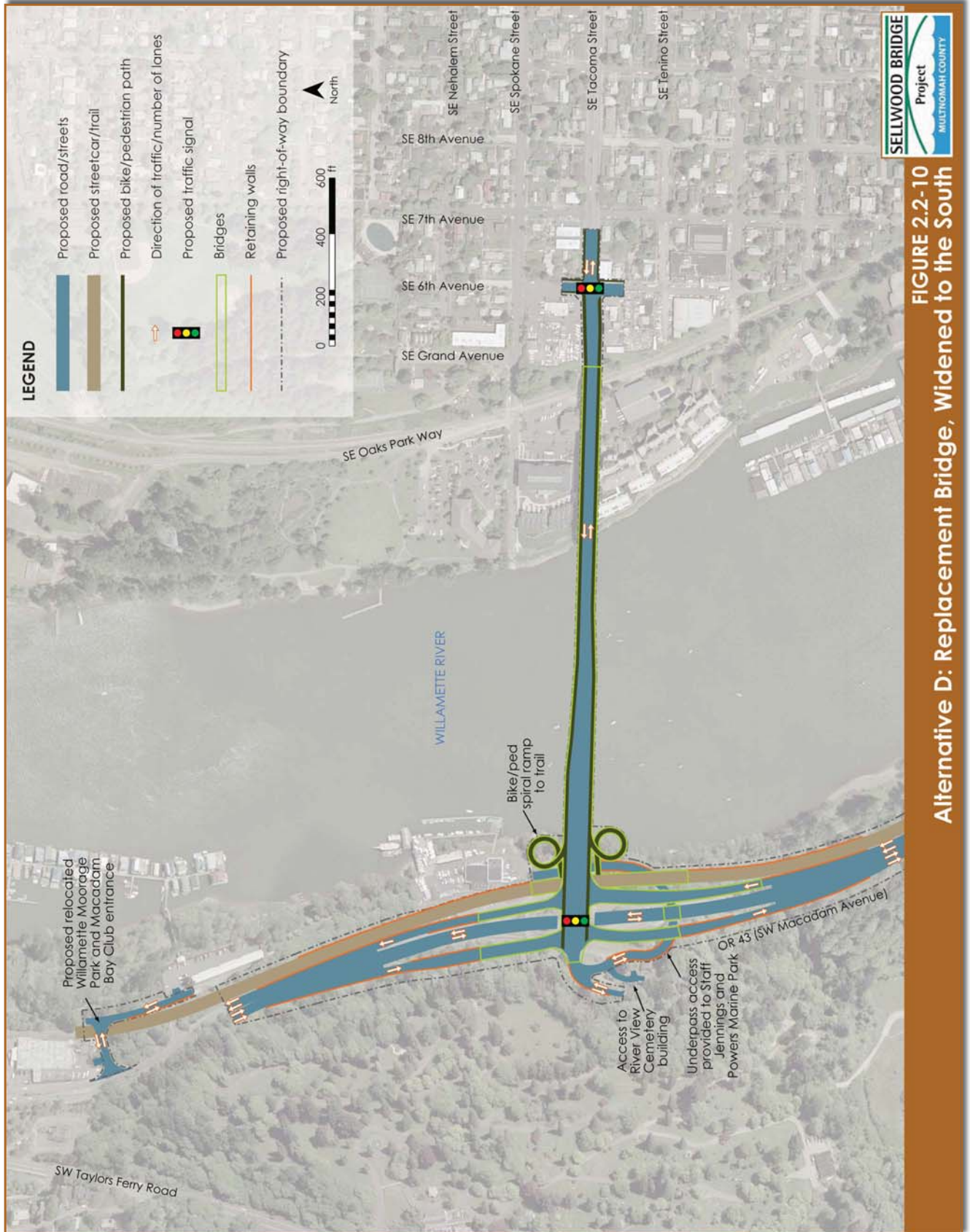
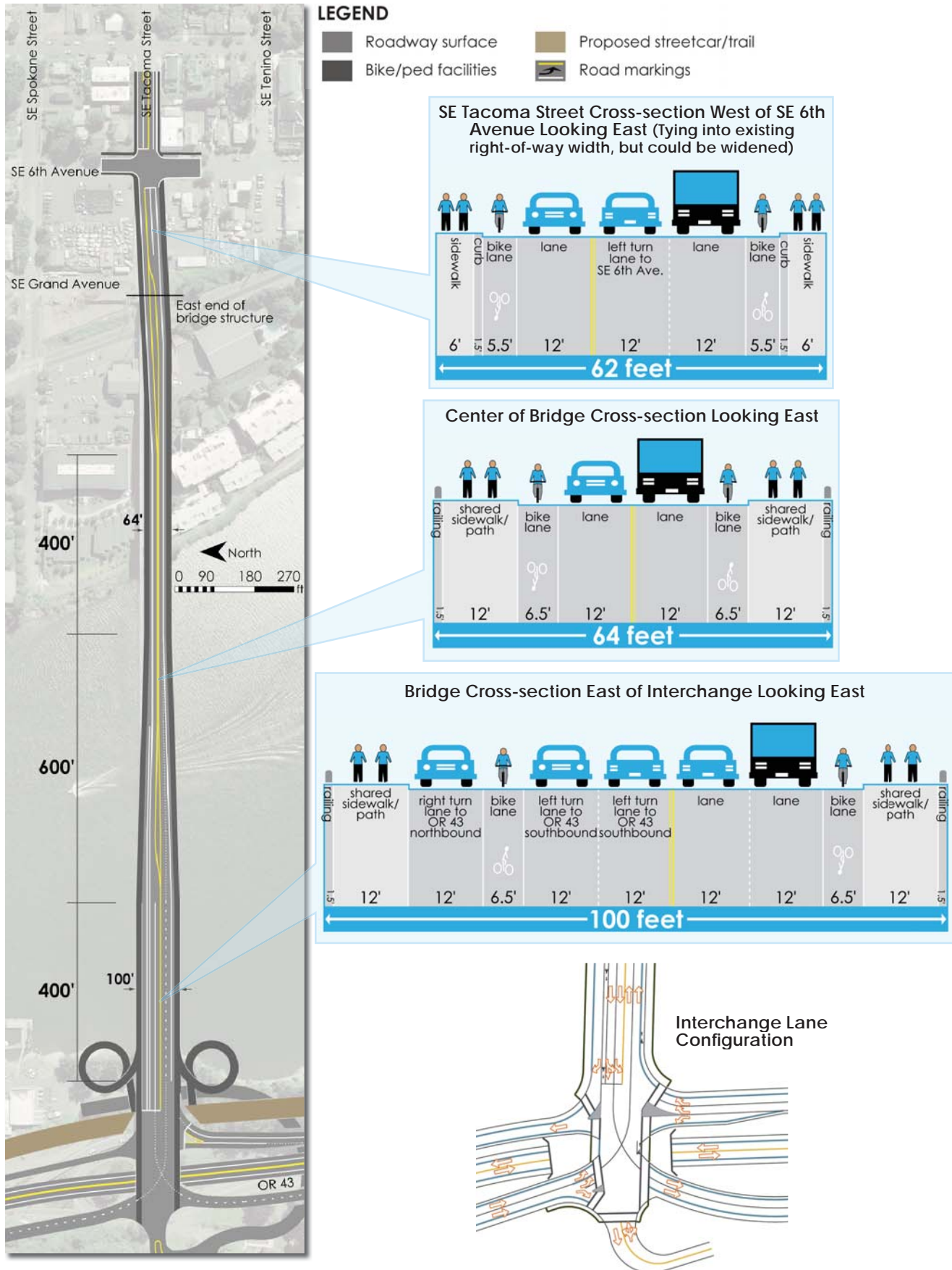


FIGURE 2.2-10 Alternative D: Replacement Bridge, Widened to the South

Figure 2.2-11. Alternative D Bridge Configuration.



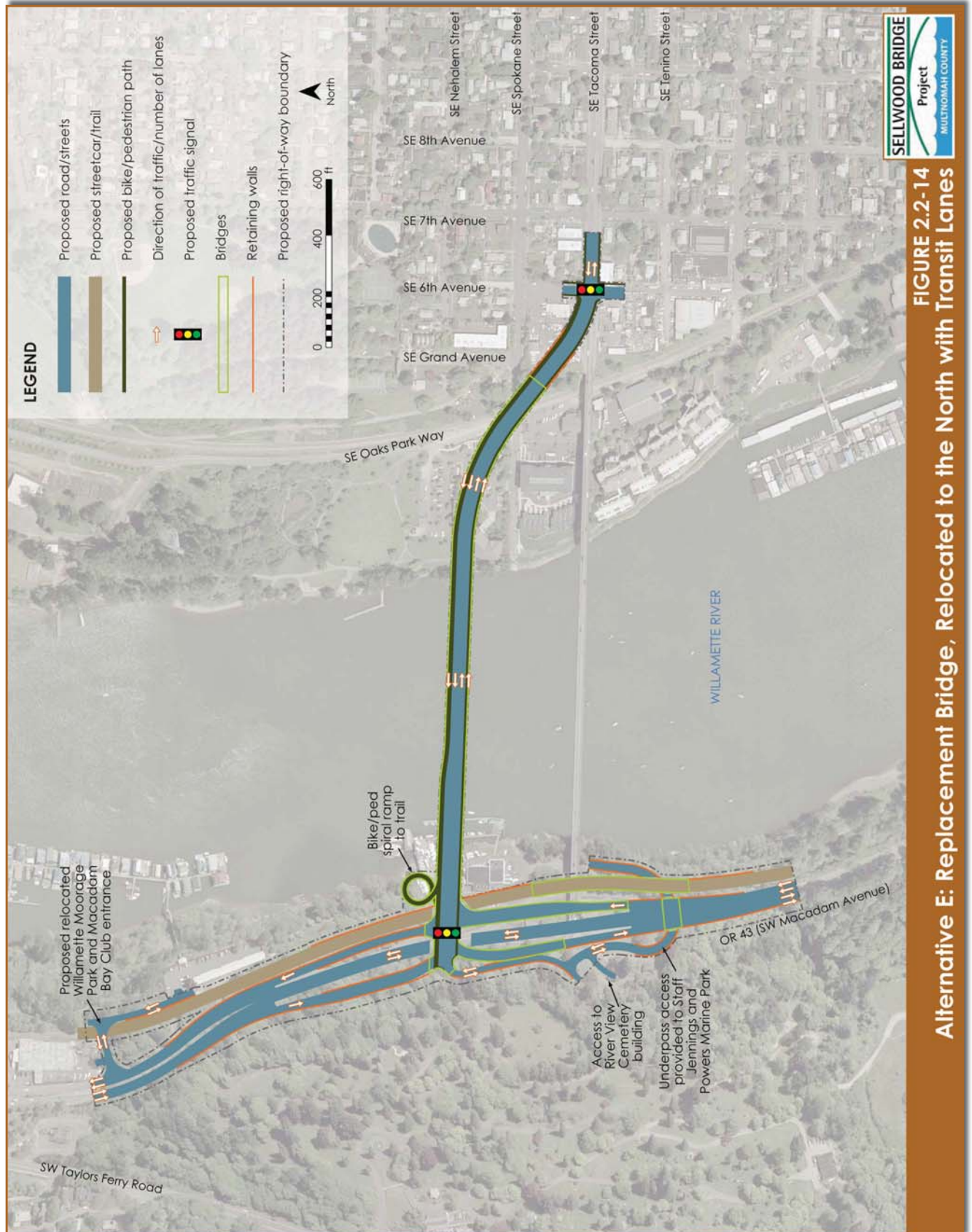
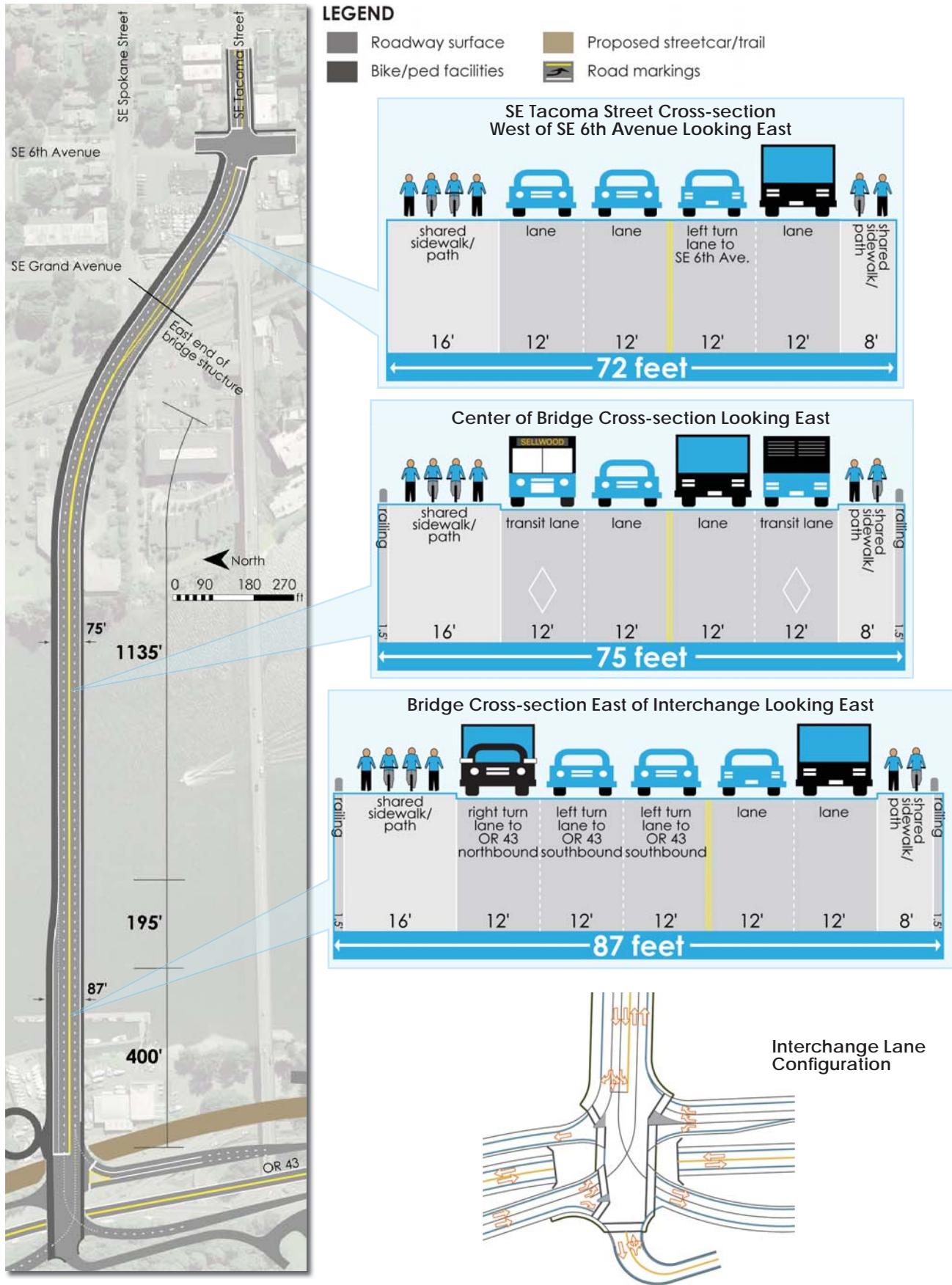
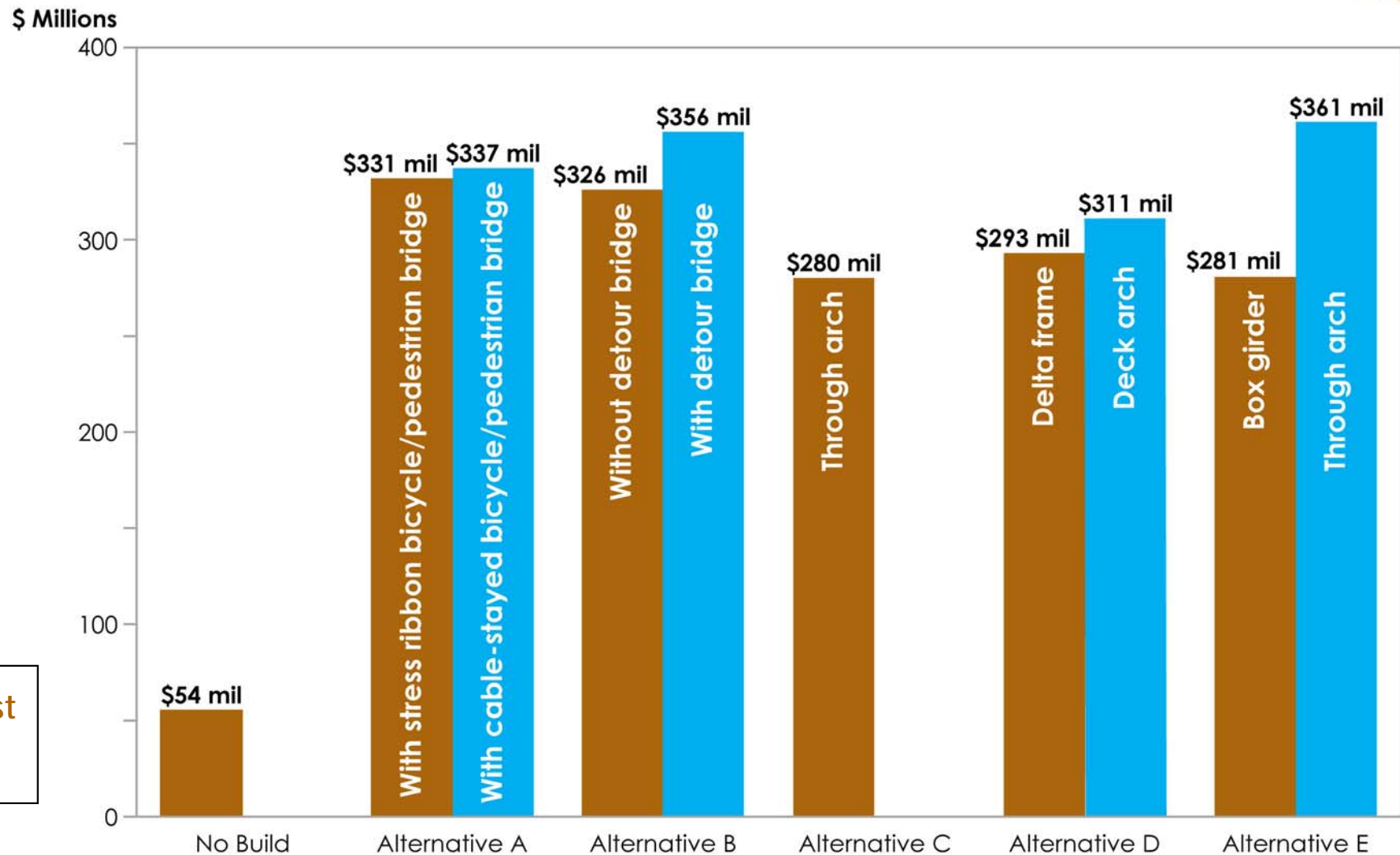


FIGURE 2.2-14 Alternative E: Replacement Bridge, Relocated to the North with Transit Lanes

Figure 2.2-15. Alternative E Bridge Configuration.

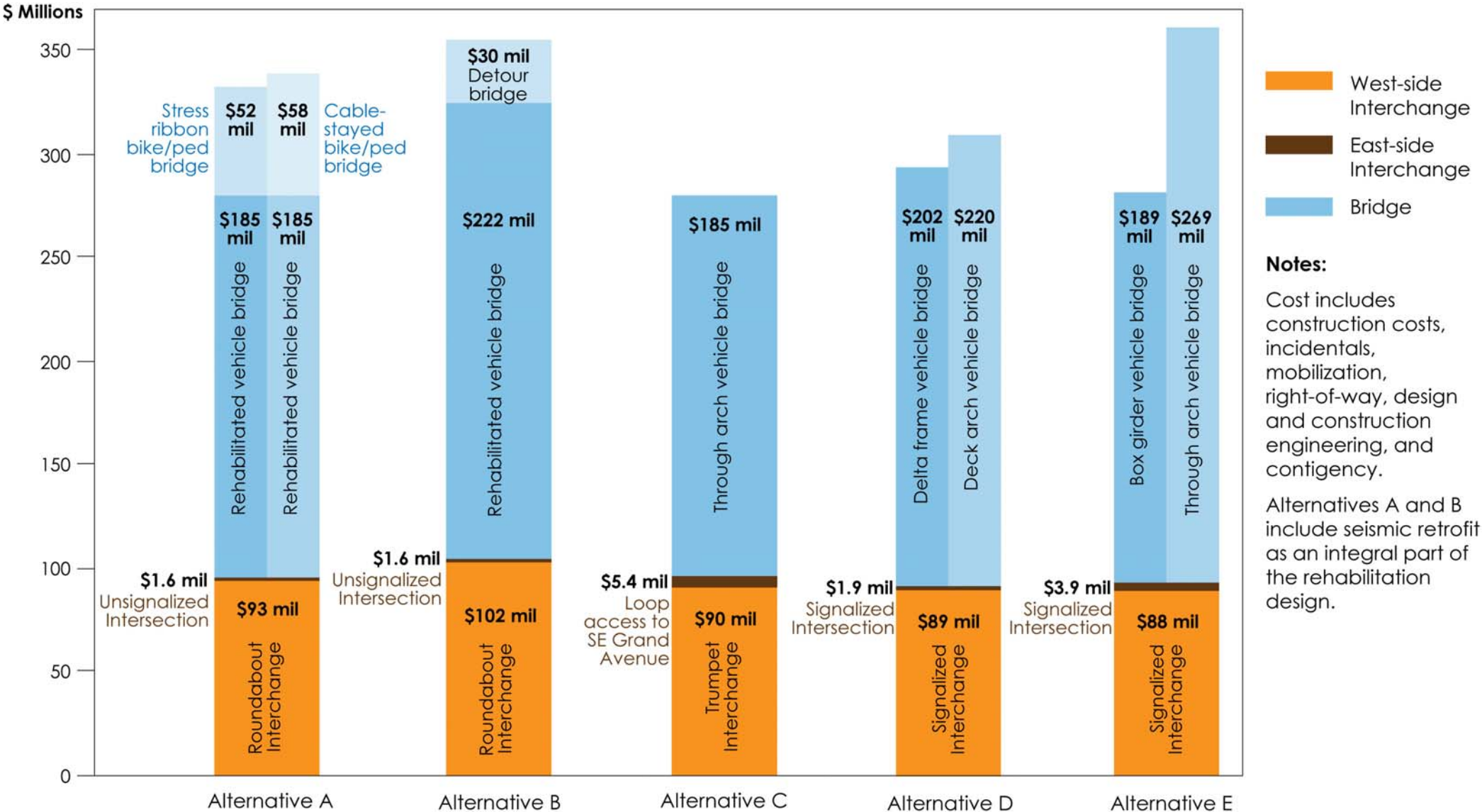


Total Project Cost in 2012 Million Dollars



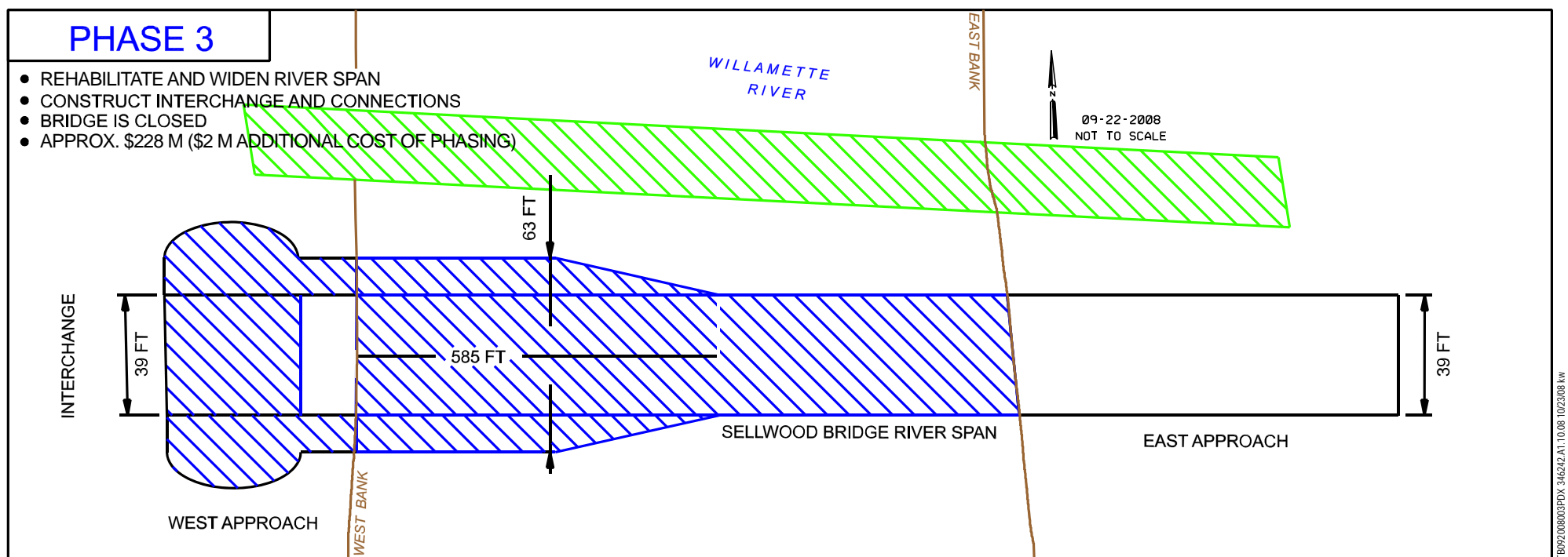
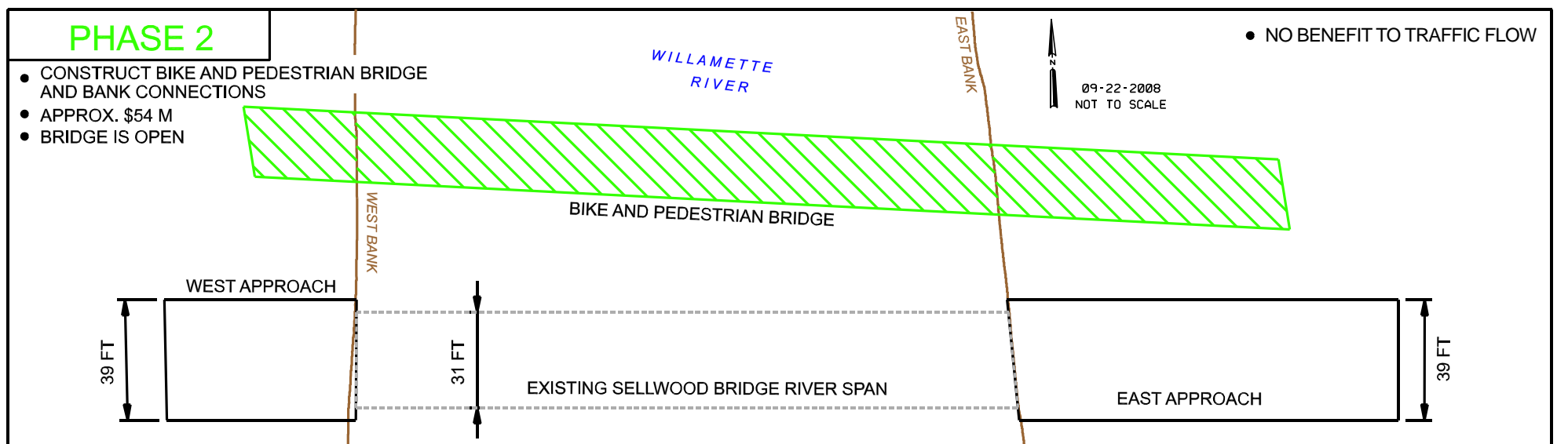
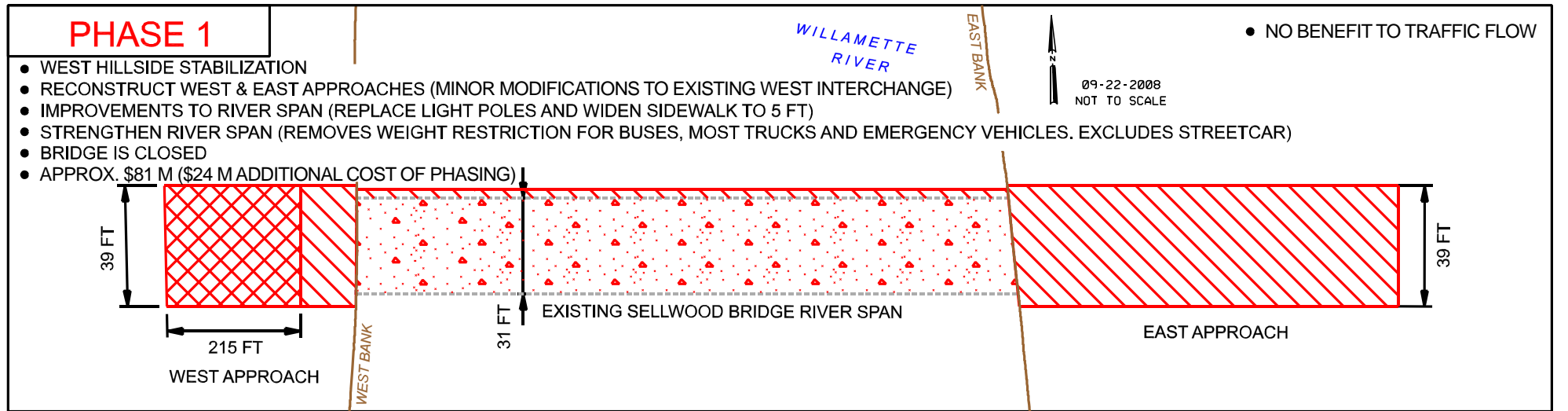
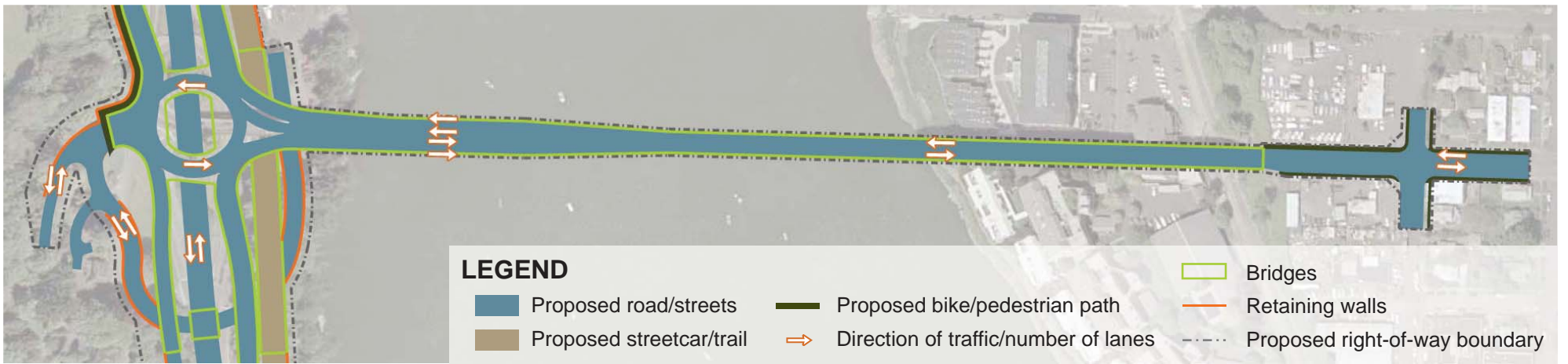
- Notes:** Cost includes construction costs, incidentals, mobilization, right-of-way, design and construction engineering, and contingency.
- No Build Alternative includes Sellwood Bridge west approach construction, along with main span and east approach maintenance and repairs.
- Alternatives A and B include seismic retrofit as an integral part of the rehabilitation design.

Project Element Costs in 2012 Million Dollars



SELLWOOD BRIDGE - ALTERNATIVE A

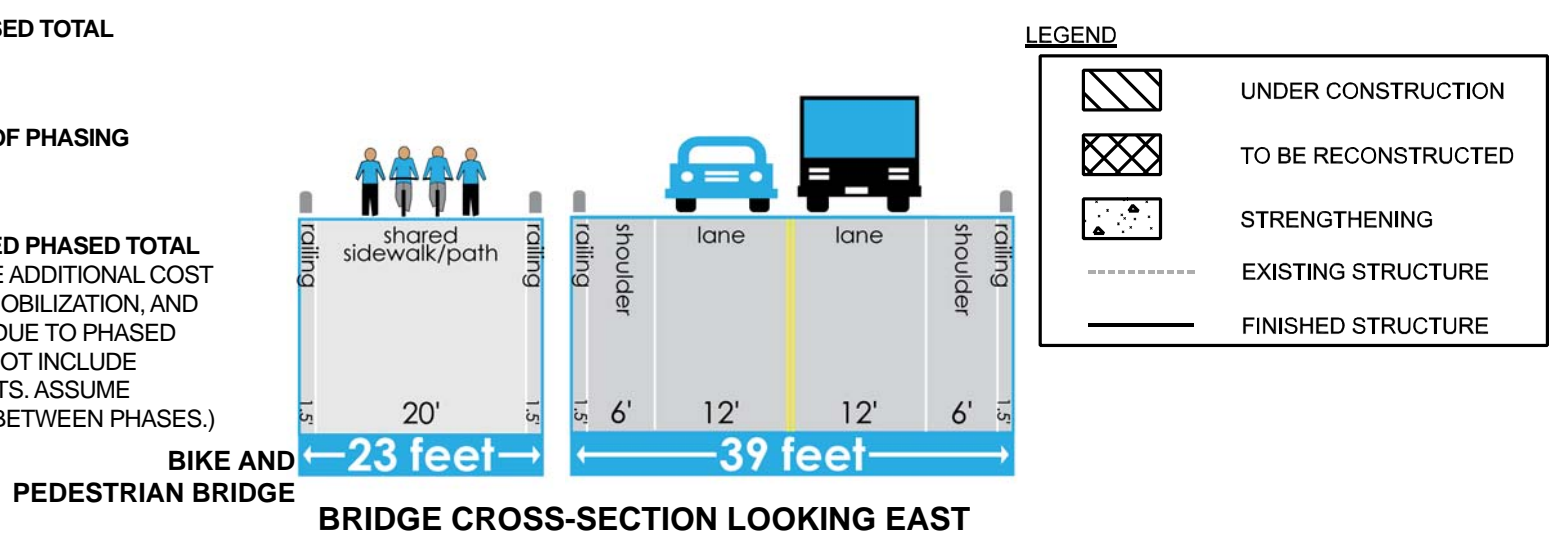
Potential Construction Phasing



\$337 M YEAR 2012 UN-PHASED TOTAL

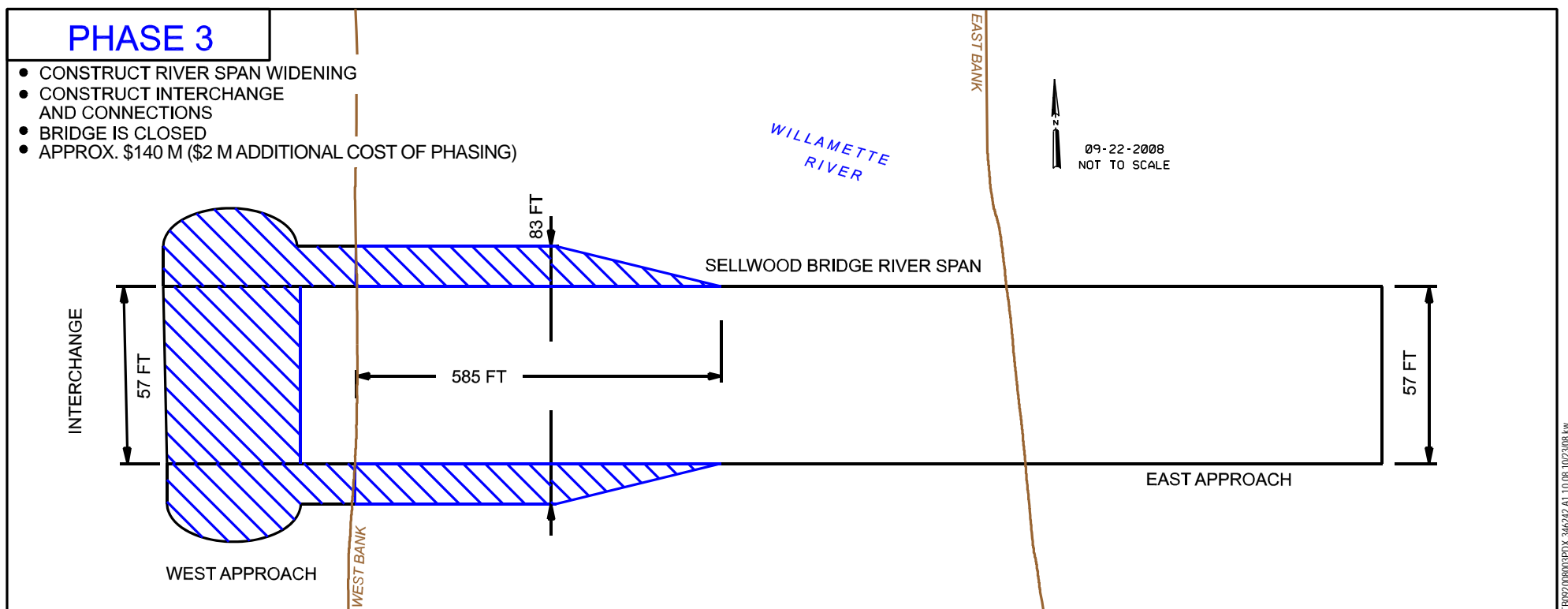
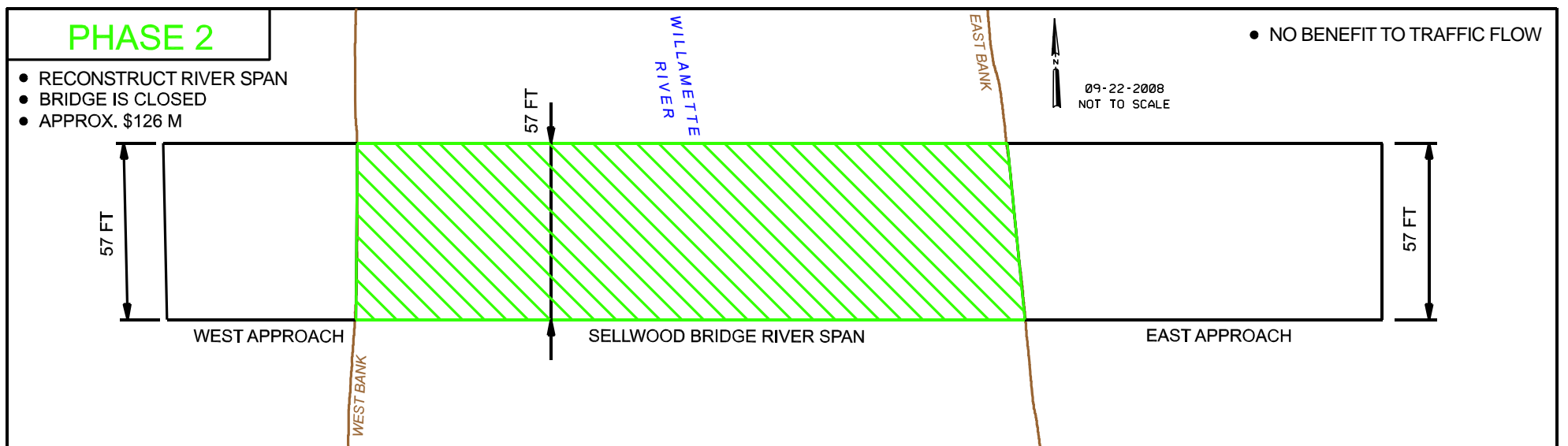
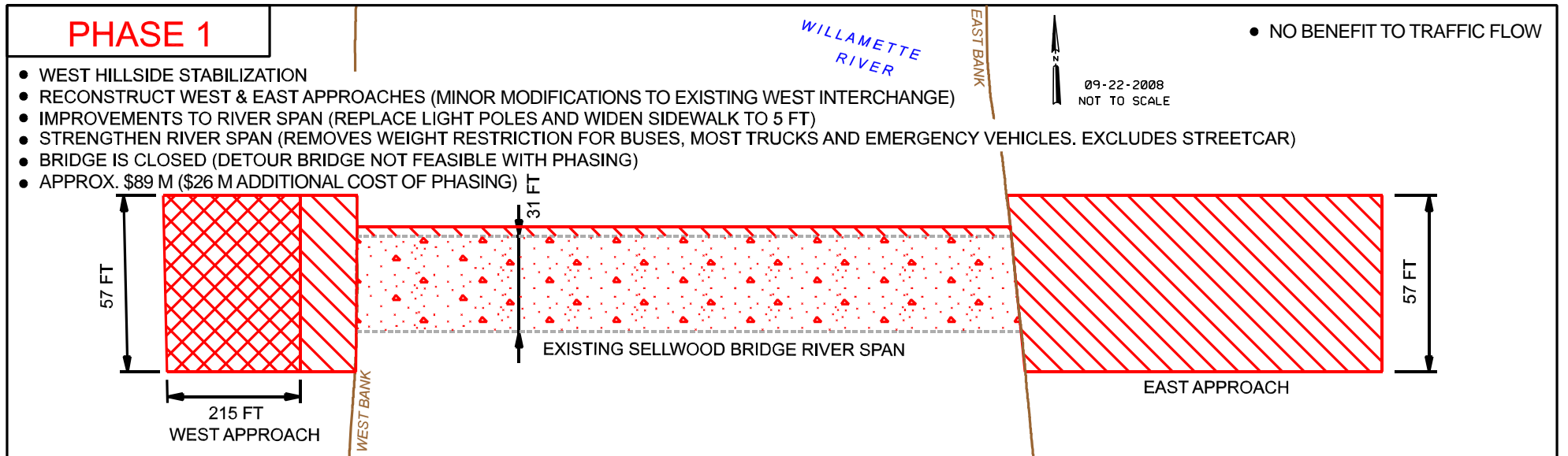
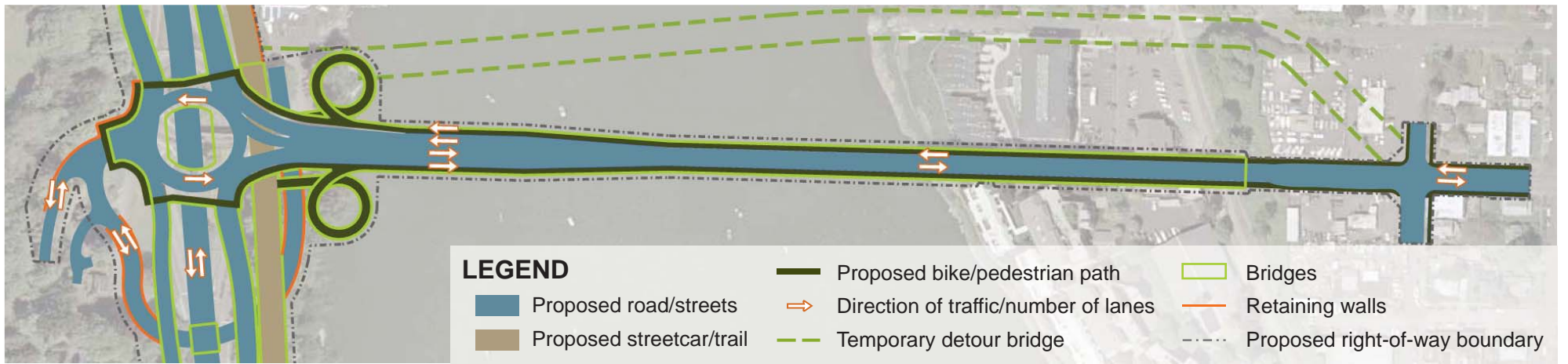
\$26 M ADDITIONAL COST OF PHASING (2012 DOLLARS)

\$539 M ESTIMATED INFLATED PHASED TOTAL (DOES NOT INCLUDE ADDITIONAL COST OF ENGINEERING, MOBILIZATION, AND TRAFFIC CONTROL DUE TO PHASED APPROACH. DOES NOT INCLUDE MAINTENANCE COSTS. ASSUME 6-YEAR INTERVALS BETWEEN PHASES.)



SELLWOOD BRIDGE - ALTERNATIVE B

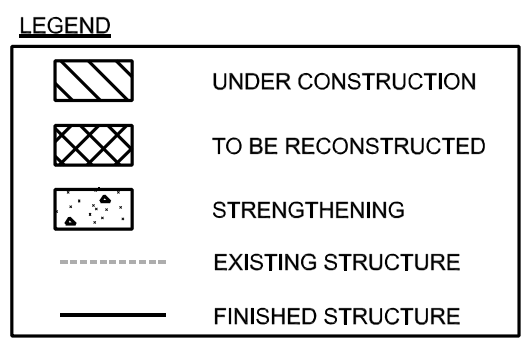
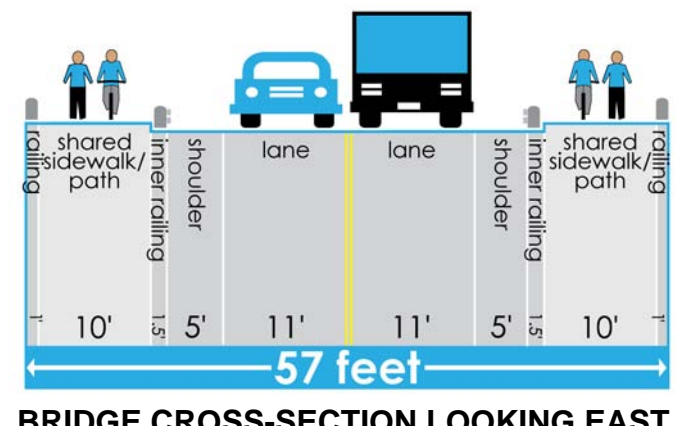
Potential Construction Phasing



\$326 M YEAR 2012 UN-PHASED TOTAL

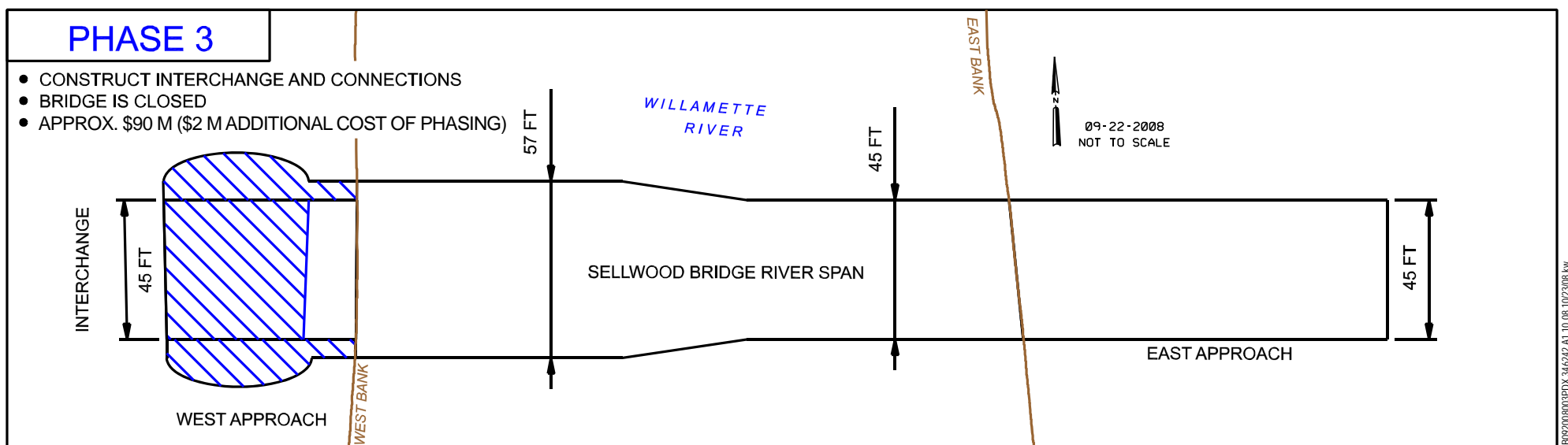
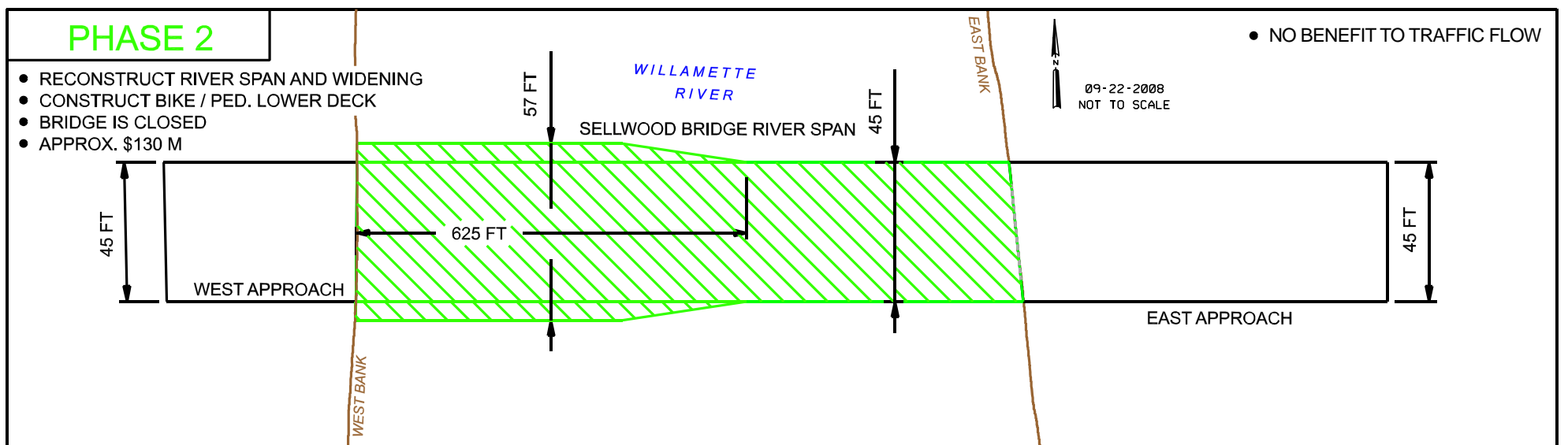
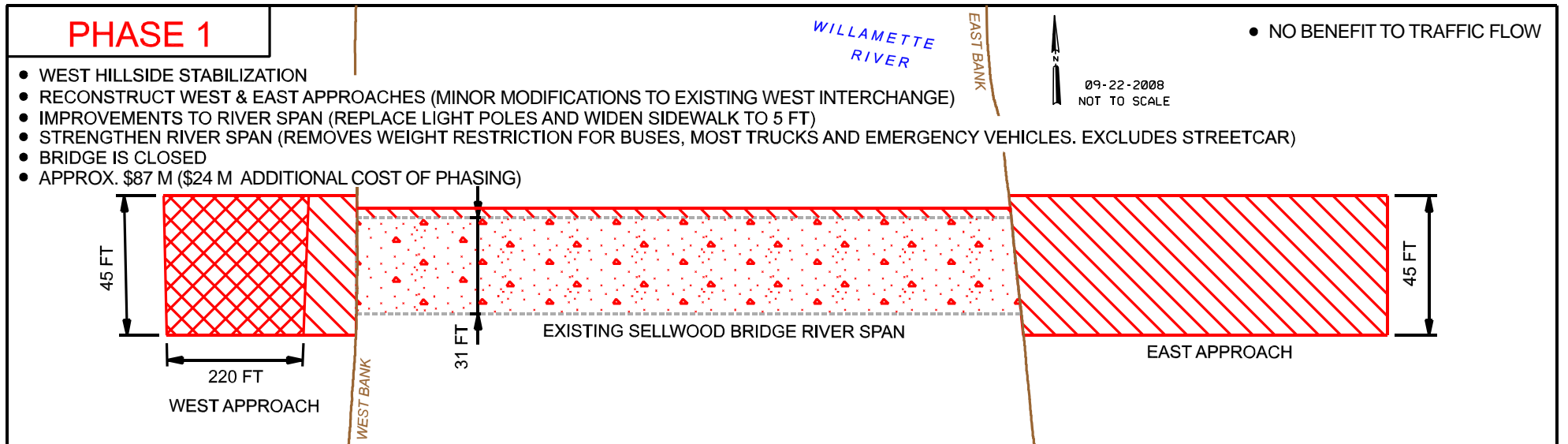
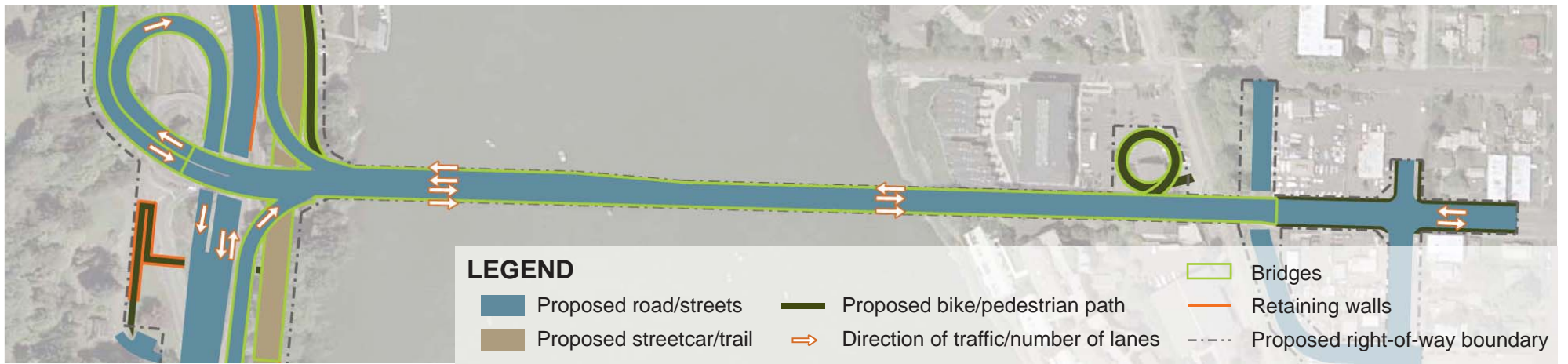
\$28 M ADDITIONAL COST OF PHASING (2012 DOLLARS)

\$491 M ESTIMATED INFLATED PHASED TOTAL (DOES NOT INCLUDE ADDITIONAL COST OF ENGINEERING, MOBILIZATION, AND TRAFFIC CONTROL DUE TO PHASED APPROACH. DOES NOT INCLUDE MAINTENANCE COSTS. ASSUME 6-YEAR INTERVALS BETWEEN PHASES.)



SELLWOOD BRIDGE - ALTERNATIVE C

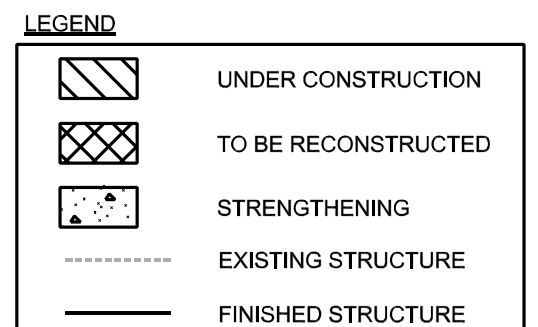
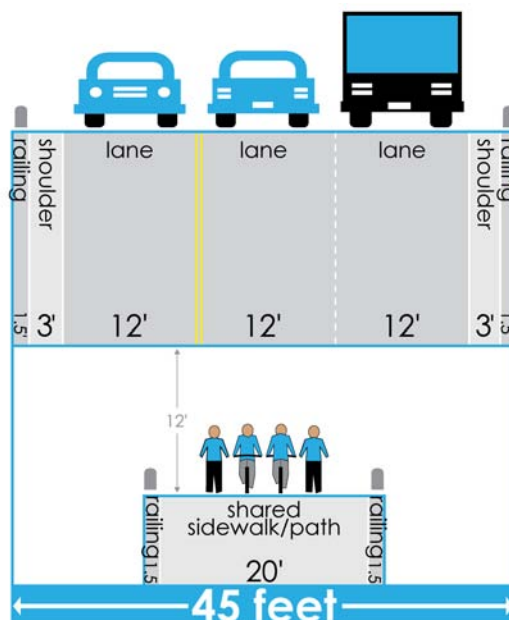
Potential Construction Phasing



\$280 M YEAR 2012 UN-PHASED TOTAL

\$26 M ADDITIONAL COST OF PHASING (2012 DOLLARS)

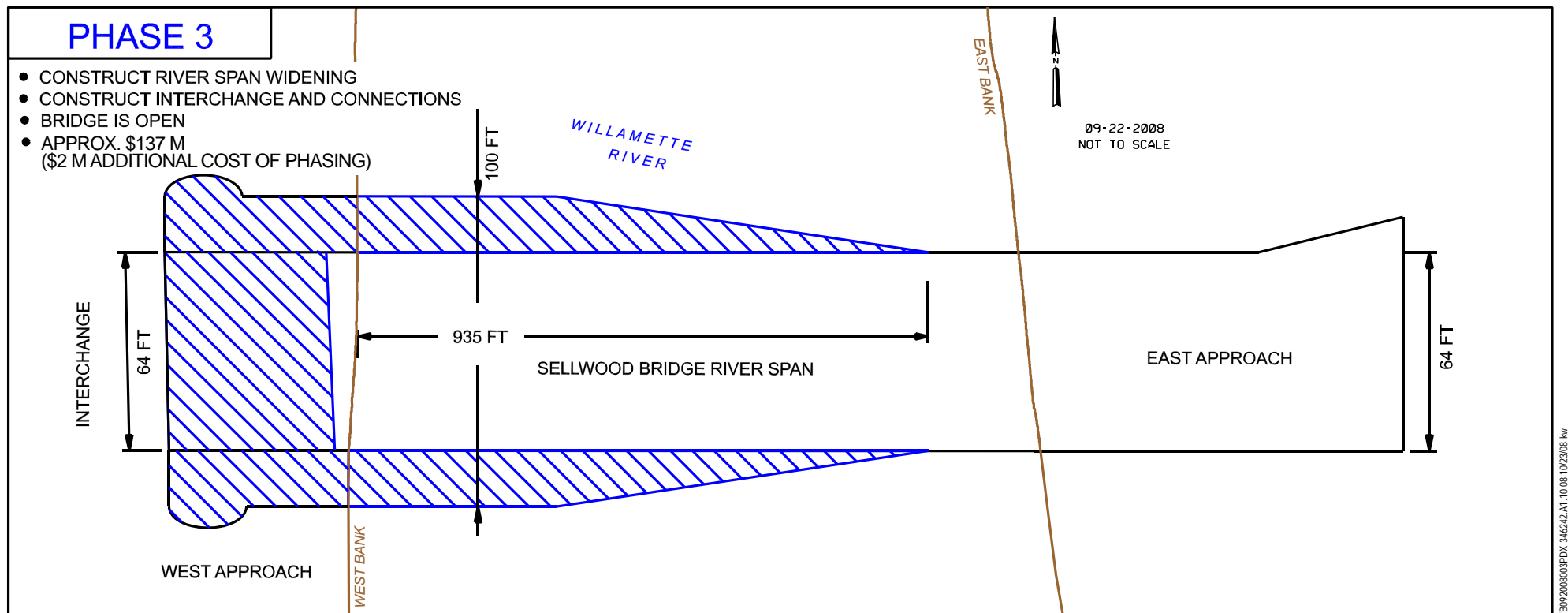
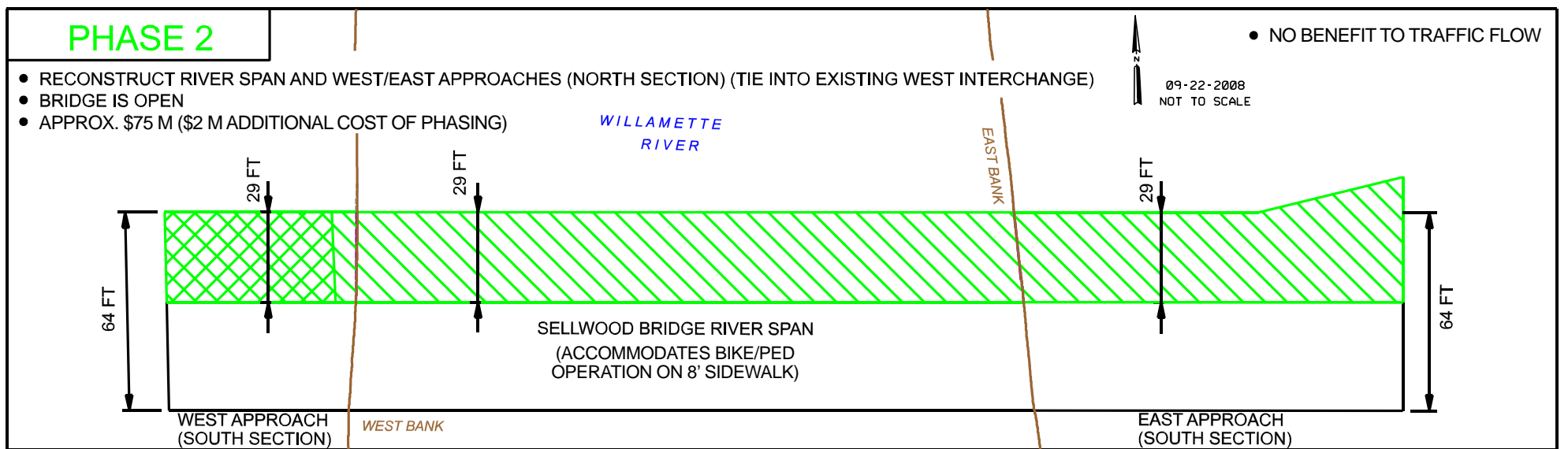
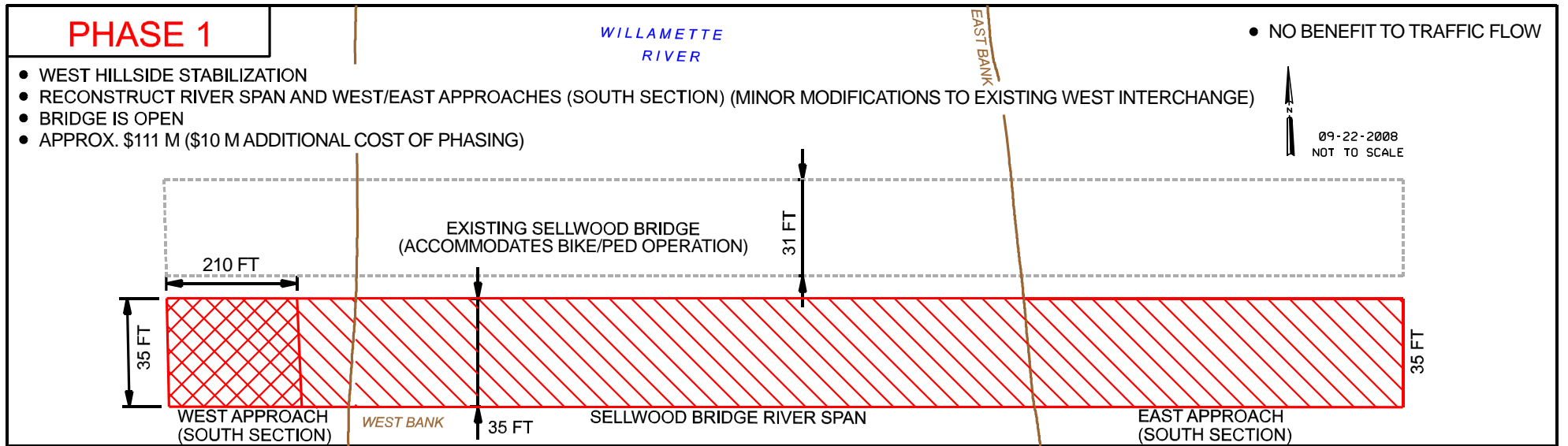
\$409 M ESTIMATED INFLATED PHASED TOTAL (DOES NOT INCLUDE ADDITIONAL COST OF ENGINEERING, MOBILIZATION, AND TRAFFIC CONTROL DUE TO PHASED APPROACH. DOES NOT INCLUDE MAINTENANCE COSTS. ASSUME 6-YEAR INTERVALS BETWEEN PHASES.)



BRIDGE CROSS-SECTION LOOKING EAST

SELLWOOD BRIDGE - ALTERNATIVE D

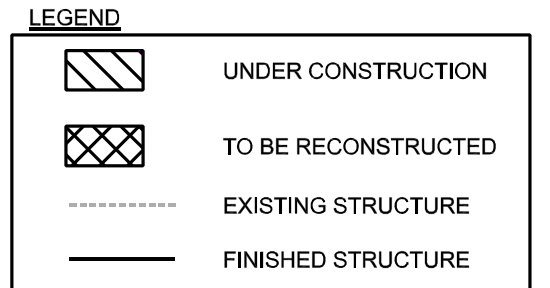
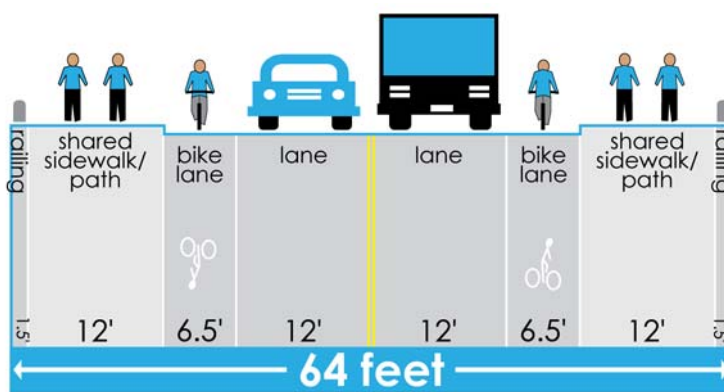
Potential Construction Phasing



\$309 M YEAR 2012 UN-PHASED TOTAL

\$14 M ADDITIONAL COST OF PHASING (2012 DOLLARS)

\$441 M ESTIMATED INFLATED PHASED TOTAL (DOES NOT INCLUDE ADDITIONAL COST OF ENGINEERING, MOBILIZATION, AND TRAFFIC CONTROL DUE TO PHASED APPROACH. DOES NOT INCLUDE MAINTENANCE COSTS. ASSUME 6-YEAR INTERVALS BETWEEN PHASES.)



BRIDGE CROSS-SECTION LOOKING EAST

Preferred Alternative Recommendation

- An existing alternative

OR

- A hybrid alternative
 - Alignment
 - West side interchange type
 - East side connection
 - Cross section
- Other considerations (not part of formal recommendation)
 - Phasing approach
 - Bridge type
 - Other





Date: November 6, 2008
To: JPACT Members, Alternates and Interested Parties
From: Kelsey Newell, Metro
Re: 2009 JPACT meeting schedule

Please mark your calendars with the following 2009 JPACT meeting dates. JPACT meetings will be held from 7:30 to 9 a.m. in the Metro Council Chambers unless otherwise noted:

Thursday, January 15, 2009	Regular JPACT meeting
Friday, February 6, 2009	JPACT Retreat*
Thursday, February 12, 2009	Regular JPACT meeting
Thursday, March 12, 2009	Regular JPACT meeting
Thursday, April 9, 2009	Regular JPACT meeting
Thursday, May 14, 2009	Regular JPACT meeting
Thursday, June 11, 2009	Regular JPACT meeting
Thursday, July 9, 2009	Regular JPACT meeting
Thursday, August 13, 2009	Regular JPACT meeting
Thursday, September 10, 2009	Regular JPACT meeting
Thursday, October 8, 2009	Regular JPACT meeting
Thursday, November 12, 2009	Regular JPACT meeting
Thursday, December 10, 2009	Regular JPACT meeting

*JPACT Retreat time and location to be determined.

Materials following this page were distributed at the meeting.



METRO

Date: February 14, 2008

To: JPACT

From: Rex Burkholder, Chair

Re: **JPACT retreat deliverables:**

Here for your review and comment are the six deliverables that I took away from the JPACT retreat of February 8, 2008. With your permission, I would like to direct our staff (including TPAC, Lobbying Group as appropriate) to develop work-plans on each, including expected work products, roles and responsibilities and timeline.

1. Research Regional Transportation District –opportunities and implications
2. Develop common communication strategy re: transportation’s contribution to economic and community development and the region’s challenges
3. Coordinate state transportation finance strategy (for 2009 session)
 - Input to Governor's transportation stakeholder committees
 - Further region’s principles
 - Communicate with legislators
4. Develop ballot measure for November '09
 - -reflect local and state efforts
5. Define system responsibilities as part of state RTP work (local, regional, state)
6. Coordinate federal transportation re-authorization strategy
 - our story as a model for the nation



Date: Thursday, Nov. 13, 2008
To: JPACT
From: Rex Burkholder, Chair
Re: JPACT retreat deliverables

Here, for your review and comment, are the seven deliverables that I took away from the JPACT retreat of October 17, 2008. I would like your support to formally direct our staff (including TPAC, the lobby staff as appropriate) to take the initial steps in drafting and coordinating these tasks.

1. Develop a public information campaign to educate the public about transportation needs including a video that tells the Portland region's story.
2. Develop a 2009 legislative work plan and resolution outlining the region's updated legislative priorities.
3. Finalize federal reauthorization priorities and projects.
4. Address/Discuss JPACT membership
 - a. Metro Council, city, business and institutional (e.g. public health and special district sectors) representation on the committee.
 - b. Establish a stakeholder advisory committee or change JPACT membership organization and function.
5. Draft potential ACT options for the region
 - a. Develop an ACT for the greater region including Metro and JPACT.
6. Draft guidelines for establishing better coordination with county coordinating committees.
7. Develop the JPACT 2009 work plan.

Selected highlights of Governor Kulongoski's 2009 "Jobs and Transportation Act"

Roads and highways

- \$499 million/year in new funding for roads
 - 2-cent/gallon gas tax increase, from 24 cents to 26 cents (described as "a temporary two-cent gas tax increase to provide the short-term revenue needed to adequately fund Oregon's transportation system as the state identifies long-term solutions for sustainable funding")
 - Registration fee increase from \$27/year to \$81/year
 - Title fee increase from \$55/year to \$110/year
 - New \$100 first-time title fee – \$50 rebate for fuel-efficient vehicles
- \$44 million in federal flexible funds shifted from roads to multimodal investments; this amount is backfilled with new road funding
- 50-30-20 distribution of remaining \$455 million (state: \$227.5 million; counties: \$136.5 million; cities: \$91 million)
- Selected elements funded with state's share:
 - \$50 million bonded to generate \$600 million in one-time proceeds to relieve freight bottlenecks
 - \$50 million/year for modernization (not bonded)
 - \$97 million/year for maintenance, preservation, operations
 - \$15 million for Columbia River Crossing

Multimodal investments

- \$150 million for ConnectOregon III (funded by bonding against \$12.6 million/year in lottery funds)
- \$5 million for elderly/disabled transit from 2.5-cent/pack cigarette tax increase
- \$44 million in flexible funds dedicated to unspecified multimodal investments (apparently including support for MPO efforts to reduce VMT; see below)
- Creation of "a fund statutorily dedicated to investments in Oregon's non-highway transportation needs" (to be funded with 15% of lottery revenues, per Governor's written testimony)
- "an expanded Transportation Options program"

Other

- Continue work of Road User Fee Task Force
- Extend tax credits for "pay as you drive" auto insurance
- Seek partner for congestion pricing pilot project
- Create a Transportation Utility Commission (scope initially limited to startup activities)
- Develop a least-cost planning model
- Support the work of MPOs to design VMT reduction plans
- Increase from 1% to 1.5% of road funds for bikes (not in written document but mentioned in testimony)
- Increase in cap on local payroll taxes to fund transit (ditto)

Not specified

- Funding for bike/ped facilities not in the road right of way (trails, etc.)

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**Jobs and Transportation Act
2009**

2009 JPACT TRANSPORTATION-INFRASTRUCTURE LEGISLATIVE AGENDA WORKPLAN

1. The Chairs of the Multnomah, Clackamas and Washington County Commissions, President of the Metro Council, all Mayors in the region, Executive Director Port of Portland and TriMet General Manager each write letters to legislators in their jurisdictions urging action on Transportation-Infrastructure package produced by Governor and Transportation Vision Committee.
2. The Chairs of the Multnomah, Clackamas and Washington County Commissions, Mayors of Portland, Gresham, Oregon City, Beaverton, Hillsboro, President of the Metro Council, General Manager Port of Portland and General Manager of TriMet co-sign a letter to all business groups: Oregon Business Association, Oregon Business Council, Columbia Corridor Association, East Metro Economic Alliance, Portland Business Alliance, Westside Economic Alliance, Associated Oregon Industries, Port of Portland, Oregon Truckers Association, American Automobile Association-Oregon, stating their interest in working with them to pass Transportation-Infrastructure package.
3. The Chairs of the Multnomah, Clackamas and Washington County Commissions, Mayors of Portland, Gresham, Oregon City, Hillsboro and Beaverton co-sign a letter to all fellow county commissions and mayors in state of Oregon urging them to write letters in support of Transportation-Infrastructure package.
4. The President of the Metro Council sends a letter to all MPO's in Oregon urging them to write letters in support of the Governor's Transportation Infrastructure Package.
5. The Executive Director of Port of Portland sends a letter to all Oregon Ports urging them to write letters of support for the Governor's Transportation Infrastructure Package.
6. The General Manager of TriMet sends a letter to all Oregon Transit Agencies urging them to write letters of support for the Governor's Transportation Infrastructure Package
7. The Chairs of the Multnomah, Clackamas and Washington County Commissions, Mayor of Portland, President of the Metro Council, Executive Director of the Port of Portland, and TriMet General Manager, as well as city representatives on JPACT, in teams of two or three, meet with key legislative members from the metropolitan region and other parts of the state to express support for Transportation-Infrastructure package and offer Region's help with gaining its passage.
 - Speaker of the House
 - House Majority Leader

- House Transportation Chair
- House Revenue Chair
- Senate President
- Senate Majority Leader
- Senate Revenue Chair
- Senate Transportation Chair
- House and Senate Co-Chairs of Ways and Means
- Chair(s) of Ways and Means Sub-Committee on Transportation and Economic Development

5. Schedule:

- Region's Lobby staff will provide draft letters by first week of December. (Wait for polling results commissioned by Governor and business community, which will be completed in late November, to inform and guide contents of letter)
- First letter to legislators arrives in second week of December
- Second letter to business community arrives in second week of December
- Third letter to cities and counties in Oregon arrives in mid-January.
- Meetings with legislative leadership occur between December 1 and end of January 2009.

6. Content of letters to metropolitan area legislative delegation:

- Support the Governor's package and call on Oregon's 75th Legislative Assembly to shape the contents to produce the necessary votes for its passage and withstand any initiative effort for its repeal.
- Describe key elements of package that are supported by Region but do not link to a particular revenue source.
- Describe the need for a balanced package of roads and multimodal investments to respond to fuel price and supply uncertainties, comply with state greenhouse gas emission reduction goals, and support livable communities.
- Describe reason to protect integrity of existing road system, e.g., avoided costs.
- Describe reason to make strategic investments in our transportation system's capacity, e.g., freight mobility, jobs, economic diversity.
- Describe by legislative district where the transportation-infrastructure projects will be built with new revenues and the number of jobs it can generate.
- Describe reason to make investments in transit to include elderly and disabled.
- CC: Governor, Business groups, Association of Oregon Counties, League of Oregon Cities

11/11/08



CLICK HERE FOR REPORT

The case for an integrated mobility strategy

WALKING AND BIKING OFFER AN IMMEDIATE OPPORTUNITY TO TACKLE KEY CHALLENGES.

Congestion, climate change, burdensome fuel costs, lack of funding to even maintain roads, concern about making sure our transportation investments build, rather than destroy, communities—these challenges make it plain to each of us in our daily lives that the times are changing.

The good news is that we can take one relatively small step that will attack every one of these problems. It won't work overnight and it won't solve everything, but it will set us on a path towards a transportation network that is truly earth and community friendly. It is a policy that brings smiles to commuters, kids and communities (as well as taxpayers!)

Our region already has a good start, with Portland the most “bike friendly” city in America. But with smart investments in a network of routes and trails for biking and walking, in ten years we can more than double the number of people who choose to walk or bike. People like us in cities around the world with climates and hills as challenging as ours have done it. Their air and water are cleaner, their communities are stronger, and they are more active and healthy as a result.

It is time. It will work.

“We must recognize that we are on the cusp of a new wave of transportation policy. The infrastructure challenge of President Eisenhower’s 1950s was to build out our nation and connect within. For Senator Moynihan and his colleagues in the 1980s and 1990s it was to modernize the program and better connect roads, transit, rail, air, and other modes. Today, the challenge is to take transportation out of its box in order to ensure the health, vitality, and sustainability of our metropolitan areas.”

– Robert Puentes, *Brookings Institution, A Bridge to Somewhere: Rethinking American Transportation for the 21st Century*



Choices

Transportation Investment Scenarios

The Portland metropolitan region is an extraordinary place to live. Our region has vibrant communities with inviting neighborhoods. We have a diverse economy and a world-class transit system. The region features an exciting nightlife and cultural activities as well as beautiful scenery, parks, trails and wild places close to home.

Over the years, the communities of the Portland metropolitan area have taken a collaborative approach to planning that has helped make our region one of the most livable in the country. We have set our region on a wise course – but times are changing. Climate change, rising energy costs, aging infrastructure, population growth and other economic challenges demand thoughtful deliberation and action.





Date: October 30, 2008
To: Metro Councilors, MPAC, JPACT, MTAC
From: Sherry Oeser, Planning and Development Department
Re: Joint MPAC/JPACT October 22 Meeting Polling Summary

On October 22, 2008, MPAC and JPACT held a joint meeting to consider land use and investment policy choices for future development in the region. More than 100 people attended the session including local government staff and non-government partners. Seventy-nine people voted using electronic polling devices. The results are broken down by all participants as well as by particular groups including “policymakers” which includes MPAC and JPACT members and alternates and other elected officials, government staff (Metro staff did not participate), and non-government partners. This summary highlights key findings of the voting. Graphs showing the results of each question by each participant group are attached.

Participants were asked their preference for where future growth would go. In priority order, they responded (participants could choose up to three; total responses are in parentheses):

1. Centers/corridors (75)
2. Existing neighborhoods (59)
3. Future expansion areas (35)
4. Neighboring communities (34)

Sixty-one percent of policymakers (i.e., MPAC and JPACT members and alternates and other elected officials) believe their jurisdiction will upzone in certain areas in the next 20 years.

Participants were asked when local and regional partners will find infrastructure funding for the 2002 UGB expansion areas. The two top responses were “don’t know” (27%), and 2020 (18%).

There is strong support (79%) for redevelopment to occur in commercial/mixed use centers and corridors and policymakers support increasing infrastructure spending in centers and corridors. The vast majority of policymakers (78%) also intend to target investments to attract more development in centers and corridors.

When asked what prevents them from investing more in centers and corridors, participants said:

Policymakers (top 4 in order of priority):

1. Lack of financial resources
2. Market
3. Parcel ownership barriers
4. Traffic

The results were the same when all participants are included.

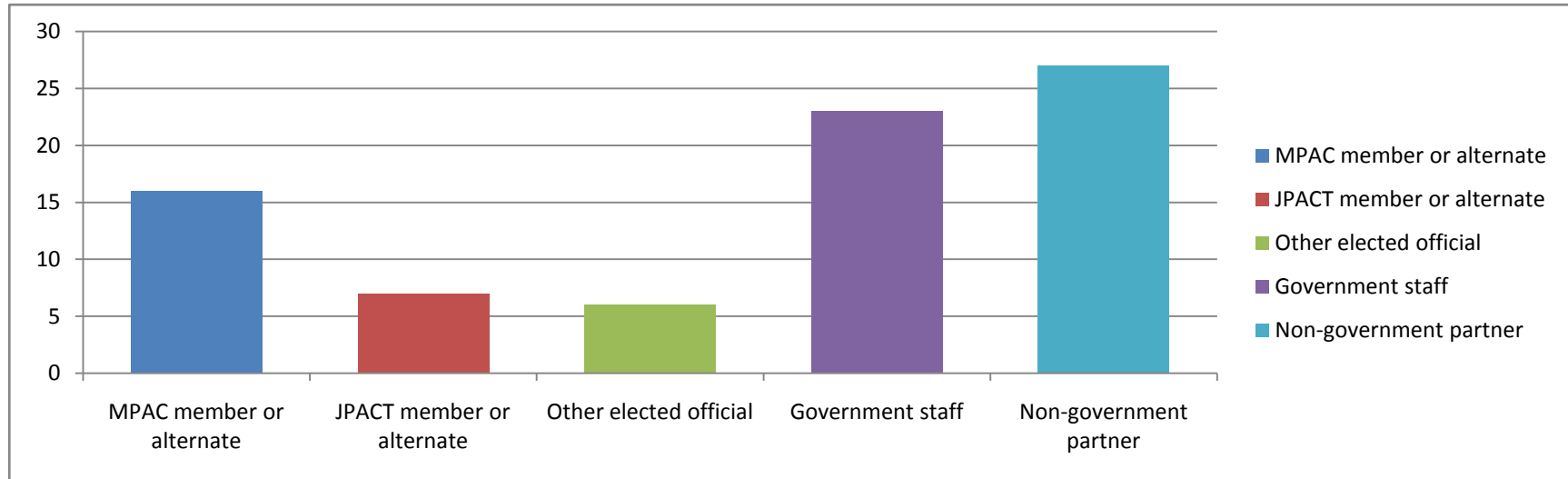
The majority of policymakers (56%) said their highest priority for public investments was both centers and corridors.

To develop centers and corridors, a strategy based on investing to make centers and corridors attractive was favored by 49% of policymakers, followed by limiting UGB expansions areas at 29% and eliminating UGB expansion areas at 25%.

Land Use and Investment Scenarios

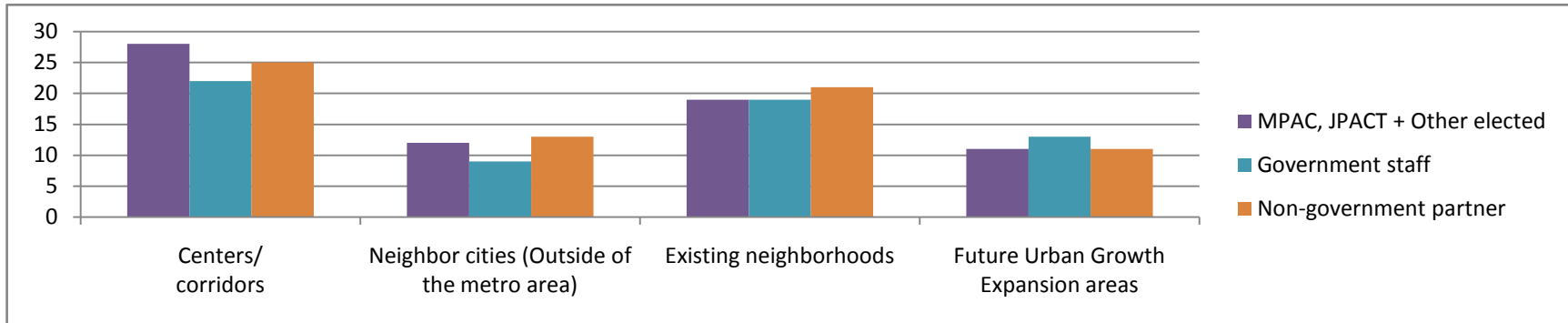
Session: 10-22-2008

1.) What best describes your role this evening?



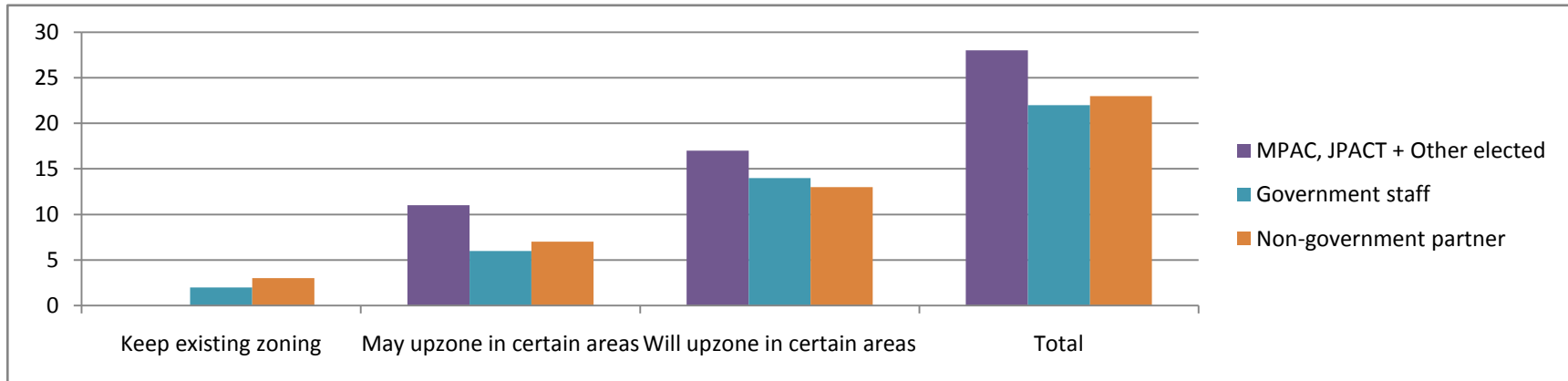
	MPAC member or alternate	JPACT member or alternate	Other elected official	Government staff	Non-government partner	Total
MPAC member or alternate	16	0	0	0	0	16
JPACT member or alternate	0	7	0	0	0	7
Other elected official	0	0	6	0	0	6
Government staff	0	0	0	23	0	23
Non-government partner	0	0	0	0	27	27

2.) Where would you like to see most growth occur? (Select top three)



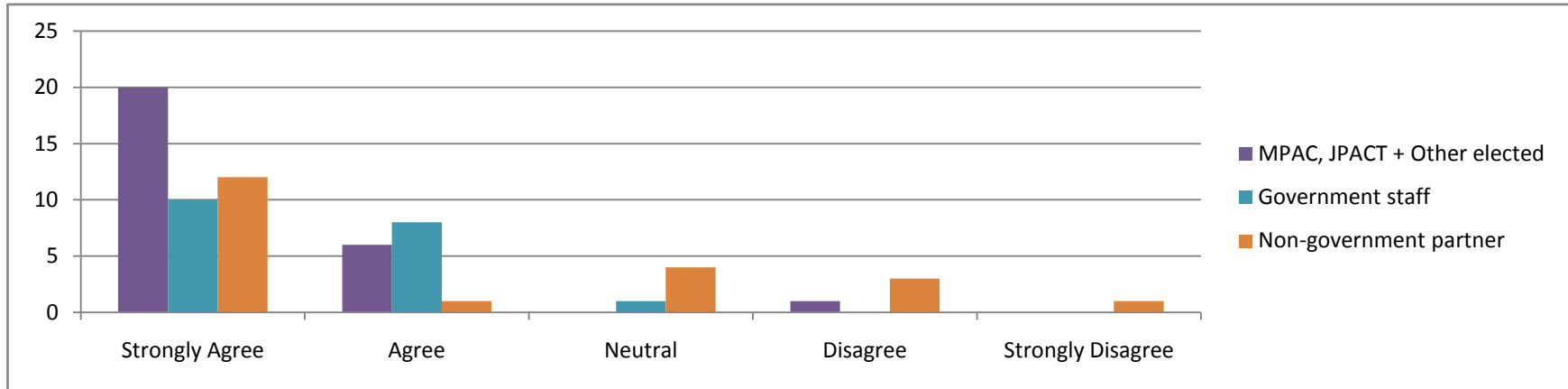
	Centers/ corridors	Neighbor cities (Outside of the metro area)	Existing neighborhoods	Future Urban Growth Expansion areas	Total
MPAC, JPACT + Other elected	28	12	19	11	70
Government staff	22	9	19	13	63
Non-government partner	25	13	21	11	70

3.) The reference case assumes existing zoning: Is this a correct assumption in your community for the next 20 years?



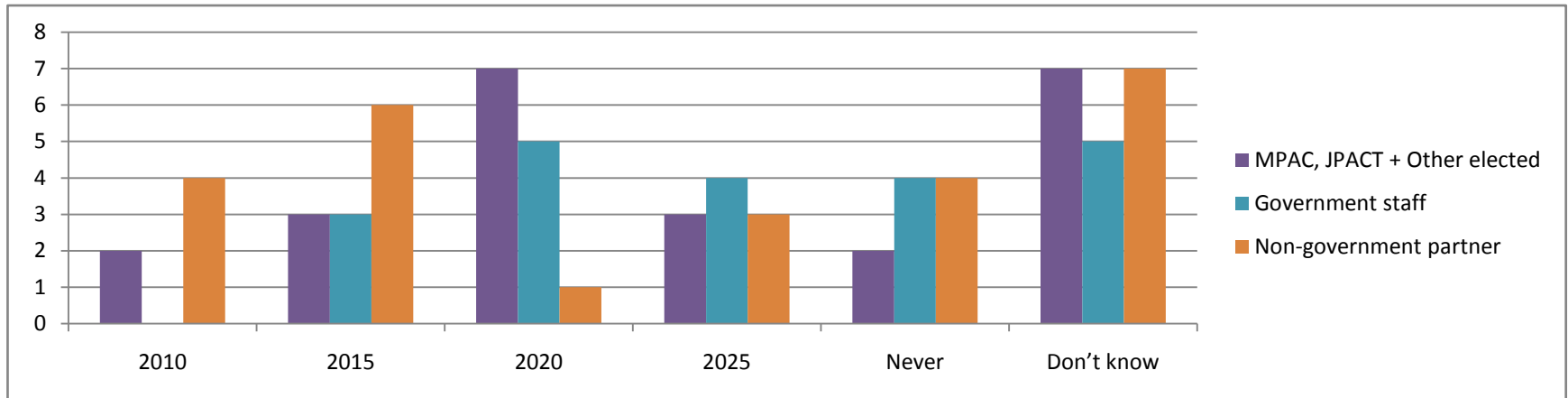
	Keep existing zoning	May upzone in certain areas	Will upzone in certain areas	Total
MPAC, JPACT + Other elected	0	11	17	28
Government staff	2	6	14	22
Non-government partner	3	7	13	23

4.) I intend to increase the number of centers or corridors with targeted public investments over what I have today



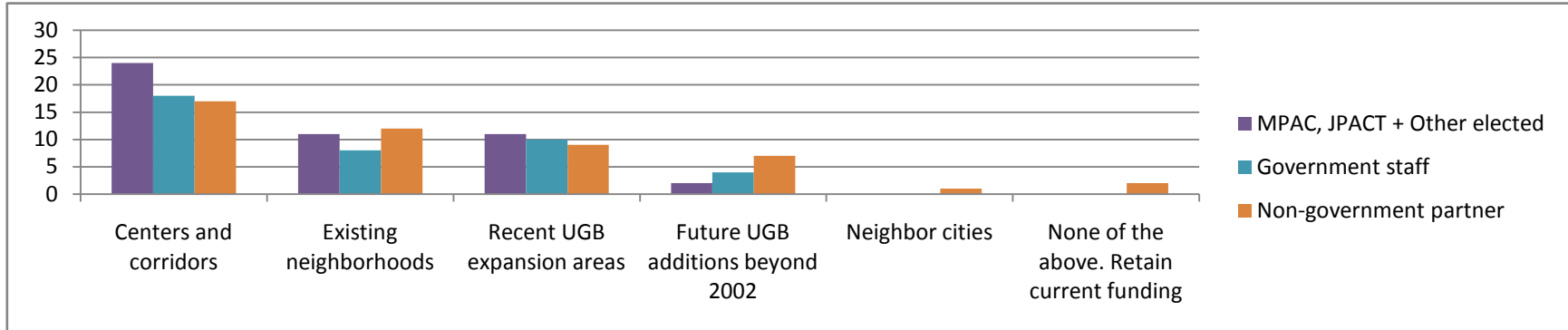
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total
MPAC, JPACT + Other elected	20	6	0	1	0	27
Government staff	10	8	1	0	0	19
Non-government partner	12	1	4	3	1	21

5.) Is it a reasonable assumption that local and regional partners will find infrastructure funding for UGB expansion areas added in 2002 by...



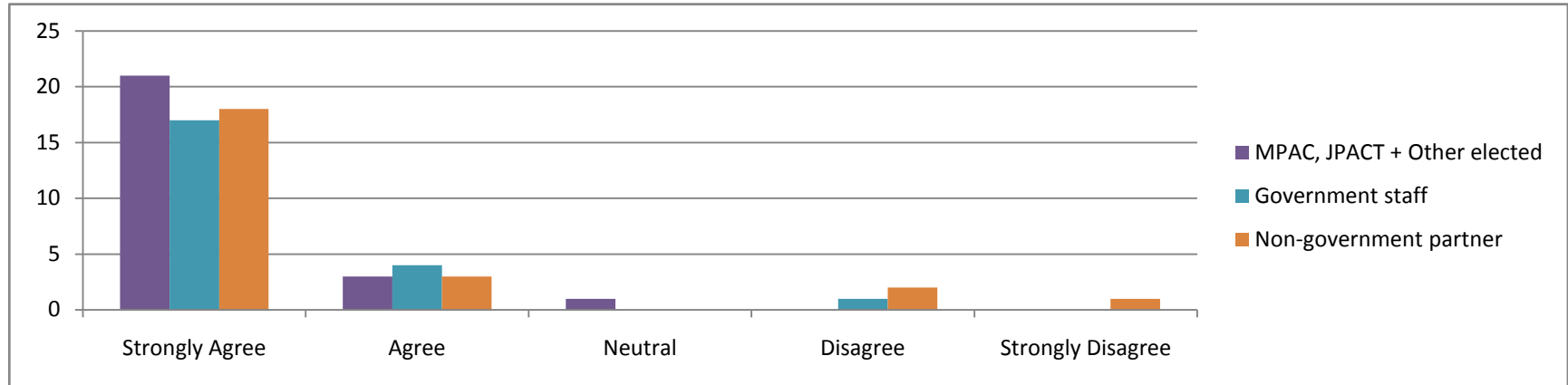
	2010	2015	2020	2025	Never	Don't know	Total
MPAC, JPACT + Other elected	2	3	7	3	2	7	24
Government staff	0	3	5	4	4	5	21
Non-government partner	4	6	1	3	4	7	25

6.) To support growth, which are your top two priorities for increasing infrastructure spending?



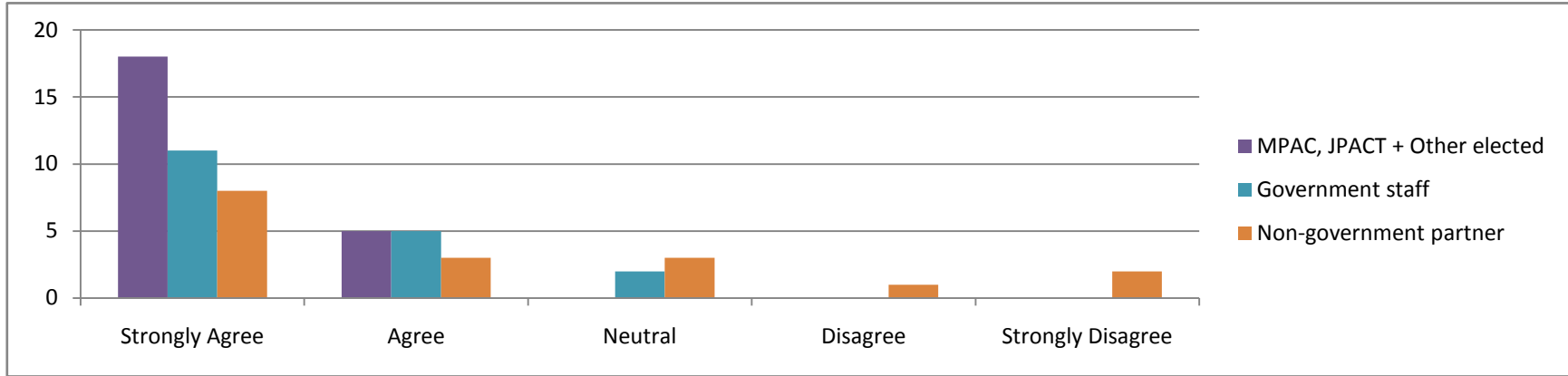
	Centers and corridors	Existing neighborhoods	Recent UGB expansion areas	Future UGB additions beyond 2002	Neighbor cities	None of the above. Retain current funding	Total
MPAC, JPACT + Other elected	24	11	11	2	0	0	48
Government staff	18	8	10	4	0	0	40
Non-government partner	17	12	9	7	1	2	48

7.) I see redevelopment in commercial/mixed use corridors and centers in my community as highly desirable



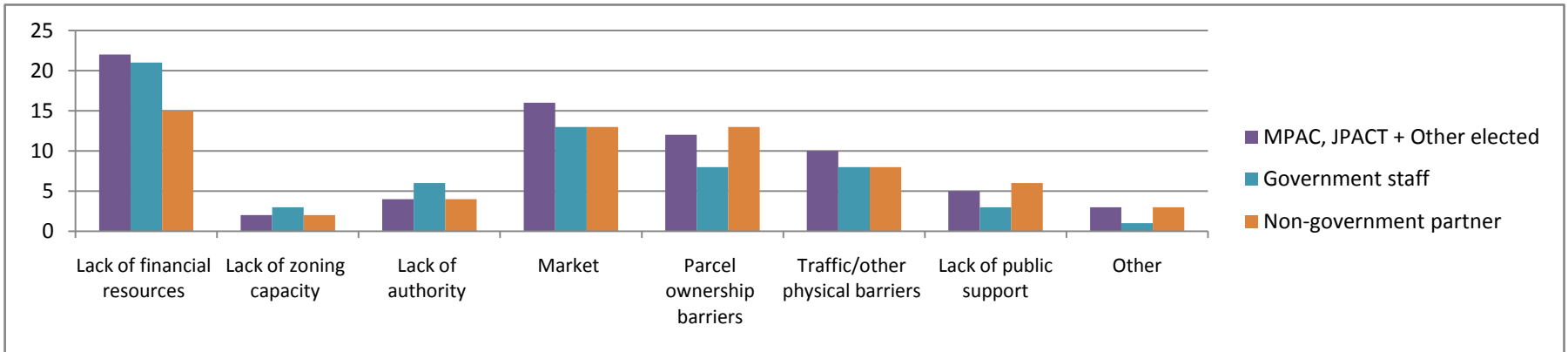
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total
MPAC, JPACT + Other elected	21	3	1	0	0	25
Government staff	17	4	0	1	0	22
Non-government partner	18	3	0	2	1	24

8.) I intend to target public investments to attract more development to centers and corridors



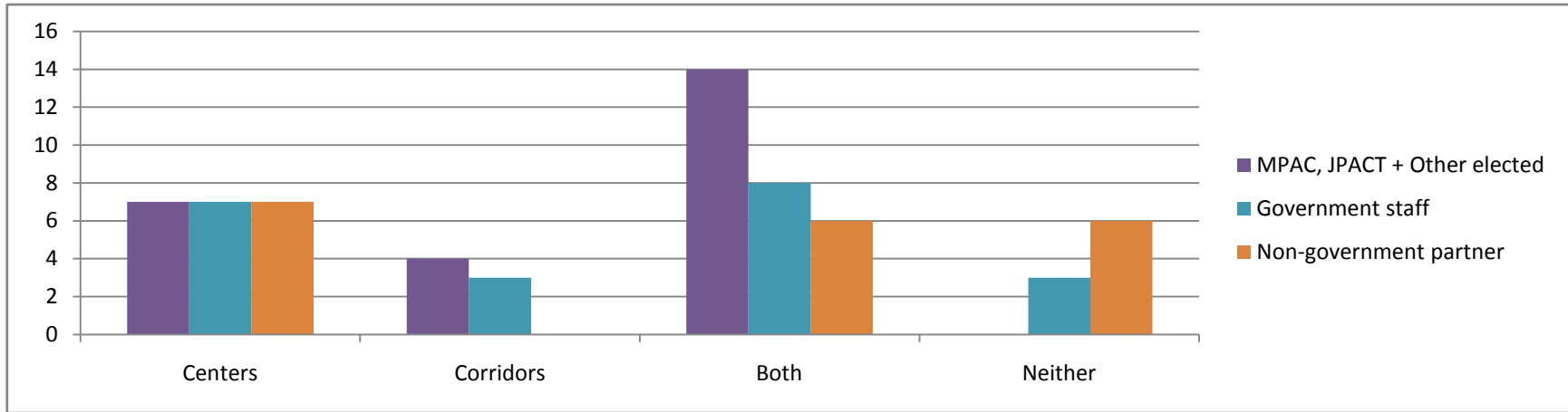
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total
MPAC, JPACT + Other elected	18	5	0	0	0	23
Government staff	11	5	2	0	0	18
Non-government partner	8	3	3	1	2	17

9.) What prevents you from investing more in centers and corridors? (Select 4)



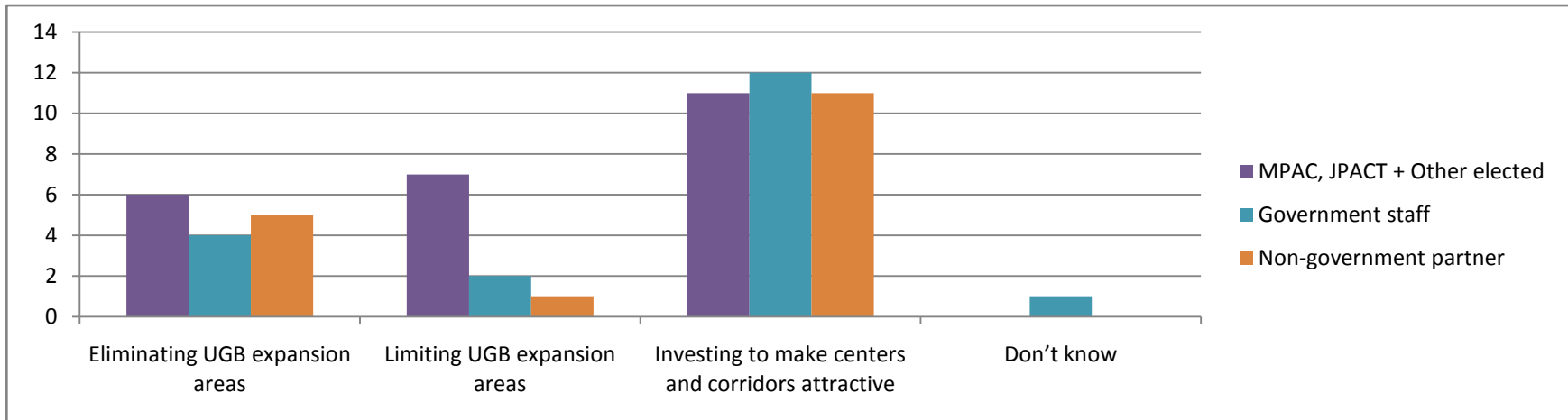
	Lack of financial resources	Lack of zoning capacity	Lack of authority	Market	Parcel ownership barriers	Traffic/other physical barriers	Lack of public support	Other
MPAC, JPACT + Other elected	22	2	4	16	12	10	5	3
Government staff	21	3	6	13	8	8	3	1
Non-government partner	15	2	4	13	13	8	6	3

10.) What is your highest priority for your public investments?



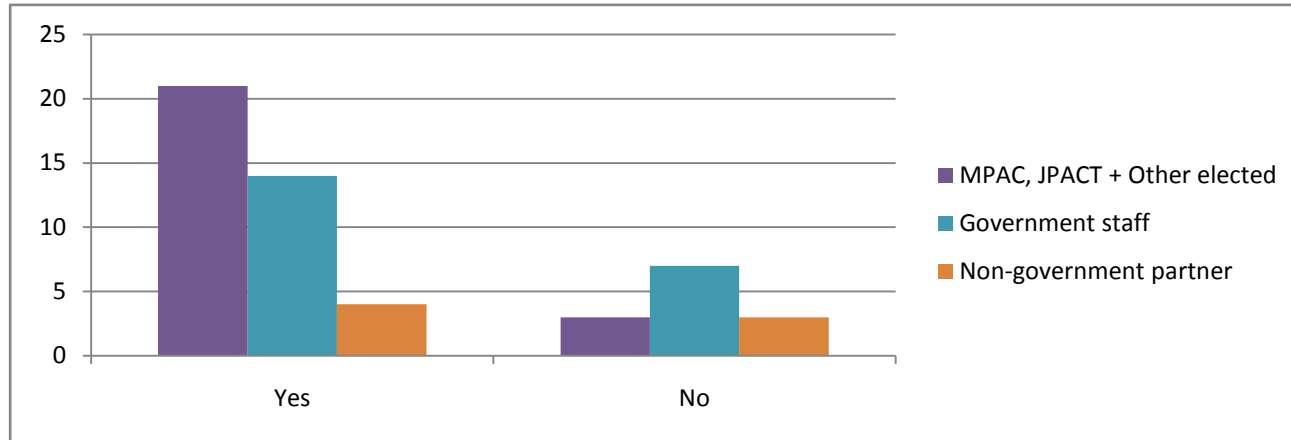
	Centers	Corridors	Both	Neither	Total
MPAC, JPACT + Other elected	7	4	14	0	25
Government staff	7	3	8	3	21
Non-government partner	7	0	6	6	19

11.) To develop centers and corridors I support a strategy based on...



	expansion areas	expansion areas	attractive	Don't know	Total
MPAC, JPACT + Other elected	6	7	11	0	24
Government staff	4	2	12	1	19
Non-government partner	5	1	11	0	17

12.) Was the meeting useful?



	Yes	No	Total
MPAC, JPACT + Other elected	21	3	24
Government staff	14	7	21
Non-government partner	4	3	7