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Metro | *Agenda*

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)

Date: Thursday, December 11, 2008

Time: 7:30 a.m. to 9 a.m.

Place: Metro Regional Center, Council Chambers

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**	**Rex Burkholder, Chair**
7:40 AM	5.		**CONSENT AGENDA**	**Rex Burkholder, Chair**
		*	Consideration of the JPACT Minutes for November 13, 2008	
7:45 AM	6.1	*	Connecting Green Trails System – INFORMATION	**Mike Wetter, Metro** **Dave Yaden, Committee Chair** **Phil Wu, M.D., Kaiser Hospitals**
8:00 AM	6.2	*	Metropolitan Transportation Improvement Program (MTIP): Direction on Finalizing Local Project Selection Process – APPROVAL OF DIRECTION	**Ted Leybold**
8:10 AM	6.3	*	High Capacity Transit – DISCUSSION (Approval in January) • Screened corridors • Evaluation criteria	**Tony Mendoza**
8:25 AM	6.4	*	Resolution No. 08-4003, For the Purpose of Endorsing Final Regional Priorities for 2009 State Transportation Funding Legislation – APPROVAL REQUESTED	**Randy Tucker**
8:35 AM	6.5	*	Resolution No. 09-4016, For the Purpose of Approving the Federal Priorities – DISCUSSION • Policy paper • Authorization Project List • Appropriations Project List	**Andy Cotugno**
8:55 AM	6.6	*	Resolution No. 08-4013, For the Purpose of Endorsing the Transportation for America Platform – APPROVAL REQUESTED	**Rex Burkholder, Chair**
9:00 AM	7.		**ADJOURN**	**Rex Burkholder, Chair**

* 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
12/4/08

November 12, 2008 – Additional Meeting
Oregon Convention Center, Portland Ballroom (Rm. 256) Chambers from 5 – 7 p.m.

- Joint JPACT/MPAC Meeting – RTP Scenarios Direction

November 13th – Regular Meeting

- 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

December 10, 2008 – Additional Meeting
Oregon Convention Center, Portland Ballroom (Rm. 256) from 4 – 7 p.m.

- Joint JPACT/MPAC Meeting – Framing all of the choice – scenario policy implications and choices – Discussion

December 11th – Regular Meeting

- Adopt regional position on state funding strategy
- HCT Evaluation Criteria and Screened Corridors– Information and Discussion
- Transportation for America Platform
- Draft Federal Authorization and Appropriations Lists
- MTIP: Local Project Selection Process

January 15, 2009 – Regular Meeting

- Policy Direction on MTIP Final Narrowing
- Report on Federal Quadrennial Certification
- Regional Priority Setting for Economic Stimulus Bill – Action
- RTP Evaluation Framework and Investment Strategy Principles – Discussion
- Confirm HCT Evaluation Criteria and Screened Corridors
- Adopt regional position of federal reauthorization policy and projects

February 6, 2009 – JPACT Retreat
Location TBD from 8 – 1 p.m.

- Confirm RTP Investment Strategy Principles and Evaluation Framework
- 2009 Work Program
- Washington Visit
- Greatest Places Update

February 12th – Regular Meeting

February 13th – Joint JPACT/Council Hearing on MTIP

March 12, 2009 – Regular Meeting • Final MTIP Approval **March 10-12th** Washington, DC Trip	**July 9, 2009 Regular Meeting**
April 9, 2009 – Regular Meeting • 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	**August 13, 2009 – Regular Meeting** • Adopt air quality conformity analysis of 2010-13 MTIP • Adopt 2010-13 MTIP
May 14, 2009 – Regular Meeting • Direction on Regional Funding Package • Recommended RTP Investment Strategy – Discussion • Recommended HCT Priorities and Draft Plan – Information and Discussion	**September 10, 2009 – Regular Meeting** • Release Draft RTP for Public Review
June 11, 2009 – Regular Meeting • Direction on Recommended RTP Investment Strategy and Plan Elements • 2010 TriMet Transit Investment Plan – Review/Comment	**October 8, 2009 – Regular Meeting**

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

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METRO

Joint Policy Advisory Committee on Transportation
M I N U T E S
November 13, 2008
7:30 a.m. – 9:00 a.m.
Council Chambers

MEMBERS PRESENT	AFFILIATION
Rex Burkholder, Chair	Metro Council
Robert Liberty, Vice Chair	Metro Council
Sam Adams	City of Portland
James Bernard	City of Milwaukie, representing Cities of Clackamas Co.
Nina DeConcini	DEQ
Fred Hansen	TriMet
Kathryn Harrington	Metro Council
Lynn Peterson	Clackamas County
Roy Rogers	Washington County
Paul Thalhofer	City of Troutdale, representing Cities of Multnomah Co.
Don Wagner	WSDOT
Ted Wheeler	Multnomah County

MEMBERS EXCUSED	AFFILIATION
Rob Drake	City of Beaverton, representing Cities of Washington Co.
Royce Pollard	City of Vancouver
Steve Stuart	Clark County
Jason Tell	Oregon Department of Transportation (ODOT-Region 1)
Bill Wyatt	Port of Portland

ALTERNATES PRESENT	AFFILIATION
Dean Lookingbill	SW RTC
Rian Windsheimer	Oregon Department of Transportation (ODOT-Region 1)

STAFF
Andy Cotugno, Kim Ellis, Josh Naramore, Tom Kloster, Pat Emmerson, Randy Tucker, Kelsey Newell

1. CALL TO ORDER

Chair Rex Burkholder called the meeting to order at 7:32 a.m.

Chair Burkholder briefly overviewed the 2009 JPACT meeting schedule, updated work program and October 17th retreat deliverables.

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

Sharon Nasset: Ms. Nasset stated that funding for Columbia River Crossing (CRC) project would not be included in the federal appropriations bill for 2009 and is not anticipated to receive funding until 2017. Secondly, Ms. Nasset stated that New Starts funding can be used to finance heavy rail projects. She was in favor of constructing a new north south continental rail connection, citing new services and job creation as reasoning. Lastly, she emphasized that a third river crossing would provide a direct freeway connection between the Port of Portland and the Port of Vancouver. She encouraged members to take advantage of the buildable acreage and job creation opportunity.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Commissioner Lynn Peterson provided a brief update on the Regional Transportation Funding subcommittee's regional transportation funding initiative. The campaign is anticipated for the November 2009 ballot. JPACT members will have an opportunity to review the draft measure shortly.

5. CONSENT AGENDA

Consideration of the JPACT meeting minutes for September 11, 2008
Consideration of the JPACT Retreat minutes for October 17, 2008

MOTION: Mayor Jim Bernard moved to approve the consent agenda.

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

6. INFORMATION ITEMS

6.1 Federal Legislation

A. Draft Portland Metropolitan Area Federal Transportation Authorization Priorities
Mr. Andy Cotugno of Metro updated the committee on the federal transportation authorization policy and projects for the Portland metropolitan region.

Policy Discussion
Mr. Cotugno briefly overviewed updates to the draft policy; highlighting additions recommended by JPACT including clarification on greenhouse gas emissions, demand

management, the CRC project, the Portland region's strategy and story, and priority recommendations.

Committee members recommended:

1) Update the policy to read, "…U.S. gateways to handle the increasing volume of international and domestic trade…" under the freight program direction category.
2) Add a system management (Intelligent Transportation System) program direction category that highlights efficiency and cost effectiveness of projects.

Project Discussion

Mr. Cotugno overviewed the criteria for the federal authorization project list; highlighting the four major components of the project list: 1) the adopted priorities of the Oregon Transportation Commission (OTC), 2) priorities for New and Small Starts programs, 3) the Oregon Transportation Research and Education Consortium funding, and 4) the local priority projects for the "highway" component of the authorization bill. He recommended limiting the fourth category to $100 million with suballocations to jurisdictions in each of the three counties.

Committee members recommended that the monetary cap be removed, but that local and agency jurisdictions submit projects in a prioritized order for each of their counties. Members were concerned that the geographic population-based model did not account for large funding requests including the Sellwood Bridge or the Port of Portland projects. The committee is scheduled to discuss and the formally adopt by resolution the project list at their December 11th and January 15th meetings respectively.

Additional committee discussion included the economic stimulus bill, New and Small Starts projects, and the importance of a unified project list and regional approach.

B. Introduction to T4 America Platform

Chair Burkholder briefly overviewed the Transportation for America (T4America) "Platform for the Surface Transportation Program Authorization" report. T4America is a coalition of national organizations that have developed a platform for authorization of the new federal transportation bill that addresses the critical need for a balanced, multi-modal transportation system integrated with economic, community, health, social equity, energy and climate change objectives. JPACT will be asked to endorse, by resolution, the Platform at their December meeting.

C. Regional Priority Setting for Economic Stimulus Bill

JPACT briefly discussed developing a very short-term priority list for the economic stimulus bill. In addition, they acknowledge it will extend beyond transportation.

6.2 Resolution No. 08-4003, For the Purpose of Endorsing Final Regional Priorities for the 2009 State Transportation Funding Legislation

Mr. Randy Tucker of Metro briefed the committee on the Governor's proposed 2009 "Jobs and Transportation Act," highlighting the road/highway and multi-modal investments elements of the package. He then discussed the regional priorities for 2009 state funding legislation adopted by

JPACT earlier in the year in Resolution No. 08-3956 and presented proposed updates to those priorities embodied in draft Resolution No. 08-4003.

Commissioner Sam Adams stated that although he accepted the additional language included in the resolution related to future changes in the state funding formula, he would continue to push for a minimum return of investments for the Portland region based on the region's contribution to state transportation revenues.

Committee recommendations included:

- Update the language in Exhibit A on the state formula to refer to "…the Portland region and other metropolitan regions…"
- Also in Exhibit A, change "Invest in Trails" to "Invest in Non-Motorized Transportation" to ensure that the language does not exclude bike boulevards.

Mr. Dennis Mulhivill of Washington County briefed the committee on the 2009 JPACT transportation and infrastructure legislative work plan. He highlighted the consistency between the region's priorities, the direction proposed by the Governor's office, and the efforts of the local business community to advance transportation funding in Oregon. He emphasized the region's need to be coordinated, flexible and adjust as appropriate. In addition, he highlighted necessary additions to the work plan: message consistency in Salem, cite job creation as "economic stimulus" and highlight safety elements of the regional package.

6.3 Sellwood Bridge Update

Mr. Ian Cannon of Multnomah County briefed the committee of the Sellwood Bridge project. His presentation included information on the purpose and need, build alternatives, costs, potential project phasing, and the timeline for the Locally Preferred Alternative (LPA) process. The formal public comment period is scheduled for Nov. 7th through Dec. 22nd. A formal LPA recommendation is anticipated for spring 2009.

7. ADJOURN

Seeing no further business, Chair Burkholder adjourned the meeting at 9:05 a.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR NOVEMBER 13, 2008
The following have been included as part of the official public record:

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
4.	Memo	2/14/08	To: JPACT From: Rex Burkholder, JPACT Chair RE: JPACT retreat deliverables	111308j-01
4.	Memo	11/13/08	To: JPACT From: Rex Burkholder JPACT Chair RE: JPACT Retreat Deliverables	111308j-02
6.2	Handout	N/A	*Selected highlights of Governor Kulongoski's 2009 "Jobs and Transportation Act"*	111308j-03
6.2	Report	N/A	*Governor Ted Kulongoski: Jobs and Transportation Act 2009"*	111308j-04
6.2	Handout	N/A	*2009 JPACT Transportation-Infrastructure Legislative Agenda Work plan*	111308j-05
7.	Report	11/2008	*The case for an integrated mobility strategy*	111308j-06
7.	Report	11/2008	*Choices: Transportation Investment Scenarios* discussion guide	111308j-07
7.	Memo	10/30/08	To: Metro Council, MPAC, JPACT, MTAC From: Sherry Oeser RE: Joint MPAC/JPACT October 22nd Polling Summary	111308j-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*

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Date: December 3, 2008

To: JPACT and Interested Parties

From: Ted Leybold, MTIP Manager

Re: 2010-13 Regional Flexible Fund Allocation Narrowing Process

Proposed narrowing process

JPACT will be asked to review a TPAC recommendation, to be developed at the December 5th TPAC meeting, on how to narrow to a final list of projects and programs to receive funds in this regional flexible transportation funding cycle. Please be prepared to consider the TPAC proposal and provide direction on the process you would prefer to make a final decision on the selection of projects to receive funds.

To develop a proposal, TPAC will be asked to consider:

1. Whether to present a single recommendation or multiple options for JPACT and Council consideration (an option would consist of multiple projects whose costs match expected revenues).
2. If presentation of multiple options is the preferred proposal, whether those options should be based on particular themes or simply be different generic options to address existing policy objectives and narrowing factors.

If themes are recommended as the method to frame the options, those themes should represent a clear choice for decision makers in how to meet their adopted policy objectives. The options would still reflect the existing policy objectives and narrowing factors in their composition of multiple projects; the themes would simply characterize a particular emphasis by which the existing policy objectives and narrowing factors were addressed by a particular package of projects. Themes might include options such as an Implementation Focus, Economic Development Focus, or Climate Change Focus or they could emphasize a particular Narrowing Factor (defined below) or a particular outcome-based evaluation category such as Centers or Industrial area implementation.

Whether a receiving a single package of projects or multiple package options is JPACT's preferred process, any option will be evaluated by listing each option's strengths and weaknesses relative to the narrowing factors. The recommendations and evaluation would be presented to JPACT for adoption of a final list of projects to receive funding.

Narrowing factors

The following factors will be used in developing a technical staff recommendation to JPACT and the Metro Council of projects to fund from the pool of local applications.

1. Top projects within an evaluation category at clear break points in quantitative scores.

2. Qualitative issues associated with projects
    a. Prior commitments
    b. Links to other significant projects
    c. Affordable housing and school access
    d. Overmatch of required funding from other sources
    e. Economic impact and jobs benefit
    f. Environmental justice issues
    g. Project delivery issues.

3. Ability to fund projects throughout the region.

4. Meet air quality requirements for construction of miles of bike (5 miles) and pedestrian (1.5 miles) facilities and a minimum of $7.2 million on those facilities.

5. For project development applications, consider:
    a. For large projects, the ability to leverage other discretionary sources and funding strategy for future phases is in place
    b. The construction phase of the project would likely address program policy priorities and score well in a quantitative evaluation
    c. Appropriate project scope to project readiness and RTP planning goals and system needs.

6. Public comments regarding support or opposition to the project as proposed.

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Metro | *Memo*

Date: December 4, 2008

To: JPACT

From: Tony Mendoza, Transit Project Analysis Manager

Re: High Capacity Transit (HCT) System Plan Update

Introduction

The High Capacity Transit System Plan is being developed as a component of the RTP. The *HCT System Plan* will be a 30-year plan for prioritizing HCT investments in new corridors and changes to existing corridors. The results will be incorporated and further studied in the RTP and will be the basis for initiating future project development steps necessary to qualify for funding. Of the variety of public transit system functions (e.g., local bus, paratransit, regional bus, frequent bus and HCT), the *HCT System Plan* is designed to focus on the HCT element of the public transit system. HCT modes can include light rail, commuter rail, bus rapid transit or rapid streetcar and includes a significant amount of exclusive right-of-way. The *HCT System Plan* is not a funding plan. Future decisions will be made regarding investing in HCT projects versus other needed transit service improvements.

The *HCT System Plan* tells us where the best locations are for major rail and bus transit capital investments based on evaluation criteria derived from the *RTP.* The *RTP* tells us whether HCT is the right transportation choice relative to other potential transportation investments. *Making the Greatest Place* tells us whether HCT is the right transportation choice to support the land use in any given corridor or center.

Status

JPACT reviewed the HCT scope of work at their January 2008 meeting. Since that time Metro has developed a broad range of corridors and system improvement ideas through a series of community workshops, stakeholder interviews, web surveys and work with MTAC and TPAC. These meetings also helped develop a list of values that were categorized into the attached set of Evaluation Criteria.

The attached memo to TPAC illustrates work to date on screening the wide range of over 55 potential corridors and improvements to a reasonable set of approximately 15 corridors to be advanced through a feasibility and prioritization process. TPAC is scheduled to consider these corridors and Evaluation Criteria at their meeting on 12/5/08.

Next Steps for JPACT

- January 15, 2009 - confirm the corridors for further consideration as shown in the attached map, “Discussion Draft 12/04/08,” and the Evaluation Criteria to be used to evaluate these corridors in the attached memo
- April 19, 2009 – Discuss recommended priorities and draft plan
- May 14, 2009 – Consider plan and forward for inclusion in RTP

Attachments:

TPAC Memo: HCT Evaluation Criteria – 12-5-08
TPAC Memo: High Capacity Transit System Plan Screening Criteria Update – Revised 12-5-08

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Date: December 5, 2008

To: TPAC

From: Tony Mendoza, Transit Project Analysis Manager

Re: HCT Evaluation Criteria

At the November 14, 2008 meeting, the HCT subcommittee confirmed the attached Draft Evaluation Criteria and to recommended the Evaluation Criteria to MTAC and TPAC. The Evaluation Criteria constitutes the second phase of the HCT evaluation framework (see attached October 30, 2008 memo from Steer Davies Gleave). The Evaluation Criteria will be used to prioritize the list of High Capacity Transit Corridors and System Improvements.

The draft Evaluation Criteria is based upon the vision and goals set forth in the Region 2040 Concept, the Metro Council adopted definition of a successful region, and the Regional Transportation Plan. The Evaluation Criteria further incorporates measures from the Regional Transportation Plan Performance Measures and the input of the HCT MTAC/TPAC Subcommittee.

At the December 5, 2008 meeting, TPAC will be asked to confirm the attached Draft Evaluation Criteria and to recommend the Evaluation Criteria to JPACT at their December 11, 2008 meeting. At the December 3, 2008 meeting, MTAC will be asked to confirm the attached Draft Evaluation Criteria and to recommend the Evaluation Criteria to MPAC at their December 17, 2008 meeting. The Metro Council will then be asked to review the Evaluation Criteria during the January 20, 2009 work session and to confirm the Evaluation Criteria during the February 10, 2009 work session.

Attachments:
Detailed HCT Evaluation Framework – DRAFT FOR DISCUSSION memo, November 25, 2008

memo

To	HCT Team		
Cc			
From	Steer Davies Gleave & Nelson\Nygaard		
Date	25 November 2008		
Project	Portland HCT	Project No.	22026001

Subject Detailed HCT Evaluation Framework –DRAFT FOR DISCUSSION

Overview

In order to select and prioritize the 'best' HCT corridors for investment a robust, coherent and transparent framework for the detailed evaluation of options is required. To date a long list of corridors has been identified and is being refined. These will be screened, based upon agreed criteria, in order to identify a short list of corridors (~20) that will be subject to the detailed evaluation.

The objective for the detailed evaluation framework is to enable a comparative assessment of the corridors to be made. The framework therefore must:

- Assume a common baseline scenario (2035 Regional Transportation Plan Financially Constrained System) against which each corridor is compared
- Ensure a consistent level of detail across the criteria and be commensurate with the level of project information available
- Enable sufficiently disaggregate scoring, in order that the level of impact can be differentiated between corridors
- Present the information clearly, concisely and on a consistent basis so that decision makers can compare corridors against each other

It is proposed that no explicit weighting is given to the criteria. Having undertaken the initial evaluation there will be a review phase to gain agreement on the prioritization of corridors; for this it is important that decision makers can consider the implications and understand the potential effect of implicitly applying different weightings.

Associated with this approach the assessment of each criterion will be quantified (potentially, as appropriate, as a monetary value) or qualitatively scored, e.g. adverse, beneficial. The intention of this approach is to avoid the addition of scores and the creation of a 'single' number for each corridor, which would negate the whole ethos of undertaking the multiple account evaluation.

Evaluation Approach

The detailed evaluation is not a 'single step' in the process, but rather a tool that is employed on an ongoing basis to assist the shaping and refinement of the corridor prioritization. For each short listed corridor it is anticipated that the project development phase will identify the most plausible forms of mode investment for each corridor based upon the screening assessment (e.g. potential ridership, environmental, land take issues). For example light rail may be the only mode option for corridors which are extensions of the existing system, whereas for other corridors light rail, BRT, commuter rail and streetcar[1] options may be identified and evaluated.

Therefore for each of the (~20) short listed corridors it is likely that there will be several plausible mode investments defined. It is against these definitions that the preliminary evaluation will be undertaken.

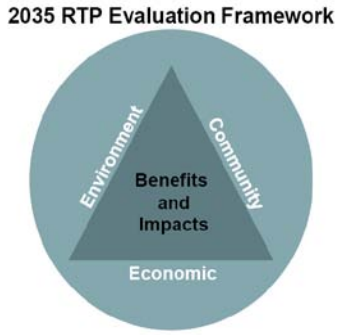
The output from this will support confirmation that the appropriate mode investments have been assumed and inform the strongest candidate, by highlighting the trade-offs that could occur and may deserve further investigation. As appropriate, the draft definition may be refined and the evaluation results revised accordingly.

Supporting this iterative process will be the consideration of the system network effects, in order to ensure the definition of individual corridors does not result in precluding valuable opportunities for integration and delivering benefits due to the 'whole being greater than the sum of the parts'.

Proposed MAE Framework

The Multiple Account Evaluation (MAE) approach is consistent with the Regional Transportation Plan (RTP) Outcomes-Based Evaluation Framework. The framework is organized in three evaluation categories:

- Community
- Environment
- Economy



[1] The 2035 RTP transit policy does not currently contain rapid streetcar as a HCT mode. This concept will be further explored in the context of the HCT system plan, and may result in policy refinements to the 2035 RTP.

Each of the categories is focused upon the effect once the investment is made, namely the transit line opens. However, for the evaluation of the corridors it is also important to consider the implications of attempting to implement the identified transit solution. A fourth account is therefore included in the MAE to address deliverability.

The MAE framework aligns with the hierarchy of objectives.

- Region 2040 Vision
- Council Adopted Definition of what makes a successful region
- 2035 RTP –implementing the Region's 2040 Vision
- HCT – supporting the RTP Goals

The Council Adopted Definition of what makes a successful region includes six goals to promote:

- Vibrant, walkable communities
- Sustained economic competitiveness and prosperity
- Safe and reliable transportation choices
- Minimal contributions to global warming
- Clean air, clean water, healthy ecosystems
- Benefits and burdens of growth distributed equitably

The 10 RTP Goals are:

- Foster vibrant communities and compact urban form
- Sustain economic competitiveness and prosperity
- Expand transportation choices
- Effective and efficient management of transportation system
- Enhance safety and security
- Promote environmental stewardship
- Enhance human health
- Ensure equity
- Ensure fiscal stewardship
- Deliver accountability

These goals can be grouped under the three evaluation categories used in the RTP, which provide the structure for the MAE framework (see Figure 1), alongside the consideration of deliverability and a summary of the corridor characteristics as produced from the screening exercise. For each evaluation category criteria addressing different aspects of the category are presented.

The evaluation will be both quantitative and qualitative, depending on the level of project development and extent of information available. As more information becomes available the assessment can be revisited.

Deriving from the framework structure will be a summary sheet designed to provide an overview for each corridor that will allow decision makers to identify and confirm the mode investments and corridors to be prioritized. Appendix A presents an example of a summary sheet. Associated documentation will provide supporting evidence for the detailed evaluation findings.

In the summary sheet, commentary will present the most significant findings against the criteria and provide a justification of the assessment score (including any assumptions made due to the absence of full information). Where mitigation of a negative impact would be required, it will be described and the score will reflect the mitigated effect.

In the initial stage the scoring will be based upon a seven-point scale:

- Significant benefit
- Moderate benefit
- Slight benefit
- Neutral
- Slightly adverse
- Moderately adverse
- Significantly adverse

Multiple Accounts

The following sections detail the specific criteria that will be used to evaluate corridors against the four accounts:

- Community
- Environment
- Economy
- Deliverability

A description of essential corridor characteristics will also be provided as part of the evaluation. This information is described in the first table of Figure 1.

System Expansion Policy

It is important to note that this level of evaluation is designed to provide a preliminary prioritization of corridors and narrow mode investment options. The assessment will be based on current and projected land use conditions. However, it is recognized that projections are never completely accurate and that conditions will change over time. To account for these changes, a System Expansion Policy including a separate set of criteria required for project advancement is proposed.

These criteria would provide communities along a corridor an opportunity to make proactive changes to land use and access policies. Jurisdictions benefiting from a proposed alignment or project would be required to submit Ridership Development and Financial Plans before moving to the next phase of project advancement.

The following graphic illustrates how HCT projects are prioritized in the System Plan process and the role of proposed project advancement criteria, which would allow jurisdictions to change the priority of an adopted HCT system project.

HCT System Plan Evaluation and System Expansion Policy

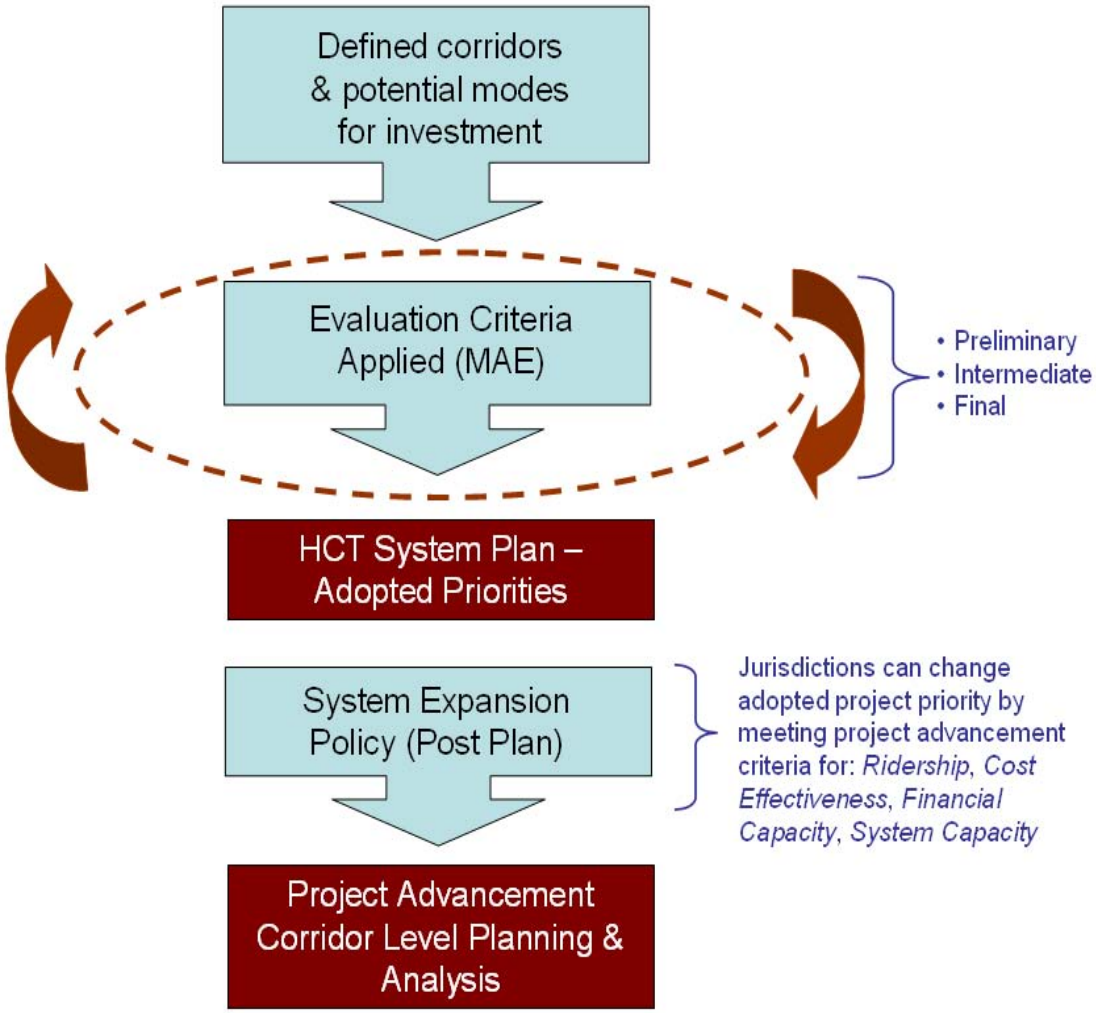


Figure 1 – MAE FRAMEWOR

COMMUNITY EVALUATION CATEGORY

Criteria	Measure	Role	Method
Supportiveness of existing local land use and adopted local transportation plans and policies	Qualitative scoring based on plan review	Identification in strategic terms of consistency or inconsistency with other proposed plans or policies	Existing LU
Acceptability to local communities	Qualitative scoring based on *Local Aspirations* outputs	Local populations may or may not wish to trade-off improved transit against other potential investments or may have concerns about the impact of HCT on urban form. Since a high level of local commitment is required for project development, communities that display strong commitment to project success should be acknowledged.	Rely on Metro Local Aspiration Process (reflective of regional goals/policies) Criterion to support local aspirations process with INDEX model
Ridership generators	Identification of major activity centers served, e.g. l Hospital & medical centers l Major retail sites l Colleges / universities l Major Federal / State Government offices l Employers > 500 employees l Sports sites / venues	Ensuring the proposed corridor encompasses both current and future key demand attractors and generators and meets the requirements of transit to provide a service to and from where people wish to travel.	Evaluate TriMet's top 30 generators; o-d date from travel demand model. Housing not included as a major activity center, but is captured via TOI analysis
Support 2040	1. Central City, Regional Centers, Industrial areas, Freight and	Rank based on Service to 2040	Support Region 2040 land use

	Passenger Intermodal facilities 2. Employment areas, Town Centers, Station Communities, Corridors, Main Streets 3. Inner and Outer Neighborhoods	Land use types	designations based on RTP priority areas
Transportation network integration	Identification of full trip benefits due to integration with transit transfer centers and interchange opportunities	Consideration of the network benefits that can be achieved, including both physical integration (i.e. good interchange opportunities) and system integration (i.e. timetabling connecting services, through ticketing).	Metro and TriMet to conduct a similar exercise to the screening criterion
Equity	Catchment analysis for social groups (low income and minority census tracts) within walking access (1/4 mile) to a stop Analysis of % of households with no vehicle available	Consideration of those who may receive greatest benefit from the transit investment due to reduction of current barriers to travel reduced cost of travel. Members of these households are likely transit consumers. Analysis includes: low and very-low income, racial minority, seniors, disabled people, low car ownership.	Census and Metro Transportation Equity Analysis for the RTP
Safety	Qualitative, based on adherence to good siting and design standards	Direct safety impacts due to design and placement of HCT in ROW (i.e. physically segregated, running with general traffic, on-street stops).	Selection of corridors that have extraordinary conditions that may present a safety issue (e.g., freeway, elevated, trench, etc)
Health (Promote physical activity)	Comprehensiveness of pedestrian and cycling network	Assess benefits from increased physical activity caused by greater pedestrian access to transit and	Model and spreadsheet analysis

	Increase in average bicycle and pedestrian mode share	increased walking and cycling within the corridor.	
Housing + Transportation Affordability Index	Analysis of housing and transportation costs as percent of total household income.	Indirect measure of areas where transit demand by assessing the impact of transportation costs on housing choices.	Metro
Placemaking/Urban form	Identification of impacts on urban composition and public space function	Impacts on the potential to enhance land development; increase mix of land uses; enhance public spaces	Focus this on an assessment of vacant and underdeveloped land. Metro has done work on developable land in the region.

ENVIRONMENT EVALUATION CATEGORY

Criteria	Measure	Role	Method
Emissions & disturbance	Change in VMT and resulting emission levels for CO2 and other harmful pollutants such as NOx and SOx. (Potentially for the full project life-cycle)	Impacts on local air pollution, greenhouse gases and noise. Transportation related environmental impacts tend to track closely to VMT, making it a valuable proxy for emissions and air quality related measures.	Model
Natural resources	Length of alignment impacting identified sensitive habitats and/or natural resources	Impacts on environmentally sensitive areas due to land take or proximity to major infrastructure.	RLIS
4(f) resources	Acres of 4(f) resources impacted	Impacts on the amenity value of parkland, schools and other 4(f) resources.	RLIS

ECONOMY EVALUATION CATEGORY

Criteria	Measure	Role	Method
Transportation efficiency (Users)	Average travel time benefit per rider and distribution of benefits across the line and the system	The average travel time benefit will demonstrate the effectiveness of the option across the system. The assessment of distribution will identify the 'winners and losers' across the system (e.g. if an extension results in new demand causing crowding on an existing section of route).	Model/TriMet
Transportation efficiency (Operator)	Cost per rider	To identify the financial performance of the day-to-day operations.	Model/TriMet
Economic competitiveness	Change in employment catchment	Improved transit and land use will increase the labor market's access to employment centers and promote re-development of employment sites.	Metro

DELIVERABILITY EVALUATION CATEGORY

Criteria	Measure	Role	Method
Feasibility (Construction)	Capital cost	Flag for instances where negative impacts from construction of the project may be so great as to outweigh project benefits.	Sketch level engineering
Feasibility (Operations)	Operating cost	Ensure design of the project enables efficient operations; assess impact of project on existing system function/capacity.	Also focus on what impact new corridor operations would have on existing lines. TriMet should be involved in this evaluation.
Ridership	Ridership	Evaluate total ridership, ridership per revenue hour and revenue mile, system ridership impact	Model
Funding potential	Initial assessment of local and federal funding opportunities to cover estimated capital and operating costs	Most projects will not have funding sources identified. The intent is to identify key obstacles to successful funding or reward any project that has substantial identified local funding. A more detailed funding plan will be required at the project advancement phase.	Not to focus on existing FTA program criteria but assessment of likelihood of receiving federal funds.

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Portland, OR 97232-2736
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503-797-1797 fax

www.oregonmetro.gov

Metro | *Memo*

Date: December 5, 2008

To: TPAC

From: Tony Mendoza, Transit Project Analysis Manager

Re: High Capacity Transit System Plan Screening Criteria Update - REVISED

The HCT System Plan is a 30 year plan for prioritizing HCT investments in new corridors and changes to existing corridors. The results will be incorporated into the RTP. The *HCT System Plan* tells us where the best locations are for major rail and bus transit capital investments based on evaluation criteria derived from the *RTP*. The *RTP* tells us whether HCT is the right transportation choice relative to other potential transportation investments. *Making the Greatest Place* tells us whether HCT is the right transportation choice to support the land use in any given corridor or center.

The Screening Criteria (Figure 1) was finalized and confirmed by the MTAC/TPAC HCT Subcommittee on October 22, 2008, by TPAC on October 31, 2008 and MTAC on November 5, 2008. The Screening Criteria constitutes the first phase of the HCT evaluation framework (Figure 2). The Screening Criteria will be used to narrow the wide array of High Capacity Transit Corridors and System Improvements assembled for the RTP Scenario B[1] and suggested in stakeholder interviews, public workshops, and Metro Committee meetings that began in July 2008.

The Corridor Screening Results and the Evaluation Criteria are scheduled to be confirmed by MTAC on December 3, 2008 and by TPAC on December 5, 2008. The initial screened corridors proposed for advancement through the evaluation criteria are shown on Figure 3 and described in Figure 4.

Attachments:
Figure 1 – Screening Criteria
Figure 2 – Evaluation Framework diagram - Revised
Figure 3 – Initial Draft Map of Corridor Screening Results - Revised
Figure 4 – Initial Draft List of Corridor Screening Results
Figure 5 – Screening Results by Segment chart
Figure 6 – Screening Results by Corridor chart

1 Scenario B HCT improvements were gathered from the following sources: Region 2040 Concept, TriMet Transit Investment Plan (2007), RTP Federal Component (2007), and local jurisdiction comments received from TPAC/MTAC/JPACT/MPAC.

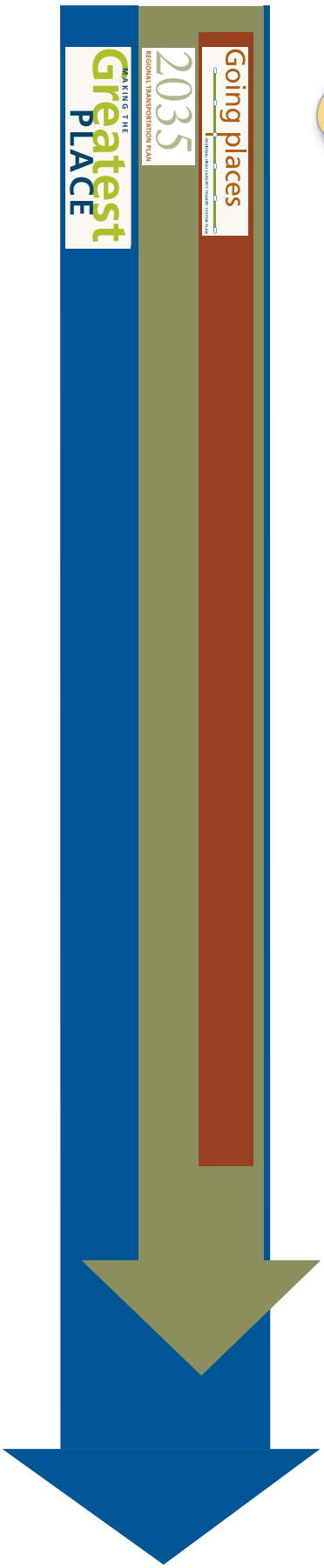
Figure 1: Initial Screening Criteria FINAL REVISED DRAFT, 11-7-08, based on 10-22-08 Subcommittee, 10-31-08 TPAC and 11-05-08 MTAC

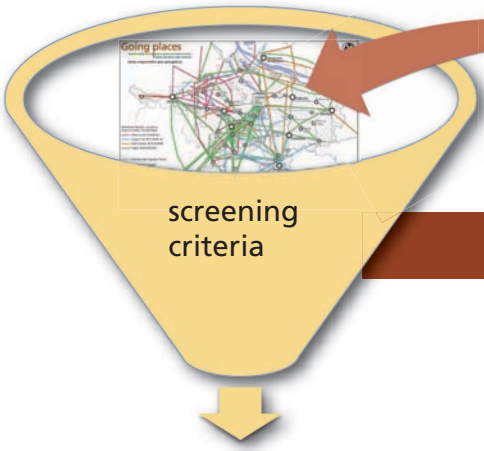
CRITERION	MEASUREMENT	PROPOSED SCREENING TARGET	
QUANTITATIVE CRITERIA			
Existing Potential Ridership	Transit Orientation Index	High	> 5.0 riders per acre
		Medium-High	4.0-5.0 riders per acre
		Medium	3.0-4.0 riders per acre
		Low-Medium	1.5-3.0 riders per acre
		Low	< 1.5 rider per acre
Future Potential Ridership	Transit Orientation Index	High	> 5.0 riders per acre
		Medium-High	4.0-5.0 riders per acre
		Medium	3.0-4.0 riders per acre
		Low-Medium	1.5-3.0 riders per acre
		Low	< 1.5 rider per acre
QUALITATIVE CRITERIA			
Corridor Availability and Cost	Qualitative assessment of right of way availability and associated access improvements (Includes geological hazards)	High	Minimal right of way or few structures required
		Medium	Moderate right of way or structures required
		Low	Major land acquisition, tunneling, bridge work or extensive ROW required
Environmental Constraints	Qualitative assessment of impact on natural resources	High	Minimal potential negative impacts to natural resources
		Medium	Moderate potential negative impacts to natural resources
		Low	Significant potential negative impacts to natural resources
Equity	Qualitative assessment of social equity needs	Does promote equity	Directly serves low-income and minority communities
		Slightly promotes equity	Provides indirect access to low-income and minority communities
		Does not promote equity	No access provided to low-income and minority communities
Connectivity and System	Qualitative assessment of transit system connectivity, intermodal connectivity, maintenance yard site or other transit system needs.	High	Strong connectivity and/or system benefits
		Medium	Moderate connectivity and/or system benefits
		Low	Poor connectivity, and/or system benefits

Congestion	Recognition of congestion parallel to proposed corridor	High	LOS F (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Medium-High	LOS E (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Medium	LOS D (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Low-Medium	LOS C (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
		Low	LOS A-B (2035 PM Peak 2-Hour; Mid-Day 1-Hour); Vehicle/Capacity Ratio
2040 Land Use	Support Region 2040 land use designations based on RTP priority areas	High	• Central city • Regional centers • Industrial areas • Freight and Passenger Intermodal facilities
		Medium	• Employment areas • Town centers • Station Communities • Corridors • Main Streets
		Low	• Inner neighborhoods • Outer neighborhoods

Figure 2

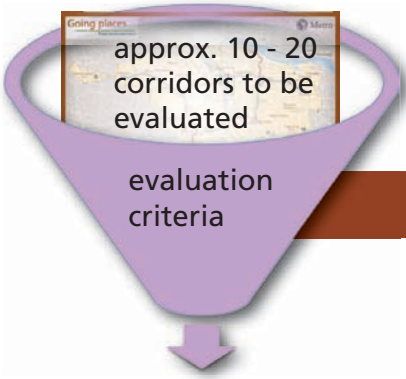
High Capacity Transit System Plan
Evaluation framework





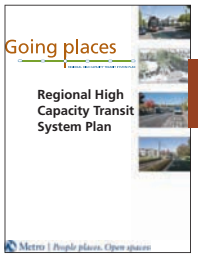
potential HCT corridors and projects from historic planning and outreach

October-November 2008
MTAC/TPAC



January-February 2009
Council/MPAC/JPACT/MTAC/TPAC

February-April 2009
Council/MPAC/JPACT/MTAC/TPAC



Late spring 2009

2035 REGIONAL TRANSPORTATION PLAN

December 2009
RTP adoption

2010/2011
implementation of Making the Greatest Place

Dec. 3, 2008

High Capacity Transit System Plan
Evaluation timeframe

Tasks	Timeframe					
	October 2008	**November 2008**	**December 2008**	**January 2009**	**February-April 2009**	**April-June 2009**
Confirm screening criteria	TPAC	MTAC				
Apply screening criteria and confirm initial set of screened corridors and projects		TPAC MTAC	TPAC MTAC MPAC JPACT	MPAC JPACT Metro Council	Metro Council	
Confirm evaluation criteria		TPAC MTAC	TPAC MTAC MPAC JPACT	MPAC JPACT Metro Council	Metro Council	
Review initial evaluation of corridors and projects					TPAC MTAC	
Approve prioritized corridors and projects and adopt plan						TPAC MTAC MPAC JPACT Metro Council

Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

High Capacity Transit* Plan:
Corridor and Project Ranking Against Screening Criteria

DISCUSSION DRAFT
12/04/2008

Metro

LEGEND

Transit
- High Capacity Transit (2009)
- Planned High Capacity Transit (adopted)
- Existing Frequent Bus Route

2040 Growth Concept
- Central City
- Regional Center
- Town Center
- Urban Growth Boundary
- Railroad
- School

HCT Corridors
- Corridors Recommended For Advancement
- Corridors Not Recommended For Advancement
- Pending Agency Review
- RTC HCT Corridors
- Central City Improvements - (to be determined through Central City Plan update)
- Regional Trail
- Parks/Open Space
- County Boundary

*High Capacity Transit (HCT) can include:
-Light Rail
-Bus Rapid Transit
-Rapid Streetcar
-Commuter Rail

0 2 4 Miles

Portland Central City

To be determined through Central City Plan update

Date: 11/24/2008
Location: HCT Plan\GIS\Illustrator Maps\HCT_Overall_Ranks.ai
Author: Alan Gunn

Figure 4

High Capacity Transit System Plan
Initial Screened Transit Corridors
Metro Council Review 11/25/08

Not in priority order

Segment / Corridor ID*	Segment / Corridor Name
18	Improvements to Steel Bridge
19	Bridge/Rose Quarter Access Improvements
49	Eastside Connector
50	Downtown Tunnel - Lloyd 11th to Goose Hollow 18th
51	Downtown Jefferson/Columbia via 1st Ave
52	Downtown Everett/Glisan to 18th Ave
8	(CTC - OCTC) via I-205
9	(Park - OCTC) via McLoughlin
10	(Portland - Gresham) via Powell
11	(Portland to Sherwood) via Barbur Hwy 99w
12	(Hillsboro - Forest Grove)
13	(Gresham - Troutdale MHCC) via Kane Dr
16	(CTC - Damascus)
17	(STC - Hillsboro)
28	(Oregon City - WSTC)
29	(Washington Square - Clackamas)
32	(Hillsboro - Hillsdale)
34	(Beaverton - Wilsonville)
43	(St. Johns - Vancouver/Union Station)
54	(Troutdale - St. Johns)
6	(Amber Glen to Tanasbourne)
48	(Murray Hill - Bethany)
56	(Orenco - Clark Hill Rd)
17D	(Red Line extension to Tanasbourne)
15	(Lents to Pleasant Valley) via Foster Road
27	(Oregon City - Clac CC) - via Hwy213/RRROW
38	(Tualatin - Sherwood) via Sherwood Rd
41	(Lake O - McLoughlin connector)
42	(Vancouver - Damascus)
46	(Cornell - St. Johns)
53	(Hillsboro - Tualatin)
55	(Sunset TC - St. Johns)
57	(Scholls Ferry - Sherwood) via Roy Rogers Rd
17C+46A+46B+43B	(Hillsboro - Vancouver)
41+32B+32C	(McLoughlin - Beaverton)

*Note: Corridors extending to neighboring cities were not considered in this analysis

LEGEND
Central City improvement - staff/Subcomittee recommended for advancement
Corridor - staff/Subcomittee recommended for advancement
Corridor - staff/Subcomittee - one Corridor to be determined by Hillsboro
Corridor - staff/Subcomittee considered, but not recommended for advancement

Screening Results by Segment/Project

Segment / Corridor ID	Segment / Corridor Name	Screening Results									
		1-3	1-5	1-5	1-5	1-3	1-3	1-3	1-5	1-5	1-3
		Connectivity and System Score	O-D	Existing Potential Ridership	Future Potential Ridership	Corridor Availability and Cost	Environmental Constraints	Equity	Congestion (Midday)	Congestion (Peak)	2040 Land Use
6	(Amber Glen to Tanasbourne)	Low	Low	Low	Low-Medium	Medium	High	Low	Low	Medium-High	Low
8	(CTC - OCTC) via I-205	High	Medium	Low	Low-Medium	Medium	Medium	Medium	Medium-High	High	Medium
9	(Park - OCTC) via McLoughlin	High	Low	Low	Low	Medium	Medium	Low	Low	High	Medium
10	(Portland Mall - Gresham) via Powell	Medium	Low-Medium	Low-Medium	Medium	Medium	Medium	High	High	High	High
10A	(Portland Mall - I-205) via Powell	High	High	Medium	High	Low	Medium	Low	High	High	High
10B	(I-205 - Gresham) via Powell	Medium	Low-Medium	Low	Low	Medium	High	High	High	High	High
11	(Portland to Sherwood) via Barbur Hwy 99w	Low	Low-Medium	Low-Medium	Medium	Medium	Medium	Low	High	High	High
11A	(Portland to Terwilliger) via Barbur Hwy 99W	Medium	Medium-High	High	High	Low	Medium	Low	Low	High	High
11B	(Terwilliger to Multnomah) via Barbur Hwy 99w	Low	Medium	Low	Low	Low	Medium	Low	Low	High	High
11C	(Multnomah to Tigard) via Barbur Hwy 99w	Low	Low	Low	Low-Medium	Medium	Medium	Low	Medium-High	High	High
11D	(Tigard -King City) via Barbur Hwy 99w	Low	Low	Low	Low	Medium	High	Low	High	High	High
11E	(King City - Sherwood) via Barbur Hwy 99w	Low	Low	Low	Low	Medium	High	Low	High	High	High
11T	(Portland to Multnomah) via TUNNEL Barbur hwy 99w	Medium	Medium-High	Medium	High	Low	Medium	Low	Low	High	High
12	(Hillsboro - Forest Grove)	Medium	Medium	Low	Low	High	Medium	High	Medium-High	High	Medium
13	(Gresham - Troutdale MHCC) via Kane Dr	Medium	Low	Low	Low-Medium	Medium	Medium	Low	Low	High	Medium
15	(Lents to Pleasant Valley) via Foster Road	Low	Low	Low	Low	Medium	Medium	Low	Medium-High	High	Low
16	(CTC - Damascus)	Medium	Low-Medium	Low	Low	High	Medium	High	High	High	Medium
16A	(CTC - Damascas) via Sunnyside	Medium	Low-Medium	Low	Low-Medium	Medium	High	Low	Medium	High	Medium
16B	(Gresham - Damascus) via 232nd/242nd Ave	Low	Low	Low	Low	High	High	Low	Medium	High	Medium
16C	(CTC - Damascas) via Hwy 212/224	Medium	Low-Medium	Low	Low	Medium	Medium	High	High	High	Medium
17	(STC - Hillsboro)	Low	Low-Medium	Low	Low-Medium	High	Medium	Low	Medium-High	High	Medium
17A	(Shute - St Vincent) via Evergreen/US26	Medium	Low-Medium	Low	Low-Medium	Medium	Medium	Low	Medium-High	High	Medium
17B	(Hillsboro -Shute) via Evergreen	Low	Medium	Low	Low	Medium	High	Low	Medium	High	Medium
17C	(Hillsboro-Shute) via Cornel/Shute	Low	Medium	Low	Low-Medium	High	Medium	Low	Medium	High	Medium
17D	(Tanasbourne - Blue Line)	Low	Medium	Low	Medium	Medium	Medium	Low	Low	Medium-High	Medium
18	Improvements to Steel Bridge	High	High	High	High	High	High	Low	Low	Medium	High
19	Bridge Improvements	High	High	High	High	Medium	Low	Medium	Low	Medium	High
27	(Oregon City - Clac CC) - via Hwy213/RRROW	Low	Low	Low	Low	Medium	Low	Low	Medium-High	High	Low
28	(Oregon City - WSTC)	Low	Low	Low	Low-Medium	High	Medium	Low	High	High	Medium
28A	(Oregon City - West Linn) via new bridge	Low	Low	Low	Low	Low	Low	Low	High	High	Medium
28B	(West Linn - Tualatin) via I-205	Low	Low-Medium	Low	Low	Medium	Medium	Low	Medium	High	Medium
28C	(Tualatin - Tigard) via WES	Medium	Low	Low-Medium	Low-Medium	High	High	Low	High	High	Medium
28D	(Tigard - WSTC) via WES	Low	Low-Medium	Low-Medium	Medium	High	High	Low	Low	High	Medium
29	(CTC - Clackamas)	Medium	Low	Low	Low-Medium	High	Medium	High	Medium-High	High	Medium
29A	(CTC - Milwaukie) via Hwy 224	Medium	Low-Medium	Low	Low-Medium	Medium	Medium	Medium	Medium	Medium-High	Medium
29B	(Milwaukie - Lake O) via RR bridge	High	Low	Low	Low-Medium	High	Medium	Medium	Medium-High	High	Medium
29C	(Lake O - Tigard TC) via RR ROW	Medium	Low	Low	Low-Medium	High	Medium	Low	Medium-High	High	Medium
29D	Tigard TC - WSTC) via WES ROW	Low	Low-Medium	Low-Medium	Medium	High	Medium	Low	Medium-High	High	Medium
29E	(Boones Ferry - Tualatin) via RR ROW	Low	Low-Medium	Low-Medium	Low-Medium	High	Medium	Low	Medium-High	High	Medium
29F	(Milwaukie - Clackamas)	High	Low-Medium	Low	Low-Medium	Medium	High	Low	Low	Low	Medium
32	(Hillsboro - Hillsdale)	Low	Low	Low	Low-Medium	High	Medium	Medium	Medium-High	High	Medium
32A	(Hillsboro - Aloha - Beaverton) via TV Hwy	Medium	Low-Medium	Low	Low-Medium	High	Medium	High	Medium-High	High	Medium
32B	(Barbur - Lake O connector)	Low	Low	Low	Low	Medium	Medium	Low	Medium-High	High	Medium
32C	(Beaverton - Raleigh Hills - Hillsdale) via Beaverton Hillsdale	Low	Low-Medium	Low	Low-Medium	Medium	Medium	Low	Medium	High	Medium
34	(Beaverton - Wilsonville)	Low	Low	Low	Low-Medium	Medium	Medium	Medium	High	High	Medium
34A	(Beaverton - Washington Sq) via Hall	Medium	Medium	Low-Medium	Medium	Medium	High	Low	Medium	High	Medium
34B	(Washington Sq - Tigard) via Hall	Low	Low-Medium	Low	Low-Medium	Medium	High	Low	Medium-High	High	Medium
34C	(Tigard - Tualatin) via 217/I5	Low	Low	Low-Medium	Medium	Medium	Medium	Low	High	High	Medium
34D	(Tualatin - Wilsonville) via I5	Low	Low	Low	Low	Medium	High	Low	High	High	Medium
38	(Tualatin - Sherwood) via Sherwood Rd	Low	Low	Low	Low	Medium	High	Low	Medium	High	Low
41	(Lake O - McLoughlin connector)	Medium	Low	Low	Low	Low	Medium	Low	High	High	Low
42	(Vancouver - Damascus)	Low	Low	Low	Low	Medium	Low	Medium	Medium-High	High	Medium

Segment / Corridor ID	Segment / Corridor Name	Screening Results									
		1-3	1-5	1-5	1-5	1-3	1-3	1-3	1-5	1-5	1-3
		Connectivity and System Score	O-D	Existing Potential Ridership	Future Potential Ridership	Corridor Availability and Cost	Environmental Constraints	Equity	Congestion (Midday)	Congestion (Peak)	2040 Land Use
42A	(Marine Drive - Vancouver) via 182nd	Low	Low	Low	Low	Low	Low	Low	Low	Medium-High	Low
42B	(Marine Drive - Rockwood) via 182nd	Low	Low-Medium	Low	Low-Medium	Medium	Medium	Low	Low	Medium-High	Medium
42C	(Rockwood - Pleasant Valley) via 182nd	Low	Low	Low	Low	Medium	Medium	Medium	Low	High	Medium
42D	(Pleasant Valley - Damascas) via Foster	Low	Low	Low	Low	High	High	Low	Medium-High	High	Low
43	(St. Johns - Vancouver/Union Station)	Low	Medium-High	Low-Medium	Medium	High	Low	High	High	High	High
43A	(St. Johns to RR)	Low	Medium	Low	Low-Medium	High	Medium	Low	Low	Low	High
43B	(RR to Vancouver) via UPRR Railroad Bridge	Low	Low	Low	Low-Medium	High	Low	Medium	Low	Medium	High
43C	(Union Station - St. Johns) via RR Bridge	Medium	High	Low-Medium	High	High	Medium	Medium	High	High	High
43D	(St. Johns - Vancouver) via Freight Corridor	Medium	Low	Low	Low	High	Low	Low	Low	High	High
46	(Cornell - St. Johns)	Low	Low	Low	Low	High	Low	Low	High	High	Medium
46A	(Cornell to UPRR) via Corn Pass Tunnel	Low	Low	Low	Low	High	Low	Low	High	High	Medium
46B	(UPRR - St. Johns) via Freight	Low	Low	Low	Low	High	Low	Medium	High	High	Medium
46C	(Corn Pass - St. Johns) via Northern Bridge	Low	Low	Low	Low	High	Low	Low	Low	Low	Medium
48	(Murray Hill - Bethany)	Low	Low	Low	Low	Low	Medium	Low	Medium	High	Low
49	Eastside Connector	High	Medium	High	High	Low	Medium	High	Low	Medium	High
50	Downtown Tunnel - Lloyd 11th to Goose Hollow 18th	High	Low-Medium	High	High	Low	Medium	High	Low	Low	High
51	Downtown Jefferson/Columbia via 1st Ave	Low	High	High	High	Low	Medium	Medium	Low	Medium	High
52	Downtown Everett/Glisan to 18th Ave	Low	High	High	High	Low	High	Medium	Medium	Medium	High
53	(Hillsboro - Tualatin)	Low	Low	Low	Low	Medium	Low	High	Low	High	Medium
54	(Troutdale - St. Johns)	Low	Low	Low	Low	High	Low	High	Low	Medium-High	Medium
55	(Sunset TC - St. Johns)	High	Low	Low	Low	Low	Low	Low	High	High	Low
56	(Orenco - Clark Hill Rd)	Low	Low	Low	Low	Medium	Low	Medium	Low	High	Low
57	(Scholls Ferry - Sherwood) via Roy Rogers Rd	Low	Low	Low	Low	Medium	Low	Low	High	High	Low
28A+28B	(Oregon City - Tualatin)	High	Low	Low	Low	Low	Medium	Low	Medium-High	High	Medium
17C+46A+46B+43B	(Hillsboro - Vancouver)	Low	Low	Low	Low	High	Low	High	Medium-High	High	High
41+32B+32C	(McLoughlin - Beaverton)	Medium	Low	Low	Low-Medium	Low	Medium	Low	Medium-High	High	Medium

Note: Methods for determining High, Medium, Low rankings are described in detail in the Screening Results Technical Memorandum
Note: All High ratings indicate positive results as related to project viability; all low ratings indicated negative results

Screening Results by Corridor

		Screening Results									
		1-3	1-5	1-5	1-5	1-3	1-3	1-3	1-5	1-5	1-3
Segment / Corridor ID	Segment / Corridor Name	Connectivity and System Score	O-D	Existing Potential Ridership	Future Potential Ridership	Corridor Availability and Cost	Environmental Constraints	Equity	Congestion (Midday)	Congestion (Peak)	2040 Land Use
6	(Amber Glen to Tanasbourne)	Low	Low	Low	Low-Medium	Medium	High	Low	Low	Medium-High	Low
8	(CTC - OCTC) via I-205	High	Medium	Low	Low-Medium	Medium	Medium	Medium	Medium-High	High	Medium
9	(Park - OCTC) via McLoughlin	High	Low	Low	Low	Medium	Medium	Low	Low	High	Medium
10	(Portland Mall - Gresham) via Powell	Medium	Low-Medium	Low-Medium	Medium	Medium	Medium	High	High	High	High
11	(Portland to Sherwood) via Barbur Hwy 99w	Low	Low-Medium	Low-Medium	Medium	Medium	Medium	Low	High	High	High
12	(Hillsboro - Forest Grove)	Medium	Medium	Low	Low	High	Medium	High	Medium-High	High	Medium
13	(Gresham - Troutdale MHCC) via Kane Dr	Medium	Low	Low	Low-Medium	Medium	Medium	Low	Low	High	Medium
15	(Lents to Pleasant Valley) via Foster Road	Low	Low	Low	Low	Medium	Medium	Low	Medium-High	High	Low
16	(CTC - Damascus)	Medium	Low-Medium	Low	Low	High	Medium	High	High	High	Medium
17	(STC - Hillsboro)	Low	Low-Medium	Low	Low-Medium	High	Medium	Low	Medium-High	High	Medium
18	Improvements to Steel Bridge	High	High	High	High	High	High	Low	Low	Medium	High
19	Bridge Improvements	High	High	High	High	Medium	Low	Medium	Low	Medium	High
27	(Oregon City - Clac CC) - via Hwy213/RRROW	Low	Low	Low	Low	Medium	Low	Low	Medium-High	High	Low
28	(Oregon City - WSTC)	Low	Low	Low	Low-Medium	High	Medium	Low	High	High	Medium
29	(CTC - Clackamas)	Medium	Low	Low	Low-Medium	High	Medium	High	Medium-High	High	Medium
32	(Hillsboro - Hillsdale)	Low	Low	Low	Low-Medium	High	Medium	Medium	Medium-High	High	Medium
34	(Beaverton - Wilsonville)	Low	Low	Low	Low-Medium	Medium	Medium	Medium	High	High	Medium
38	(Tualatin - Sherwood) via Sherwood Rd	Low	Low	Low	Low	Medium	High	Low	Medium	High	Low
41	(Lake O - McLoughlin connector)	Medium	Low	Low	Low	Low	Medium	Low	High	High	Low
42	(Vancouver - Damascus)	Low	Low	Low	Low	Medium	Low	Medium	Medium-High	High	Medium
43	(St. Johns - Vancouver/Union Station)	Low	Medium-High	Low-Medium	Medium	High	Low	High	High	High	High
46	(Cornell - St. Johns)	Low	Low	Low	Low	High	Low	Low	High	High	Medium
48	(Murray Hill - Bethany)	Low	Low	Low	Low	Low	Medium	Low	Medium	High	Low
49	Eastside Connector	High	Medium	High	High	Low	Medium	High	Low	Medium	High
50	Downtown Tunnel - Lloyd 11th to Goose Hollow 18th	High	Low-Medium	High	High	Low	Medium	High	Low	Low	High
51	Downtown Jefferson/Columbia via 1st Ave	Low	High	High	High	Low	Medium	Medium	Low	Medium	High
52	Downtown Everett/Glisan to 18th Ave	Low	High	High	High	Low	High	Medium	Medium	Medium	High
53	(Hillsboro - Tualatin)	Low	Low	Low	Low	Medium	Low	High	Low	High	Medium
54	(Troutdale - St. Johns)	Low	Low	Low	Low	High	Low	High	Low	Medium-High	Medium
55	(Sunset TC - St. Johns)	High	Low	Low	Low	Low	Low	Low	High	High	Low
56	(Orenco - Clark Hill Rd)	Low	Low	Low	Low	Medium	Low	Medium	Low	High	Low
57	(Scholls Ferry - Sherwood) via Roy Rogers Rd	Low	Low	Low	Low	Medium	Low	Low	High	High	Low
28A+28B	(Oregon City - Tualatin)	High	Low	Low	Low	Low	Medium	Low	Medium-High	High	Medium
17C+46A+46B+43B	(Hillsboro - Vancouver)	Low	Low	Low	Low	High	Low	High	Medium-High	High	High
41+32B+32C	(McLoughlin - Beaverton)	Medium	Low	Low	Low-Medium	Low	Medium	Low	Medium-High	High	Medium

Note: Methods for determining High, Medium, Low rankings are described in detail in the Screening Results Technical Memorandum
Note: All High ratings indicate positive results as related to project viability; all low ratings indicated negative results

DRAFT

BEFORE THE METRO COUNCIL

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

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, 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 calls for $499 million annually in new revenues for roads and highways, a new "ConnectOregon" package calling for $150 million in multimodal projects, the creation of a dedicated account for funding non-highway investments, new tools for addressing transit operating costs, eventual dedication of 15% of lottery funds to multimodal transportation, and several reforms aimed at improving transportation governance and addressing the climate impacts of transportation; 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 legislative session as reflected in Exhibit A to this resolution; and

2. that the Metro Council and JPACT support the proposed package proposed by Governor Kulongoski, which reflects a balance between roads and multimodal investments; and

3. that the JPACT chair shall establish a legislative working group to advocate for the region's transportation priorities during the 2009 legislative session.

ADOPTED by the Metro Council this _____ day of 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 region and other metropolitan regions receive equitable funding based on their contributions to state revenues and the statewide benefit of investments in the regions.

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

Least-Cost Decision Making: When addressing system capacity needs, Oregon should first consider transportation demand management, system management and operations strategies.

Expand Local Options: Increase local government revenue-raising options and remove existing restrictions on local transportation revenue authority.

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 road 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.

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 CO_2 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 Non-Motorized Transportation: Oregon should create a comprehensive state investment program to support the acquisition, construction, and maintenance of urban, suburban and intercity trails and other non-motorized transportation corridors, both within and outside the road right-of-way.

ConnectOregon III: The state's successful multi-modal investment program should be continued with a third round of funding for air, rail, marine and public transit projects.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-4003, FOR THE PURPOSE OF ENDORSING FINAL REGIONAL PRIORITIES FOR 2009 STATE TRANSPORTATION FUNDING LEGISLATION

Date: December 4. 2008 Prepared by: Randy Tucker

BACKGROUND

An efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout our state. The capital investments that have been made possible by Oregon Transportation Investment Acts (OTIA) I, II and III (2001, 2002, and 2003) and by the *ConnectOregon I and II* packages (2005 and 2007) will help Oregon respond to important economic opportunities. However, years of stagnation in transportation funding prior to 2001 mean that a significant backlog of important projects remains unfunded; moreover, the recent packages failed to address in a meaningful way the impacts of growth or the urgent need for funds to maintain and repair city, county and state roads.

This is certainly true in the Portland metropolitan region, where rapid growth has outstripped the capacity of the region to respond. Critical investments are needed in order to support both new and existing industrial and residential areas. Moreover, inadequate funding has limited the ability of the state and local governments statewide to maintain existing roads. Failing to repair roads in a timely manner ends up costing more in the long run.

The threat of climate change and volatility in fuel prices pose additional challenges. State greenhouse gas (GHG) emissions reduction goals adopted by the 2007 Legislature will force new thinking on transportation investments, given that the transportation system creates 34 percent of Oregon's GHG emissions. In addition, wildly fluctuating gasoline prices and the likelihood of long-term price increases have caused shifts in commuting patterns, increasing transit ridership and creating renewed demand for light rail and bus transit investments as transit system capacity is increasingly pushed to the limit. The same forces have increased demand for bicycle and pedestrian facilities, both in and outside of the road right of way.

Provisions of Resolution 08-4003: This resolution is an updated version of Resolution 08-3956, which was passed in June. It includes refinements to the priorities for a state transportation package that were adopted at that time as well as acknowledgement of Governor Kulongoski's proposed package (see below). Notable changes from Resolution 08-3956:

- Addition of language declaring that future changes in the state funding formula should reflect the contribution of the Portland region and other metropolitan regions to state revenues and the statewide economic benefits of investments in metropolitan regions
- Addition of language supporting "least-cost decision making" that prioritizes transportation demand management and system management and operations strategies as the first step in addressing capacity needs
- Replacement of language calling for removal of the requirement that counties approve registration fee increases in neighboring counties with language calling for the removal of restrictions on local revenue-raising

- Deletion of specific state revenue proposals in favor of an overall target
- Addition of language calling for investment in non-motorized transportation
- Addition of "be it resolved" language supporting Governor Kulongoski's proposal
- Addition of "be it resolved" language establishing a legislative working group to advocate for the region's priorities

Governor's Proposed Package: In response to the state of affairs described above, Governor Kulongoski appointed several committees to develop a proposal on transportation funding for consideration by the 2009 Oregon Legislature. Many local and regional officials participated in these conversations. The Governor's Transportation Vision Committee issued a wide-ranging report in early November, and on November 10 the Governor released his recommended package, the "2009 Jobs and Transportation Act," or JTA.

The JTA incorporates most of the recommendations of the Vision Committee's report. Briefly, it proposes:

- $499 million/year in revenue increases for Oregon's road system
- the creation of a dedicated fund for non-highway transportation investments, to be funded initially using $44 million/year in flexible federal transportation funds, and in the future by allocating the equivalent of 15% of lottery dollars to this fund
- $150 million in lottery dollars for a third round of the "ConnectOregon" multimodal investment program

See page 4 for a more detailed summary of the JTA.

Discussion: Metro staff, along with staff of local governments in the region, believes the Governor's proposal is largely consistent with a set of regional priorities embodied in Metro Council Resolution No. 08-3956, which was approved in June by JPACT and adopted by the Metro Council to guide the region's advocacy of a 2009 legislative transportation package.

Some concerns remain:

- While the JTA identifies specific and dedicated funding sources to support investments in roads, the same is not true for transit and other non-road investments. The two main non-road funding sources identified in the JTA are lottery dollars and $44 million in flexible federal funds that are currently being used for roads.[1] While the Governor proposes to dedicate 15% of lottery dollars to non-highway transportation, that is a long-range goal that, according to the bill drafting instructions from the Governor's office, "cannot be achieved within the constraints on the 2009-2011 budget." The only "solid" lottery-funded element in the package is ConnectOregon III. Without lottery dollars, the package will not come close to achieving the recommendation of the Vision Committee that multimodal investments in a 2009 package should equal 20% of new road revenues.
- The proposal excludes bicycle and pedestrian facilities from the definition of "non-highway transportation infrastructure" eligible to receive monies from the dedicated non-highway fund. This decision directly conflicts with the recommendations of the Vision Committee. Much effort has gone into developing an integrated mobility strategy for the region that incorporates substantial

[1] Other proposed multimodal funding sources include an unspecified increase in funding for transportation options (probably from the general fund) and an increase in the statutory cap on local payroll taxes to fund public transit.

investments in non-motorized transportation facilities that are not in the road right-of-way (trails, paths, dedicated bikeways, etc.). Failing to make these facilities eligible for "non-highway" state dollars (mainly lottery dollars and flexible federal funds, as noted above) cuts these efforts off from the only sources of substantial state transportation funding.

- The proposal calls for a cigarette tax increase to raise $5 million for elderly and disabled transit. This falls short of the $10-20 million recommended by the Governor's Vision Committee.

Issues to consider:

- The draft resolution recommends supporting the Governor's proposal. Other options include (a) simply endorsing the priorities reflected in Exhibit A or (b) supporting the Governor's proposal with caveats (e.g., related to the concerns listed above).
- Even a very substantial state package is unlikely to address all of the region's transportation needs. The region will need to supplement any increases in state funding with regional resources, probably through a ballot measure.
- Regional lobby staff have recommended a broad advocacy effort in support of a state package that reflects the region's priorities.

ANALYSIS/INFORMATION

1. **Known Opposition:** None (to this resolution). Possible opposition to the legislative package could be based on either concern about tax increases (because it involves new revenues, the package would require three-fifths majorities of both houses) or concern that the package is not sufficiently balanced between roads and multimodal investments.

2. **Legal Antecedents:**
   - Article IX, Section 3a of the Oregon Constitution (limits the use of vehicle-related revenues to road-related expenditures)
   - Oregon Transportation Investment Acts I, II, and III (HB 2142, 2001; HB 4010, 2002; HB 2041, 2003)
   - ConnectOregon I and II multimodal investment packages (SB 71, 2005; HB 2278, 2007)
   - Metro Council Resolution No. 04-3498, For the purpose of endorsing regional priorities for a state transportation funding package; Resolution No. 07-3764, For the purpose of endorsing regional priorities for state transportation funding legislation; Resolution No. 08-3921, For the purpose of endorsing regional priorities for state transportation funding legislation; Resolution No. 08-3956, For the purpose of endorsing regional priorities for state transportation funding legislation

3. **Anticipated Effects:** The proposed resolution establishes policy guidelines for the region's advocacy efforts related to transportation in the 2009 Oregon Legislature.

4. **Budget Impacts:** No direct impacts. Local and regional governments will dedicate existing staff to advocacy and may incur expenses related to communications products supporting this effort.

RECOMMENDED ACTION

Staff recommends adoption of Resolution 08-4003.

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)
- Support and expand the Transportation Options program
- Create "a fund statutorily dedicated to investments in Oregon's non-highway transportation needs"
- Allocate an amount equal to 15% of lottery revenues to non-highway transportation (a goal, not expected to be achieved in 2009-2011 budget)

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
- Increase in cap on local payroll taxes to fund transit

Not specified

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

DRAFT

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

BE IT RESOLVED that the Metro Council:

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

ADOPTED by the Metro Council this _____ day of January 2009.

_____
David Bragdon, Council President

Approved as to Form:

_____
Daniel B. Cooper, Metro Attorney

DRAFT #6

Portland Metropolitan Area
Federal Transportation Authorization Policy Priorities

Implementing a Transportation Strategy for the 21st Century

Highlights are major changes since JPACT meeting

November 26, 2008

Introduction

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

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

Regional Strategy for Integrating Land Use and Transportation

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

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

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

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

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

Priority Recommendations:

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

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

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

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

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

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

Detailed Recommendations:

I. Program Focus

A. Energy Security and Global Warming -

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

B. Clearly establish the National Interest -

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

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

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

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

II. Program Funding

A. Adequately fund the system –

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

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

B. Take steps toward transitioning to a VMT fee

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

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

for time of day and geography.

To advance the concept, the Congress should:

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

III. Program Direction

A. Metropolitan Mobility -

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

B. Freight -

One of the most important and constitutionally established functions of the federal government is to ensure the free-flow of interstate commerce, which is central to the transport of freight. Because of this mandate, the U.S. Department of Transportation should develop a national multi-modal freight transportation plan that articulates a vision and strategies for achieving national freight transportation objectives. Associated with that plan, the next authorization bill should establish an integrated freight

transportation program within the U.S. Department of Transportation, and coordination between the Transportation Department and other transportation-related federal agencies should be strengthened. Federal policies and funding should strengthen the capacity of all U.S. gateways to handle the increasing volume of international trade. Creating the capacity to move more freight on mainline and shortline railroads and waterways would generate cost, efficiency, and environmental benefits.

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

C. Managing the Existing System –

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

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

D. System Management –

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

E. Demand Management -

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

F. 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.

G. 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.

H. 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.

I. 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.

J. Walking and Cycling -

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

K. 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.

L. 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.

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

Note: Draft project lists are due December 10 for discussion by JPACT December 11.

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AUTHORIZATION PRIORITIES

Map Number	Project Description	Funding Request ($millions)	Sponsor	Congressional District	Purpose	Program Category	Priority
Northwest National Highway Project							
	Columbia River Crossing Project	$400.00	ODOT and WSDOT	OR-3/WA-3	PE/ROW/Construction	Highway or Bridge	
Oregon Transportation Commission Priorities							
	I-84/Central Multnomah County ITS	$3.00	City of Gresham	OR-3		Highway or Bridge	
	I-205 to I-5 Southbound Auxiliary Lanes	$14.35	ODOT		Construction	Highway or Bridge	
	OR 99W/McDonald Intersection	$4.50	City of Tigard	OR-1		Highway or Bridge/Bike & Ped.	
	I-205/Airport Way Interchange	$20.00	Port of Portland	OR-3	Construction	Highway or Bridge	A
	I-84/257th Ave. Troutdale Interchange	$20.00	Port of Portland	OR-3	Construction	Highway or Bridge	A
	Sunrise Corridor - Phase 1 - Hwy 212-224/82nd Ave. Grade Separation	$30.00	Clackamas County	OR-3	PE/ROW	Highway or Bridge	
Transit Priorities							
	South Corridor Light Rail ($80 m. in 2010, $25 m. in 2011)	$345.40	TriMet			New Starts	
	Eastside Streetcar Loop	$75.00	City of Portland			Small Starts	
	Portland to Milwaukie - New Starts	$850.60	TriMet		PE/Final Design/Construction	New Starts	
	Columbia River Crossing - New Starts	$750.00	ODOT/WSDOT		PE/Final Design/Construction	New Starts	
	Portland to Lake Oswego Streetcar - New Starts or Small Starts	$237.30	City of Lake Oswego/TriMet		Planning/PE	New or Small Starts	
	Portland to Tigard/99W (or Hwy 217) Alternatives Analysis		City of Tigard/TriMet		Planning/PE	New Starts	
	Hillsboro to Forest Grove Alternative Analysis		City of Forest Grove/TriMet		Planning/PE	New Starts	
	East Metro North South HCT Alternative Analysis		City of Gresham/TriMet		Planning/PE	New Starts	
	Light Rail to Oregon City Alternative Analysis		Clackamas County/TriMet		Planning/PE	New Starts	
	Union Station Rehabilitation	$24.00	City of Portland		Construction	Intermodal Facilities (Passenger)	
	Wilsonville SMART Fleet Services Facility	$7.00	City of Wilsonville/SMART		Construction	Bus, Bus equipment or Bus Facility	A
	SMART Bus Replacements	$2.70	City of Wilsonville/SMART			Bus, Bus equipment or Bus Facility	B
	Wilsonville SMART Offices/Administration Facility	$1.50	City of Wilsonville/SMART		Construction	Bus, Bus equipment or Bus Facility	C
	Westside Light Rail Park and Ride Capacity Expansion		Washington County		Construction		
	College Station TOD (at PSU)	$10.00	PSU/TriMet				
	Gresham Civic Neighborhood Station/TOD/Parking Structure		City of Gresham		Acquisition	Bus, Bus equipment or Bus Facility	
	TriMet Buses	$15.40	TriMet				
	West Metro HCT Bus Rapid Transit		Metro	OR-1	AA	Bus, Bus equipment or Bus Facility	
	Central East HCT Bus Rapid Transit		Metro	OR-3	AA	Bus, Bus equipment or Bus Facility	
	Protoype Diesel Multiple Uniti (commuter rail vehicles)	$5.00	TriMet	OR-1,3,5	Engineer/manufacture	New Starts	
Regional Program Priorities							
	Non-Motorized Mobility Strategy (on and off-street bike paths)	$75.00	Metro	OR-1,3,5	PE/ROW/Construction	Bicycle and Pedestrian	A
	Regional Arterial Management Program (signal system coordination)	$12.00	Metro	OR-1,3,5	PE/Construction	System Management	A
	Drive Less Save More Marketing Pilot Project	$4.50	Metro	OR-1,3,5	Marketing	Transportation Demand Management	A
	Regional Multi-Modal Safety Education Initiative	$4.50	Metro	OR-1,3,5	Planning/Implementation	Safety	A
	Transit Station Area Connectivity Program to promote transit oriented development	$20.00	Metro	OR-1,3,5	PE/ROW/Construction	Transit Oriented Development	A
Trail, Bike, Pedestrian Improvement Priorities							
	Clackamas County Jurisdictions						
	Phillips Creek Trail - I-205 Trail to N. Clackamas Greenway	$2.27	Clackamas County			Bicycle and Pedestrian	
	Regional Trails Master Plans	$1.10	Clackamas County				
	Multi-use Local/Regional Trail and PRT Study	$1.00	City of Damascus			Planning	
	Mt. Scott Trail - Mt. Talbert to Springwater Corridor	$4.60	Happy Valley	OR-3		Bicycle and Pedestrian	
	Scouter's Mt. Trail - Springwater/Powell Butte to Springwater	$7.37	Happy Valley	OR-4		Bicycle and Pedestrian	
	Iron Mtn. Bike Lanes - 10th St. to Bryant Rd.		City of Lake Oswego	OR-3	Construction	Bicycle and Pedestrian	
	Carmen Drive Sidewalk and Bike Lanes from Meadow Rd. to I-5	$1.70	City of Lake Oswego	OR-3	Construction	Bicycle and Pedestrian	
	Pilkington Sidewalk and Bike Lanes from Boones Ferry to Childs Rd.	$5.25	City of Lake Oswego	OR-3	Construction	Bicycle and Pedestrian	
	17th Ave. Trolley Trail Connector	$3.20	City of Milwaukie	OR-3	PE/ROW/Construction	Bicycle and Pedestrian	B
	Monroe Bike Blvd.	$2.00	City of Milwaukie	OR-3	Construction	Bicycle and Pedestrian	C
	Downtown Milwaukie Station Streetscape	$5.00	City of Milwaukie	OR-3	Construction	Bicycle and Pedestrian	A
	Barlow Rd. Trail - Abernethy Rd.. To Oregon City Limits	$0.50	City of Oregon City				

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Map Number	Project Description	Funding Request ($millions)	Sponsor	Congressional District	Purpose	Program Category	Priority
	Oregon City Loop Trail - Beavercreek Rd. to Hwy. 213	$1.50	City of Oregon City				
	Newell Creek Canyon Trail (East) Hwy 213 & Redland Rd. to Beavercreek Rd.	$1.50	City of Oregon City				
	Willamette River Greenway Trail - Willamette Park to Lake Oswego Willamette River Trail	$1.00	City of West Linn				
	French Prairie Bike-Ped-Emergency Bridge Over Willamette River	$12.60	City of Wilsonville	OR-5	PE/Construction	Bike/Ped/Emergency Services	A
	Tonquin Trail Tualatin/Sherwood to Washington/Clackamas County Line	$1.00	City of Wilsonville				
	Tonquin Trail - Washington/Clackamas County Line to Boones Ferry Landing	$1.00	City of Wilsonville				
	Multnomah County Jurisdictions						
	Main Street Ped. & Streetscape Improvements (5th St. to Division)		City of Gresham	OR-3	PE/Construction	Bicycle and Pedestrian	
	Gresham/Fairview Trail, Phase 4/5		City of Gresham	OR-3	PE/Construction	Bicycle and Pedestrian	
	Portland Citywide Bicycle Boulevard Construction	$25.00	City of Portland	OR-3		Bicycle and Pedestrian	A
	102nd Ave. St. Improvement: Project Phase II - NE Glisan to SE Washington St.	$6.10	City of Portland	OR-3	Construction	Bicycle and Pedestrian	A
	Washington County Jurisdictions						
	Westside Regional Rail Trail		Washington County	OR-1	PE/Construction	Bicycle and Pedestrian	A
	Council Creek Regional Trail: Banks to Hillsboro	$5.25	Washington County	OR-1	Planning/PE	Bicycle and Pedestrian	A
	Tonquin Trail/Cedar Creek Corridor	$2.50	Washington County	OR-1	Construction	Bicycle and Pedestrian	A
Road, Street and Bridge Priorities							
	Clackamas County Jurisdictions						
	Sunrise System: Parkway Demonstration Project	$30.00	Clackamas County	OR-3	Planning	Highway or Bridge	A
	172nd Ave. Improvements (Sunnyside Rd. to 177th Ave.)	$15.00	Happy Valley	OR-5	ROW/PE	Highway or Bridge	A
	162nd Ave. (South) Improvements (157th Ave. to Hwy 212)	$8.00	Happy Valley	OR-6	ROW/PE	Highway or Bridge	B
	Kellogg-for-Coho Initiative	$4.00	City of Milwaukie	OR-3	Planning/PE/Construction	Highway or Bridge	A
	OR 213 (Cascade Hwy. South): I-205 (East Portland Freeway) - Redland Road (Jug Handle Project)	$12.00	City of Oregon City	OR-5	PE/Construction	Highway or Bridge	
	OR 213/Redland Rd. Intersection Improvements	$5.40	City of Oregon City	OR-5	PE/Construction	Highway or Bridge	
	Kinsman Road Freight Route Extension Project, Phase I	$10.50	City of Wilsonville			Highway or Bridge	A
	Tooze Road Improvements (Boekman Rd. West Extension Phase 2)	$2.50	City of Wilsonville	OR-5	ROW/Construction	Highway or Bridge	B
	Multnomah County Jurisdictions						
	Rockwood Town Center		City of Gresham	OR-3	PE/Construction	Intermodal Facility (Passenger/Freight)/Bike/Ped	
	Troutdale Reynolds Industrial Park Road Improvements	$6.00	Port of Portland	OR-3	Construction	Highway or Bridge	A
	East Burnside/Couch Couplet, NE 3rd Ave. to NE 14th Ave.	$17.80	City of Portland	OR-3	PE/Construction	Highway or Bridge	A
	SW Capitol Hwy: Multnomah to Taylors Ferry	$12.00	City of Portland	OR-5	PE/Construction	Bicycle and Pedestrian	A
	Tabor to the River/SE Division St. Reconstruction, Streetscape & Green Infrastructure Project	$11.00	City of Portland	OR-3	PE/Construction	Highway or Bridge	A
	Sellwood Bridge on SE Tacoma St. between Hwy 43 & SE 6th Ave.	$100.00	Multnomah County	OR-3, 5	Construction	Highway of Bridge	A
	Washington County Jurisdictions						
	OR 10 Farmington Rd. at Murray Blvd. Intersection Safety & Mobility Improvements	$8.00	City of Beaverton	OR-1	ROW/Construction	Highway or Bridge	A
	Nimbus Extension from Hall Blvd. To Denney Rd.	$15.40	City of Beaverton	OR-1	Construction		B
	Hwy 26/Shute Rd. Interchange	$10.00	City of Hillsboro	OR-1	PE/ROW	Highway or Bridge	A
	124th Ave. Extension: Tualatin-Sherwood to Tonquin	$8.00	Washington County	OR-1	Preliminary Engineering	Highway or Bridge	A
	Bethany Overcrossing of Hwy 26	$10.00	Washington County	OR-1	Construction	Highway or Bridge	A
	OR10: Olseon/Scholls Ferry Intersection	$11.00	Washington County	OR-1	ROW	Highway or Bridge	B
	Walker Road: 158th to Murray	$10.00	Washington County	OR-1	Construction	Bicycle and Pedestrian	B
	Farmington Rd.: Kinnaman to 198th	$30.00	Washington County	OR-1	Construction	Bicycle and Pedestrian	C
	Hwy. 99W/Sunset/Elwert/Kruger Intersection	$2.50	City of Sherwood	OR-1	Construction		B
	72nd Ave.: Dartmouth St. to Hampton St.	$13.00	City of Tigard	OR-1	Construction	Highway or Bridge	B
Research							
	OTREC						
Regional Support for Transit Priorities Outside Metro							
	City of Sandy Transit	$1.50	City of Sandy	OR-3		Bus, Bus equipment or Bus Facility	A
Non Transportation Bills							

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Exhibit C to Res. No. 09-4016

FY '10 APPROPRIATIONS PRIORITIES

Map Number	Project Description	Funding Request ($millions)	Sponsor	Congressional District	Source of Federal Funds	Purpose	Program Category
Northwest National Highway Project							
	I-5 Columbia River Crossing	$3.00	ODOT & WSDOT	OR-3/WA-3	Interstate Maintenance Discretionary	PE/ROW	Highway or Bridge
Oregon Transportation Commission Priorities							
Regional Transit Priorities							
	High Priority HCT in Washington County	$1.00	Washington County	OR-1	FTA 5309 New Starts	AA	
	Washington County - consolidated park-in-ride improvements	$15.00	TriMet	OR-1		Final Design/Construction	New Starts?
	Wilsonville SMART Fleet Services Facility	$1.20	City of Wilsonville/SMART	OR-5	FTA 5309 Bus & Bus Facilities	Construction	Bus, Bus Equipment or Bus Facility
	South Corridor Light Rail	$80.00	TriMet	OR-3	FTA 5309 New Starts	Construction	New Starts
	Portland to Milwaukie Light Rail	$25.00	TriMet	OR-3	FTA 5309 New Starts	Final Design/ROW	New Starts
	Portland to Lake Oswego Street Car	$4.00	City of Lake Oswego/TriMet/Metro	OR-5	FTA 5339 Alternatives Analysis	DEIS/FEIS	New Starts/Small Starts
	Eastside Streetcar Loop	$25.00	City of Portland	OR-3	FTA 5309 Small Starts	Construction	Small Starts
	TriMet Bus Replacement	$15.40	TriMet	OR-1,3,5	FTA 5309 Bus & Bus Facilities	Acquisition	Bus, Bus Equipment or Bus Facility
Regional Street & Bike, Pedestrian and Trail Priorities							
	Sandy River Trail Connections	$5.00	Multnomah County	OR-3	National Scenic Area Act	Construction	Bicycle & Pedestrian
	SE 122nd Ave. Sidewalk Construction	$2.12	City of Portland	OR-3		Construction	Bicycle & Pedestrian
	High Priority Trail Projects in Washington County	$1.00	Washington County	OR-1			Bicycle & Pedestrian
	17th Avenue Trolley Trail - Springwater Connector	$3.36	City of Milwaukie	OR-1			Bicycle and Pedestrian
	French Prarie Bike-Ped Emergency Bridge over Willamette River, Wilsonville	$2.10	City of Wilsonville	OR-5			Bicycle and Pedestrian/Emergency Services
Roads, Street and Bridge Priorities							
	Springwater Industrial Area Phase I Access	$5.00	City of Gresham	OR-3		PE/ROW/Construction	Highway or Bridge
	SW Vermont St./Capitol Highway - 30th Ave. Intersection Reconfiguration	$1.71	City of Portland	OR-5		Construction	Bicycle & Pedestrian
	122nd/129th Ave. - Sunnyside to King Rd.	$2.00	City of Happy Valley	OR-3		PE/ROW	Highway or Bridge
	Kellogg-for-Coho Initiative	$1.50	City of Milwaukie	OR-1			Highway or Bridge/Bicycle and Pedestrian
	Kinsman Road Freight Route Extension Project, Phase I	$4.38	City of Wilsonville	OR-5			Highway or Bridge
	95th Ave/Boones Ferry Rd/Commerce Circle Intersection Improvements	$1.20	City of Wilsonville	OR-5			Highway or Bridge
	124th Ave. Extension: Tualatin-Sherwood to Tonquin	$4.00	Washington County	OR-1		PE	Highway or Bridge
	SW Farmington Road Arterial Adaptive Signal Control	$0.67	Washington County	OR-1			Highway or Bridge
Research							
Regional Support for Transit Priorities Outside Metro							
	City of Sandy Transit	$0.60	City of Sandy	OR-3	FTA 5309 Bus & Bus Facilities	Acquisition	Bus, Bus Equipment or Bus Facility
	Rural Fixed Bus Route - Sandy, Mollala, Canby		Clackamas County	OR-3, 5	FTA 5309 Bus & Bus Facilities	Acquisition	Bus, Bus Equipment or Bus Facility
	South Clackamas Transportation District Bus Facility	$0.40	SCTD	OR-5	FTA 5309 Bus & Bus Facilities	Construction	Bus, Bus Equipment or Bus Facility
	South Clackamas Transportation District Bus Replacement	$0.27	SCTD	OR-5	FTA 5309 Bus & Bus Facilities	Acquisition	Bus, Bus Equipment or Bus Facility
Non Transportation Bills							
	Columbia River Channel Deepening Project	$25.00	Port of Portland		Energy & Water	Construction	
	Beaver Creek Culvert Replacement Project	$6.00	Multnomah County	OR-5	Fish & Wildlife	Construction	
	Willamette Locks	$2.00	Clackamas County	OR-3	Army Corps of Engineers	Inspection and Repair	

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE TRANSPORTATION FOR AMERICA POSITION ON REAUTHORIZATION OF THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT, TRANSPORTATION ACT:A LEGACY FOR USERS (SAFETEA-LU)	)))	RESOLUTION NO. 08-4013 Introduced by Councilor Rex Burkholder

WHEREAS, the Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users (SAFETEA-LU) was adopted by Congress in 2005; and

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

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

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

WHEREAS, Transportation for America is a coalition of national organizations that advocate on transportation, land use, environmental, health, energy and social issues of importance to metropolitan areas, and

WHEREAS, Transportation for America has developed a platform for authorization of the new federal transportation bill that addresses the critical need for a balanced, multi-modal transportation system integrated with economic, community, health, social equity, energy and climate change objectives; now therefore

BE IT RESOLVED that the Metro Council:

Endorses the Transportation for America Platform for the Surface Transportation Program Authorization as reflected in Exhibit A.

ADOPTED by the Metro Council this _____ day of December 2008.

_____
David Bragdon, Council President

Approved as to Form:

_____
Daniel B. Cooper, Metro Attorney

Exhibit A to Res. No. 08-4013

Transportation For America

Platform for the Surface Transportation Program Authorization

Executive Committee

Transportation for America has formed a broad coalition of housing, environmental, public health, urban planning, transportation, real estate, local businesses, and other organizations. We're all seeking to align our national, state, and local transportation policies with an array of issues like economic opportunity, climate change, energy security, health, housing and community development. Our coalition continues to grow. For a current list of partners and more information, please visit our website: www.t4america.org Listed below are the Executive Committee member organizations; each played a critical role in shaping the platform.

The T4America Executive Committee

Reconnecting America (Co-Chair)
www.reconnectingamerica.org

Smart Growth America (Co-Chair)
www.smartgrowthamerica.org

Action! For Regional Equity (Action!)
www.policylink.org/BostonAction/

America Bikes
www.americabikes.org

American Public Health Association (APHA)
www.apha.org

Apollo Alliance
www.apolloalliance.org

LOCUS – Responsible Real Estate Developers and Investors

National Housing Conference
www.nhc.org

National Association of City Transportation Officials (NACTO)
www.nacto.org

National Association of Realtors
www.realtor.org/smartgrowth

Natural Resources Defense Council
www.nrdc.org

PolicyLink
www.policylink.org

Surface Transportation Policy Partnership (STPP)
www.transact.org

Transit for Livable Communities (TLC)
www.tlcminnesota.org/

US PIRG
www.uspirg.org

Table of Contents

Contents

Section **page**

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Introduction

A Critically Important Program

In 2009, Congress will be working on legislation authorizing and updating the federal surface transportation program. This program guides the federal expenditure of just over $50 billion annually for public transit, rail, highway, bicycle and pedestrian facilities and services across the country. The money is granted principally to state transportation departments, local and regional transit agencies and metropolitan planning organizations.

However, the importance of federal surface transportation program goes far beyond its size.

Transportation policy is perhaps our most important tool for improving our nation's global economic competitiveness and the health and quality of life for households and individuals, and for increasing personal economic opportunity – the foundation of America's economic vitality and strength. Transportation networks are fundamental to how we grow, develop and prosper.

The federal surface transportation program directly influences how states, regions and cities invest in transportation. To a significant degree it determines what the country's transportation networks – interstate, regional and local – will be and how they will function.

This T4America Platform is intended to guide drafting of the authorization bill, which for many reasons promises to be one of the most important pieces of legislation to be taken up by the next Congress. The Platform reflects the work of a wide range of individuals and organizations with expertise in transportation, housing, environment, energy, real estate and development, public health and local governance.

The Federal Role in Surface Transportation

History of the Federal Program

The first national "fuel taxes" were passed in 1932 to support the federal budget which was in deficit due to the Great Depression. The tax rate was increased periodically over the years, primarily to support the national defense budget. The concept of a "user fee" dedicated to development of roads was inaugurated with the 1956 Highway Revenue Act creating the Highway Trust Fund (HTF).

Most people think of the first phase of the federal transportation program – from the mid-1950s to today – as the "Interstate Highway Era." The Interstate System was conceived as a means of connecting the cities and regions of the country to strengthen the national economy, and as necessary to ensuring the national defense. This idea was first promoted by the "better roads" movement in the 1930s.

However, Congressional approval of the Federal Aid Highway Act of 1956, formally funding the "National System of Interstate and Defense Highways," was not achieved until the Bureau of Public Roads published a map showing how the national grid of Interstate routes would be connected into all of the country's major cities. The potential importance of high-speed roadway connections to facilitate commerce between cities and regions was what it took to secure final Congressional approval and funding of a national Interstate Highway network.

Federal involvement in public transit began with the Urban Mass Transportation Act of 1964. This legislation, originally proposed by President John Kennedy in 1962 and later championed by President Lyndon Johnson, established the Urban Mass Transportation Administration Authority (UMTA) and authorized $375 million in funding over three years for capital grants to local and regional transit providers, using a 50/50 match ratio for federal participation. The agency name was changed to the Federal Transit Administration (FTA) in 1991.

Over recent decades, the federal transit program has been authorized at 20% or less of the size of the federal highway program. SAFETEA-LU, the current authorization legislation, put about $40 billion annually into the highway program and about $9 billion annually into public transit. The program structure has varied over the decades, but today about 80% of the program goes into "Formula and Bus Grants," with about 15% going into "Capital Investment Grants" (New Starts and Small Starts).

By the late 1980s there was growing discontent in the US with the "highway-only" orientation of the federal surface transportation program as well as with the inflexibility of the system of program categories, the inattention to urban needs and the lack of a solid planning foundation for the program. With active support and participation by a national coalition of environmental, urban policy, transit, bicycle, and planning organizations, Congress began to consider taking a new direction.

History of the Federal Program

When the Intermodal Surface Transportation Efficiency Act (ISTEA) passed in 1991, it was heralded as a turning point in the history of surface transportation in the US. ISTEA was seen as inaugurating the beginning of the "post-Interstate era."

Key provisions of the new act included:

- An intermodal approach to highway and transit funding with flexibility to shift certain categories of federal funds between modes based on local priorities;
- A declaration that the Interstate Highway System was effectively "complete" and creation of a new Interstate Maintenance Program for resurfacing, restoring, and rehabilitating the Interstate System;
- Collaborative multimodal planning requirements with significant increases in powers of metropolitan planning organizations;
- A new "enhancements" program that for the first time would open up the Highway Program to new types of project elements, such as pedestrian and bicycle facilities, acquisition of scenic and historic sites, rehabilitation of historic transportation facilities and other purposes;
- A heightened commitment to public involvement in transportation decision making from planning to program development to project design;
- A formal emphasis on "congestion management" including new requirements for MPOs of over 200,000 population to develop congestion management plans; and,
- Direct funding of air quality improvement projects through a new Congestion Mitigation and Air Quality (CMAQ) program.

ISTEA was designed to introduce sweeping reform in the transportation program such that the federal approach to surface transportation would be truly multimodal, urban areas would be empowered to make planning and design choices based on local needs and priorities, walking and bicycling would once again become significant modes of travel, and the linkage between improving air quality improvement and transportation investment would be direct.

The two federal authorization bills passed since ISTEA have elaborated on these themes - the Transportation Equity Act for the 21st Century (TEA-21) passed in 1997, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. Provisions were written into these acts in an attempt to reinforce the landmark changes that ISTEA had promised. However, these laws were to some extent more focused on issues of distribution of funds between states, with TEA-21 introducing the concept of "guaranteed funding," intended to ensure a certain minimum level of funding in each state.

Has the ISTEA promise of a balanced, multimodal federal program been achieved? Most analysts of ISTEA performance have concluded: yes and no. There have been improvements in the modal balance of funding. Just in the first eight years following ISTEA passage, federal funds spent on transit almost doubled, from

History of the Federal Program

just over $3 billion in 1990 to nearly $6 billion by 1999. Annual transit funding under SAFTETEA-LU has been almost $9 billion. The amount of federal money spent on bicycle and pedestrian projects also grew from $7 million before ISTEA passage to more than $450 million in 2007 under SAFETEA-LU.

However, some of the most important ideas and concepts in ISTEA have yet to fully take hold. Flexible funding provisions have not been exercised by most states, with most of the national total in "flex funds" occurring in just five states: California, Pennsylvania, New York, Oregon and Virginia. Efforts of MPOs to take charge of local transportation program priority setting have met with entrenched resistance from many state DOTs, with the result that in many urban areas (especially smaller areas) the state still controls development of the transportation improvement program. As a result, over three-fourths of the surface transportation program continues to be invested in highway system expansion nationally.

The combination of growth in the size of the program, the setting of minimum guarantees or funding floors, and retention of most decision making within state DOTs has caused the federal transportation program to resemble a blank check or project "ATM." The lack of a clear statement of national objectives and the lack of accountability for use of funds (or for the impacts of decision making) has created a strategic policy vacuum. In this policy vacuum, states have thrown increasingly vast sums of money at highway and freeway expansion projects in a quixotic pursuit of "congestion alleviation" – a pursuit that has served primarily to accelerate a national expansion of suburban and exurban low density development. This has also set the stage for rampant Congressional "earmarking" – specific listing of projects in the authorization legislation (5,000 projects in SAFETEA-LU).

The increasingly errant nature of the federal transportation program has had profound effects on the national economy, the public health and the quality of life in our communities. Our near-total reliance on petroleum for transportation energy and our outsize contribution to worldwide greenhouse gases imperil our national security, our economy and our way of life. We have lost the ability to walk or bike safely and conveniently in an ever-larger portion of the American landscape with tragic consequences for the health of our population and especially our children. The federal subsidization of low density exurban development has helped create extensive low-density, semi-urban landscapes where homeowners in search of low-cost mortgages endure exhausting drive-alone commutes and household budget problems. Although we are the world's wealthiest nation, we have a second-tier urban transit system and no intercity high speed rail network.

Summary of the Federal Role

Beginning in the 1950s, the "federal role" in surface transportation was defined primarily in terms of the Interstate Highway Program and in the concept of a national network of high-capacity, high-speed highways. Beginning with the ISTEA bill passed in 1991, there was an attempt to change direction and redefine the federal role. However, political and bureaucratic resistance to the new multimodal mission proved to be strong and entrenched. As a consequence the surface transportation program rests in an indeterminate, almost direction-less state.

Although there is no longer a clear, official delineation of the federal role in surface transportation, a de facto consensus has been in place during the past two authorization bills. This consensus cannot be found in the published statements of Congress or the USDOT, but rather in the actual pattern of investments, programs and policies that the federal government has pursued.

The primary elements of our de facto federal transportation policy have been:

- The nation's highest surface transportation priority continues to be to provide capital funding for a national network of high-capacity, high-speed highways linking urban areas and regions of the country for purposes of economic development. A second priority has been expansion of surface roads and streets to provide increased capacity for motor vehicle travel, with an emphasis on suburban and rural routes.

- The creation and expansion of this network of highways has been so important that it has been seen as justifying underinvestment in repair, replacement and rehabilitation of existing infrastructure, leading to a nationwide decline in the condition of existing pavements and bridges.

- Among the surface transportation modes, the priority mode for federal support of human mobility has been personal motor vehicles. Public transit has been a much lower national priority. Intercity rail passenger transportation has not been seen as an appropriate arena for significant federal leadership or funding.

- Among the surface transportation modes, the priority mode for federal support of freight movement has been trucks. Rail freight transportation has not been seen as an appropriate arena for federal leadership or funding. The federal interest in water-born freight movement has been implemented primarily through the U.S. Army Corps of Engineers and has not been seen as an important activity for USDOT.

- For at least the past two decades an overriding objective of the surface transportation program has been capacity expansion of highways for purposes of congestion mitigation. Although never explicitly stated, a tacit feature of this emphasis has been federal subsidization of suburban and exurban settlement patterns.

National Issues and Priorities

We believe Congress should set forth a clear statement of the federal role in surface transportation that is tied to specific transportation objectives based on national issues and priorities. We further believe Congress should ensure that funding levels, program categories and project criteria are clearly tied to transportation objectives.

The surface transportation authorization should clearly address issues, opportunities and goals that are appropriate for action by the national government in a federal system. In particular, the program should prioritize those national issues and opportunities that cannot be fully addressed without addressing the role surface transportation plays. In this context, we suggest the following short list of national priorities:

1. Energy Security, Economic Growth and Global Competitiveness
2. Environmental Protection and Climate Change
3. Personal Mobility and Location Efficiency
4. Traffic Safety and Public Health

While there is an acknowledged need for an increased level of federal funding for surface transportation, we cannot support increased funding in the absence a clear statement of the federal role in surface transportation coupled to a system of measurement, reporting and accountability for progress toward clearly defined national objectives.

What the Federal Role Should Be

The federal role in surface transportation, which should guide development of the new surface transportation authorization legislation, should be as follows:

1. *Energy Security, Economic Growth and Global Competitiveness.* National security has always been a major purpose of the surface transportation program. For the next several decades, providing for national security will require strengthening our economy to compete in a global arena and reducing our dependence on petroleum – especially imported oil. We should modernize our freight movement system to make it more efficient and less oil-dependent; we should modernize urban transportation by building high-capacity transit lines; we should connect our major metropolitan regions with high-speed passenger rail lines; and, we should refocus our highway program on repair, rehabilitation and replacement of existing facilities.

2. *Climate Change and the Environment.* The U.S. will be unable to make significant progress on climate change intervention without reducing greenhouse gas emissions from surface transportation. This should be a major priority of the federal program and USDOT and its grantees should be held accountable for progress toward climate change objectives. Congress should also re-confirm our national commitment to environmental protection in the surface transportation program. There should be no weakening of the environmental protections enacted since 1970, including NEPA, the Clean Air Act, Clean Water Act and related legislation.

3. *Mobility and Location Efficiency.* Congress should establish a commitment in the surface transportation program to urban infill and redevelopment. There should be a shift away from support of unsustainable suburban and exurban development patterns. Federal funds should be used to improve the quality of life and economic viability of rural regions, small towns and villages rather than being used to convert them to suburban development. This will require explicit federal support for coordination of land use and transportation decision making at the local, regional and state levels. Congestion alleviation as an objective should be replaced with location efficiency – the integration of land development and transportation such that mobility is enhanced while the intrinsic cost and energy requirements of travel are reduced. Congress should commit to broadening the benefits of federal investments in personal mobility to include all income categories so that transportation becomes a positive element supporting a strong workforce and enabling households to better balance domestic budgets.

4. *Traffic Safety and Public Health.* Congress should acknowledge that traffic accidents and other health impacts of surface transportation represent major forces affecting the health and safety of the US population – with significant long-term impacts on the federal budget and the national economy. Safety of non-motorized travel should receive expanded priority in the federal program. The health benefits of active living in our urban regions, cities, towns and villages should be identified as being in the national interest.

The Need for Change

A New Beginning

Functional, safe, and efficient transportation is one of the cornerstones upon which this country was built. America's economic strength and the health of its people depend on our ability to connect people with opportunity and on our ability to move products to market quickly, safely, and efficiently.

Today our strength as a nation is being limited by:

- a dependency on petroleum that threatens our national security, drains household budgets, exacerbates climate issues, undermines public health, and imperils the U.S. economy;
- a haphazard, inefficient relationship between our transportation systems and our land development patterns;
- a backlog of crumbling, unsafe, and obsolete transportation facilities;
- an auto/truck bias that has placed America far down the list of nations in terms of availability of modern public transit services and gives most Americans no option but to pay rising gas prices;
- a freight transportation system that is outmoded, over-capacity, dependent on imported petroleum, and incapable of efficiently linking the US national economy into the global economy; and,
- a legacy of transportation expenditures that benefit a few while leaving many behind in cities, older suburbs and small towns.

A change in direction is needed to help the nation meet its growing demand for transportation while addressing the oncoming challenges of energy security, global warming, changing demographics, public health care costs, and global economic competition. As Congress works on the new surface transportation program, T4America urges our policy makers to seize this opportunity to make a new beginning. That new beginning should include:

1. A commitment to responsible investing that holds recipients of federal funds accountable for progress toward national objectives.
2. A new strategy for creating a 21st Century transportation system that enhances economic opportunity for all, creates jobs, and elevates our position in a competitive global economy.
3. A program that improves essential connections within and between metropolitan areas while reducing dependence on petroleum and meeting national objectives for managing climate change.
4. A more strategic approach to managing the land use and transportation relationship that improves efficiency, access, health, and safety, while halting the growth of and ideally, reducing per capita vehicular travel.
5. A serious and concerted effort to address the impacts that transportation systems have on the health and safety of our people.

Our Vision for Surface Transportation in the United States

Mobility in the 21st Century

In the future, our nation's surface transportation system should provide the foundation for personal opportunity, robust commerce and a healthy population. It should achieve national goals for economic development and environmental sustainability. It should provide equitable access and support healthy behaviors.

It should be a modern, 21st Century system, balancing new capacity with care and upkeep of existing infrastructure. Public transit systems, intercity rail corridors, roadway facilities, waterways, ports, bridges, bicycle and pedestrian facilities all should be kept in a state of good repair. The trillions of dollars in asset value of the systems and facilities built over the past century should be protected and enhanced.

A new generation of "great streets" and boulevards should replace the overly-large, harsh and utilitarian roads and freeways inherited from the suburban era, benefiting and adding value to neighborhoods and communities across the land.

Our transportation system should reflect recognition of the importance of America's metropolitan regions, cities and towns. It should connect regions to each other and to the world; support healthy communities; provide access to jobs, schools, health care and services; provide efficient goods movement; and stimulate economic opportunity. This system should improve mobility choices within our regions, cities and towns, with modern public transit networks and safe walking and bicycling networks.

It should do so in a manner that serves our national interests, adds value to communities, contributes positively to public health and safety, and reflects the equity and fairness that have always been hallmarks of the American egalitarian tradition.

The transportation program should be designed to invigorate local and regional economies and facilitate efficient inter-regional commerce. It should reduce energy use and greenhouse gas emissions by supporting more sustainable land use and travel patterns. Our national transportation investments should help provide affordable housing opportunities near good public transit service and employment centers and should promote walking and bicycling as economical, eco-friendly, and healthy modes. America's surface transportation system should enable us to compete successfully in a global economy and should be a model for other nations to follow.

Transportation for America's proposal for a rejuvenated, redirected surface transportation program would result in a national mobility network that provides a vital, complete array of mobility choices easily accessible to the vast majority of Americans – whether walking, bicycling, driving or traveling on public transportation– in a unified, interconnected, energy-efficient manner.

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I.
Responsible Investment and Accountability

I. Responsible Investment and Accountability

We believe: The surface transportation program should be invested in programs and projects that address pressing national priorities and agencies receiving funds should be accountable for how they are spent.

Our Objectives

- √ Make **economic competitiveness, energy, climate change, air quality, public health and safety, fairness, and state of good repair** the basis for sweeping transportation policy and program reform.
- √ Put all transportation modes (transit, highway, walking, bicycling) on **equal footing** with respect to match ratios, project eligibility criteria and project delivery processes, eliminating the highway capacity bias of the current program.
- √ Support a substantial increase in the size of the national surface transportation program **contingent** on transportation program reform and on an authorization bill that will lead to achievement of the National Transportation Objectives.
- √ Leverage federal transportation investments by encouraging state, local and private sector funding mechanisms to support local funding of projects and to use in matching federal funds.
- √ Reaffirm our national commitment to environmental protection in the surface transportation program.

Here's How

1. Establish a set of **National Transportation Objectives** that address:
    - Energy;
    - Climate change;
    - Mode flexibility and travel choice;
    - Safety;
    - Public health;
    - State of good repair;
    - Environmental protection;
    - Equity;
    - System reliability;
    - Economic competitiveness; and
    - Household affordability.
2. **Restructure** program categories, funding allocations, project delivery systems and project eligibility criteria to support achievement of the National Transportation Objectives.
3. Hold federal, state, regional, and metropolitan agencies **accountable** for outcomes of their use of federal funding. Implement funding rewards and penalties for states and regions based on the progress or failure in meeting their share of the transportation energy use and GHG emission reductions.

Here's How

4. Assign authority and implement direct allocation of formula funds to designated **regional transportation planning** entities. Set financial rewards and penalties based on progress toward National Transportation Objectives.

5. Require states, Metropolitan Planning Organizations (MPOs), and designated regional transportation planning entities to prioritize **system management and facility repair** and rehabilitation over creation of new travel capacity and new facilities.

6. Strengthen regional decision making for **integrating** transportation, economic development, housing, environment, and energy use planning.

7. Make the State and Metropolitan Long Range Plans **goal-based** and accountable to benchmarks.

8. Incorporate **corridor-level analysis** of system-wide impacts, including location, mode choice, housing, equal access, and environmental quality in to the long-range transportation planning process.

9. Make **complete streets** mandatory in the planning and programming of transportation corridors, so that investments in roads and streets provide safe and convenient accommodation for all modes of travel, including walking, bicycling, transit, and driving.

10. Put all modes on **equal footing** with respect to the analytic process through which projects are selected.

11. Avoid weakening any of the **major environmental protections** enacted since 1970, including NEPA, clean air or clean water legislation, and related environmental protection laws and regulations as a strategy to speed transportation project delivery.

Basis for These Proposals

Travel Choices
The foundation of our platform is expanding choices for travel. This includes expanding transit service but also building our public facilities for safe and convenient accommodation of walking and bicycling. Roughly 40% of all trips in metropolitan areas are two-miles in length or less, which are trips that can and should be taken on foot or bicycle but are still taken primarily by car due to disjointed land use patterns, poor infrastructure design, and limited connectivity. By investing in our corridors, with a complete streets policy in place, we are making the most efficient use of our transportation funds. Streets that provide flexibility in how they are used, offer the most public benefit by accommodating all users and increasing the efficiency – economically, environmentally, logistically - of our transportation network.

Reinvesting in Existing Cities
A significant part of America's future lies in its metropolitan areas. Our metropolitan areas are home to over 80% of the US population and generate over 85% of the gross domestic product. These percentages will increase in the coming decades.

For the past fifty years, our national surface transportation program has been designed to foster the decentralization of settlement patterns, creating vast areas of suburban and exurban development, and playing an important role in the depopulation of our older core cities, towns and villages. This pattern is not sustainable and does not reflect the needs of a changing population and a changing economy, especially in light of its inherent energy demands. We need to refocus our transportation program on our existing urbanized places – our core cities, our existing suburbs, our towns and our villages - to accommodate our future growth.

Smaller cities have needs too. We must invest in transportation for our small cities, towns and rural areas by supporting improvements in public transit, walking, and bicycling. We must ensure that improved connectivity, safety, and public health are prioritized to prevent sprawl and to provide transportation choices in these important places.

The time has come for an urban renaissance that deploys federal transportation funding as one tool in the redevelopment and revitalization of America's existing places.

II.
Transportation for a 21st Century Economy

II. Transportation for a 21st Century Economy

We believe: The surface transportation program should improve and protect U.S. competitiveness in the global economy.

Our Objectives

- √ Ensure all Americans have the mobility and access needed to participate fully in a **robust economy**.
- √ Begin addressing our transportation infrastructure crisis by taking better care of what we have already built, bringing our transportation assets into a condition of **good repair**.
- √ Make strategic investments in transportation that catalyze creation of **green jobs** that are environmentally and economically sustainable.
- √ Embark on a national program to bring modern **urban transit networks** to the nation's 50 largest metropolitan areas by 2030.
- √ Support cities, towns, and rural places in the creation of modern, complete **transit, bicycling and walking networks**.
- √ Complete a **national intercity passenger rail network** that links all ten of the nation's mega-regions by 2030 with direct, high-speed (> 90 mph) rail services.
- √ Connect our cities and regions to the global economy by improving the efficiency of **long distance freight** distribution.
- √ Re-establish transportation **research**, **data collection** and reporting as important federal functions.

Here's How

1. Set national minimum **State of Good Repair** criteria for all modes and provide financial rewards and penalties for states and regions based on progress toward State of Good Repair objectives.
2. Establish a **National Infrastructure Commission** with the mission of identifying investments of national priority, focusing on multimodal intercity corridors of national significance, including a national intercity rail network and key freight corridors co-located where possible with electricity infrastructure.
3. Significantly enlarge the funding made available for **public transit systems** and for **walking and bicycling facilities**.
4. Provide direct incentives and support for creation of **transit oriented development districts** around corridor transit stations, with bonuses given for preservation and creation of **mixed-income** housing.

Here's How

5. Develop an expanded, consistently-funded transportation **research program** that improves our ability to address the challenges identified in this Platform and our ability to achieve National Transportation Objectives, specifically data related to use and safety of bicycle and pedestrian facilities.

6. Ensure that any consolidation and reorganization of program funding categories supports the objectives and priorities of this platform and includes creation of a **multimodal metropolitan mobility** program empowering local and regional entities to make investments that strengthen their cities and improves their sustainability and economic competitiveness.

Basis for These Proposals

Economic Competitiveness
Many nations are rapidly developing 21st Century transportation systems that are energy efficient and climate friendly. In today's global economy, America's reliance on a petroleum-based transport system represents a serious competitive disadvantage. To remain competitive, we need more efficient and less polluting ports, high speed passenger rail connections between our cities, improved intercity rail freight capacity, and convenient commuting systems that are not petroleum-dependent and are more resilient to fluctuations in energy costs.

We need intercity passenger rail systems to alleviate capacity and cost issues of air travel and to reduce reliance on auto travel in congested intercity corridors. We need expanded rail freight systems to improve our physical distribution efficiency and to mitigate further growth in truck volumes on rural interstates. We need modern urban transit systems to reduce the amounts that households and businesses spend on gas to get to work and to deliver needed goods and materials.

America's transportation system is still organized to serve a 20th Century industrial economy. Without smart, strategic investments in modern transportation systems, America will be supplanted as the world's most productive economy.

Maintaining and Improving Infrastructure
The nation's transportation assets are deteriorating. The need to bring our existing transportation system to a state of good repair and stabilize the condition our surface transportation system has been well documented and has been dramatized for the public by high-profile facility collapses. This need spans all modes, affecting not only highways, but public transit as well.

However, we are making little progress toward more responsible management of these essential assets. This challenge is compounded by the fact that in many states and regions, aggressive roadway expansion continues, increasing our exposure to future maintenance and repair costs. This has prompted a few states, including New Jersey, Michigan and Massachusetts, to adopt "fix-it-first" laws in an attempt to step into the policy vacuum and address this need in the absence of federal direction. Our nation will not be able to compete in a global economy if our basic transportation infrastructure is not maintained or if we continue to pour our transportation investments into low-yield exurban expansion.

Freight
Interstate and international commerce have always been critical elements in U.S. economic strength. Over the last few decades, the development of globalized, trade-dependent supply chains has led to substantial growth in the demand for efficient, long-distance freight movement. Our investment in the efficiency and capacity of our freight infrastructure has lagged behind this demand. Now, we are faced with the additional challenge that our interstate freight networks are almost entirely dependent on petroleum and face steep increases in the cost of fuel that we are unprepared to address.

Basis for These Proposals

Urgent freight transportation needs include efficient connections from ports to national freight corridors, new intermodal facilities to transfer between rail and truck, and expansion of cross-country rail freight mainlines, which provide an essential alternative to less efficient, oil-dependent motor trucks. (While rail freight movement consumes energy, too, it is far more energy efficient than truck freight for longer distance movement.) In many states, the largest single source of growth in Greenhouse Gas (GHG) emissions will be growing truck traffic, which is expected to double by 2035. We need to manage this demand and reduce emissions while keeping our economy moving.

Strategic design and intelligent transportation technologies have been underutilized in addressing chokepoints in key freight corridors. Freight is given little priority in regional planning and management of transportation corridors. Energy efficient modes of freight, such as rail and barge, have received less attention and funding in the federal transportation program. As energy prices rise these deficiencies are hampering our economic prospects.

Environmental Justice
Historically, low-income and minority communities across the country have been damaged by highway, freight facilities, and other investments in which they had little voice. Transportation projects have disproportionately benefited some and burdened others, often along race and income lines. Many transportation projects and plans are still developed without meaningful involvement of affected communities, leading to projects that detract from quality of life, public health, safety, and personal mobility. This isolates them from economic opportunity.

This is more than an equity issue. The strongest economies are those that open the doors of opportunity wide to all people. To compete effectively in a global economy we must renew our commitment to egalitarian access to the benefits of a national transportation program.

Green Jobs
The construction, maintenance and operation of transportation services and facilities comprise a large and growing component of the American economy. While the federal transportation program has been seen, in part, as a jobs bill, there has been little or no strategic thinking about creating sustainable jobs that reflect modern energy efficiency and climate change realities.

Investments in transit expansion projects can reduce per capita carbon emissions and create jobs. Transit projects generate nine percent more jobs per dollar spent than road and bridge repair and maintenance projects, and nearly 19 percent more jobs than new road or bridge projects. A modern – 21st Century – transportation program would create professional jobs in software engineering; electronic and digital systems design; transit facility and equipment design; and communication systems operation and maintenance; as well as a wide range of jobs in transit facility and equipment maintenance and operations; and road and street maintenance.

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III.
Transportation, Energy and Climate Change

III. Transportation, Energy and Climate Change

We believe: A core mission of the surface transportation program should be to reduce the amount households and businesses spend on transportation and reduce the nation's dependence on oil.

Our Objectives

- √ Reduce the impact of **rising energy costs** on families by reducing the inherent necessity of motor vehicle travel for access to jobs, education, shopping and recreation.
- √ Reduce our **reliance on petroleum products** for transportation to no more than 20% by 2050 (from more than 95% today).
- √ Make a significant contribution to achievement of the nation's **climate change** objectives through transportation program reform. Assume a world leadership role in addressing climate change by reducing greenhouse gas emissions from the transportation sector to 20% below 1990 levels by 2020 and to 80% below 1990 levels by 2050.
- √ Increase access for households of all incomes to decent, affordable **housing near public transit**, job centers and other locations that facilitate reductions in transportation costs.

Here's How

1. Significantly increase the share of federal, state and local **investment in public transit** systems and in **walking and biking** facilities by increasing the funding available for those modes, by erasing the barriers to transit capital projects inherent in current federal rules and procedures, and by placing all modes on an equal footing in terms of federal cost participation ratios.
2. Establish **incentives** to ensure that sufficient state and local **transit operating and maintenance** funds will be available to operate current services and to support proposed service expansions.
3. Set **national transportation energy use and greenhouse gas emission reduction objectives**. Allocate transportation energy use and GHG reduction targets to states and metro regions. Implement funding rewards and penalties for states and regions that fail to make progress toward their share of the transportation energy use and GHG emission reduction objectives.
4. Target transportation investments to support convenient, complete and inclusive communities with a complete mix of housing types and incomes, where necessities and amenities are close by, and people can walk, bike, ride transit and drive.

Here's How

5. Increase **funding incentives** for transportation policy innovations such as mixed-income, transit-oriented development, car/bike sharing, parking cash out, congestion pricing, complete streets retrofits, technological improvements, pay-only-when you drive insurance, transportation-efficient neighborhoods and developments, and other state and local programs that reduce: the burden on the transportation system; oil consumption; and greenhouse gas emissions..

6. Develop strong program funding incentives for jurisdictions to increase the availability of affordable homes to families with a mix of incomes near public transit stops and job centers.

7. Monitor the **cost burdens** of direct transportation user fees – including transit fares, toll road tolls, and congestion pricing systems –on low and moderate income families to ensure such fee systems are affordable and equitable. When appropriate, require use of toll receipts to fund cross-modal investments to improve equity.

Basis for These Proposals

Affordability
Americans spend about 20 percent of household budgets on transportation. For many working families that number is much higher, raising transportation above shelter as a percentage of household income. This situation is caused by limited availability of transportation choices and by sprawl, which make it difficult or impossible to reach school, work and shopping without traveling long distances by car. While the need for "affordable housing" has received well-deserved attention, the fact is that achieving "affordable living" may be the more important objective, reflecting the combined burden of transportation and housing costs as a percentage of household income. For many working households the goal of affordable living is becoming less attainable as fuel prices and trip lengths increase.

Greenhouse Gas Emissions
Nationally the transportation sector is responsible for one third of CO_2 emissions. In fact, transportation is our second largest and fastest growing source of greenhouse gases. Each second, America's transportation system burns 6,300 gallons of oil, producing more CO_2 emissions than any other nation's entire economy except China.

Transportation sector CO_2 emissions are a function of fuel efficiency, fuel carbon content, and vehicle miles of travel (VMT). Federal and state energy and climate policy initiatives have focused almost exclusively on technological advances in vehicles and fuels, the first two factors. However, we must also address VMT growth or we will not succeed at limiting GHGs to levels required to avoid unacceptable climate change.

VMT Growth
Since 1980, the annual miles driven by Americans have grown three times faster than the U.S. population and almost twice as fast as vehicle registrations. If this trend were to continue, VMT would increase by 60 percent from 2005 to 2030, overwhelming the GHG reductions generated by increases in fleet efficiency. Targets set by the scientific community for reducing GHG emissions by 60 to 80 percent relative to 1990 by 2050 will require significant reductions in the rate of VMT growth in the U.S. in order to avoid the most catastrophic impacts of climate change.

However, VMT trends are now being affected by fuel prices and related economic trends. While vehicular travel continues to grow throughout the Sunbelt, in the Southwest, and on the West Coast, it has slowed or halted in many Midwestern and Eastern states. Overall, the nation has seen two consecutive years of annual VMT decline (2006 and 2007) – the first since the end of World War II. For the nation's fastest growing states – California, Arizona, Texas and Florida – managing VMT growth will continue to be an urgent need. Other states will face a policy conundrum as they try to determine whether to view recent VMT declines as an opportunity to pull back from costly highway capacity expansion, or as a temporary "dip" in the long term trend.

Basis for These Proposals

Energy Security
Over 95 percent of U.S. transportation energy is petroleum-based and 60 percent of that is imported. This dependence exposes Americans to economic risks associated with higher fuel prices.

Growth in transportation sector energy demand due to sprawl and the resulting growth in VMT also threatens our energy independence and poses a national security threat. Rising fuel costs are affecting the U.S. economy in ways that go far beyond the pump price of gasoline.

As petroleum costs continue upward, driven to a significant degree by an inefficient, oil-dependent transportation system, the direct economic impacts at the household level include:

- Loss of jobs and increasing unemployment;
- Lower disposable personal income;
- Higher costs for household basics;
- Reduced per capita consumption expenditures, and
- Reduced personal savings.

These effects generate secondary impacts that reverberate throughout the economy, affecting the availability of money for capital investment, the ability of households to buy and make payments on homes and other real estate, and the strength of the U.S. dollar vis-à-vis foreign currencies.

Higher fuel costs are increasing cost of freight transportation, thereby increasing the cost of all retail products. The U.S. independent trucking industry is currently in decline due to the effects of higher fuel costs on small truckers and their inability to charge higher freight costs in a weak economy. Many small trucking companies are simply parking their trucks, unable to stay in business.

These impacts are compounded for public transit providers because their fuel costs are increasing at the same time that demand for transit service is growing rapidly. According to the American Public Transit Association, 85% of transit providers are currently experiencing capacity issues as ridership grows and 91% are unable to meet that demand due to limited budgets. Even more troubling is the fact that more than one-third of transit service providers are being forced to consider service cuts, as a result of increased operating expenses – even as demand is increasing.

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IV.
Transportation Drives Development

IV. Transportation Drives Development

Our Objectives

- √ Foster **land use patterns** that can be served efficiently and sustainably by well-planned national, regional and local transportation networks.
- √ Establish as national policy the principle that land use and transportation must be planned in a coordinated, integrated manner – at the state, regional and local levels of governance.
- √ End the federal subsidization of sprawl and replace it with a commitment to transportation investments that support **compact, mixed use, mixed-income development** patterns.
- √ Become an active partner with the nation's cities and counties in the redevelopment of our metropolitan regions by making **urban renaissance** an explicit national objective of the surface transportation program.
- √ Invest in transportation choices for rural America that improve economic opportunity, quality-of-life, and help prevent the conversion of rural lands to low-density suburban development.

Here's How

1. Create a transit-oriented development **tax credit** to support and accelerate development of compact, mixed use, mixed income development around rail and other high capacity transit stations.
2. Increase local flexibility and self-determination by removing barriers to use of federal transportation funds for investments in land use and local infrastructure that reduce VMT.
3. Use federal funds to leverage and invest directly in projects that bring destination land uses, (schools, groceries, health care services, etc.) to transit centers and neighborhoods as part of a comprehensive local accessibility strategy.
4. Develop technical assistance and guidelines for the routine forecasting and evaluation of the impacts of transportation investments on development patterns, including infill, redevelopment, compact urban development and sprawl.
5. Establish national minimum guidelines for coordinating state and metropolitan transportation planning with other planning processes to ensure **integration of land use and transportation** activities resulting in more compact, mixed-income communities served by transit.
6. Require the use of **scenario planning** techniques in the development of future Long Range Transportation plans, similar to Envision Utah or the Sacramento Blueprint. This effort must engage the public and analyze growth, demographics, climate impacts, energy and other trends while fulfilling the National Transportation Objectives as they are realized at the local level.

Here's How

7. Encourage the use of federal funds to replace the overly-large, harsh and utilitarian roads and freeways inherited from the suburban era, by investing in the **redesign and retrofitting** of a new generation of "great streets" benefiting and adding value to the neighborhoods and communities they serve.

8. Support locally-appropriate decision-making and development strategies by empowering regional **transportation planning** entities. Increase their capacity, decision-making authority and allow for direct allocation of federal funds to support their programs.

Basis for These Proposals

Sprawl
Much of our growth in VMT is non-productive, characterized by an increase in driving without a corresponding increase in access to destinations. This has been caused by inexorable expansion of disconnected land use patterns that require more driving. Across the U.S., land was consumed for development at three times the rate of population growth between 1982 and 2002. Sprawl has the strongest influence on VMT per person – more than population growth, changing demographics or increases in per capita income.

More than 60 percent of the growth in driving and associated energy consumption is due to land use patterns of single uses served by a disconnected road network. American households are spending more on transportation as part of their household budget due to the necessity in much of the country to own vehicles and drive, rather than walk, ride a bike or take public transit. Sprawl is costly financially, environmentally, and from a public health perspective. Auto-oriented communities that don't provide safe active living opportunities are associated with increased levels of obesity; air pollution resulting from increased VMT in these communities threatens respiratory health, particularly for our seniors and children.

For many years, in the face of steadily rising housing costs, many working Americans adapted by finding homes farther and farther out from developed areas – an effect known as "drive 'till you qualify." That trend now has placed thousands and thousands of households in danger as higher pump prices for gasoline, combined with a weaker economy and higher unemployment rates, threaten their ability to make mortgage payments.

Traffic Congestion
For the past two decades transportation policy making and transportation planning have been narrowly focused on traffic congestion. Previous surface transportation bills have called for "managing," "reducing," or "alleviating" congestion. Despite significant investment, congestion is worse than ever.

Congestion is an issue for many Americans. As a result of sprawl and increased driving, congestion in our nation's metropolitan areas is bad and getting worse, wasting fuel and time, and impairing economic vitality. Further, only a small portion of the U.S. population is able to avoid congestion completely by taking public transit, walking or riding a bike.

Basis for These Proposals

However, the congestion problem has been oversimplified. Land development patterns and transportation interact with each other in complex ways. When new roadway capacity is built to reduce congestion, it has the unintended effect of encouraging low density development of outlying areas, which in turn produces more traffic. Research has shown that much of the capacity of new or expanded roadways is consumed, not by the traffic for which they were planned, but by new traffic produced by sprawling development.

The expenditure of trillions of dollars in the U.S. over the life of the modern highway program has added many thousands of miles of new roadway lanes. But this has not alleviated congestion. The metropolitan regions with the most aggressive freeway construction programs – Los Angeles, Phoenix and Houston, among others – have not been able to reduce per capita annual delay. Today, these same regions are engaged in aggressive plans to build public transit systems to give citizens the choice to opt out of congestion. Our policies have built vast roadway systems with vast amounts of traffic across ever-expanding urban regions. Unfortunately, these policies have also increased congestion.

Population Growth and Demographic Trends
The nation's population is forecast to increase by 40 percent over the first half of the 21st Century to a total of 420 million, leading to significantly heightened demands on an already burdened transportation system. At the same time, related demographic trends – aging and retirement of the Baby Boomers, rise of small and non-traditional households – will significantly increase demand for new housing located in compact mixed use areas in our cities, suburbs and towns – already a large and underserved market.

Our population will be older and demographers anticipate that aging Baby Boomers will drive less than their younger counterparts, though more than the 65 and over population drive today. In studies, many older people say they fear health problems that will make them unable to drive because that would mean they would have to move from their homes and neighborhoods. Many communities have been built without provisions for older people to age in place – getting to the store, healthcare facilities, family, and friends with ease without being required to drive.

Environmental Protection
Roads and streets represent massive infrastructure systems affecting vast areas of the American landscape. These facilities and the traffic they carry put pressure on our natural resources and our human environment.

Transportation impacts on water quality, air quality, wildlife habitat and migration corridors, along with many other effects, are acknowledged and much studied. However, while environmental laws and regulations have grown greatly over the past 50 years, the negative impact of transportation on our environment continues to be an important issue.

While federal legislation has done much to mitigate environmental degradation, the benefits of these efforts – especially in air quality and water quality – are gradually being consumed by fast growth in motor vehicle traffic and in the facilities that carry it.

V.
Public Health and Safety

V. Public Health and Safety

We believe: The surface transportation program should improve public health and safety.

Our Objectives

- √ Reduce the rate of **serious injuries and loss of life** on our nation's streets and highways for motorized and non-motorized travel.
- √ Ensure that **public health** issues are addressed in transportation investment decision making.
- √ Invest in transportation initiatives that improve the health and safety of our **children**.
- √ Expand transportation programs that offer options to the **elderly and disabled** so that driving is not the only option available in their communities.
- √ Make safe, convenient walking and bicycling the cornerstones of a higher quality of life in communities and neighborhoods and encourage a shift of short trips to these modes.
- √ Expand public transit and mixed-income transit-oriented development to improve access to health care and reduce time and environmental pollution associated with high daily per capita VMT.

Here's How

1. Set specific national targets for safety improvement, particularly in walking and bicycling, as part of the **National Transportation Objectives**.
2. Revise the current Safety Program to better reflect the risks to bicyclists and pedestrians; and increase the level of commitment to **Safe Routes to School**.
3. Make **Active Transportation** a mandatory design and project eligibility criterion for all surface transportation programs.
4. Formalize **Context Sensitive Design and Solutions** as required elements of program and project development. Provide updated design guidance for well-connected, sustainable street design.
5. Make **Health Impact Assessments** (HIAs) mandatory evaluation elements of transportation environmental impact statements and environmental assessments; account for direct and indirect economic impacts of health burdens and benefits.

Here's How

6. Increase the funding for **paratransit** and other specialized services for the elderly and disabled that improve their access to services and local destinations.

7. Reduce and mitigate the health impacts associated with the location of highways, diesel rail lines, and freight facilities near residential areas.

8. Rewrite the air quality "**conformity**" provisions and the **Congestion Mitigation and Air Quality** (CMAQ) program to improve simplicity and efficacy in selecting better projects.

Basis for These Proposals

Public Health
Increased reliance on autos as the primary mode of transportation contributes to a host of negative health impacts in addition to the immediate health consequences of traffic accidents. These impacts include increased incidence of obesity, cardiovascular disease, diabetes, asthma and lung disease, among others. Two principal factors are at work here.

First, the trend toward built environments that are dominated by large streets and heavy traffic has discouraged active living in most of our neighborhoods. People (especially children) do not walk or bicycle as much as they did thirty years ago. Research over the past decade has confirmed that the way we have been building our neighborhoods, business districts and schools is reducing our physical activity, and that in turn is adversely affecting our health.

Second, increased traffic is harming public health by exposing people to high levels of air pollution. For example, people who suffer from asthma and live near heavy vehicular traffic are nearly three times more likely to visit the emergency department or be hospitalized for their condition than those with less traffic exposure. Moreover, living in areas exposed to heavy traffic is a burden borne disproportionately by people in low income, under-served communities and by communities of color.

This is a critical economic issue. Annual health care costs in the U.S. total $2 trillion. Health care costs are a leading cause of bankruptcy for individuals and families. Many of the diseases that drive these statistics are directly affected by transportation and land use decisions and could be mitigated by active living, improvements in air quality and improvements in traffic safety.

Safety
Traffic crashes take a significant toll on Americans. Over the last two decades, traffic deaths have hovered around 43,000 per year, about 5,000 of whom are bicyclists or pedestrians. Motor vehicle accidents are the leading cause of death for Americans aged three to 33 and 2.5 million people are injured on our roads each year.

This toll affects our nation's economy. According to research conducted for the American Automobile Association (AAA), auto accidents cost each American more than $1,000 a year. Traffic accidents in total cost the U.S. economy $164 billion annually.

We have taken major strides nationally to improve traffic safety. Drunk driving laws, driver education programs, increased law enforcement, seat belts, and airbags are just a few of the positive steps taken. However, we have not yet seriously addressed the relationship between traffic volume, traffic speed and motor vehicle accidents, injuries and deaths.

VI.
Funding a 21st Century Transportation System

VI. Funding a 21st Century Transportation System

We believe: New or increased revenue sources for the federal surface transportation program should be equitable, consistent with national goals, and sustainable over the long term.

Our Objectives

- √ Develop revenue sources sufficient to fund the levels of investment called for in this Platform.
- √ Choose **long term revenue** sources that are not dependent on petroleum consumption and are **consistent** with the nation's energy, climate change and economic goals.
- √ Allocate the financial burden of new or increased revenues **equitably** across income groups.
- √ Ensure that revenue sources **reward energy efficiency**, are closely linked with actual transportation system use, and **allocate user costs fairly** across modes and vehicle types.
- √ Involve the private sector in transportation funding in a responsible manner that ensures long term public benefit and **protects public assets**.

Here's How

1. Require a **direct connection between support for new revenue sources and the priorities** called for in this Platform: development of modern urban transit systems; development of an intercity rail passenger system; and redirection of the roads and streets programs into "state of good repair." **Do not allow a general across-the-board increase** in transportation funding that continues the single mode, highway-only orientation inherent in the surface transportation program over the past 50 years.
2. Use **fuel tax increases as interim stopgap measures** only. Begin setting the stage for a new set of **sustainable and equitable funding sources**. Consider the potential for a national VMT tax as a key long term basis for funding surface transportation by requiring appropriate equipment in new vehicles and service station fueling devices and by funding continuing technical research and development with the intent that a VMT tax potentially could be implemented in the next update of surface transportation authorization legislation.
3. Dedicate that portion of proceeds from a national **cap and trade system or a carbon tax** that are derived from mobile surface transportation sources to funding those components of the surface transportation program that will reduce greenhouse gas emissions.

Here's How, Continued

4. Establish a **National Infrastructure and Transportation Bank** to monetize tax increment financing and private sector value capture benefits for capital improvements.

5. Provide clear guidance for **public-private partnerships (PPP)**, including toll facilities, congestion pricing systems, turnkey projects, and privatization of public infrastructure. Require that PPP business deals conform to the following principles:
   - Ensure complete **transparency** of all business deals and an open public review process;
   - Retain **public control** over decisions about transportation planning and management;
   - Guarantee **fair value** so that facilities and future toll revenues are not sold off at a discount;
   - Protect the public interest in **location efficient development** patterns, in reducing **greenhouse gas emissions**, and in protecting the **environment**; and,
   - Ensure full **political accountability** for outcomes.

Basis for These Proposals

Transportation Revenue Sources
Motor fuel taxes have been the principal source of highway funding for the last 80 years, although other revenue sources are prominent in the funding of local roads and transit.

As fuel prices have rapidly escalated since 2006, the US has begun to see the first sustained decline in national daily vehicle miles of travel (VMT) since before World War II. This has aggravated a problem that was already anticipated: receipts to the Federal Highway Trust Fund have not been enough to support the contract obligations authorized by Congress through SAFETEA-LU and recent appropriations bills.

Now, with VMT below forecast, fuel tax revenues are even lower than expected, with the result that the gap between authorization levels and income has arrived sooner and in greater magnitude than originally forecast. In September 2008, Congress made an emergency appropriation of $8 billion from general funds to keep the Highway Trust Fund solvent through the end of calendar year 2008.

Whether this is a long term trend or not is difficult to predict. There is assuredly some amount of elasticity of motor vehicle travel in relation to gas prices, but in the past Americans have tended to increase their driving again once the initial "sticker shock" has passed. In the present case, however, it is also difficult to predict what will happen with future fuel prices. The underlying forces driving petroleum prices higher – economic growth in China, India and Third World nations, coupled with a leveling off of growth in worldwide petroleum production capacity – are not going to go away. A world recession could slow the trend but will not likely reverse it.

A surface transportation program that is dependent on petroleum consumption is a bad idea for many reasons. The original concept of the fuel tax as a user fee dedicated to road construction will be increasingly out-of-date in the 21st Century as the nation's surface transportation program becomes more multimodal, with a new emphasis on investments in urban rail transit and intercity high speed rail. Over-reliance on fuel taxes also makes the surface transportation program dependent on growth in petroleum consumption with the attendant economic, national security and climate change issues.

Continued reliance on increases in fuel purchases to grow revenue for transportation system investments is no longer good policy. Congress should begin the process of replacing the fuel tax with more sustainable revenue sources.

Transportation for America – Partners

Executive Committee

Reconnecting America
Smart Growth America
Action! For Regional Equity
America Bikes
American Public Health Association
Apollo Alliance
LOCUS – Responsible Real Estate Developer and Investors
National Housing Conference
National Association of City Transportation Officials
National Association of Realtors
National Resources Defense Council
PolicyLink
Surface Transportation Policy Partnership
Transit for Livable Communities
US PIRG

Elected Officials

U.S. Representative Diane Watson (Los Angeles, CA)
King County Executive Ron Sims (Seattle, WA)
City of Missoula Mayor's Office (MT)

National Groups

Smart Growth America (co-chair)
Reconnecting America (co-chair)
The Surface Transportation Policy Partnership
PolicyLink
Amalgamated Transit Union
America 2050
America Bikes
The American Institute of Architects
America Walks
American Public Health Association
Apollo Alliance
BOMA International
CEOs for Cities
Center for Neighborhood Technology
Coalition on Regional Equity (CORE)
Congress for the New Urbanism
Enterprise Community Partners
Environment America
Environmental & Energy Study Institute (EESI)
Environmental Defense Fund
Fresh Energy
Holland & Knight
Housing Preservation Project
Jonathan Rose Companies
League of Conservation Voters
Local Initiative Support Corporation (LISC)
LOCUS: Responsible Real Estate Developers and Investors

State, Regional, and Local Groups

1,000 Friends of Wisconsin (WI)
10,000 Friends of Pennsylvania (PA)
Action Committee for Transit (MD)
All Aboard Ohio (OH)
Action! For Regional Equity (MA)
Bike, Walk Ohio! (OH)
b'more mobile (MD)
Central Maryland Transportation Alliance (MD)
Citizens for Progressive Transit (GA)
CNU New York (NY)
Connecticut Fund for the Environment(CT)
Council of Senior Centers & Services
Elm City Cycling
Dane Alliance for Rational Transportation (DART)
Environmental Law and Policy Center
FRESC: Good Jobs, Strong Communities
Georgia Conservancy (GA)
Georgia PIRG (GA)
Greater Baltimore Committee (MD)
Greenbelt Alliance (CA)
Green Millennium
Green Wheels (CA)
Growsmart Maine (ME)
Growth And Justice (MN)
Houston Tomorrow (TX)
Livable Communities Coalition (GA)
Los Angeles County Bicycle Coalition (CA)
Los Angeles Walks (CA)

Main Street Project
National Association of Local Boards of Health (NALBOH)
National Association of City Transportation Officials
National Association of County and City Health Officials (NACCHO)
National Association of Realtors
National Center for Bicycling & Walking
National Coalition for Promoting Physical Activity
National Housing Conference
National Housing Trust
Natural Resources Defense Council
National Recreation and Park Association
Project for Public Spaces
Sam Schwartz Engineering, PLLC
Stewards of Affordable Housing for the Future
STV Inc
Transportation Equity Network (TEN)
Thunderhead Alliance
Trust for America's Health
U.S. Public Interest Research Group

Madison Area Bus Advocates (WI)
Massachusetts Smart Growth Alliance (MA)
Metropolitan Planning Council (IL)
Michigan Environmental Council (MI)
Michigan Suburbs Alliance (MI)
Missouri Bicycle Federation (MO)
Montana Smart Growth Coalition (MT)
New Jersey Future(NJ)
Northeast-Midwest Institute (NE & MW States)
Parry Transit
PenTrans (Pennsylvanians for Transportation Solutions, Inc.) (PA)
PennEnvironment (PA)
Plan It (NY)
Regional Transportation Authority (Chicago) (IL)
Regional Plan Association (NY-CT-NJ)
San Luis Obispo County Bicycle Coalition
Smart Growth Partnership
Sonoran Institute (Western States)
Southern Envirnonmental Law Center
SPUR
San Francisco Bicycle Coalition (CA)
The Transit Coalition (CA)
Transit for Livable Communities (MN)
TransForm (Formerly TALC)
Tri-State Transportation Campaign (NYC)
Urban Habitat
Utah Transit Authority (UT)
Vision Long Island (NY)
Washington Area Bicyclist Association (DC)
WALKSacramento (CA)

Materials following this page were distributed at the meeting.

Nonmotorized Mobility

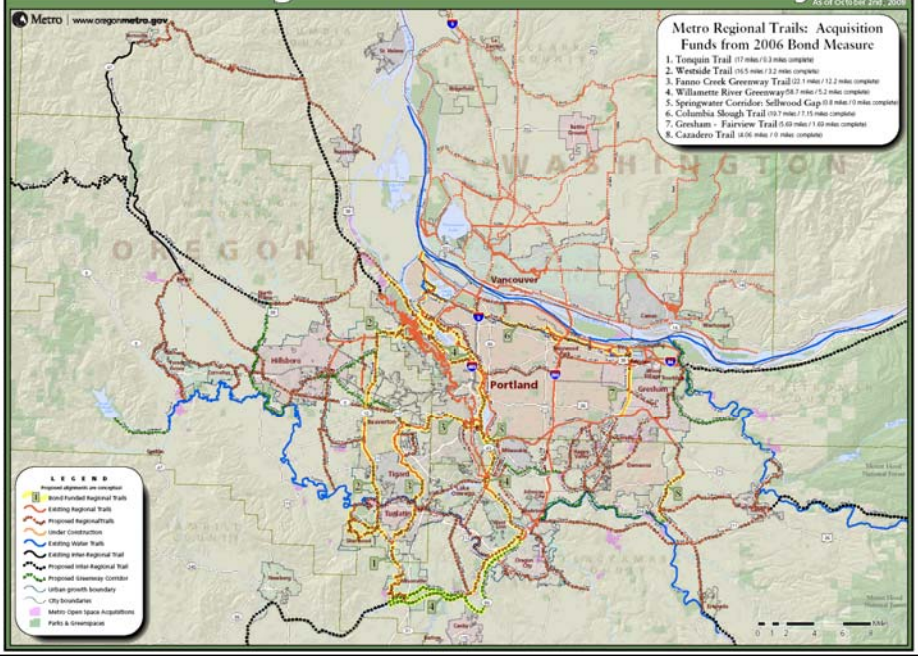
Dave Yaden, Chair, Blue Ribbon Committee on Trails

Philip Wu, MD

Kaiser Permanente and Member, Blue Ribbon Committee on Trails

METRO
PEOPLE PLACES
OPEN SPACES

December 11, 2008



Committee Charge:

- **Should we accelerate the trails network?**
- **What is the case?**
- **What strategy should we use?**

METRO
PEOPLE PLACES
OPEN SPACES

Committee Members

- **Eileen Brady, New Seasons Market**
- **Scott Bricker, BTA**
- **Rex Burkholder, Metro Councilor**
- **Chris Enlow, KEEN Footwear**
- **Steve Faulstick, Doubletree Hotel**
- **Jay Graves, The Bike Gallery**
- **Al Jubitz, Jubitz Foundation**
- **Julie Keil, PGE**
- **Richard Kidd, Mayor of Forest Grove**
- **Randy Leonard, City of Portland Commissioner**
- **Nichole Maher, Native American Youth and Family**
- **Rod Monroe, State Senator**
- **Rick Potestio, Architect**
- **Dick Schouten, Washington County Board**
- **Dave Underriner, Providence**
- **Dr. Philip Wu, Kaiser Permanente**
- **Dave Yaden , Consultant (Chair)**
- **Ian Yolles, Nau**

GMF Study Tour to Amsterdam and Copenhagen

Blue Ribbon Committee for Trails

Accelerate trails development?

Yes, BUT...

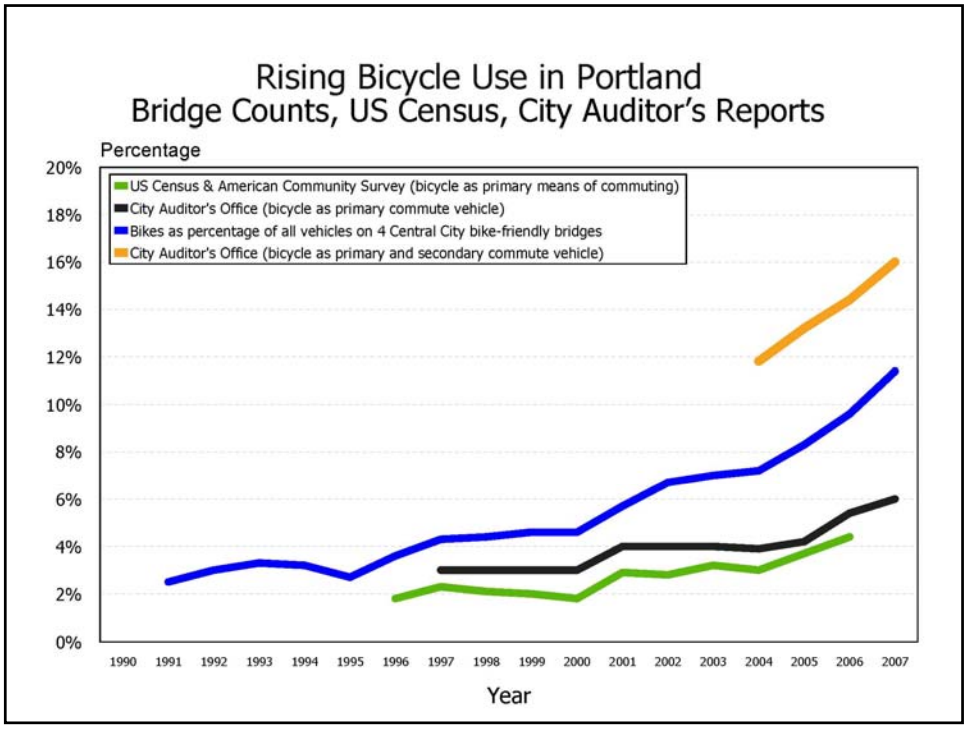
do it as part of a larger "mobility strategy"

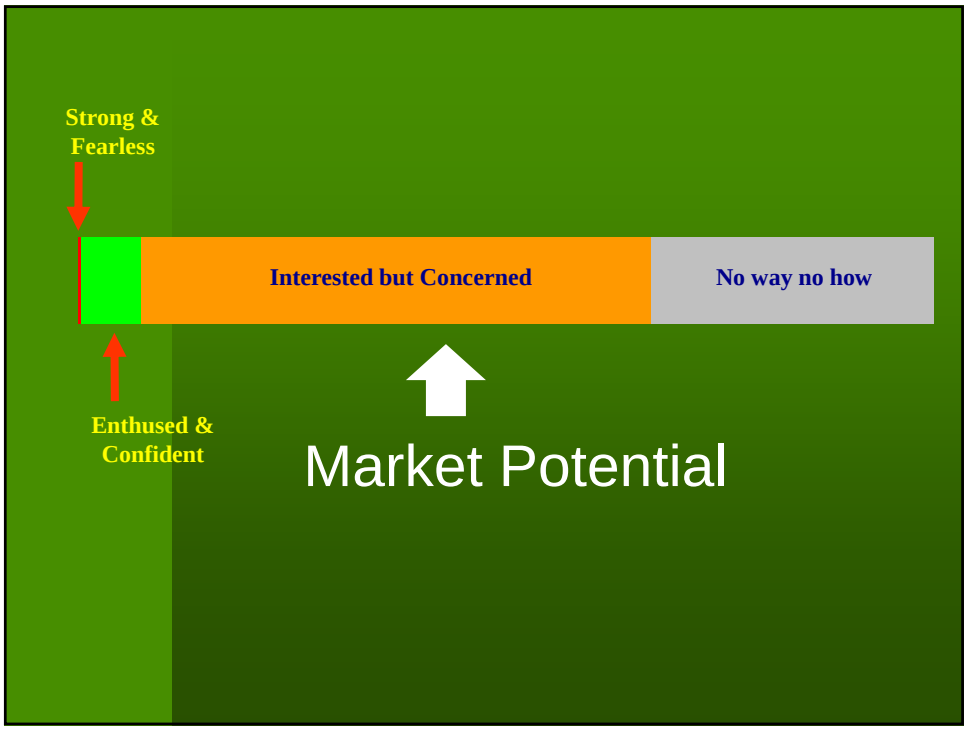
Blue Ribbon Committee for Trails

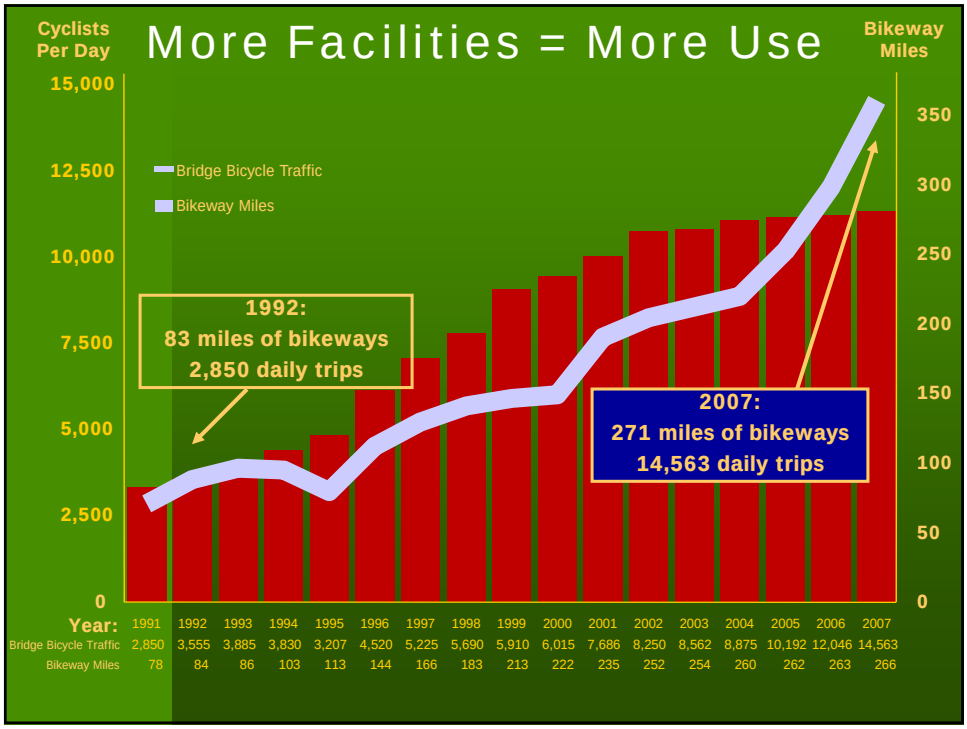
Practical, cost effective way to achieve multiple goals

- **Reduce greenhouse gases**
- **Improve health**
- **Reduce VMT**
- **Reduce costs (individual and public)**
- **Create dynamic, mixed-use communities**

Blue Ribbon Committee for Trails


Rising Bicycle Use in Portland
Bridge Counts, US Census, City Auditor's Reports
Percentage
US Census & American Community Survey (bicycle as primary means of commuting)
City Auditor's Office (bicycle as primary commute vehicle)
Bikes as percentage of all vehicles on 4 Central City bike-friendly bridges
City Auditor's Office (bicycle as primary and secondary commute vehicle)
20%
18%
16%
14%
12%
10%
8%
6%
4%
2%
0%
1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007
Year


Strong & Fearless
Interested but Concerned
No way no how
Enthused & Confident
Market Potential



Return on Investment

$213 million annually

- **Fuel savings (excluding tax) $123.4M**
- **Market based CO2 reductions $9.6M**
- **Healthcare savings $79.8M**

Strategy

- **Demonstrate Potential**
- **Reduce Costs**
- **Develop System**
- **Organize Leadership**

Blue Ribbon Committee for Trails

Set Priorities to Complete Elements

Three Categories:

- **Urban**
- **Suburban**
- **Greenway**

Blue Ribbon Committee for Trails

Funding Requests

- **Federal: $100 million as part of "2010 Campaign for Active Transportation"**
- **State: Make eligible for multi-modal funding**
- **Component of regional ballot measure**
- **User group contribution TBD**

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Metro | Memo

Date:	December 8, 2008
To:	JPACT, Metro Council and Interested Parties
From:	Ted Leybold, MTIP Manager
Re:	TPAC Recommendation: 2010-13 Regional Flexible Fund Allocation Narrowing Process

Introduction

The public comment period for the 2010-13 MTIP concluded December 1st following the development of policy objectives for the program, a recommendation to define and propose funding for regional transportation programs, a solicitation for local project transportation projects, and an evaluation of the applicant projects.

JPACT and the Metro Council will be asked to reconfirm its recommendation of funding to regional programs and to select, from the pool of local applications, projects to receive funding. To create a recommendation for JPACT and Metro Council consideration, technical staff will address the following Narrowing Factors as previously directed by JPACT and the Metro Council:

Narrowing factors

The following factors will be used in developing a technical staff recommendation to JPACT and the Metro Council of projects to fund from the pool of local applications.

1. Top projects within an evaluation category (Regional mobility corridors, Mixed-use area implementation, Industrial and employment area implementation, Environmental enhancement, and Project development) at clear break points in quantitative scores.

2. Qualitative issues associated with projects
    a. Prior commitments
    b. Links to other significant projects
    c. Affordable housing and school access
    d. Overmatch of required funding from other sources
    e. Economic impact and jobs benefit
    f. Environmental justice issues
    g. Project delivery issues.

3. Ability to fund projects throughout the region.

4. Meet air quality requirements for construction of miles of bike (5 miles) and pedestrian (1.5 miles) facilities and a minimum of $7.2 million on those facilities.

5. For project development applications, consider:

a. For large projects, the ability to leverage other discretionary sources and funding strategy for future phases is in place
b. The construction phase of the project would likely address program policy priorities and score well in a quantitative evaluation
c. Appropriate project scope relative to project readiness and RTP planning goals and system needs.

6. Public comments regarding support or opposition to the project as proposed.

Issue

Different combinations of local projects can be formed that would address the multiple narrowing factors but have different emphases depending on the projects selected. JPACT and the Metro Council may wish to direct staff on a preferred process to best facilitate selection of the final package of projects to receive funding.

Proposed narrowing process

To help facilitate discussion of the narrowing process, TPAC considered the following questions:

1. Whether to present a single recommendation or multiple options for JPACT and Council consideration (an option would consist of multiple projects whose costs match expected revenues).
2. If presentation of multiple options is the preferred proposal, whether those options should be based on particular themes or simply be different, generic options to address existing policy objectives and narrowing factors.

TPAC members made the following observations and recommendations:

• Support was expressed by committee members both for TPAC recommending a single package of projects as a means of keeping the JPACT/Council decision process as simple as possible and for TPAC recommending multiple options as a means of providing alternatives for JPACT consideration. Therefore, the decision process should only include multiple package options if JPACT expresses a clear interest in this approach and has general consensus on the themes or options they wish to consider.

• If multiple options are desired by JPACT and the Council, TPAC expressed caution that any themes that guide development of those options recognize the existing weighting criteria of the quantitative project evaluation process. Those criteria were adopted prior to the solicitation process (see attached table).

• Regardless of whether JPACT receives a single package of projects or multiple package options, any option will be evaluated by listing each option's strengths and weaknesses relative to the narrowing factors. The recommendations and evaluation would be presented to JPACT for adoption of a final list of projects to receive funding.

2010-13 RFF Solicitation Categories and Relative Weighting of Measurement Categories

	Solicitation categories			
Measurement categories	**Regional mobility corridors**	**Mixed-use area implementation**	**Industrial and employment area implementation**	**Environmental enhancement and mitigation**
Compact urban form and economic opportunity	**15%**	**60%**	**15%**	**5%**
System reliability and economic opportunity	**50%**	**15%**	**60%**	**N/A**
Options for underserved populations & environmental justice communities	**5%**	**5%**	**5%**	**10%**
Enhance Safety	**20%**	**10%**	**10%**	**N/A**
Environmental stewardship	**5%**	**5%**	**5%**	**80%**
Support project/program types with limited funding sources	**5%**	**5%**	**5%**	**5%**

2010-2013 Regional Flexible Fund - Step 2 Local Projects

	Project name	Agency	Request (2012 dollars)
Regional mobility corridors			
1st tier	**NE/SE Twenties Bikeway: Lombard - Springwater Trail**	City of Portland	$2,097,850
2nd tier	Bus Stop Development & Streamline Program	TriMet	$3,640,874
	Hogan/NE 242nd Dr: Glisan - Stark	City of Gresham	$3,213,308
	Westside Trail: Kaiser Ridge Park - Kaiser Woods Park	THPRD	$2,692,830
	Farmington Road at Murray Blvd Intersection	City of Beaverton	$4,002,099
	40 Mile Loop: Blue Lake Park - Sundial Rd	City of Fairview	$2,322,421
3rd tier	**Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd**	City of Lake Oswego	$1,742,926
Mixed-use area implementation			
1st tier	SW Rose Biggi: Hall - Crescent	City of Beaverton	$2,758,238
	102nd Ave: NE Glisan - SE Washington	City of Portland	$5,000,000
2nd tier	McLoughlin Blvd: Clackamas River Bridge - Dunes Dr	City of Oregon City	$3,401,868
	Red Electric Trail: SW 30th - SW Vermont	Portland Parks	$1,929,183
	N Fessenden/St Louis: Columbia Way - Lombard	City of Portland	$2,159,431
	Killingsworth: N Commercial - NE MLK Jr Blvd	City of Portland	$2,354,093
3rd tier	SE Division: 6th - 39th	City of Portland	$2,500,000
4th tier	**OR 43: Arbor Dr - Marylhurst Dr**	City of West Linn	$3,800,097
Industrial and employment area implementation			
1st tier	St Johns Rail Line (UP): N St Louis - N Richmond	Port of Portland	$3,649,337
2nd tier	Evergreen Rd: 253rd Ave - 25th Ave	Washington County	$2,620,100
Environmental enhancement and mitigation			
1st tier	School Bus Diesel Engine Emission Reduction	DEQ	$2,047,050
2nd tier	Electronic Mini-Hybrid Bus Retrofit	TriMet	$1,345,950
3rd tier	Transit Bus Diesel Engine Emission Reduction	TriMet	$1,166,490
Project development			
	French Prairie Bridge: Boones Ferry Rd - Butteville Rd	City of Wilsonville	$1,250,000
	Airport Way at 82nd Ave Intersection	Port of Portland	$500,000
	SE 174th: Jenne - Giese	City of Gresham	$222,500
	Council Creek Trail: Banks - Hillsboro	City of Forest Grove	$448,650
	Willamette Greenway Trail: N Columbia Blvd - Steel Bridge	Portland Parks	$444,800
	SE Division: 96th - 174th	City of Portland	$500,000
		Total Requests	**$57,810,095**
		Available to Allocate	**$21,650,000**

Bike/pedestrian projects shown in **bold**
Minimum of $7.2 million to be allocated to bike/pedestrian projects

Note: tiers reflect clear break points between groups of projects with similar scores resulting from the quantitative analysis.

2010-13 Regional Flexible Fund: Step 1 Regional Programs

Regional Program	Forecasted Revenues	Recommended Allocation
	$67.800	
Existing High Capacity Transit (HCT) Bond Payment		$18.600
Additional HCT bonding; Milwaukie LRT and Beaverton-Wilsonville Commuter rail		$7.400
Lake Oswego to Portland HCT Corridor project development		$4.000
Metro Planning		$2.116
Regional Travel Options (RTO) program		$4.407
Transit Oriented Development (TOD) program		$5.777
Transportation System Management & Operations (TSMO) program		$3.000
Regional travel behavior survey		$0.350
Next Corridor planning		$0.500
Local project funding reserve for Step 2		$21.650

2009 Regional Flexible Fund (RFF) Allocation And 2010-13 MTIP:

Investing in the 2040 Growth Concept

Calendar of Upcoming Activities

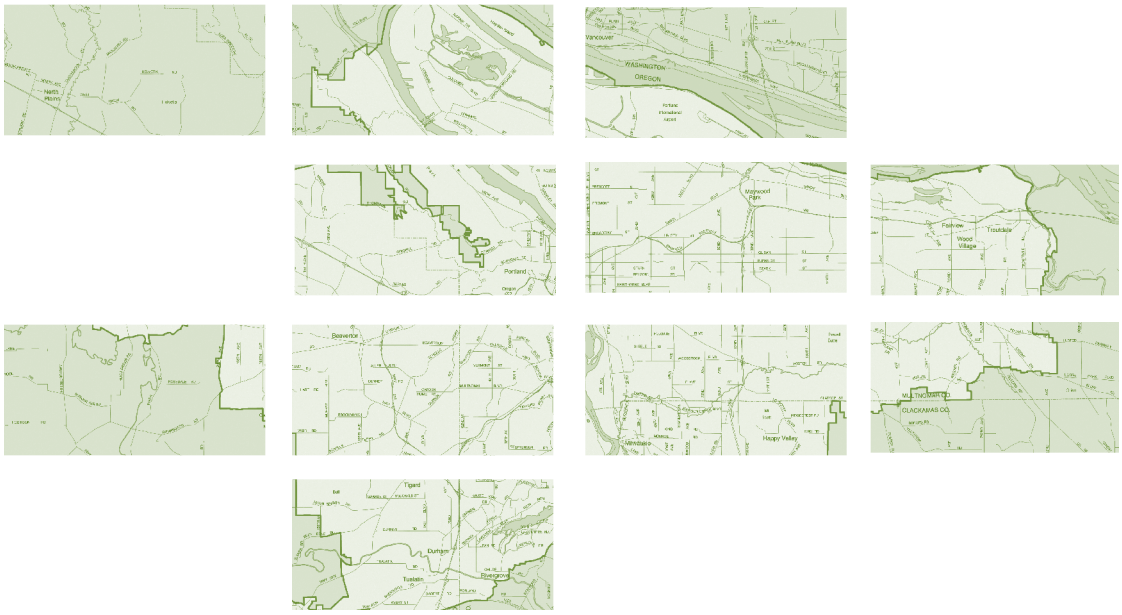
2008

December 1	Public comment period ends
December 5	TPAC discussion of Narrowing Process
December 9	Metro Council work session: receive Executive Summary of Public Comment report, discuss narrowing process
December 11	JPACT: receive Executive Summary of Public Comment report, discuss policy issues for final recommendation on RFF allocation

2009

January 9	TPAC action on narrowing options for RFF allocation
January 15	JPACT discussion of narrowing options for RFF allocation
January 30	TPAC discussion/action on final recommendation for RFF allocation
February 2	TPAC action on final recommendation on RFF allocation (Special meeting if needed)
February 12	Public hearing on draft final recommendation on RFF allocation (Joint JPACT/Metro Council)
March (TBD)	JPACT action on final recommendation on RFF allocation pending air quality analysis
March (TBD)	Metro Council action on final recommendation on RFF allocation pending air quality analysis

CLICK HERE FOR REPORT



Transportation projects and programs

2010-13

Regional flexible fund allocation

Public comment executive summary

December 2008

Metro | *Joint Policy Advisory Committee on Transportation*

Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Metro

DISCUSSION DRAFT
12/09/2008

Porltand Central City: To be determined through Central City Plan update

LEGEND

Transit
- High Capacity Transit (2009)
- Planned High Capacity Transit (adopted)
- Existing Frequent Bus Route

HCT Corridors
- Corridors Recommended For Advancement
- Corridors Not Recommended For HCT Advancement
- RTC HCT Corridors
- Potential Corridor Extensions (corridors extending to neighboring cities to be measured by travel demand)

2040 Growth Concept
- Central City
- Regional Center
- Town Center
- Urban Growth Boundary

- Railroad
- School
- Parks/Open Space
- County Boundary

*High Capacity Transit (HCT) can include:
-Light Rail
-Bus Rapid Transit
-Rapid Streetcar
-Commuter Rail

0 2 4 Miles

Vancouver
To Scappoose
St. Johns
Bethany
Forest Grove
Hillsboro
Orenco
Tanasborne
Cedar Mill
Sunset Transit Center
Aloha
Beaverton
Raleigh Hills
Hillsdale
Washington Square
West Portland
Murray Hill
Tigard
King City
Lake Grove
Lake Oswego
Tualatin
Sherwood
Wilsonville
To Newberg
To Salem
Hollywood
Gateway
Camas
Washougal
Troutdale
To Hood River
Fairview
Rockwood
Gresham
Lents
Pleasant Valley
Happy Valley
Milwaukie
Clackamas
Damascus
To Sandy
West Linn
Gladstone
Oregon City

High Capacity Transit System Plan
Initial Screened Transit Corridors
Metro Council Review 11/25/08
Not in priority order

Segment / Corridor ID*	Segment / Corridor Name
18	Improvements to Steel Bridge
19	Bridge/Rose Quarter Access Improvements
49	Eastside Connector
50	Downtown Tunnel - Lloyd 11th to Goose Hollow 18th
51	Downtown Jefferson/Columbia via 1st Ave
52	Downtown Everett/Glisan to 18th Ave
8	(CTC - OCTC) via I-205
9	(Park - OCTC) via McLoughlin
10	(Portland - Gresham) via Powell
11	(Portland to Sherwood) via Barbur Hwy 99w
12	(Hillsboro - Forest Grove)
13	(Gresham - Troutdale MHCC) via Kane Dr
16	(CTC - Damascus)
17	(STC - Hillsboro)
17D	(Red Line extension to Tanasbourne) - with revisions from WaCo and Hillsboro
28	(Oregon City - WSTC)
29	(Washington Square - Clackamas)
32	(Hillsboro - Hillsdale)
34	(Beaverton - Wilsonville)
43	(St. Johns - Vancouver/Union Station)
54	(Troutdale - St. Johns)
6	(Amber Glen to Tanasbourne)
48	(Murray Hill - Bethany)
56	(Orenco - Clark Hill Rd)
15	(Lents to Pleasant Valley) via Foster Road
27	(Oregon City - Clac CC) - via Hwy213/RRROW
38	(Tualatin - Sherwood) via Sherwood Rd
41	(Lake O - McLoughlin connector)
42	(Vancouver - Damascus)
46	(Cornell - St. Johns)
53	(Hillsboro - Tualatin)
55	(Sunset TC - St. Johns)
57	(Scholls Ferry - Sherwood) via Roy Rogers Rd
17C+46A+46B+43B	(Hillsboro - Vancouver)
41+32B+32C	(McLoughlin - Beaverton)

*Note: Corridors extending to neighboring cities were not considered in this analysis

LEGEND
Central City improvement - staff/Subcomittee recommended for advancement
Corridor - staff/Subcomittee recommended for advancement
Corridor - staff/Subcomittee considered, but not recommended for advancement

COMMUNITY EVALUATION CATEGORY

Criteria	Measure	Role	Method
Supportiveness of existing local land use and adopted local transportation plans and policies	Qualitative scoring based on plan review	Identification in strategic terms of consistency or inconsistency with other proposed plans or policies	Existing LU
Acceptability to local communities	Qualitative scoring based on *Local Aspirations* outputs	Local populations may or may not wish to trade-off improved transit against other potential investments or may have concerns about the impact of HCT on urban form. Since a high level of local commitment is required for project development, communities that display strong commitment to project success should be acknowledged.	Rely on Metro Local Aspiration Process (reflective of regional goals/policies) Criterion to support local aspirations process with INDEX model
Ridership generators	Identification of major activity centers served, e.g. l Hospital & medical centers l Major retail sites l Major social service centers l Colleges / universities l Major Federal / State Government offices l Employers > 500 employees l Sports sites / venues	Ensuring the proposed corridor encompasses both current and future key demand attractors and generators and meets the requirements of transit to provide a service to and from where people wish to travel.	Evaluate TriMet's top 30 generators; o-d date from travel demand model. Housing not included as a major activity center, but is captured via TOI analysis
Support 2040	1. Central City, Regional Centers, Industrial areas, Freight and	Rank based on Service to 2040 land use types, consistent with	Support Region 2040 land use designations based on RTP priority

	Passenger Intermodal facilities 2. Employment areas, Town Centers, Station Communities, Corridors, Main Streets 3. Inner and Outer Neighborhoods	RTP for service types related to primary, secondary and other urban components.	areas
Transportation network integration - Transit	Identification of full trip benefits due to integration with transit transfer centers and interchange opportunities	Consideration of the network benefits that can be achieved, including both physical integration (i.e. good interchange opportunities), system integration (i.e. timetabling connecting services, through ticketing) and redundancy	Metro and TriMet to conduct a similar exercise to the screening criterion
Transportation network integration – Roads, use of ROW	Where roadways may be used for HCT ROW planned status of ROW (i.e. are plans in place to use ROW, including whether the facility is NHS and/or freight route.	Help to clarify what is the function of the facility.	Review of jurisdictional plans.
Transportation network integration – Ability to avoid congestion	Consider HCT ability to bypass congested areas compared to comparable non-HCT transit in mixed traffic		
Equity	Catchment analysis for social groups (low income and minority census tracts) within walking access (1/4 mile) to a stop Analysis of % of households with no vehicle available	Consideration of those who may receive greatest benefit from the transit investment due to reduction of current barriers to travel reduced cost of travel. Members of these households are likely transit consumers. Analysis includes: low and very-low income, racial minority, seniors, disabled people, low car ownership.	Census and Metro Transportation Equity Analysis for the RTP

Safety	Qualitative, based on adherence to good design standards	Direct safety impacts due to design and placement of HCT in ROW (i.e. physically segregated, running with general traffic, on-street stops).	Selection of corridors that have extraordinary conditions that may present a safety issue (e.g., freeway, elevated, trench, etc)
Health (Promote physical activity)	Comprehensiveness of pedestrian and cycling network Increase in average bicycle and pedestrian mode share	Assess benefits from increased physical activity caused by greater pedestrian access to transit and increased walking and cycling within the corridor.	Model and spreadsheet analysis
Housing + Transportation Affordability Index	Analysis of housing and transportation costs as percent of total household income.	Indirect measure of areas where transit demand by assessing the impact of transportation costs on housing choices.	Metro
Placemaking/Urban Form	Identification of impacts on urban composition and public space function	Potential to enhance land development; increase mix of land uses; enhance public spaces	Focus this on an assessment of vacant and underdeveloped land. Metro has done work on developable land in the region.
Transportation efficiency (Users)	Average travel time benefit per rider and distribution of benefits across the line and the system. This measure will also determine whether HCT is an effective mode compared to non-HCT transit through congested areas.	The average travel time benefit will demonstrate the effectiveness of the option across the system. The assessment of distribution will identify the 'winners and losers' across the system (e.g. if an extension results in new demand causing crowding on an existing section of route).	Model/TriMet

ENVIRONMENT EVALUATION CATEGORY

Criteria	Measure	Role	Method
Emissions & disturbance	Change in VMT and resulting emission levels for CO2 and other harmful pollutants such as NOx and SOx. (Potentially for the full project life-cycle)	Impacts on local air pollution, greenhouse gases and noise. Transportation related environmental impacts tend to track closely to VMT, making it a valuable proxy for emissions and air quality related measures.	Model
Natural resources	Length of alignment impacting identified sensitive habitats and/or natural resources	Impacts on environmentally sensitive areas due to land take or proximity to major infrastructure.	RLIS
4(f) resources	Acres of 4(f) resources impacted	Impacts on the amenity value of parkland, schools and other 4(f) resources.	RLIS

ECONOMY EVALUATION CATEGORY

Criteria	Measure	Role	Method
Transportation efficiency (Operator)	Cost per rider	To identify the financial performance of the day-to-day operations.	Model/TriMet
Economic competitiveness	Change in employment catchment	Improved transit and land use will increase the labor market's access to employment centers and promote re-development of employment sites.	Metro
Redevelopment	Vacant and redevelopable land		Metro

DELIVERABILITY EVALUATION CATEGORY

Criteria	**Measure**	**Role**	**Method**
Feasibility (Construction)	Capital cost	Flag for instances where negative impacts from construction of the project may be so great as to outweigh project benefits.	Sketch level engineering
Feasibility (Operations)	Operating cost	Ensure design of the project enables efficient operations; assess impact of project on existing system function/capacity.	Also focus on what impact new corridor operations would have on existing lines. TriMet should be involved in this evaluation.
Ridership	Ridership	Evaluate total ridership, ridership per revenue hour and revenue mile, system ridership impact	Model
Funding potential	Initial assessment of local and federal funding opportunities to cover estimated capital and operating costs	Most projects will not have funding sources identified. The intent is to identify key obstacles to successful funding or reward any project that has substantial identified local funding. A more detailed funding plan will be required at the project advancement phase.	Not to focus on existing FTA program criteria but assessment of likelihood of receiving federal funds.

BEFORE THE METRO COUNCIL

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

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, 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 calls for $499 million annually in new revenues for roads and highways, a new "ConnectOregon" package calling for $150 million in multimodal projects, the creation of a dedicated account for funding non-highway investments, new tools for addressing transit operating costs, eventual dedication of 15% of lottery funds to multimodal transportation, and several reforms aimed at improving transportation governance and addressing the climate impacts of transportation; and

WHEREAS, by Resolution No. 08-3921, the Metro Council adopted "Metropolitan Region Principles for a Legislative Transportation Funding Package in 2009," 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 Metro Council adopted "Portland Metropolitan Region Transportation Priorities for the 2009 Oregon Legislature," 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 legislative session as reflected in Exhibit A to this resolution; and

2. That the Metro Council and JPACT support the proposed package proposed by Governor Kulongoski, which reflects a balance between roads and multimodal investments; and

3. That the JPACT chair shall establish a legislative working group to advocate for the region's transportation priorities during the 2009 legislative session.

ADOPTED by the Metro Council this _____ day of 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 region and other metropolitan regions receive equitable funding based on their contributions to state revenues and the statewide benefit of investments in the regions.

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

Least-Cost Decision Making: When addressing system capacity needs, Oregon should first consider transportation demand management, system management and operations strategies.

Expand Local Options: Increase local government revenue-raising options and remove existing restrictions on local transportation revenue authority.

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 road 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.

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 CO_2 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 Non-Motorized Transportation: Oregon should create a comprehensive state investment program to support the acquisition, construction, and maintenance of urban, suburban and intercity trails and other non-motorized transportation corridors, both within and outside the road right-of-way.

ConnectOregon III: The state's successful multi-modal investment program should be continued with a third round of funding for air, rail, marine and public transit projects.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-4003, FOR THE PURPOSE OF ENDORSING FINAL REGIONAL PRIORITIES FOR 2009 STATE TRANSPORTATION FUNDING LEGISLATION

Date: December 4, 2008 Prepared by: Randy Tucker

BACKGROUND

An efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout our state. The capital investments that have been made possible by Oregon Transportation Investment Acts (OTIA) I, II and III (2001, 2002, and 2003) and by the *ConnectOregon I and II* packages (2005 and 2007) will help Oregon respond to important economic opportunities. However, years of stagnation in transportation funding prior to 2001 mean that a significant backlog of important projects remains unfunded; moreover, the recent packages failed to address in a meaningful way the impacts of growth or the urgent need for funds to maintain and repair city, county and state roads.

This is certainly true in the Portland metropolitan region, where rapid growth has outstripped the capacity of the region to respond. Critical investments are needed in order to support both new and existing industrial and residential areas. Moreover, inadequate funding has limited the ability of the state and local governments statewide to maintain existing roads. Failing to repair roads in a timely manner ends up costing more in the long run.

The threat of climate change and volatility in fuel prices pose additional challenges. State greenhouse gas (GHG) emissions reduction goals adopted by the 2007 Legislature will force new thinking on transportation investments, given that the transportation system creates 34 percent of Oregon's GHG emissions. In addition, wildly fluctuating gasoline prices and the likelihood of long-term price increases have caused shifts in commuting patterns, increasing transit ridership and creating renewed demand for light rail and bus transit investments as transit system capacity is increasingly pushed to the limit. The same forces have increased demand for bicycle and pedestrian facilities, both in and outside of the road right of way.

Provisions of Resolution 08-4003: This resolution is an updated version of Resolution 08-3956, which was passed in June. It includes refinements to the priorities for a state transportation package that were adopted at that time as well as acknowledgement of Governor Kulongoski's proposed package (see below). Notable changes from Resolution 08-3956:

- Addition of language declaring that future changes in the state funding formula should reflect the contribution of the Portland region and other metropolitan regions to state revenues and the statewide economic benefits of investments in metropolitan regions
- Addition of language supporting "least-cost decision making" that prioritizes transportation demand management and system management and operations strategies as the first step in addressing capacity needs
- Replacement of language calling for removal of the requirement that counties approve registration fee increases in neighboring counties with language calling for the removal of restrictions on local revenue-raising

- Deletion of specific state revenue proposals in favor of an overall target
- Addition of language calling for investment in non-motorized transportation
- Addition of "be it resolved" language supporting Governor Kulongoski's proposal
- Addition of "be it resolved" language establishing a legislative working group to advocate for the region's priorities

Governor's Proposed Package: In response to the state of affairs described above, Governor Kulongoski appointed several committees to develop a proposal on transportation funding for consideration by the 2009 Oregon Legislature. Many local and regional officials participated in these conversations. The Governor's Transportation Vision Committee issued a wide-ranging report in early November, and on November 10 the Governor released his recommended package, the "2009 Jobs and Transportation Act," or JTA.

The JTA incorporates most of the recommendations of the Vision Committee's report. Briefly, it proposes:

- $499 million/year in revenue increases for Oregon's road system
- the creation of a dedicated fund for non-highway transportation investments, to be funded initially using $44 million/year in flexible federal transportation funds, and in the future by allocating the equivalent of 15% of lottery dollars to this fund
- $150 million in lottery dollars for a third round of the "ConnectOregon" multimodal investment program

See page 4 for a more detailed summary of the JTA.

Discussion: Metro staff, along with staff of local governments in the region, believes the Governor's proposal is largely consistent with a set of regional priorities embodied in Metro Council Resolution No. 08-3956, which was approved in June by JPACT and adopted by the Metro Council to guide the region's advocacy of a 2009 legislative transportation package.

Some concerns remain:

- While the JTA identifies specific and dedicated funding sources to support investments in roads, the same is not true for transit and other non-road investments. The two main non-road funding sources identified in the JTA are lottery dollars and $44 million in flexible federal funds that are currently being used for roads.[1] While the Governor proposes to dedicate 15% of lottery dollars to non-highway transportation, that is a long-range goal that, according to the bill drafting instructions from the Governor's office, "cannot be achieved within the constraints on the 2009-2011 budget." The only "solid" lottery-funded element in the package is ConnectOregon III. Without lottery dollars, the package will not come close to achieving the recommendation of the Vision Committee that multimodal investments in a 2009 package should equal 20% of new road revenues.
- The proposal excludes bicycle and pedestrian facilities from the definition of "non-highway transportation infrastructure" eligible to receive monies from the dedicated non-highway fund. This decision directly conflicts with the recommendations of the Vision Committee. Much effort has gone into developing an integrated mobility strategy for the region that incorporates substantial

[1] Other proposed multimodal funding sources include an unspecified increase in funding for transportation options (probably from the general fund) and an increase in the statutory cap on local payroll taxes to fund public transit.

investments in non-motorized transportation facilities that are not in the road right-of-way (trails, paths, dedicated bikeways, etc.). Failing to make these facilities eligible for "non-highway" state dollars (mainly lottery dollars and flexible federal funds, as noted above) cuts these efforts off from the only sources of substantial state transportation funding.

- The proposal calls for a cigarette tax increase to raise $5 million for elderly and disabled transit. This falls short of the $10-20 million recommended by the Governor's Vision Committee.

Issues to consider:

- The draft resolution recommends supporting the Governor's proposal. Other options include (a) simply endorsing the priorities reflected in Exhibit A or (b) supporting the Governor's proposal with caveats (e.g., related to the concerns listed above).
- Even a very substantial state package is unlikely to address all of the region's transportation needs. The region will need to supplement any increases in state funding with regional resources, probably through a ballot measure.
- Regional lobby staff have recommended a broad advocacy effort in support of a state package that reflects the region's priorities.

ANALYSIS/INFORMATION

1. **Known Opposition:** None (to this resolution). Possible opposition to the legislative package could be based on either concern about tax increases (because it involves new revenues, the package would require three-fifths majorities of both houses) or concern that the package is not sufficiently balanced between roads and multimodal investments.

2. **Legal Antecedents:**
   - Article IX, Section 3a of the Oregon Constitution (limits the use of vehicle-related revenues to road-related expenditures)
   - Oregon Transportation Investment Acts I, II, and III (HB 2142, 2001; HB 4010, 2002; HB 2041, 2003)
   - ConnectOregon I and II multimodal investment packages (SB 71, 2005; HB 2278, 2007)
   - Metro Council Resolution No. 04-3498, For the purpose of endorsing regional priorities for a state transportation funding package; Resolution No. 07-3764, For the purpose of endorsing regional priorities for state transportation funding legislation; Resolution No. 08-3921, For the purpose of endorsing regional priorities for state transportation funding legislation; Resolution No. 08-3956, For the purpose of endorsing regional priorities for state transportation funding legislation

3. **Anticipated Effects:** The proposed resolution establishes policy guidelines for the region's advocacy efforts related to transportation in the 2009 Oregon Legislature.

4. **Budget Impacts:** No direct impacts. Local and regional governments will dedicate existing staff to advocacy and may incur expenses related to communications products supporting this effort.

RECOMMENDED ACTION

Staff recommends adoption of Resolution 08-4003.

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)
- Support and expand the Transportation Options program
- Create "a fund statutorily dedicated to investments in Oregon's non-highway transportation needs"
- Allocate an amount equal to 15% of lottery revenues to non-highway transportation (a goal, not expected to be achieved in 2009-2011 budget)

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
- Increase in cap on local payroll taxes to fund transit

Not specified

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

Exhibit B to Res. No. 09-4016

DRAFT #2

AUTHORIZATION PRIORITIES

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

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

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

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

Exhibit C to Res. No. 09-4016

DRAFT #2

FY '10 APPROPRIATIONS PRIORITIES

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

New Starts Suggested Improvements

The New Starts program has been critical for the Portland metropolitan area's success in building a more livable region. The program is critical for our nation's future. High-quality, fixed-guideway transit provides permanent infrastructure that enables and encourages vibrant, livable, walkable, and therefore sustainable communities. Fixed-guideway transit and the development it enables and attracts are the most effective way to address oil price volatility, energy security threats, greenhouse gases, sustainability and energy-resiliency, all issues that are essential to economic prosperity economically in the 21st century.

The following improvements are needed to keep the New Starts program effective:

- *Increase funding due to the extreme need across the country*

Dozens of transit agencies across the country are seeking to expand their light rail or other high capacity transit systems. There is not enough New Starts funding to build all of the good projects.

- *Require FTA to follow Congressional direction to allow more than 50% federal funding for projects.*

By statute, transit projects must bring 20% non-federal funding to projects, yet FTA has continuously sought and in some cases has outright required projects to contribute 50%. Effective projects should receive the same treatment that highway and other federal-aid projects get, allowing 80% federal funding for projects that meet other requirements.

- *Direct FTA to include all factors identified by Congress for determining a project's eligibility for federal funding. No single factor or measure can be allowed to outweigh all the others or be a "must pass".*

The outcome of a complicated and controversial computer modeling projection has come to represent half or more of FTA's rating of a project. In both the creation of the New Starts program and in reauthorizations, Congress has identified many measures that should be used to determine the merit of a project. FTA should be directed to follow the law and use multiple measures to rate projects.

- *Adjust cost effectiveness thresholds to keep pace with the escalating cost of construction*

FTA-defined cost effectiveness thresholds have lagged behind construction costs for years. They should be updated for past cost escalation and updated yearly in the future.

- *Create a separate track for experienced grantees that allows more of the oversight function to be programmatic requiring less time and streamlining process for those grantees that have proven successful in the past*

Many grantees are becoming experienced with multiple successful projects completed, yet all FTA oversight procedures are developed for neophyte grantees. For those with a successful track record, procedures should be streamlined and made programmatic, to allow FTA to fulfill oversight duties without slowing projects and increasing the cost of project delivery.

- *Redefine and reduce the steps of project advancement into two clear and distinct steps: 1) determination of eligibility for New or Small Starts funding, 2) design and funding commitment by grantee and FTA.*

Currently, New Starts projects must clear three major hurdles (PE approval, Final Design approval, and FFGA approval). Each review cycle takes 6 months or more. When Small Starts procedures

were developed, the Final Design and FFGA approval steps were combined. FTA should follow this lead for New Starts as well. Because FTA already caps the amount of federal support for a project at Final Design, most of the key decisions have already been made. Merging the Final Design and FFGA approval steps into a single cycle would reduce 6 months or more off project development timelines with no significant loss in control.

- *For calculation of cost effectiveness - Eliminate Baseline bus scenario except in rare circumstances*

Current guidance forces project sponsors to compare proposed projects to a Baseline bus project that may be developed without public input and is not necessarily a project that the local agency would or could ever build. Despite this, the Baseline scenario greatly determines the outcome of current user benefit analysis and cost effectiveness, while forcing the methodology to ignore many benefits that most transit agencies consider fundamental to the purpose of fixed-guideway transit. FTA should be directed to eliminate the Baseline scenario and require comparison to a No Build.

- *Clarify the intent and the methodologies of the Small Starts program to ensure that streetcar and other rail projects are competitive.*

The Small Starts program, and especially the Very Small Starts program have disproportionately funded bus rapid transit projects. Very Small Starts makes it almost impossible to compete using any other mode than bus rapid transit. FTA should be directed to reform process and methodologies to ensure that Streetcars and other rail projects that deliver benefits can compete for Small Starts funding.

Small Starts Suggested Improvements

Cities throughout the country are promoting modern streetcars as a transportation choice for their citizens that attract economic development, link jobs and housing, reduce carbon emissions and encourage a more sustainable development pattern. Unfortunately, FTA's direction in implementing the initial Small Starts authorization was to turn it into a 'bus solution preferred' program. The following improvements are specifically needed to make the Small Starts program effective:

- *Increase funding due to the extreme need across the country*

Dozens of transit agencies across the country are seeking to create a streetcar line, bus rapid transit line (BRT), or expand other high capacity transit systems at relatively low costs. There is not enough Small Starts funding to build all of the good projects.

- *Clarify the intent and the methodologies of the Small Starts program to ensure that streetcar and other rail projects are competitive.*

The Small Starts program, and especially the Very Small Starts program have only funded bus rapid transit projects to date. Very Small Starts makes it almost impossible to compete using any other mode than bus rapid transit. FTA should be directed to reform its process and evaluation methodologies to ensure that Streetcars and other rail projects that deliver benefits can compete for Small Starts funding.

- *Reform the "cost effectiveness" criteria to better measure the benefits of streetcars and other proposed Small Starts rail projects.*

Prohibit the use of FTA's current" cost effectiveness measure as the primary criteria for federal funding. Direct FTA to use multiple measures of project benefits, which better reflect the different

purposes for BRT and streetcar development -- for example, central area circulation vs. commuter services.

- *Revise funding levels for a new authorization*

Change maximum federal participation to $150 million (now $75 million) and $300 million total project cost (currently $250 million) to be eligible.

- *Electric Rail Transit*

The authorization should include a policy that the federal government give a priority to development of electric rail transportation in the United States to encourage long-term energy security and reduced greenhouse gas and other emissions.

- *Electric Rail Transit and "Buy America"*

Federal funding should be made available for rolling stock to ensure that US-based manufacturers have a competitive chance to help build the new round of electric rail transit in the US. Up to $20 million per project shall be made available for purchase of rolling stock under simplified Federal authorization.

- *Establish Fast Starts Program*

To ensure that street car projects are not delayed by lengthy FTA rule-making processes, and to encourage their consideration in the context of economic stimulus, the authorization should include a one-time authorization for $400 million in FY10-11 that will be used to support electric rail transportation projects that are able to be under construction within 24 months of the passage of the authorization. Applicants could pursue this program as a "jump start" for electric rail programs in the country. Projects taking longer than 24 months to be under construction would expect to apply through the Small Starts or New Starts programs as authorized. A maximum of $60 million for any one project shall be available.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE TRANSPORTATION FOR AMERICA POSITION ON REAUTHORIZATION OF THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT, TRANSPORTATION ACT:A LEGACY FOR USERS (SAFETEA-LU)	))))))	RESOLUTION NO. 08-4013 Introduced by Councilor Rex Burkholder

WHEREAS, the Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users (SAFETEA-LU) was adopted by Congress in 2005; and

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

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

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

WHEREAS, Transportation for America is a coalition of national organizations that advocate on transportation, land use, environmental, health, energy and social issues of importance to metropolitan areas, and

WHEREAS, Transportation for America has developed a platform for authorization of the new federal transportation bill that addresses the critical need for a balanced, multi-modal transportation system integrated with economic, community, health, social equity, energy and climate change objectives; and

WHEREAS, at its meeting on _____, the Joint Policy Advisory Committee on Transportation recommended adoption of the following; now, therefore,

BE IT RESOLVED that the Metro Council:

Endorses the Transportation for America Platform for the Surface Transportation Program Authorization as reflected in Exhibit A.

ADOPTED by the Metro Council this _____ day of December 2008.

_____
David Bragdon, Council President

Approved as to Form:

_____
Daniel B. Cooper, Metro Attorney

Exhibit A to Res. No. 08-4013

Transportation For America

Platform for the Surface Transportation Program Authorization

Executive Committee

Transportation for America has formed a broad coalition of housing, environmental, public health, urban planning, transportation, real estate, local businesses, and other organizations. We're all seeking to align our national, state, and local transportation policies with an array of issues like economic opportunity, climate change, energy security, health, housing and community development. Our coalition continues to grow. For a current list of partners and more information, please visit our website: www.t4america.org Listed below are the Executive Committee member organizations; each played a critical role in shaping the platform.

The T4America Executive Committee

Reconnecting America (Co-Chair)
www.reconnectingamerica.org

Smart Growth America (Co-Chair)
www.smartgrowthamerica.org

Action! For Regional Equity (Action!)
www.policylink.org/BostonAction/

America Bikes
www.americabikes.org

American Public Health Association (APHA)
www.apha.org

Apollo Alliance
www.apolloalliance.org

LOCUS – Responsible Real Estate Developers and Investors

National Housing Conference
www.nhc.org

National Association of City Transportation Officials (NACTO)
www.nacto.org

National Association of Realtors
www.realtor.org/smartgrowth

Natural Resources Defense Council
www.nrdc.org

PolicyLink
www.policylink.org

Surface Transportation Policy Partnership (STPP)
www.transact.org

Transit for Livable Communities (TLC)
www.tlcminnesota.org/

US PIRG
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Table of Contents

Contents

Section **page**

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Introduction

A Critically Important Program

In 2009, Congress will be working on legislation authorizing and updating the federal surface transportation program. This program guides the federal expenditure of just over $50 billion annually for public transit, rail, highway, bicycle and pedestrian facilities and services across the country. The money is granted principally to state transportation departments, local and regional transit agencies and metropolitan planning organizations.

However, the importance of federal surface transportation program goes far beyond its size.

Transportation policy is perhaps our most important tool for improving our nation's global economic competitiveness and the health and quality of life for households and individuals, and for increasing personal economic opportunity – the foundation of America's economic vitality and strength. Transportation networks are fundamental to how we grow, develop and prosper.

The federal surface transportation program directly influences how states, regions and cities invest in transportation. To a significant degree it determines what the country's transportation networks – interstate, regional and local – will be and how they will function.

This T4America Platform is intended to guide drafting of the authorization bill, which for many reasons promises to be one of the most important pieces of legislation to be taken up by the next Congress. The Platform reflects the work of a wide range of individuals and organizations with expertise in transportation, housing, environment, energy, real estate and development, public health and local governance.

The Federal Role in Surface Transportation

History of the Federal Program

The first national "fuel taxes" were passed in 1932 to support the federal budget which was in deficit due to the Great Depression. The tax rate was increased periodically over the years, primarily to support the national defense budget. The concept of a "user fee" dedicated to development of roads was inaugurated with the 1956 Highway Revenue Act creating the Highway Trust Fund (HTF).

Most people think of the first phase of the federal transportation program – from the mid-1950s to today – as the "Interstate Highway Era." The Interstate System was conceived as a means of connecting the cities and regions of the country to strengthen the national economy, and as necessary to ensuring the national defense. This idea was first promoted by the "better roads" movement in the 1930s.

However, Congressional approval of the Federal Aid Highway Act of 1956, formally funding the "National System of Interstate and Defense Highways," was not achieved until the Bureau of Public Roads published a map showing how the national grid of Interstate routes would be connected into all of the country's major cities. The potential importance of high-speed roadway connections to facilitate commerce between cities and regions was what it took to secure final Congressional approval and funding of a national Interstate Highway network.

Federal involvement in public transit began with the Urban Mass Transportation Act of 1964. This legislation, originally proposed by President John Kennedy in 1962 and later championed by President Lyndon Johnson, established the Urban Mass Transportation Administration Authority (UMTA) and authorized $375 million in funding over three years for capital grants to local and regional transit providers, using a 50/50 match ratio for federal participation. The agency name was changed to the Federal Transit Administration (FTA) in 1991.

Over recent decades, the federal transit program has been authorized at 20% or less of the size of the federal highway program. SAFETEA-LU, the current authorization legislation, put about $40 billion annually into the highway program and about $9 billion annually into public transit. The program structure has varied over the decades, but today about 80% of the program goes into "Formula and Bus Grants," with about 15% going into "Capital Investment Grants" (New Starts and Small Starts).

By the late 1980s there was growing discontent in the US with the "highway-only" orientation of the federal surface transportation program as well as with the inflexibility of the system of program categories, the inattention to urban needs and the lack of a solid planning foundation for the program. With active support and participation by a national coalition of environmental, urban policy, transit, bicycle, and planning organizations, Congress began to consider taking a new direction.

History of the Federal Program

When the Intermodal Surface Transportation Efficiency Act (ISTEA) passed in 1991, it was heralded as a turning point in the history of surface transportation in the US. ISTEA was seen as inaugurating the beginning of the "post-Interstate era."

Key provisions of the new act included:

- An intermodal approach to highway and transit funding with flexibility to shift certain categories of federal funds between modes based on local priorities;
- A declaration that the Interstate Highway System was effectively "complete" and creation of a new Interstate Maintenance Program for resurfacing, restoring, and rehabilitating the Interstate System;
- Collaborative multimodal planning requirements with significant increases in powers of metropolitan planning organizations;
- A new "enhancements" program that for the first time would open up the Highway Program to new types of project elements, such as pedestrian and bicycle facilities, acquisition of scenic and historic sites, rehabilitation of historic transportation facilities and other purposes;
- A heightened commitment to public involvement in transportation decision making from planning to program development to project design;
- A formal emphasis on "congestion management" including new requirements for MPOs of over 200,000 population to develop congestion management plans; and,
- Direct funding of air quality improvement projects through a new Congestion Mitigation and Air Quality (CMAQ) program.

ISTEA was designed to introduce sweeping reform in the transportation program such that the federal approach to surface transportation would be truly multimodal, urban areas would be empowered to make planning and design choices based on local needs and priorities, walking and bicycling would once again become significant modes of travel, and the linkage between improving air quality improvement and transportation investment would be direct.

The two federal authorization bills passed since ISTEA have elaborated on these themes - the Transportation Equity Act for the 21st Century (TEA-21) passed in 1997, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. Provisions were written into these acts in an attempt to reinforce the landmark changes that ISTEA had promised. However, these laws were to some extent more focused on issues of distribution of funds between states, with TEA-21 introducing the concept of "guaranteed funding," intended to ensure a certain minimum level of funding in each state.

Has the ISTEA promise of a balanced, multimodal federal program been achieved? Most analysts of ISTEA performance have concluded: yes and no. There have been improvements in the modal balance of funding. Just in the first eight years following ISTEA passage, federal funds spent on transit almost doubled, from

History of the Federal Program

just over $3 billion in 1990 to nearly $6 billion by 1999. Annual transit funding under SAFTETEA-LU has been almost $9 billion. The amount of federal money spent on bicycle and pedestrian projects also grew from $7 million before ISTEA passage to more than $450 million in 2007 under SAFETEA-LU.

However, some of the most important ideas and concepts in ISTEA have yet to fully take hold. Flexible funding provisions have not been exercised by most states, with most of the national total in "flex funds" occurring in just five states: California, Pennsylvania, New York, Oregon and Virginia. Efforts of MPOs to take charge of local transportation program priority setting have met with entrenched resistance from many state DOTs, with the result that in many urban areas (especially smaller areas) the state still controls development of the transportation improvement program. As a result, over three-fourths of the surface transportation program continues to be invested in highway system expansion nationally.

The combination of growth in the size of the program, the setting of minimum guarantees or funding floors, and retention of most decision making within state DOTs has caused the federal transportation program to resemble a blank check or project "ATM." The lack of a clear statement of national objectives and the lack of accountability for use of funds (or for the impacts of decision making) has created a strategic policy vacuum. In this policy vacuum, states have thrown increasingly vast sums of money at highway and freeway expansion projects in a quixotic pursuit of "congestion alleviation" – a pursuit that has served primarily to accelerate a national expansion of suburban and exurban low density development. This has also set the stage for rampant Congressional "earmarking" – specific listing of projects in the authorization legislation (5,000 projects in SAFETEA-LU).

The increasingly errant nature of the federal transportation program has had profound effects on the national economy, the public health and the quality of life in our communities. Our near-total reliance on petroleum for transportation energy and our outsize contribution to worldwide greenhouse gases imperil our national security, our economy and our way of life. We have lost the ability to walk or bike safely and conveniently in an ever-larger portion of the American landscape with tragic consequences for the health of our population and especially our children. The federal subsidization of low density exurban development has helped create extensive low-density, semi-urban landscapes where homeowners in search of low-cost mortgages endure exhausting drive-alone commutes and household budget problems. Although we are the world's wealthiest nation, we have a second-tier urban transit system and no intercity high speed rail network.

Summary of the Federal Role

Beginning in the 1950s, the "federal role" in surface transportation was defined primarily in terms of the Interstate Highway Program and in the concept of a national network of high-capacity, high-speed highways. Beginning with the ISTEA bill passed in 1991, there was an attempt to change direction and redefine the federal role. However, political and bureaucratic resistance to the new multimodal mission proved to be strong and entrenched. As a consequence the surface transportation program rests in an indeterminate, almost direction-less state.

Although there is no longer a clear, official delineation of the federal role in surface transportation, a de facto consensus has been in place during the past two authorization bills. This consensus cannot be found in the published statements of Congress or the USDOT, but rather in the actual pattern of investments, programs and policies that the federal government has pursued.

The primary elements of our de facto federal transportation policy have been:

- The nation's highest surface transportation priority continues to be to provide capital funding for a national network of high-capacity, high-speed highways linking urban areas and regions of the country for purposes of economic development. A second priority has been expansion of surface roads and streets to provide increased capacity for motor vehicle travel, with an emphasis on suburban and rural routes.

- The creation and expansion of this network of highways has been so important that it has been seen as justifying underinvestment in repair, replacement and rehabilitation of existing infrastructure, leading to a nationwide decline in the condition of existing pavements and bridges.

- Among the surface transportation modes, the priority mode for federal support of human mobility has been personal motor vehicles. Public transit has been a much lower national priority. Intercity rail passenger transportation has not been seen as an appropriate arena for significant federal leadership or funding.

- Among the surface transportation modes, the priority mode for federal support of freight movement has been trucks. Rail freight transportation has not been seen as an appropriate arena for federal leadership or funding. The federal interest in water-born freight movement has been implemented primarily through the U.S. Army Corps of Engineers and has not been seen as an important activity for USDOT.

- For at least the past two decades an overriding objective of the surface transportation program has been capacity expansion of highways for purposes of congestion mitigation. Although never explicitly stated, a tacit feature of this emphasis has been federal subsidization of suburban and exurban settlement patterns.

National Issues and Priorities

We believe Congress should set forth a clear statement of the federal role in surface transportation that is tied to specific transportation objectives based on national issues and priorities. We further believe Congress should ensure that funding levels, program categories and project criteria are clearly tied to transportation objectives.

The surface transportation authorization should clearly address issues, opportunities and goals that are appropriate for action by the national government in a federal system. In particular, the program should prioritize those national issues and opportunities that cannot be fully addressed without addressing the role surface transportation plays. In this context, we suggest the following short list of national priorities:

1. Energy Security, Economic Growth and Global Competitiveness
2. Environmental Protection and Climate Change
3. Personal Mobility and Location Efficiency
4. Traffic Safety and Public Health

While there is an acknowledged need for an increased level of federal funding for surface transportation, we cannot support increased funding in the absence a clear statement of the federal role in surface transportation coupled to a system of measurement, reporting and accountability for progress toward clearly defined national objectives.

What the Federal Role Should Be

The federal role in surface transportation, which should guide development of the new surface transportation authorization legislation, should be as follows:

1. *Energy Security, Economic Growth and Global Competitiveness.* National security has always been a major purpose of the surface transportation program. For the next several decades, providing for national security will require strengthening our economy to compete in a global arena and reducing our dependence on petroleum – especially imported oil. We should modernize our freight movement system to make it more efficient and less oil-dependent; we should modernize urban transportation by building high-capacity transit lines; we should connect our major metropolitan regions with high-speed passenger rail lines; and, we should refocus our highway program on repair, rehabilitation and replacement of existing facilities.

2. *Climate Change and the Environment.* The U.S. will be unable to make significant progress on climate change intervention without reducing greenhouse gas emissions from surface transportation. This should be a major priority of the federal program and USDOT and its grantees should be held accountable for progress toward climate change objectives. Congress should also re-confirm our national commitment to environmental protection in the surface transportation program. There should be no weakening of the environmental protections enacted since 1970, including NEPA, the Clean Air Act, Clean Water Act and related legislation.

3. *Mobility and Location Efficiency.* Congress should establish a commitment in the surface transportation program to urban infill and redevelopment. There should be a shift away from support of unsustainable suburban and exurban development patterns. Federal funds should be used to improve the quality of life and economic viability of rural regions, small towns and villages rather than being used to convert them to suburban development. This will require explicit federal support for coordination of land use and transportation decision making at the local, regional and state levels. Congestion alleviation as an objective should be replaced with location efficiency – the integration of land development and transportation such that mobility is enhanced while the intrinsic cost and energy requirements of travel are reduced. Congress should commit to broadening the benefits of federal investments in personal mobility to include all income categories so that transportation becomes a positive element supporting a strong workforce and enabling households to better balance domestic budgets.

4. *Traffic Safety and Public Health.* Congress should acknowledge that traffic accidents and other health impacts of surface transportation represent major forces affecting the health and safety of the US population – with significant long-term impacts on the federal budget and the national economy. Safety of non-motorized travel should receive expanded priority in the federal program. The health benefits of active living in our urban regions, cities, towns and villages should be identified as being in the national interest.

The Need for Change

A New Beginning

Functional, safe, and efficient transportation is one of the cornerstones upon which this country was built. America's economic strength and the health of its people depend on our ability to connect people with opportunity and on our ability to move products to market quickly, safely, and efficiently.

Today our strength as a nation is being limited by:

- a dependency on petroleum that threatens our national security, drains household budgets, exacerbates climate issues, undermines public health, and imperils the U.S. economy;
- a haphazard, inefficient relationship between our transportation systems and our land development patterns;
- a backlog of crumbling, unsafe, and obsolete transportation facilities;
- an auto/truck bias that has placed America far down the list of nations in terms of availability of modern public transit services and gives most Americans no option but to pay rising gas prices;
- a freight transportation system that is outmoded, over-capacity, dependent on imported petroleum, and incapable of efficiently linking the US national economy into the global economy; and,
- a legacy of transportation expenditures that benefit a few while leaving many behind in cities, older suburbs and small towns.

A change in direction is needed to help the nation meet its growing demand for transportation while addressing the oncoming challenges of energy security, global warming, changing demographics, public health care costs, and global economic competition. As Congress works on the new surface transportation program, T4America urges our policy makers to seize this opportunity to make a new beginning. That new beginning should include:

1. A commitment to responsible investing that holds recipients of federal funds accountable for progress toward national objectives.
2. A new strategy for creating a 21st Century transportation system that enhances economic opportunity for all, creates jobs, and elevates our position in a competitive global economy.
3. A program that improves essential connections within and between metropolitan areas while reducing dependence on petroleum and meeting national objectives for managing climate change.
4. A more strategic approach to managing the land use and transportation relationship that improves efficiency, access, health, and safety, while halting the growth of and ideally, reducing per capita vehicular travel.
5. A serious and concerted effort to address the impacts that transportation systems have on the health and safety of our people.

Our Vision for Surface Transportation in the United States

Mobility in the 21st Century

In the future, our nation's surface transportation system should provide the foundation for personal opportunity, robust commerce and a healthy population. It should achieve national goals for economic development and environmental sustainability. It should provide equitable access and support healthy behaviors.

It should be a modern, 21st Century system, balancing new capacity with care and upkeep of existing infrastructure. Public transit systems, intercity rail corridors, roadway facilities, waterways, ports, bridges, bicycle and pedestrian facilities all should be kept in a state of good repair. The trillions of dollars in asset value of the systems and facilities built over the past century should be protected and enhanced.

A new generation of "great streets" and boulevards should replace the overly-large, harsh and utilitarian roads and freeways inherited from the suburban era, benefiting and adding value to neighborhoods and communities across the land.

Our transportation system should reflect recognition of the importance of America's metropolitan regions, cities and towns. It should connect regions to each other and to the world; support healthy communities; provide access to jobs, schools, health care and services; provide efficient goods movement; and stimulate economic opportunity. This system should improve mobility choices within our regions, cities and towns, with modern public transit networks and safe walking and bicycling networks.

It should do so in a manner that serves our national interests, adds value to communities, contributes positively to public health and safety, and reflects the equity and fairness that have always been hallmarks of the American egalitarian tradition.

The transportation program should be designed to invigorate local and regional economies and facilitate efficient inter-regional commerce. It should reduce energy use and greenhouse gas emissions by supporting more sustainable land use and travel patterns. Our national transportation investments should help provide affordable housing opportunities near good public transit service and employment centers and should promote walking and bicycling as economical, eco-friendly, and healthy modes. America's surface transportation system should enable us to compete successfully in a global economy and should be a model for other nations to follow.

Transportation for America's proposal for a rejuvenated, redirected surface transportation program would result in a national mobility network that provides a vital, complete array of mobility choices easily accessible to the vast majority of Americans – whether walking, bicycling, driving or traveling on public transportation– in a unified, interconnected, energy-efficient manner.

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I.
Responsible Investment and Accountability

I. Responsible Investment and Accountability

We believe: The surface transportation program should be invested in programs and projects that address pressing national priorities and agencies receiving funds should be accountable for how they are spent.

Our Objectives

- √ Make **economic competitiveness, energy, climate change, air quality, public health and safety, fairness, and state of good repair** the basis for sweeping transportation policy and program reform.
- √ Put all transportation modes (transit, highway, walking, bicycling) on **equal footing** with respect to match ratios, project eligibility criteria and project delivery processes, eliminating the highway capacity bias of the current program.
- √ Support a substantial increase in the size of the national surface transportation program **contingent** on transportation program reform and on an authorization bill that will lead to achievement of the National Transportation Objectives.
- √ Leverage federal transportation investments by encouraging state, local and private sector funding mechanisms to support local funding of projects and to use in matching federal funds.
- √ Reaffirm our national commitment to environmental protection in the surface transportation program.

Here's How

1. Establish a set of **National Transportation Objectives** that address:
    - Energy;
    - Climate change;
    - Mode flexibility and travel choice;
    - Safety;
    - Public health;
    - State of good repair;
    - Environmental protection;
    - Equity;
    - System reliability;
    - Economic competitiveness; and
    - Household affordability.
2. **Restructure** program categories, funding allocations, project delivery systems and project eligibility criteria to support achievement of the National Transportation Objectives.
3. Hold federal, state, regional, and metropolitan agencies **accountable** for outcomes of their use of federal funding. Implement funding rewards and penalties for states and regions based on the progress or failure in meeting their share of the transportation energy use and GHG emission reductions.

Here's How

4. Assign authority and implement direct allocation of formula funds to designated **regional transportation planning** entities. Set financial rewards and penalties based on progress toward National Transportation Objectives.

5. Require states, Metropolitan Planning Organizations (MPOs), and designated regional transportation planning entities to prioritize **system management and facility repair** and rehabilitation over creation of new travel capacity and new facilities.

6. Strengthen regional decision making for **integrating** transportation, economic development, housing, environment, and energy use planning.

7. Make the State and Metropolitan Long Range Plans **goal-based** and accountable to benchmarks.

8. Incorporate **corridor-level analysis** of system-wide impacts, including location, mode choice, housing, equal access, and environmental quality in to the long-range transportation planning process.

9. Make **complete streets** mandatory in the planning and programming of transportation corridors, so that investments in roads and streets provide safe and convenient accommodation for all modes of travel, including walking, bicycling, transit, and driving.

10. Put all modes on **equal footing** with respect to the analytic process through which projects are selected.

11. Avoid weakening any of the **major environmental protections** enacted since 1970, including NEPA, clean air or clean water legislation, and related environmental protection laws and regulations as a strategy to speed transportation project delivery.

Basis for These Proposals

Travel Choices
The foundation of our platform is expanding choices for travel. This includes expanding transit service but also building our public facilities for safe and convenient accommodation of walking and bicycling. Roughly 40% of all trips in metropolitan areas are two-miles in length or less, which are trips that can and should be taken on foot or bicycle but are still taken primarily by car due to disjointed land use patterns, poor infrastructure design, and limited connectivity. By investing in our corridors, with a complete streets policy in place, we are making the most efficient use of our transportation funds. Streets that provide flexibility in how they are used, offer the most public benefit by accommodating all users and increasing the efficiency – economically, environmentally, logistically - of our transportation network.

Reinvesting in Existing Cities
A significant part of America's future lies in its metropolitan areas. Our metropolitan areas are home to over 80% of the US population and generate over 85% of the gross domestic product. These percentages will increase in the coming decades.

For the past fifty years, our national surface transportation program has been designed to foster the decentralization of settlement patterns, creating vast areas of suburban and exurban development, and playing an important role in the depopulation of our older core cities, towns and villages. This pattern is not sustainable and does not reflect the needs of a changing population and a changing economy, especially in light of its inherent energy demands. We need to refocus our transportation program on our existing urbanized places – our core cities, our existing suburbs, our towns and our villages - to accommodate our future growth.

Smaller cities have needs too. We must invest in transportation for our small cities, towns and rural areas by supporting improvements in public transit, walking, and bicycling. We must ensure that improved connectivity, safety, and public health are prioritized to prevent sprawl and to provide transportation choices in these important places.

The time has come for an urban renaissance that deploys federal transportation funding as one tool in the redevelopment and revitalization of America's existing places.

II.
Transportation for a 21st Century Economy

II. Transportation for a 21st Century Economy

We believe: The surface transportation program should improve and protect U.S. competitiveness in the global economy.

Our Objectives

- √ Ensure all Americans have the mobility and access needed to participate fully in a **robust economy**.
- √ Begin addressing our transportation infrastructure crisis by taking better care of what we have already built, bringing our transportation assets into a condition of **good repair**.
- √ Make strategic investments in transportation that catalyze creation of **green jobs** that are environmentally and economically sustainable.
- √ Embark on a national program to bring modern **urban transit networks** to the nation's 50 largest metropolitan areas by 2030.
- √ Support cities, towns, and rural places in the creation of modern, complete **transit, bicycling and walking networks**.
- √ Complete a **national intercity passenger rail network** that links all ten of the nation's mega-regions by 2030 with direct, high-speed (> 90 mph) rail services.
- √ Connect our cities and regions to the global economy by improving the efficiency of **long distance freight** distribution.
- √ Re-establish transportation **research**, **data collection** and reporting as important federal functions.

Here's How

1. Set national minimum **State of Good Repair** criteria for all modes and provide financial rewards and penalties for states and regions based on progress toward State of Good Repair objectives.
2. Establish a **National Infrastructure Commission** with the mission of identifying investments of national priority, focusing on multimodal intercity corridors of national significance, including a national intercity rail network and key freight corridors co-located where possible with electricity infrastructure.
3. Significantly enlarge the funding made available for **public transit systems** and for **walking and bicycling facilities**.
4. Provide direct incentives and support for creation of **transit oriented development districts** around corridor transit stations, with bonuses given for preservation and creation of **mixed-income** housing.

Here's How

5. Develop an expanded, consistently-funded transportation **research program** that improves our ability to address the challenges identified in this Platform and our ability to achieve National Transportation Objectives, specifically data related to use and safety of bicycle and pedestrian facilities.

6. Ensure that any consolidation and reorganization of program funding categories supports the objectives and priorities of this platform and includes creation of a **multimodal metropolitan mobility** program empowering local and regional entities to make investments that strengthen their cities and improves their sustainability and economic competitiveness.

Basis for These Proposals

Economic Competitiveness
Many nations are rapidly developing 21st Century transportation systems that are energy efficient and climate friendly. In today's global economy, America's reliance on a petroleum-based transport system represents a serious competitive disadvantage. To remain competitive, we need more efficient and less polluting ports, high speed passenger rail connections between our cities, improved intercity rail freight capacity, and convenient commuting systems that are not petroleum-dependent and are more resilient to fluctuations in energy costs.

We need intercity passenger rail systems to alleviate capacity and cost issues of air travel and to reduce reliance on auto travel in congested intercity corridors. We need expanded rail freight systems to improve our physical distribution efficiency and to mitigate further growth in truck volumes on rural interstates. We need modern urban transit systems to reduce the amounts that households and businesses spend on gas to get to work and to deliver needed goods and materials.

America's transportation system is still organized to serve a 20th Century industrial economy. Without smart, strategic investments in modern transportation systems, America will be supplanted as the world's most productive economy.

Maintaining and Improving Infrastructure
The nation's transportation assets are deteriorating. The need to bring our existing transportation system to a state of good repair and stabilize the condition our surface transportation system has been well documented and has been dramatized for the public by high-profile facility collapses. This need spans all modes, affecting not only highways, but public transit as well.

However, we are making little progress toward more responsible management of these essential assets. This challenge is compounded by the fact that in many states and regions, aggressive roadway expansion continues, increasing our exposure to future maintenance and repair costs. This has prompted a few states, including New Jersey, Michigan and Massachusetts, to adopt "fix-it-first" laws in an attempt to step into the policy vacuum and address this need in the absence of federal direction. Our nation will not be able to compete in a global economy if our basic transportation infrastructure is not maintained or if we continue to pour our transportation investments into low-yield exurban expansion.

Freight
Interstate and international commerce have always been critical elements in U.S. economic strength. Over the last few decades, the development of globalized, trade-dependent supply chains has led to substantial growth in the demand for efficient, long-distance freight movement. Our investment in the efficiency and capacity of our freight infrastructure has lagged behind this demand. Now, we are faced with the additional challenge that our interstate freight networks are almost entirely dependent on petroleum and face steep increases in the cost of fuel that we are unprepared to address.

Basis for These Proposals

Urgent freight transportation needs include efficient connections from ports to national freight corridors, new intermodal facilities to transfer between rail and truck, and expansion of cross-country rail freight mainlines, which provide an essential alternative to less efficient, oil-dependent motor trucks. (While rail freight movement consumes energy, too, it is far more energy efficient than truck freight for longer distance movement.) In many states, the largest single source of growth in Greenhouse Gas (GHG) emissions will be growing truck traffic, which is expected to double by 2035. We need to manage this demand and reduce emissions while keeping our economy moving.

Strategic design and intelligent transportation technologies have been underutilized in addressing chokepoints in key freight corridors. Freight is given little priority in regional planning and management of transportation corridors. Energy efficient modes of freight, such as rail and barge, have received less attention and funding in the federal transportation program. As energy prices rise these deficiencies are hampering our economic prospects.

Environmental Justice
Historically, low-income and minority communities across the country have been damaged by highway, freight facilities, and other investments in which they had little voice. Transportation projects have disproportionately benefited some and burdened others, often along race and income lines. Many transportation projects and plans are still developed without meaningful involvement of affected communities, leading to projects that detract from quality of life, public health, safety, and personal mobility. This isolates them from economic opportunity.

This is more than an equity issue. The strongest economies are those that open the doors of opportunity wide to all people. To compete effectively in a global economy we must renew our commitment to egalitarian access to the benefits of a national transportation program.

Green Jobs
The construction, maintenance and operation of transportation services and facilities comprise a large and growing component of the American economy. While the federal transportation program has been seen, in part, as a jobs bill, there has been little or no strategic thinking about creating sustainable jobs that reflect modern energy efficiency and climate change realities.

Investments in transit expansion projects can reduce per capita carbon emissions and create jobs. Transit projects generate nine percent more jobs per dollar spent than road and bridge repair and maintenance projects, and nearly 19 percent more jobs than new road or bridge projects. A modern – 21st Century – transportation program would create professional jobs in software engineering; electronic and digital systems design; transit facility and equipment design; and communication systems operation and maintenance; as well as a wide range of jobs in transit facility and equipment maintenance and operations; and road and street maintenance.

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III.
Transportation, Energy and Climate Change

III. Transportation, Energy and Climate Change

We believe: A core mission of the surface transportation program should be to reduce the amount households and businesses spend on transportation and reduce the nation's dependence on oil.

Our Objectives

- √ Reduce the impact of **rising energy costs** on families by reducing the inherent necessity of motor vehicle travel for access to jobs, education, shopping and recreation.
- √ Reduce our **reliance on petroleum products** for transportation to no more than 20% by 2050 (from more than 95% today).
- √ Make a significant contribution to achievement of the nation's **climate change** objectives through transportation program reform. Assume a world leadership role in addressing climate change by reducing greenhouse gas emissions from the transportation sector to 20% below 1990 levels by 2020 and to 80% below 1990 levels by 2050.
- √ Increase access for households of all incomes to decent, affordable **housing near public transit**, job centers and other locations that facilitate reductions in transportation costs.

Here's How

1. Significantly increase the share of federal, state and local **investment in public transit** systems and in **walking and biking** facilities by increasing the funding available for those modes, by erasing the barriers to transit capital projects inherent in current federal rules and procedures, and by placing all modes on an equal footing in terms of federal cost participation ratios.
2. Establish **incentives** to ensure that sufficient state and local **transit operating and maintenance** funds will be available to operate current services and to support proposed service expansions.
3. Set **national transportation energy use and greenhouse gas emission reduction objectives**. Allocate transportation energy use and GHG reduction targets to states and metro regions. Implement funding rewards and penalties for states and regions that fail to make progress toward their share of the transportation energy use and GHG emission reduction objectives.
4. Target transportation investments to support convenient, complete and inclusive communities with a complete mix of housing types and incomes, where necessities and amenities are close by, and people can walk, bike, ride transit and drive.

Here's How

5. Increase **funding incentives** for transportation policy innovations such as mixed-income, transit-oriented development, car/bike sharing, parking cash out, congestion pricing, complete streets retrofits, technological improvements, pay-only-when you drive insurance, transportation-efficient neighborhoods and developments, and other state and local programs that reduce: the burden on the transportation system; oil consumption; and greenhouse gas emissions..

6. Develop strong program funding incentives for jurisdictions to increase the availability of affordable homes to families with a mix of incomes near public transit stops and job centers.

7. Monitor the **cost burdens** of direct transportation user fees – including transit fares, toll road tolls, and congestion pricing systems –on low and moderate income families to ensure such fee systems are affordable and equitable. When appropriate, require use of toll receipts to fund cross-modal investments to improve equity.

Basis for These Proposals

Affordability
Americans spend about 20 percent of household budgets on transportation. For many working families that number is much higher, raising transportation above shelter as a percentage of household income. This situation is caused by limited availability of transportation choices and by sprawl, which make it difficult or impossible to reach school, work and shopping without traveling long distances by car. While the need for "affordable housing" has received well-deserved attention, the fact is that achieving "affordable living" may be the more important objective, reflecting the combined burden of transportation and housing costs as a percentage of household income. For many working households the goal of affordable living is becoming less attainable as fuel prices and trip lengths increase.

Greenhouse Gas Emissions
Nationally the transportation sector is responsible for one third of CO_2 emissions. In fact, transportation is our second largest and fastest growing source of greenhouse gases. Each second, America's transportation system burns 6,300 gallons of oil, producing more CO_2 emissions than any other nation's entire economy except China.

Transportation sector CO_2 emissions are a function of fuel efficiency, fuel carbon content, and vehicle miles of travel (VMT). Federal and state energy and climate policy initiatives have focused almost exclusively on technological advances in vehicles and fuels, the first two factors. However, we must also address VMT growth or we will not succeed at limiting GHGs to levels required to avoid unacceptable climate change.

VMT Growth
Since 1980, the annual miles driven by Americans have grown three times faster than the U.S. population and almost twice as fast as vehicle registrations. If this trend were to continue, VMT would increase by 60 percent from 2005 to 2030, overwhelming the GHG reductions generated by increases in fleet efficiency. Targets set by the scientific community for reducing GHG emissions by 60 to 80 percent relative to 1990 by 2050 will require significant reductions in the rate of VMT growth in the U.S. in order to avoid the most catastrophic impacts of climate change.

However, VMT trends are now being affected by fuel prices and related economic trends. While vehicular travel continues to grow throughout the Sunbelt, in the Southwest, and on the West Coast, it has slowed or halted in many Midwestern and Eastern states. Overall, the nation has seen two consecutive years of annual VMT decline (2006 and 2007) – the first since the end of World War II. For the nation's fastest growing states – California, Arizona, Texas and Florida – managing VMT growth will continue to be an urgent need. Other states will face a policy conundrum as they try to determine whether to view recent VMT declines as an opportunity to pull back from costly highway capacity expansion, or as a temporary "dip" in the long term trend.

Basis for These Proposals

Energy Security
Over 95 percent of U.S. transportation energy is petroleum-based and 60 percent of that is imported. This dependence exposes Americans to economic risks associated with higher fuel prices.

Growth in transportation sector energy demand due to sprawl and the resulting growth in VMT also threatens our energy independence and poses a national security threat. Rising fuel costs are affecting the U.S. economy in ways that go far beyond the pump price of gasoline.

As petroleum costs continue upward, driven to a significant degree by an inefficient, oil-dependent transportation system, the direct economic impacts at the household level include:

- Loss of jobs and increasing unemployment;
- Lower disposable personal income;
- Higher costs for household basics;
- Reduced per capita consumption expenditures, and
- Reduced personal savings.

These effects generate secondary impacts that reverberate throughout the economy, affecting the availability of money for capital investment, the ability of households to buy and make payments on homes and other real estate, and the strength of the U.S. dollar vis-à-vis foreign currencies.

Higher fuel costs are increasing cost of freight transportation, thereby increasing the cost of all retail products. The U.S. independent trucking industry is currently in decline due to the effects of higher fuel costs on small truckers and their inability to charge higher freight costs in a weak economy. Many small trucking companies are simply parking their trucks, unable to stay in business.

These impacts are compounded for public transit providers because their fuel costs are increasing at the same time that demand for transit service is growing rapidly. According to the American Public Transit Association, 85% of transit providers are currently experiencing capacity issues as ridership grows and 91% are unable to meet that demand due to limited budgets. Even more troubling is the fact that more than one-third of transit service providers are being forced to consider service cuts, as a result of increased operating expenses – even as demand is increasing.

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IV.
Transportation Drives Development

IV. Transportation Drives Development

Our Objectives

- √ Foster **land use patterns** that can be served efficiently and sustainably by well-planned national, regional and local transportation networks.
- √ Establish as national policy the principle that land use and transportation must be planned in a coordinated, integrated manner – at the state, regional and local levels of governance.
- √ End the federal subsidization of sprawl and replace it with a commitment to transportation investments that support **compact, mixed use, mixed-income development** patterns.
- √ Become an active partner with the nation's cities and counties in the redevelopment of our metropolitan regions by making **urban renaissance** an explicit national objective of the surface transportation program.
- √ Invest in transportation choices for rural America that improve economic opportunity, quality-of-life, and help prevent the conversion of rural lands to low-density suburban development.

Here's How

1. Create a transit-oriented development **tax credit** to support and accelerate development of compact, mixed use, mixed income development around rail and other high capacity transit stations.
2. Increase local flexibility and self-determination by removing barriers to use of federal transportation funds for investments in land use and local infrastructure that reduce VMT.
3. Use federal funds to leverage and invest directly in projects that bring destination land uses, (schools, groceries, health care services, etc.) to transit centers and neighborhoods as part of a comprehensive local accessibility strategy.
4. Develop technical assistance and guidelines for the routine forecasting and evaluation of the impacts of transportation investments on development patterns, including infill, redevelopment, compact urban development and sprawl.
5. Establish national minimum guidelines for coordinating state and metropolitan transportation planning with other planning processes to ensure **integration of land use and transportation** activities resulting in more compact, mixed-income communities served by transit.
6. Require the use of **scenario planning** techniques in the development of future Long Range Transportation plans, similar to Envision Utah or the Sacramento Blueprint. This effort must engage the public and analyze growth, demographics, climate impacts, energy and other trends while fulfilling the National Transportation Objectives as they are realized at the local level.

Here's How

7. Encourage the use of federal funds to replace the overly-large, harsh and utilitarian roads and freeways inherited from the suburban era, by investing in the **redesign and retrofitting** of a new generation of "great streets" benefiting and adding value to the neighborhoods and communities they serve.

8. Support locally-appropriate decision-making and development strategies by empowering regional **transportation planning** entities. Increase their capacity, decision-making authority and allow for direct allocation of federal funds to support their programs.

Basis for These Proposals

Sprawl
Much of our growth in VMT is non-productive, characterized by an increase in driving without a corresponding increase in access to destinations. This has been caused by inexorable expansion of disconnected land use patterns that require more driving. Across the U.S., land was consumed for development at three times the rate of population growth between 1982 and 2002. Sprawl has the strongest influence on VMT per person – more than population growth, changing demographics or increases in per capita income.

More than 60 percent of the growth in driving and associated energy consumption is due to land use patterns of single uses served by a disconnected road network. American households are spending more on transportation as part of their household budget due to the necessity in much of the country to own vehicles and drive, rather than walk, ride a bike or take public transit. Sprawl is costly financially, environmentally, and from a public health perspective. Auto-oriented communities that don't provide safe active living opportunities are associated with increased levels of obesity; air pollution resulting from increased VMT in these communities threatens respiratory health, particularly for our seniors and children.

For many years, in the face of steadily rising housing costs, many working Americans adapted by finding homes farther and farther out from developed areas – an effect known as "drive 'till you qualify." That trend now has placed thousands and thousands of households in danger as higher pump prices for gasoline, combined with a weaker economy and higher unemployment rates, threaten their ability to make mortgage payments.

Traffic Congestion
For the past two decades transportation policy making and transportation planning have been narrowly focused on traffic congestion. Previous surface transportation bills have called for "managing," "reducing," or "alleviating" congestion. Despite significant investment, congestion is worse than ever.

Congestion is an issue for many Americans. As a result of sprawl and increased driving, congestion in our nation's metropolitan areas is bad and getting worse, wasting fuel and time, and impairing economic vitality. Further, only a small portion of the U.S. population is able to avoid congestion completely by taking public transit, walking or riding a bike.

Basis for These Proposals

However, the congestion problem has been oversimplified. Land development patterns and transportation interact with each other in complex ways. When new roadway capacity is built to reduce congestion, it has the unintended effect of encouraging low density development of outlying areas, which in turn produces more traffic. Research has shown that much of the capacity of new or expanded roadways is consumed, not by the traffic for which they were planned, but by new traffic produced by sprawling development.

The expenditure of trillions of dollars in the U.S. over the life of the modern highway program has added many thousands of miles of new roadway lanes. But this has not alleviated congestion. The metropolitan regions with the most aggressive freeway construction programs – Los Angeles, Phoenix and Houston, among others – have not been able to reduce per capita annual delay. Today, these same regions are engaged in aggressive plans to build public transit systems to give citizens the choice to opt out of congestion. Our policies have built vast roadway systems with vast amounts of traffic across ever-expanding urban regions. Unfortunately, these policies have also increased congestion.

Population Growth and Demographic Trends
The nation's population is forecast to increase by 40 percent over the first half of the 21st Century to a total of 420 million, leading to significantly heightened demands on an already burdened transportation system. At the same time, related demographic trends – aging and retirement of the Baby Boomers, rise of small and non-traditional households – will significantly increase demand for new housing located in compact mixed use areas in our cities, suburbs and towns – already a large and underserved market.

Our population will be older and demographers anticipate that aging Baby Boomers will drive less than their younger counterparts, though more than the 65 and over population drive today. In studies, many older people say they fear health problems that will make them unable to drive because that would mean they would have to move from their homes and neighborhoods. Many communities have been built without provisions for older people to age in place – getting to the store, healthcare facilities, family, and friends with ease without being required to drive.

Environmental Protection
Roads and streets represent massive infrastructure systems affecting vast areas of the American landscape. These facilities and the traffic they carry put pressure on our natural resources and our human environment.

Transportation impacts on water quality, air quality, wildlife habitat and migration corridors, along with many other effects, are acknowledged and much studied. However, while environmental laws and regulations have grown greatly over the past 50 years, the negative impact of transportation on our environment continues to be an important issue.

While federal legislation has done much to mitigate environmental degradation, the benefits of these efforts – especially in air quality and water quality – are gradually being consumed by fast growth in motor vehicle traffic and in the facilities that carry it.

V.
Public Health and Safety

V. Public Health and Safety

We believe: The surface transportation program should improve public health and safety.

Our Objectives

- √ Reduce the rate of **serious injuries and loss of life** on our nation's streets and highways for motorized and non-motorized travel.
- √ Ensure that **public health** issues are addressed in transportation investment decision making.
- √ Invest in transportation initiatives that improve the health and safety of our **children**.
- √ Expand transportation programs that offer options to the **elderly and disabled** so that driving is not the only option available in their communities.
- √ Make safe, convenient walking and bicycling the cornerstones of a higher quality of life in communities and neighborhoods and encourage a shift of short trips to these modes.
- √ Expand public transit and mixed-income transit-oriented development to improve access to health care and reduce time and environmental pollution associated with high daily per capita VMT.

Here's How

1. Set specific national targets for safety improvement, particularly in walking and bicycling, as part of the **National Transportation Objectives**.
2. Revise the current Safety Program to better reflect the risks to bicyclists and pedestrians; and increase the level of commitment to **Safe Routes to School**.
3. Make **Active Transportation** a mandatory design and project eligibility criterion for all surface transportation programs.
4. Formalize **Context Sensitive Design and Solutions** as required elements of program and project development. Provide updated design guidance for well-connected, sustainable street design.
5. Make **Health Impact Assessments** (HIAs) mandatory evaluation elements of transportation environmental impact statements and environmental assessments; account for direct and indirect economic impacts of health burdens and benefits.

Here's How

6. Increase the funding for **paratransit** and other specialized services for the elderly and disabled that improve their access to services and local destinations.

7. Reduce and mitigate the health impacts associated with the location of highways, diesel rail lines, and freight facilities near residential areas.

8. Rewrite the air quality "**conformity**" provisions and the **Congestion Mitigation and Air Quality** (CMAQ) program to improve simplicity and efficacy in selecting better projects.

Basis for These Proposals

Public Health
Increased reliance on autos as the primary mode of transportation contributes to a host of negative health impacts in addition to the immediate health consequences of traffic accidents. These impacts include increased incidence of obesity, cardiovascular disease, diabetes, asthma and lung disease, among others. Two principal factors are at work here.

First, the trend toward built environments that are dominated by large streets and heavy traffic has discouraged active living in most of our neighborhoods. People (especially children) do not walk or bicycle as much as they did thirty years ago. Research over the past decade has confirmed that the way we have been building our neighborhoods, business districts and schools is reducing our physical activity, and that in turn is adversely affecting our health.

Second, increased traffic is harming public health by exposing people to high levels of air pollution. For example, people who suffer from asthma and live near heavy vehicular traffic are nearly three times more likely to visit the emergency department or be hospitalized for their condition than those with less traffic exposure. Moreover, living in areas exposed to heavy traffic is a burden borne disproportionately by people in low income, under-served communities and by communities of color.

This is a critical economic issue. Annual health care costs in the U.S. total $2 trillion. Health care costs are a leading cause of bankruptcy for individuals and families. Many of the diseases that drive these statistics are directly affected by transportation and land use decisions and could be mitigated by active living, improvements in air quality and improvements in traffic safety.

Safety
Traffic crashes take a significant toll on Americans. Over the last two decades, traffic deaths have hovered around 43,000 per year, about 5,000 of whom are bicyclists or pedestrians. Motor vehicle accidents are the leading cause of death for Americans aged three to 33 and 2.5 million people are injured on our roads each year.

This toll affects our nation's economy. According to research conducted for the American Automobile Association (AAA), auto accidents cost each American more than $1,000 a year. Traffic accidents in total cost the U.S. economy $164 billion annually.

We have taken major strides nationally to improve traffic safety. Drunk driving laws, driver education programs, increased law enforcement, seat belts, and airbags are just a few of the positive steps taken. However, we have not yet seriously addressed the relationship between traffic volume, traffic speed and motor vehicle accidents, injuries and deaths.

VI.
Funding a 21st Century Transportation System

VI. Funding a 21st Century Transportation System

We believe: New or increased revenue sources for the federal surface transportation program should be equitable, consistent with national goals, and sustainable over the long term.

Our Objectives

- √ Develop revenue sources sufficient to fund the levels of investment called for in this Platform.
- √ Choose **long term revenue** sources that are not dependent on petroleum consumption and are **consistent** with the nation's energy, climate change and economic goals.
- √ Allocate the financial burden of new or increased revenues **equitably** across income groups.
- √ Ensure that revenue sources **reward energy efficiency**, are closely linked with actual transportation system use, and **allocate user costs fairly** across modes and vehicle types.
- √ Involve the private sector in transportation funding in a responsible manner that ensures long term public benefit and **protects public assets**.

Here's How

1. Require a **direct connection between support for new revenue sources and the priorities** called for in this Platform: development of modern urban transit systems; development of an intercity rail passenger system; and redirection of the roads and streets programs into "state of good repair." **Do not allow a general across-the-board increase** in transportation funding that continues the single mode, highway-only orientation inherent in the surface transportation program over the past 50 years.
2. Use **fuel tax increases as interim stopgap measures** only. Begin setting the stage for a new set of **sustainable and equitable funding sources**. Consider the potential for a national VMT tax as a key long term basis for funding surface transportation by requiring appropriate equipment in new vehicles and service station fueling devices and by funding continuing technical research and development with the intent that a VMT tax potentially could be implemented in the next update of surface transportation authorization legislation.
3. Dedicate that portion of proceeds from a national **cap and trade system or a carbon tax** that are derived from mobile surface transportation sources to funding those components of the surface transportation program that will reduce greenhouse gas emissions.

Here's How, Continued

4. Establish a **National Infrastructure and Transportation Bank** to monetize tax increment financing and private sector value capture benefits for capital improvements.

5. Provide clear guidance for **public-private partnerships (PPP)**, including toll facilities, congestion pricing systems, turnkey projects, and privatization of public infrastructure. Require that PPP business deals conform to the following principles:
   - Ensure complete **transparency** of all business deals and an open public review process;
   - Retain **public control** over decisions about transportation planning and management;
   - Guarantee **fair value** so that facilities and future toll revenues are not sold off at a discount;
   - Protect the public interest in **location efficient development** patterns, in reducing **greenhouse gas emissions**, and in protecting the **environment**; and,
   - Ensure full **political accountability** for outcomes.

Basis for These Proposals

Transportation Revenue Sources
Motor fuel taxes have been the principal source of highway funding for the last 80 years, although other revenue sources are prominent in the funding of local roads and transit.

As fuel prices have rapidly escalated since 2006, the US has begun to see the first sustained decline in national daily vehicle miles of travel (VMT) since before World War II. This has aggravated a problem that was already anticipated: receipts to the Federal Highway Trust Fund have not been enough to support the contract obligations authorized by Congress through SAFETEA-LU and recent appropriations bills.

Now, with VMT below forecast, fuel tax revenues are even lower than expected, with the result that the gap between authorization levels and income has arrived sooner and in greater magnitude than originally forecast. In September 2008, Congress made an emergency appropriation of $8 billion from general funds to keep the Highway Trust Fund solvent through the end of calendar year 2008.

Whether this is a long term trend or not is difficult to predict. There is assuredly some amount of elasticity of motor vehicle travel in relation to gas prices, but in the past Americans have tended to increase their driving again once the initial "sticker shock" has passed. In the present case, however, it is also difficult to predict what will happen with future fuel prices. The underlying forces driving petroleum prices higher – economic growth in China, India and Third World nations, coupled with a leveling off of growth in worldwide petroleum production capacity – are not going to go away. A world recession could slow the trend but will not likely reverse it.

A surface transportation program that is dependent on petroleum consumption is a bad idea for many reasons. The original concept of the fuel tax as a user fee dedicated to road construction will be increasingly out-of-date in the 21st Century as the nation's surface transportation program becomes more multimodal, with a new emphasis on investments in urban rail transit and intercity high speed rail. Over-reliance on fuel taxes also makes the surface transportation program dependent on growth in petroleum consumption with the attendant economic, national security and climate change issues.

Continued reliance on increases in fuel purchases to grow revenue for transportation system investments is no longer good policy. Congress should begin the process of replacing the fuel tax with more sustainable revenue sources.

Transportation for America – Partners

Executive Committee

Reconnecting America
Smart Growth America
Action! For Regional Equity
America Bikes
American Public Health Association
Apollo Alliance
LOCUS – Responsible Real Estate Developer and Investors
National Housing Conference
National Association of City Transportation Officials
National Association of Realtors
National Resources Defense Council
PolicyLink
Surface Transportation Policy Partnership
Transit for Livable Communities
US PIRG

Elected Officials

U.S. Representative Diane Watson (Los Angeles, CA)
King County Executive Ron Sims (Seattle, WA)
City of Missoula Mayor's Office (MT)

National Groups

Smart Growth America (co-chair)
Reconnecting America (co-chair)
The Surface Transportation Policy Partnership
PolicyLink
Amalgamated Transit Union
America 2050
America Bikes
The American Institute of Architects
America Walks
American Public Health Association
Apollo Alliance
BOMA International
CEOs for Cities
Center for Neighborhood Technology
Coalition on Regional Equity (CORE)
Congress for the New Urbanism
Enterprise Community Partners
Environment America
Environmental & Energy Study Institute (EESI)
Environmental Defense Fund
Fresh Energy
Holland & Knight
Housing Preservation Project
Jonathan Rose Companies
League of Conservation Voters
Local Initiative Support Corporation (LISC)
LOCUS: Responsible Real Estate Developers and Investors

State, Regional, and Local Groups

1,000 Friends of Wisconsin (WI)
10,000 Friends of Pennsylvania (PA)
Action Committee for Transit (MD)
All Aboard Ohio (OH)
Action! For Regional Equity (MA)
Bike, Walk Ohio! (OH)
b'more mobile (MD)
Central Maryland Transportation Alliance (MD)
Citizens for Progressive Transit (GA)
CNU New York (NY)
Connecticut Fund for the Environment(CT)
Council of Senior Centers & Services
Elm City Cycling
Dane Alliance for Rational Transportation (DART)
Environmental Law and Policy Center
FRESC: Good Jobs, Strong Communities
Georgia Conservancy (GA)
Georgia PIRG (GA)
Greater Baltimore Committee (MD)
Greenbelt Alliance (CA)
Green Millennium
Green Wheels (CA)
Growsmart Maine (ME)
Growth And Justice (MN)
Houston Tomorrow (TX)
Livable Communities Coalition (GA)
Los Angeles County Bicycle Coalition (CA)
Los Angeles Walks (CA)

Main Street Project
National Association of Local Boards of Health (NALBOH)
National Association of City Transportation Officials
National Association of County and City Health Officials (NACCHO)
National Association of Realtors
National Center for Bicycling & Walking
National Coalition for Promoting Physical Activity
National Housing Conference
National Housing Trust
Natural Resources Defense Council
National Recreation and Park Association
Project for Public Spaces
Sam Schwartz Engineering, PLLC
Stewards of Affordable Housing for the Future
STV Inc
Transportation Equity Network (TEN)
Thunderhead Alliance
Trust for America's Health
U.S. Public Interest Research Group

Madison Area Bus Advocates (WI)
Massachusetts Smart Growth Alliance (MA)
Metropolitan Planning Council (IL)
Michigan Environmental Council (MI)
Michigan Suburbs Alliance (MI)
Missouri Bicycle Federation (MO)
Montana Smart Growth Coalition (MT)
New Jersey Future(NJ)
Northeast-Midwest Institute (NE & MW States)
Parry Transit
PenTrans (Pennsylvanians for Transportation Solutions, Inc.) (PA)
PennEnvironment (PA)
Plan It (NY)
Regional Transportation Authority (Chicago) (IL)
Regional Plan Association (NY-CT-NJ)
San Luis Obispo County Bicycle Coalition
Smart Growth Partnership
Sonoran Institute (Western States)
Southern Envirnonmental Law Center
SPUR
San Francisco Bicycle Coalition (CA)
The Transit Coalition (CA)
Transit for Livable Communities (MN)
TransForm (Formerly TALC)
Tri-State Transportation Campaign (NYC)
Urban Habitat
Utah Transit Authority (UT)
Vision Long Island (NY)
Washington Area Bicyclist Association (DC)
WALKSacramento (CA)