

 **Metro** | *Agenda*

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, January 15, 2009
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 Joint MPAC/JPACT Minutes for October 22, 2008 | |
| | * | Consideration of the Joint MPAC/JPACT Minutes for November 12, 2008 | |
| | * | Consideration of the Joint MPAC/JPACT Minutes for December 10, 2008 | |
| | * | Consideration of the JPACT Minutes for December 11, 2008 | |
| | ** | Consideration of the JPACT Minutes for January 8, 2009 | |
| | 6. | <u>ACTION ITEMS</u> | |
| 7:45 AM | 6.1 | * High Capacity Transit Screened Corridors and Evaluation Criteria –
<u>APPROVAL REQUESTED</u> | Tony Mendoza |
| 7:55 AM | 6.2 | * Resolution No. 09-4016, For the Purpose of Approving the Federal Priorities
– <u>APPROVAL REQUESTED</u> | Andy Cotugno |
| | 7. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 8:15 AM | 7.1 | * Report/Debrief on the 2008 Joint MPAC/JPACT Meetings – <u>DISCUSSION</u> | Andy Cotugno
Robin McArthur |
| 8:45 AM | 8. | ADJOURN | Rex Burkholder, Chair |

* Material available electronically.
** Material to be e-mailed 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.*

2009 JPACT Work Program

1/8/09

<p><u>January 8, 2009 – Additional Meeting</u></p> <ul style="list-style-type: none"> • Federal Priorities and Project List • Res. No. 08-4013, For the Purpose of Endorsing the Transportation for America Platform – Action • Regional Economic Stimulus Bill - Discussion <p><u>January 15th – Regular Meeting</u></p> <ul style="list-style-type: none"> • HCT Evaluation Criteria and Screened Corridors – Action • Adopt regional position of federal reauthorization policy and projects – Action • Report/Debrief on 2009 Joint MPAC/JPACT meetings – Discussion • Economic Stimulus Bill 	<p><u>February 6, 2009 – JPACT Retreat</u> Location TBD from 8 – 1 p.m.</p> <ul style="list-style-type: none"> • Frame RTP Investment Strategy Principles and Funding Framework – Discussion • 2009 Work Program • Washington Visit • Greatest Places Update <p><u>February 12th – Regular Meeting</u></p> <ul style="list-style-type: none"> • Resolution No. 09-4018, For the Purpose of Consideration of the Regional Travel Options Program Work Plan and Funding Suballocations for Fiscal Year 09-10 – Action • Report on Federal Quadrennial Certification <p><u>February 12th – Joint JPACT/Council Hearing on MTIP</u></p>
<p><u>March 5, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Final MTIP Regional Flexible Fund Approval – Action • Confirm RTP Investment Strategy and Financing Framework – Action <p><u>March 10-12th</u></p> <ul style="list-style-type: none"> • Washington, DC Trip 	<p><u>April 9, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Portland Metropolitan Area Compliance with Federal Transportation Planning Requirements – Certification • Federal Fiscal Year 2010 Unified Planning Work Program – Adoption • Recommended HCT Priorities and Draft Plan – Information and Discussion • UPWP - Action
<p><u>May 14, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Direction on Regional Funding Package • Recommended RTP Investment Strategy – Discussion • Recommended HCT Priorities and Draft Plan – Information and Discussion 	<p><u>June 11, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Direction on Recommended RTP Investment Strategy and Plan Elements • 2010 TriMet Transit Investment Plan – Review/Comment
<p><u>July 9, 2009 Regular Meeting</u></p>	<p><u>August 13, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt air quality conformity analysis of 2010-13 MTIP • Adopt 2010-13 MTIP
<p><u>September 10, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Release Draft RTP for Public Review – Action 	<p><u>October 8, 2009 – Regular Meeting</u></p>
<p><u>November 12, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Draft RTP – Discussion 	<p><u>December 10, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt 2035 RTP, Pending Air Quality Conformity – Action

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
- Status Reports from TOD, RTO, ITS
- Freight System Plan Adoption
- TSMO



METRO

**Metro Policy Advisory Committee (MPAC)
and Joint Policy Advisory Committee on Transportation Committee (JPACT)**

**Joint Meeting
MINUTES**

November 12, 2008

5 to 7 p.m.

Oregon Convention Center
Portland Ballroom (Rm. 256)

MPAC PRESENT

Alice Norris, Chair
Tom Brian, Vice Chair
Shane Bemis, Second Vice Chair
Pat Campbell
Shirley Craddick
Nathalie Darcy
Craig Dirksen
Dave Fuller
Judie Hammerstad
Carl Hosticka
Laura Hudson
Dick Jones
Richard Kidd
Norm King
Charlotte Lehan
Don McCarthy
Rod Park
Michelle Poyourow
Martha Schrader
Rick Van Beveren
Richard Whitman

AFFILIATION

City of Oregon City, representing Clackamas Co. 2nd Largest City
Washington Co. Commission
City of Gresham, representing Multnomah Co. 2nd Largest City
City of Vancouver
City of Gresham, representing Multnomah Co. 2nd Largest City
Washington Co. Citizen
City of Tigard, representing Washington Co. Other Cities
City of Wood Village, representing Multnomah Co. Other Cities
City of Lake Oswego, representing Clackamas Co. Largest City
Metro Council
City of Vancouver
Clackamas Co. Special Districts
City of Forest Grove, representing Washington Co. Other Cities
City of West Linn, representing Clackamas Co. Other Cities
City of Wilsonville, representing Clackamas Co. Other Cities
Multnomah Co. Special Districts
Metro Council
Multnomah Co. Citizen
Clackamas Co. Commission
TriMet Board of Directors
Oregon Dept. of Land Conservation & Development

JPACT PRESENT

Rex Burkholder, Chair
Robert Liberty, Vice Chair
James Bernard
Nina DeConcini
Kathryn Harrington
Donna Jordan
Lynn Peterson
Roy Rogers
Paul Thalhofer
Ted Wheeler

AFFILIATION

Metro Council
Metro Council
City of Milwaukie, representing Cities of Clackamas Co.
Oregon DEQ
Metro Council
City of Lake Oswego, representing Cities of Clackamas Co.
Clackamas Co.
Washington Co.
City of Troutdale, representing Cities of Multnomah Co.
Multnomah Co.

OTHER ELECTED OFFICIALS

Bill Bash
Amanda Fritz
Diane McKeel
Marc San Soucie
Judy Shiprack

AFFILIATION

City of Cornelius, Mayor
City of Portland, Commissioner-elect
Multnomah Co., Commissioner-elect
City of Beaverton, Councilor-elect
Multnomah Co., Commissioner-elect

1. PURPOSE AND CONTEXT

Facilitator Michael Jordan called the meeting to order at 5:06 p.m. Mr. Jordan welcomed MPAC and JPACT members, alternates and newly elected and/or re-elected officials.

Over the next two years, the region will be faced with important decisions on how to shape its growth over the next 20 to 50 years. To help inform these decisions, MPAC and JPACT (as well as various elected officials and staff) have united in a series of meetings to address how our local and regional choices, with regard to different land use and transportation investment strategies, can result in different outcomes. These meetings provide the committees with an opportunity to collectively weigh in on the risks, benefits and trade-offs of the different investment choices.

The November 12th meeting, focused on transportation investment scenarios, was the second meeting in the three part event series. The purpose of the meeting was to introduce attendees to four distinct transportation investment choices and provide an opportunity to evaluate and review the results of the scenarios on the region's air quality, land use and traffic patterns, and other effects, discuss policy implications and choices, and provide initial direction on elements to emphasized in the RTP investment strategy that will be developed in 2009. Preliminary direction provided by the region's policymakers will direct staff to select the right mix of transportation investments to pursue in the next round of analysis.

2. TRANSPORTATION INVESTMENT SCENARIO RESULTS

Mr. Andy Cotugno of Metro provided a presentation on the Regional Transportation Plan (RTP) "Cause and Effect" scenarios which link transportation and land use to the economy and environment. His presentation included information on:

- Choices for the Future (including urban form, transportation and investments)
- RTP Investment Strategy Direction
- Assumptions Overview
- RTP Scenarios
 - Current Plans and RTP: Reference Scenario
 - Concept A: Connectivity Scenario
 - Concept B: High Capacity Transit Scenario
 - Concept C: Throughways Scenario
 - Concept D: System Management Scenario
- Results
 - Overall System Cost
 - Housing Reacts to Congestion and Access
 - Jobs React to Congestion and Access
 - Air Quality Improvements
 - Greenhouse Gas Emissions Increase
 - Congestion and Delay Grow
 - Walking, Biking and Transit Trips Increase
 - Financial and Political Considerations
 - Environmental, Community and Economic Considerations

(The complete presentation is included as part of the meeting record.)

3. DISCUSSION AND PREFERENCE POLLING OF TRANSPORTATION INVESTMENT SCENARIOS

Mr. Walt Roberts, of The Performance Center, polled attendees on:

- Each scenario's level of difficulty to implement and their ability to achieve local and regional goals for air quality, greenhouse gases, community development and the economy. Members rated each scenario on financial and political feasibility and environmental, community and economic considerations.
- The attendees' view of how the region should adjust its emphasis (from the Reference scenario) for each activity to better address transportation issues and needs. Members provided responses on:
 - Land use strategies
 - System operations and maintenance strategies
 - Transit Service
 - Intelligent Transportation System (ITS) strategies
 - Access management strategies
 - Trip reduction and traveler information strategies
 - Tolling strategies
 - Parking management and pricing strategies
 - Bike, pedestrian and trail connections
 - High Capacity Transit (HCT)
 - Road and bridge capacity
 - Throughway capacity
 - Freight rail connections
- The attendees' view of how to adjust the emphasis for each strategy in comparison to their understanding of the current level of effort for the reference scenario. Members were polled on:
 - Focus on local ability to fund transportation
 - Focus on regional ability to fund transportation
 - Pursue more public private funding partnerships
 - Leverage state legislative delegation and state lobbying efforts
 - Leverage U.S. Congressional Team and federal lobbying efforts

Information received from the polling exercise will provide staff with a preliminary read on how to direct energy and resources to accomplish the region's desired outcomes as they begin to develop the RTP Investment Strategy in 2009. The actions and strategies selected could help protect the investments the region has already made and move the region closer to achieving the vision embodied in the 2040 Growth Concept. (The complete list of polling questions and responses are included as part of the meeting record.)

Committee discussion included:

- Methods for reducing greenhouse gases (e.g. technology and land use and transportation forms).
- The interconnectedness of political and financial feasibility; specifically in regards to the Concept D: System Management Scenario. In addition, members addressed public verses private partnerships.
- Concept B: High Capacity Transit Scenario's high economic consideration rating by attendees. In addition, HCT's ability to provide congestion relief, job creation, freight movement, safety and light rail's popularity.
- Demand management programs including parking programs and arterial signals.

4. SUMMARY AND NEXT STEPS

Committee members will have an opportunity to provide feedback on land use and transportation strategies at the December 10th Joint MPAC and JPACT meeting. Information gathered will help inform large policy decisions on the RTP, Urban and Rural Reserves and assist in development of the Urban Growth Report next year.

Mr. Jordan adjourned the meeting at 7:04 p.m.

Respectfully submitted,

Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR NOVEMBER 12, 2008

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.	PowerPoint	11/12/08	<i>RTP "Cause and Effect" Scenarios: Linking Transportation to Land Us, the Economy and the Environment" presented by Andy Cotugno</i>	111208jm-01
3.	Handout	11/12/08	<i>Discussion and Keypad Polling Worksheet (Questions 4-8 and 9-10)</i>	111208jmj-02
	Report	11/2008	<i>Choices: Transportation Investment Scenarios discussion guide</i>	111208jm-03
	Memo / Charts	10/30/08	To: Metro Councilors, MPAC, JPACT, MTAC From: Sherry Oeser RE: Joint MPAC/JPACT October 22 Meeting Polling Summary	111208jm-04
	Report	11/2008	<i>Choices: Land Use and Investment Scenarios discussion guide</i>	111208jm-05



METRO

**Metro Policy Advisory Committee (MPAC)
and Joint Policy Advisory Committee on Transportation Committee (JPACT)**

Joint Meeting

MINUTES

December 10, 2008

4 to 7 p.m.

Oregon Convention Center
Portland Ballroom (Rm. 256)

MPAC MEMBERS PRESENT

Alice Norris, Chair
Tom Brian, Vice Chair
Shane Bemis, Second Vice Chair
Pat Campbell
Craig Dirksen
Dave Fuller
Judie Hammerstad
Carl Hosticka
Dick Jones
Richard Kidd
Charlotte Lehan
Donald McCarthy
Rod Park
Wilda Parks
Michelle Poyourow
Richard Whitman

AFFILIATION

City of Oregon City, representing Clackamas Co. 2nd Largest City
Washington Co. Commission
City of Gresham, representing Multnomah Co. 2nd Largest City
City of Vancouver
City of Tigard, representing Washington Co. Other Cities
City of Wood Village, representing Multnomah Co. Other Cities
City of Lake Oswego, representing Clackamas Co. Largest City
Metro Council
Clackamas Co. Special Districts
City of Forest Grove, representing Washington Co. Other Cities
City of Wilsonville, representing Clackamas Co. Other Cities
Multnomah Co. Special Districts
Metro Council
Clackamas Co. Citizen
Multnomah Co. Citizen
Oregon Dept. of Land Conservation & Development

JPACT MEMBERS PRESENT

Rex Burkholder, Chair
Robert Liberty, Vice Chair
James Bernard
Rob Drake
Fred Hansen
Kathryn Harrington
Donna Jordan
Royce Pollard
Lynn Peterson
Steve Stuart

AFFILIATION

Metro Council
Metro Council
City of Milwaukie, representing Cities of Clackamas Co.
City of Beaverton, representing Cities of Washington Co.
Tri-Met
Metro Council
City of Lake Oswego, representing Cities of Clackamas Co.
City of Vancouver
Clackamas Co.
Clark Co.

ELECTED OFFICIALS PRESENT

Bill Bash

AFFILIATION

City of Cornelius, Mayor

Amanda Fritz
Keith Mays
Marc San Soucie
Jerry Willy

City of Portland, Commissioner-elect
City of Sherwood, Mayor
City of Beaverton, Councilor-elect
City of Hillsboro, Mayor-elect

1. PURPOSE AND CONTEXT

Facilitator Michael Jordan called the meeting to order at 4:08 p.m. Mr. Jordan welcomed MPAC and JPACT members, alternates and newly elected and/or re-elected officials.

Mr. Jordan reiterated that this region faces important decisions over the next two years that will shape how we grow for the next 20 to 50 years. How we grow and what our communities look like will result from decisions made on the local and regional level. This series of joint meetings allows MPAC and JPACT to collectively weigh the risks, benefits and trade-offs of different choices. The two previous meetings on October 22nd and November 12th focused first on land use and then on transportation investments and both of their roles in sustaining great communities.

The December 10th meeting was aimed at confirming and clarifying what was heard in previous meetings and seeking more input on different tools and strategies. The meeting was intended to receive *guidance* from committee members and interested parties on how Metro should proceed in transportation and land use policy.

2. TRANSPORTATION INVESTMENT SCENARIO RESULTS

Mr. Andy Cotugno of Metro provided a presentation about linking transportation, land use, the economy and the environment. His presentation included information on:

- Key decisions ahead on the local and regional level.
- Results from the two previous joint MPAC and JPACT meetings.
- Land use strategies and tools including:
 - Reference Case
 - Tight Urban Growth Boundary (UGB)
 - Infrastructure funding delays
 - Corridor amenity investments
 - Center amenity investments
 - Tight UGB and Center amenity investment
- Infrastructure in UGB expansion areas
- 2035 Regional Transportation Plan (RTP) funding assumptions including:
 - Federal and state spending continuing to decline
 - Local revenues are limited
 - Current RTP funding gap
 - Existing funding sources
 - New funding sources
- Climate Change
- Oregon Greenhouse Gas Goals

- The Climate Change Integration Group Final Report including:
 - Greenhouse gas sources in Oregon
 - Energy sources in Oregon
 - State forecasts
 - Overall recommendations
 - Land Use and Transportation sector recommendations

3. DISCUSSION AND PREFERENCE POLLING ON CONFIRMING THE RESULTS OF THE LAND USE AND TRANSPORTATION SCENARIOS MEETINGS AND OBTAINING FURTHER DIRECTION.

Mr. Walt Roberts, of the Performance Center, polled attendees on:

- How strongly they agree or disagree with the presumed results of previous joint meetings. Members provided response on:
 - Focusing growth in corridors and centers with the UGB as a tool
 - Investment strategies
 - Serving UGB expansion areas
 - Timing and availability of infrastructure finance
 - Changing zoning in centers
 - Targeting public investments
 - Pursuing new public financing tools
 - Zoning that protects interchange capacity
 - Parking management
 - Turning emphasis away from throughway capacity
 - Putting emphasis on High Capacity Transit.

The committees and attendees discussed the relationship between parking management and adequate public transportation and objection to a one size fits all cities assumption in regional land use and transportation planning.

- How strongly they agree or disagree with potential conditions for expanding the Urban Growth Boundary in the future. Members provided response concerning these circumstances:
 - Prior concept planning
 - Infrastructure finance planning
 - Governance
 - Supporting existing centers, corridors or employment areas
 - Measuring growth in recent UGB expansions
 - The “10-year lag”

The committees and attendees discussed implications of a less than 10 year-lag on the pace of UGB additions, UGB as a tool to bring development into centers and corridors, difficulty of pre-planned financing when farmers still own the land, advance planning leading to more efficiency and less need for land, basing expansion on whether the addition will create a more complete community, using urban reserve period as a planning period and the view that urban reserves have been unrealistic leaving expectations of land owners un-met.

- Planning size and scope is based on the level of funding available. Metro has made assumptions on how much funding will be available on the local, state and federal level. Committee members and attendees provided response on:
 - Local revenues
 - TriMet and Smart payroll taxes
 - Federal revenues
 - State gas tax
 - State vehicle registration fees

The committee and attendees discussed the gas tax as a diminishing resource and the gas tax speculation should focus on how much revenue will be brought in rather than the amount of the tax.

- Strategies to reduce the amount people drive:
 - System operations and maintenance strategies
 - Land use changes
 - Trip reduction and travel information strategies
 - Congestion pricing strategies
 - Parking management and pricing strategies
 - Intelligent Transportation System strategies
 - Bike, pedestrian and trail connections
 - Transit service
 - Incentives

The information obtained from this polling will provide staff with a short summary of committee member's preferences on issues regarding land use and transportation scenarios and investments. Chair Tom Brian of Washington County would like to stress that this polling is not a scientific example as information and opinions change frequently. He and the other committee members hope to work further with Metro to discuss specific goals within each committee.

4. SUMMARY AND NEXT STEPS

Committee members will be addressed at regular January meetings to confirm the direction provided to date by committee members and interested parties on the mix of land use and transportation strategies Metro should evaluate further. These meetings will help inform the big policy decisions Metro faces next year like adopting the RTP with a long-term funding strategy, creating urban and rural reserves and developing an urban growth report to accommodate growth over the next 20 years.

Mr. Michael Jordan thanked the following committee members that are either leaving their positions or changing roles: Mayor Tom Hughes, Mayor Judie Hammerstad, Mayor Rob Drake, Mayor Jim Bernard and Mayor Paul Thalhofer.

5. ADJOURN

Mr. Michael Jordan adjourned the meeting at 6:47 p.m.

Respectfully submitted,

Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR DECEMBER 10, 2008

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
1.0	Report	11/2008	Choices: Land Use and Investment Strategies	121008mj-01
1.0	Report	11/2008	Choices: Transportation Investment Scenarios	121008mj-02
1.0	Memo	12/8/2008	To: Metro Council, MPAC, JPACT From: Sherry Oeser Re: Summary of Polling Findings	121008mj-03
2.0	PowerPoint	12/10/2008	Making the Greatest Place: Linking Transportation, Land Use, the Economy and the Environment. Presented by Andy Cotugno	121008mj-04
2.0	Handout	12/10/2008	Joint MPAC/JPACT Meeting: Keypad Polling Questions	121008mj-05
2.0	Handout	Summer 2008	2035 Regional Transportation Plan: Transportation and climate Change	121008mj-06



METRO

Joint Policy Advisory Committee on Transportation

MINUTES

December 11, 2008

7:30 a.m. – 9:00 a.m.

Council Chambers

MEMBERS PRESENT

Don Wagner
Fred Hansen
Jason Tell
Kathryn Harrington
Lynn Peterson
Nina DeConcini
Paul Thalhofer
Rex Burkholder, Chair
Rob Drake
Robert Liberty
Roy Rogers
Sam Adams
Ted Wheeler

AFFILIATION

Washington Department of Transportation
TriMet
Oregon Department of Transportation
Metro Council
Clackamas County
Department of Environmental Quality
Cities of Multnomah County
Metro Council
City of Beaverton, Representing Cities of Washington Co.
Metro Council
Washington County
City of Portland
Multnomah County

MEMBERS EXCUSED

Bill Wyatt
Dick Pederson
Don Wagner
James Bernard
Royce Pollard
Steve Stuart

AFFILIATION

Port of Portland
Department of Environmental Quality
Washington Department of Transportation
City of Milwaukie, Representing Cities of Clackamas Co.
City of Vancouver
Clark County

ALTERNATES PRESENT

Dean Lookingbill
Donna Jordan

AFFILIATION

Representing City of Vancouver
City of Lake Oswego, Representing Cities of Clackamas Co.

STAFF

Andy Cotugno, Kelsey Newell, Amy Rose, Josh Naramore, Randy Tucker, Pat Emmerson,
Andy Shaw, Karen Withrow.

1. CALL TO ORDER

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

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS

There were none.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Rex Burkholder acknowledged and thanked Mayor Jim Bernard, Mayor Paul Thalhoffer, Mayor Rob Drake and Mayor Tom Hughes for their service on JPACT.

5. CONSENT AGENDA

Consideration of JPACT meeting minutes for November 13, 2008

MOTION: Councilor Kathryn Harrington moved to approve the consent agenda.

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

6. AGENDA ITEMS

6.1 Connecting Green Trails Systems

Mr. David Yaden of the Blue Ribbon Committee on Trails and Dr. Phil Wu of Kaiser Permanente Hospitals gave a presentation about non-motorized mobility in the Portland Metropolitan Region. The presentation included information concerning:

- Committee Charges
- Committee Members
- The German Marshall Fund study tour to Copenhagen and Amsterdam
- Safety Concerns
 - Perceived and objective
 - Separation from motorized transportation
- Accelerating Trails Development
 - Specifically by pushing trails and on-street routes as a mobility strategy
- Returns on Investments
- Strategies
- Setting Priorities
- Funding Requests

The next steps in connecting green trails systems are to continue to push the Rails to Trails

Conservancy's "2010 Campaign for active transportation" at the federal level, push for flexible funding from the State, continue to build individual trails and on-street routes and to create a caucus of elected leaders and leadership council to advocate for non-motorized transportation.

6.2 Metropolitan Transportation Involvement Program (MTIP): Direction on finalizing local project selection process

Ms. Pat Emmerson of Metro presented a summary of the public comment period that closed on December 1st. Ms. Emmerson reported that about 70% of the comments supported bike, trail and pedestrian improvements. A complete text of the public comments received will be available in January 2009.

Mr. Ted Leybold of Metro solicited input from the committee on how they would like to receive recommendations from TPAC on the allocation of regional flexible funding. The committee discussed the options of a single recommendation, multiple recommendations with clearly defined themes.

The committee agreed to receive a single recommendation from TPAC.

6.3 High Capacity Transit (HCT)

Mr. Tony Mendoza of Metro updated the committee on the High Capacity Transit (HCT) System Plans, screened corridors and evaluation criteria.

The screened corridors were determined through public input and are reflected in the Going Places: Regional High Capacity Transit Plan map in the High Capacity Transit System Plan Screening Criteria Update memo.

The evaluation criteria are based on broad outcome goals including community, environment, economy and deliverability. A full report of the evaluation framework used to select the HCT corridors is provided in the Detailed HCT Evaluation Framework memo.

The committee discussed the HCT corridors in the Portland Central City, possibility of subterranean lines, speed of lines, community building and the order of construction of the lines.

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

Mr. Randy Tucker of Metro briefed the committee on minor updates that were made to Resolution No. 08-4003. This resolution is an updated version of Resolution 08-3956, which passed in June 2008, and is intended to set regional priorities for transportation funds provided by the State of Oregon.

Changes and recommendations made to the resolution by Metro staff include:

- Addition of support for Governor Ted Kulongoski's proposed transportation funding package and addition of language highlighting the general components of the plan.

- The addition of language supporting least-cost decision making, non-motorized transportation and the local distribution formula.
- Staff concern with the imbalance between road and non-road transportation funding from the State of Oregon.
- Staff concern with the absence of bike and pedestrian facilities (“non-highway transportation infrastructure”) in the multimodal component of Governor Ted Kulongoski’s proposed transportation funding package.

The committee discussed local funding gaps and the viability of the gas tax.

MOTION: Mr. Fred Hansen moved, Mayor Drake seconded, to approve Resolution No. 08-4003.

ACTION TAKEN: With all in favor and one abstained (Tell), the motion passed.

6.5 Resolution No. 09-4016, For the Purpose of Approving the Federal Priorities

Mr. Andy Cotugno briefed the committee on changes made to Resolution No. 09-4016 which endorses a regional position on reauthorization of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). Changes highlighted included:

- Reinforcing the issue of economic stimulus and Portland’s leadership role nationwide.
- Placing more emphasis on Vehicle Miles Traveled fees.
- Endorsing the Federal Rails-to-Trails program.
- Emphasizing metro mobility and freight.
- Continuing and improving the New Starts/Small Starts program.

Chair Rex Burkholder requested that an additional JPACT meeting be held in order to discuss this item further. With no objections a special JPACT meeting was scheduled for January 8th, 2009 for the purpose of discussing Resolution No. 09-4016.

6.6 Resolution No. 08-4013, For the Purpose of Endorsing the Transportation for America Platform

MOTION: Commissioner Lynn Peterson moved, Mayor Drake seconded, to approve Resolution No. 08-4013.

ACTION TAKEN: With all in favor the motion passed. However, due to lack of a quorum the resolution will be reconsidered at the January 8th, 2009 JPACT meeting.

7. ADJOURN

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

Respectfully submitted,

Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR DECEMBER, 11 2008

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.1	Power Point	12/11/08	Non-Motorized Mobility Presented by David Yaden and Dr. Phillip Wu	121108j-01
6.2	Memo	12/08/08	To: JPACT, Metro Council and Interested Parties From: Ted Leybold Re: TPAC Recommendation: RFF Allocating Narrowing Process	121108j-02
6.2	Chart	N/A	2010-2013 Regional Flexible Fund (RFF)	121108j-03
6.2	Calendar	N/A	Calendar of Upcoming RFF activities	121108j-04
6.2	Report	12/2008	2010-13 RFF Allocation: Public Comment Executive Summary	121108j-05
6.3	Map	N/A	Going Places: Regional High Capacity Transit System Plan	121108j-06
6.3	Chart	11/25/08	HCT Screened Corridors	121108j-07
6.3	Chart	N/A	HCT Evaluation Framework	121108j-08
6.4	Resolution	N/A	Updated Resolution No. 08-4003	121108j-09
6.5	Chart	N/A	Updated Authorization Priorities to Resolution No. 09-4016.	121108j-10
6.5	Chart	N/A	Updated FY' 10 Appropriations Priorities to Resolution No. 09-4016.	121108j-11
6.5	Report	12/4/08	New Starts Small Starts Suggested Improvements	121108j-12
6.6	Resolution	N/A	Updates Resolution No. 08-4013	121108j-13



Date: January 7, 2009
To: JPACT
From: Tony Mendoza, Transit Project Analysis Manager
Re: High Capacity Transit (HCT) System Plan

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. Non-HCT transit is planned by TriMet, SMART and other transit providers. 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. The role of HCT within the region is being considered as part of this plan, including weighing the benefits of providing more localized direct access compared to faster, regional access.

Status

JPACT received an update of the HCT System Plan Dec. 11, 2008. The attached memos 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. The Evaluation Criteria will be finalized by Metro Council and applied to these screened corridors for prioritization.

Action

Consider for approval the screened corridors (Attachment 1, Figure 4 – page 7 of this packet) and evaluation criteria for prioritizing corridors (Attachment 2 – page 12 of this packet).

Next Steps

- Jan. 14, 2009: MPAC – Consider screened corridors and evaluation criteria.
- Jan. 15, 2009: JPACT – Consider screened corridors and evaluation criteria.
- Jan. 20, 2009: Metro Council work session – Discuss screened corridors and evaluation criteria.
- Feb. 10, 2009: Metro Council work session – Consider screened corridors and evaluation criteria.

Attachments:

Attachment 1: JPACT Memo: High Capacity Transit System Plan Screened Corridors, 1-6-09
Attachment 2: Detailed HCT Evaluation Framework – Draft for discussion, 1-6-09

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Portland, OR 97232-2736
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Date: January 7, 2009

To: JPACT

From: Tony Mendoza, Transit Project Analysis Manager

Re: Initial set of screened corridors for advancement through the evaluation process

The attached 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 was applied to the wide array of High Capacity Transit Corridors and System Improvements assembled for the RTP Scenario B¹ and suggested in stakeholder interviews, public workshops, and Metro Committee meetings that began in July 2008.

The Corridor Screening Results and the Evaluation Criteria were 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 4 and described in Figure 5.

Attachments:

- Figure 1 – Screening Criteria
- Figure 2 – Evaluation Framework diagram
- Figure 3 – Evaluation Time Frame
- Figure 4 – Initial Draft Map of Corridor Screening Results
- Figure 5 – Initial Draft List of Corridor Screening Results
- Figure 6 – Screening Results by Segment chart
- Figure 7 – Screening Results by Corridor chart

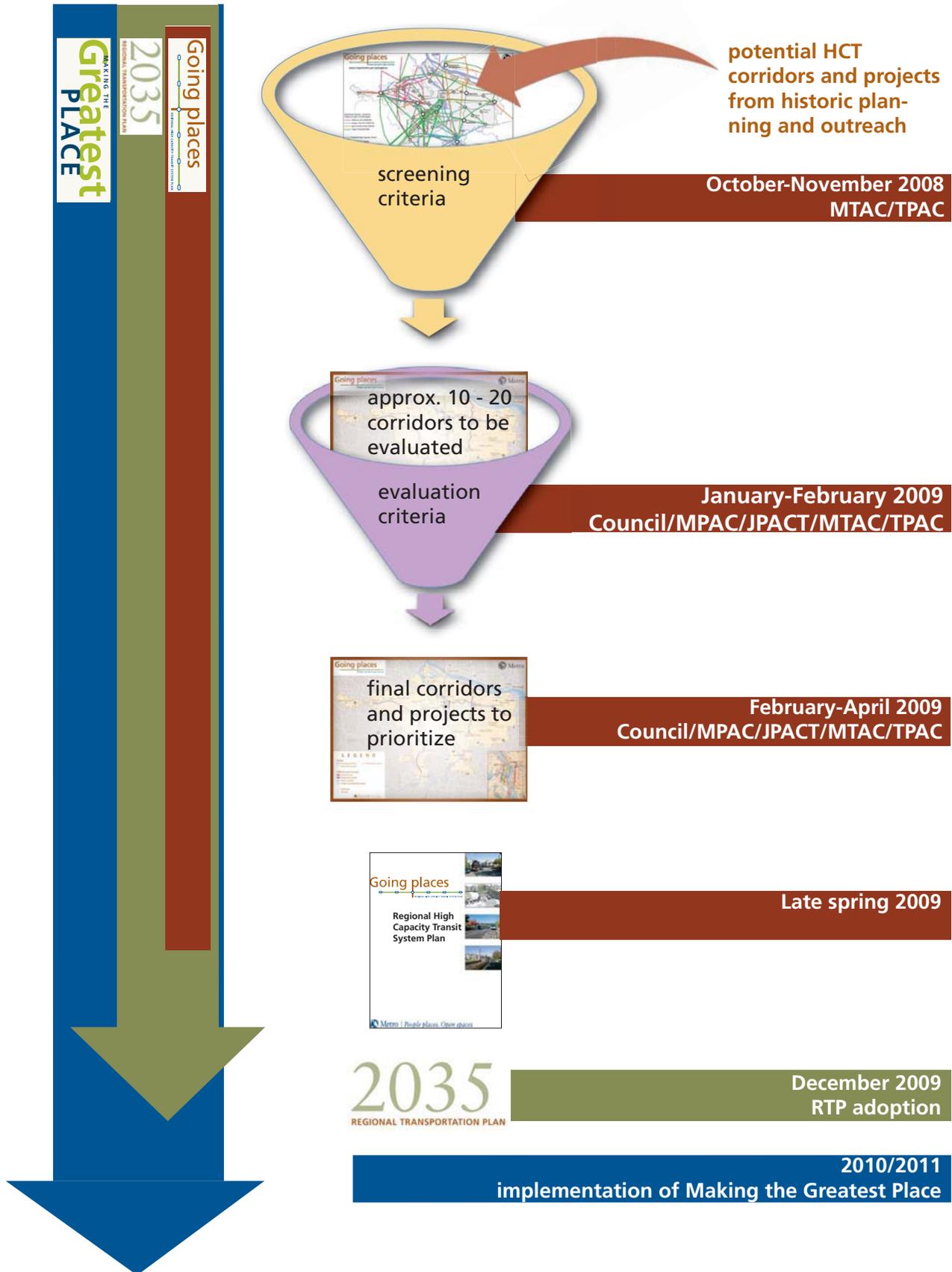
¹ Scenario B HCT improvements were gathered from the following sources: Region 2040 Concept, TriMet Transit Investment Plan (2007), RTP Federal Component (2007), and local jurisdiction comments received from TPAC/MTAC/JPACT/MPAC.

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	<ul style="list-style-type: none"> • Central city • Regional centers • Industrial areas • Freight and Passenger Intermodal facilities
		Medium	<ul style="list-style-type: none"> • Employment areas • Town centers • Station Communities • Corridors • Main Streets
		Low	<ul style="list-style-type: none"> • Inner neighborhoods • Outer neighborhoods

High Capacity Transit System Plan Evaluation framework



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

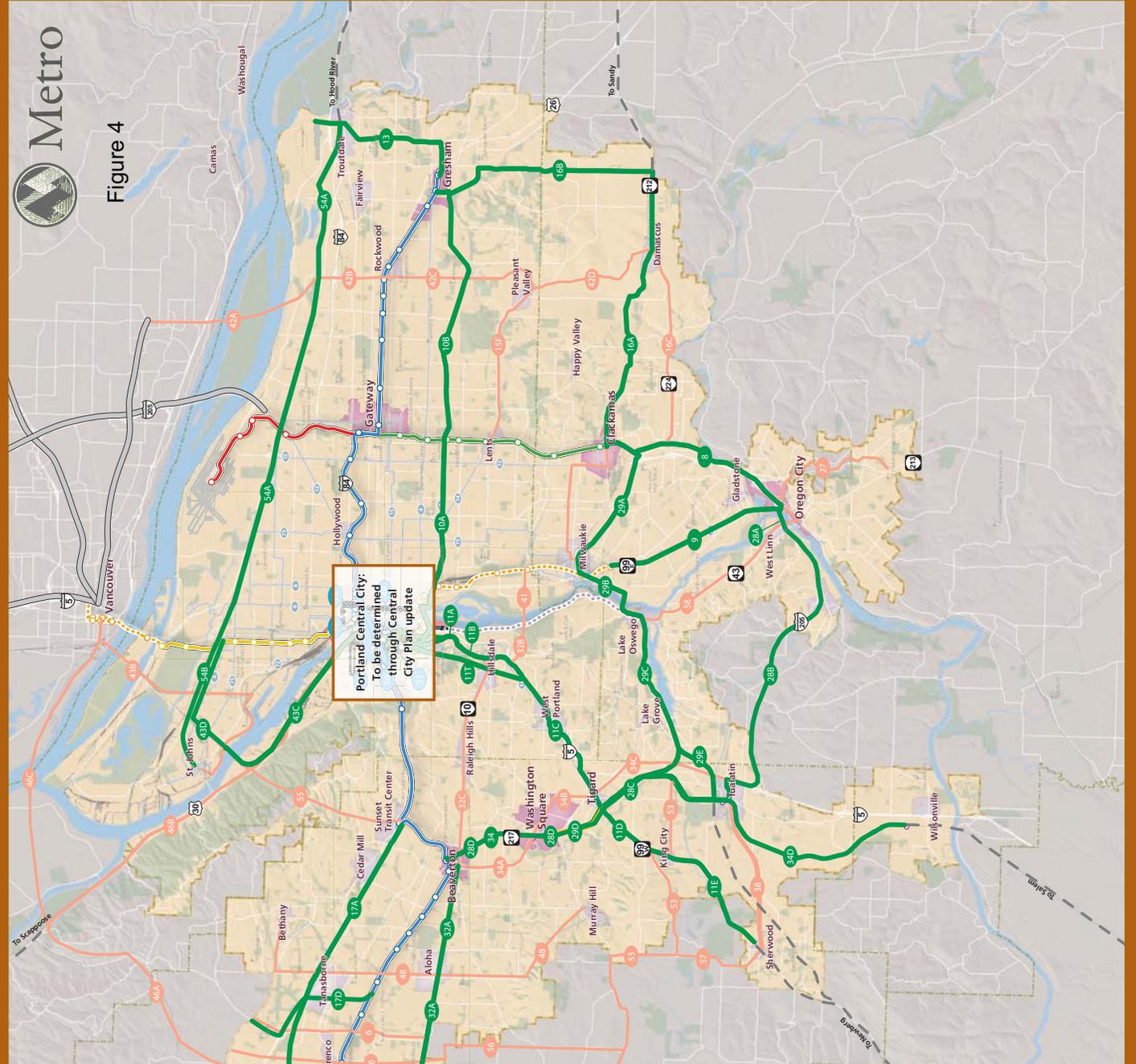
Figure 4

DISCUSSION DRAFT
01/06/2009

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

LEGEND

- | | |
|--|---|
| Transit | HCT* Corridors |
| - High Capacity Transit (2009) | - Corridors Recommended For Advancement |
| - Planned High Capacity Transit (adopted) | - Corridors Not Recommended For HCT Advancement |
| - Existing Frequent Bus Route | - RTC HCT Corridors |
| | - Potential Corridor Extensions (corridors extending to neighboring cities to be measured by travel demand) |
| 2040 Growth Concept | |
| - Central City | - Parks/Open Space |
| - Regional Center | - County Boundary |
| - Town Center | |
| - Urban Growth Boundary | |
| - Railroad | |
| - School | |
| | |
| *High Capacity Transit (HCT) can include: | |
| -Light Rail | |
| -Bus Rapid Transit | |
| -Rapid Streetcar | |
| -Commuter Rail | |



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/Subcommittee recommended for advancement
Corridor - staff/Subcommittee recommended for advancement
Corridor - staff/Subcommittee considered, but not recommended for advancement

Figure 6

Segment / Corridor ID	Segment / Corridor Name	Screening Results									
		1-3	1-5	1-5	1-5	1-3	1-3	1-3	1-3	1-5	1-5
		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	(Arber Glen to Tanasbourne)	Low	Medium	Low	Low-Medium	Medium	High	Low	Low	Medium-High	Low
8	(CTC - OCTC) via I-205	High	Low	Low	Low-Medium	Medium	Medium	Medium	Medium-High	High	Medium
9	(Park - OCTC) via McLoughlin	High	Low	Low	Low	Medium	Medium	Low	Low	High	High
10	(Portland Mall - Gresham) via Powell	High	Low-Medium	Low-Medium	Medium	Medium	Medium	High	High	High	High
10A	(Portland Mall - I-205) via Powell	High	High	Medium	High	Low	Medium	High	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	Medium	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	Medium
16	(CTC - Damascus)	Medium	Low-Medium	Low	Low	High	Medium	High	Medium-High	High	Low
16A	(CTC - Damascus) 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 - Damascus) via Hwy 212/224	Medium	Low-Medium	Low	Low	High	Medium	High	High	High	Medium
17	(STC - Hillsboro)	Low	Low-Medium	Low	Low-Medium	Medium	Medium	Low	Medium-High	High	Medium
17A	(Shute - St Vincent) via Evergreen/US26	Medium	Low-Medium	Low	Low	Medium	High	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	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	High	High	Low	Low	Medium	High
27	(Oregon City - Clackamas) - via Hwy213/RRROW	Low	Low	Low	Low	Medium	Medium	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	Medium	Low	Low	High	High	Medium
28B	(West Linn - Tualatin) via I-205	Low	Low-Medium	Low	Low	Medium	High	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	Medium	Medium	High	Medium-High	High	Medium
29A	(CTC - Milwaukie) via Hwy 224	Medium	Low-Medium	Low	Low-Medium	High	Medium	Low	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	High	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	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	Low	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 217/15	Low	Low	Low-Medium	Medium	Medium	High	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	Medium	High	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	1-3	1-5	1-5
		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 - Damascus) 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	High
46A	(Cornell to UPRR) via Com 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	(Com 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	Low	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
41F+32B+32C	(McCloughlin - 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

Figure 7

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	(Arber 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 McLaughlin	High	Low	Low	Low	Medium	Medium	High	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	High	High	High	High
12	(Hillsboro - Forest Grove)	Medium	Medium	Low	Low	High	Medium	High	Medium-High	High	Medium
13	(Gresham - Troutdale MHCO) 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	Medium	High	High
19	Bridge Improvements	High	High	High	High	Medium	High	Low	Low	Medium	High
27	(Oregon City - Clackamas) - via Hwy213/RRROW	Low	Low	Low	Low	Medium	Low	Medium	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
36	(Tualatin - Sherwood) via Sherwood Rd	Low	Low	Low	Low	Medium	High	Low	Medium	High	Low
41	(Lake O - McLaughlin 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	Low	Low	Low	High	High	Medium
48	(Murray Hill - Beithany)	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	High	Low	Medium	High
52	Downtown Everett/Glisan to 18th Ave	Low	High	High	High	Low	High	Medium	Low	Medium	High
53	(Hillsboro - Tualatin)	Low	Low	Low	Low	Medium	High	High	Medium	High	High
54	(Troutdale - St. Johns)	Low	Low	Low	Low	High	Low	High	Low	Medium-High	Medium
55	(Sunset TC - St. Johns)	High	Low	Low	Low	High	Low	High	High	High	Low
56	(Orono - 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	(McLaughlin - 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

memo

To HCT Team

Cc

From Steer Davies Gleave & Nelson\Nygaard

Date 6 January 2009

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 refined to a short list of corridors (~15) 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 streetcar¹ options may be identified and evaluated.

Therefore for each of the (~15) 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.

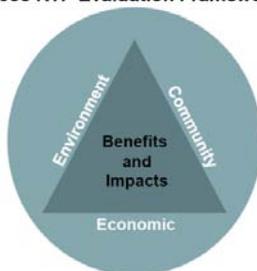
Supporting this iterative process will be the consideration of the system network effects, in order to ensure the definition of individual corridors does not result in precluding valuable opportunities for integration and delivering benefits due to the ‘whole being greater than the sum of the parts’.

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

2035 RTP Evaluation Framework



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

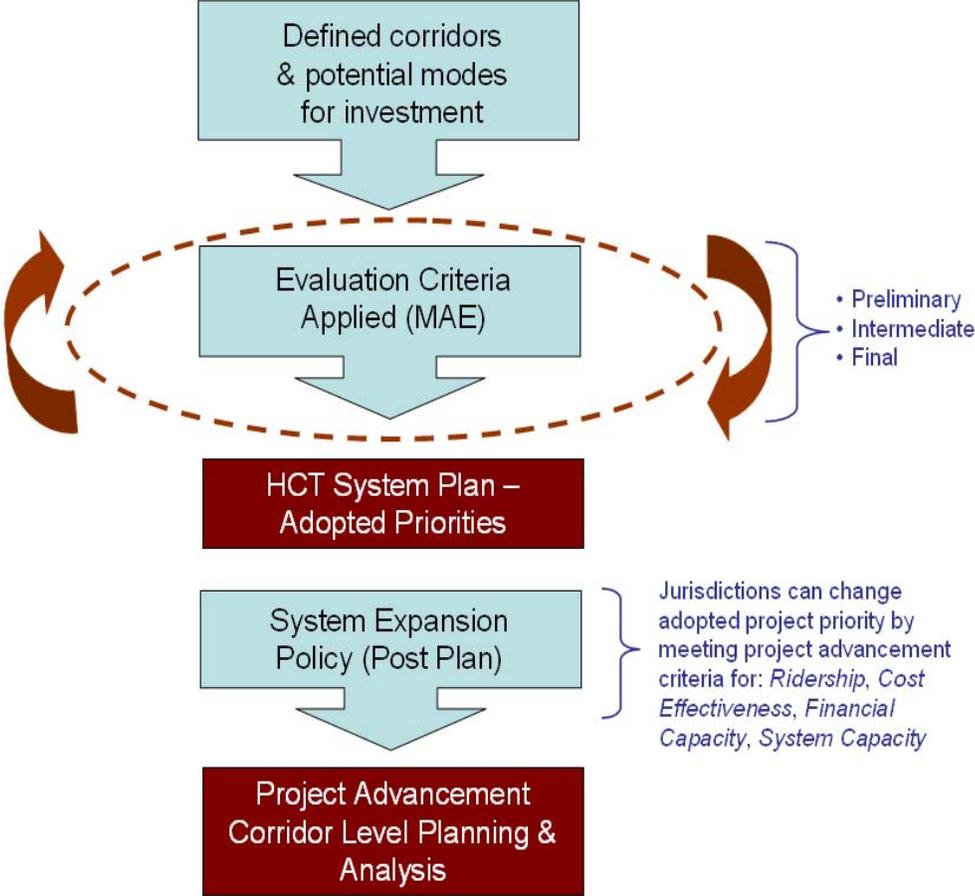


Figure 1 – MAE FRAMEWORK

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 <i>Local Aspirations</i> 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	<p>Identification of major activity centers served, e.g.</p> <ul style="list-style-type: none"> ■ Hospital & medical centers ■ Major retail sites ■ Major social service centers ■ Colleges / universities ■ Major Federal / State Government offices ■ Employers > 500 employees ■ 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	<ol style="list-style-type: none"> 1. Central City, Regional Centers, Industrial areas, Freight and Passenger Intermodal facilities 2. Employment areas, Town 	Rank based on Service to 2040 land use types, consistent with RTP for service types related to primary, secondary and other	Support Region 2040 land use designations based on RTP priority areas

COMMUNITY EVALUATION CATEGORY

Criteria	Measure	Role	Method
Transportation network integration - Transit	Centers, Station Communities, Corridors, Main Streets 3. Inner and Outer Neighborhoods Identification of full trip benefits due to integration with transit transfer centers and interchange opportunities	urban components. 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,	Census and Metro Transportation Equity Analysis for the RTP

COMMUNITY EVALUATION CATEGORY

Criteria	Measure	Role	Method
Safety	Qualitative, based on adherence to good design standards	disabled people, low car ownership. 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.



Date: Tuesday, January 6, 2009
To: MPAC and JPACT
From: Andy Cotugno, Metro
Re: Recap of direction from the Joint MPAC/JPACT meetings

In October, November and December, 2008 Metro staff organized a series of Joint JPACT/MPAC meetings to share information on land use and transportation choices for the future and asked a series of electronic polling questions on your preferences. This memo is intended to provide a synopsis of the major elements of direction that you provided. This direction will be taken into account as proposed land use and transportation policy direction is formulated.

1. Focus Growth in Centers and Corridors

- Use financial tools, targeted investments and amenities to encourage more development in centers and corridors.
- Maintain a tight UGB to direct market forces to centers and corridors.
- Reinforce local aspirations for development in downtowns, centers and corridors.
- Change local zoning to accommodate more development in centers and corridors.
- Implement parking management programs in centers served by high quality transit.

2. Employment and Industrial Areas

- Change local zoning to allow more jobs growth in employment and industrial areas.
- Target investments to improve or preserve freight access from industrial areas and intermodal facilities to the state highway system.
- Implement zoning restrictions to protect interchange capacity needed to serve freight access to industrial areas.

3. UGB Expansion

- Maintain a tight UGB to direct market forces to centers and corridors.
- Consider UGB expansion after concept planning is completed.
- Consider UGB expansion only after governance is agreed to.
- Consider UGB expansions that support an existing center, industrial or employment area.
- Consider UGB expansion only if there is significant progress in accommodating growth in centers, corridors, industrial areas, employment areas and recent UGB expansion areas.

4. Transportation

- There are differing opinions that the RTP should decrease our emphasis on improvements to the Throughway system but strong agreement that we should increase emphasis on improvements to non-auto alternatives.
- Address safety deficiencies on the Throughway system.
- Increase emphasis on expanding the High Capacity Transit (HCT) system.
- Change local zoning to allow more jobs and housing along HCT corridors.
- Complete bike and pedestrian connections to provide access the HCT system.
- Targeted investments and amenities should be implemented to encourage more development in areas served by HCT.
- Implement parking programs in centers served by HCT.
- Pursue state, regional and local funding to accelerate expansion of the HCT system.

5. Climate Change

- The region should be very proactive in developing land use and transportation strategies that reduce VMT to meet greenhouse gas emission reduction targets.
- Emphasize transit, land use, ITS and bike/pedestrian actions to reach State greenhouse gas reduction targets.



REVISED

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

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

Thursday, January 8, 2009 Additional JPACT meeting
Thursday, January 15, 2009 Regular JPACT meeting
Friday, February 6, 2009 JPACT Retreat*
Thursday, February 12, 2009 Regular JPACT meeting
Thursday, March 5, 2009 Regular JPACT meeting
~~Thursday, March 12, 2009 Regular JPACT meeting~~
Thursday, April 9, 2009 Regular JPACT meeting
Thursday, May 14, 2009 Regular JPACT meeting
Thursday, June 11, 2009 Regular JPACT meeting
Thursday, July 9, 2009 Regular JPACT meeting
Thursday, August 13, 2009 Regular JPACT meeting
Thursday, September 10, 2009 Regular JPACT meeting
Thursday, October 8, 2009 Regular JPACT meeting
Thursday, November 12, 2009 Regular JPACT meeting
Thursday, December 10, 2009 Regular JPACT meeting

*JPACT Retreat time and location to be determined.

Materials following this page were distributed at the meeting.

 **Metro** | *Agenda*

REVISED

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, January 15, 2009
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 Joint MPAC/JPACT Minutes for October 22, 2008 | |
| | * | Consideration of the Joint MPAC/JPACT Minutes for November 12, 2008 | |
| | * | Consideration of the Joint MPAC/JPACT Minutes for December 10, 2008 | |
| | * | Consideration of the JPACT Minutes for December 11, 2008 | |
| | ** | Consideration of the JPACT Minutes for January 8, 2009 | |
| 7:45 AM | 6 | * High Capacity Transit Screened Corridors and Evaluation Criteria –
<u>APPROVAL REQUESTED</u> | Tony Mendoza |
| 7:55 AM | 7. | * Resolution No. 09-4016, For the Purpose of Approving the Federal Priorities
– <u>APPROVAL REQUESTED</u> | Andy Cotugno |
| 8:15 AM | 8. | * Direction for Draft Regional Transportation Plan (RTP): Report/Debrief on
the 2008 Joint MPAC/JPACT Meetings – <u>DISCUSSION</u> | Andy Cotugno
Robin McArthur |
| 8:45 AM | 9. | Economic Stimulus – <ul style="list-style-type: none">• APPROVAL REQUESTED on Resolution to the Portland area congressional delegation• Direction to staff on project list | Andy Shaw |
| 9 AM | 10. | ADJOURN | Rex Burkholder, Chair |

* Material available electronically.
** Material to be e-mailed 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.*

2009 JPACT Work Program

1/15/09

<p><u>January 8, 2009 – Additional Meeting</u></p> <ul style="list-style-type: none"> • Federal Priorities and Project List • Res. No. 08-4013, For the Purpose of Endorsing the Transportation for America Platform – Action • Regional Economic Stimulus Bill - Discussion <p><u>January 15th – Regular Meeting</u></p> <ul style="list-style-type: none"> • HCT Evaluation Criteria and Screened Corridors – Action • Adopt regional position of federal reauthorization policy and projects – Action • Report/Debrief on 2009 Joint MPAC/JPACT meetings – Discussion • Economic Stimulus Bill 	<p><u>February 12th – Regular Meeting</u></p> <ul style="list-style-type: none"> • Resolution No. 09-4018, For the Purpose of Consideration of the Regional Travel Options Program Work Plan and Funding Suballocations for Fiscal Year 09-10 – Action • Report on Federal Quadrennial Certification • RTP Framework: TSMO Framework • Economic Stimulus <p><u>February 12th – Joint JPACT/Council Hearing on MTIP</u></p> <p>Location: Metro Council Chambers Time: 4 p.m. (Time Certain)</p>
<p><u>March 5, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Final MTIP Regional Flexible Fund Approval – Action • RTP Framework – Freight Framework • Economic Stimulus (MTIP Amendment) <p><u>March 2nd – Washington, DC Prep Meeting</u></p> <p>Location: Metro, Rm. 370A Time: 5 p.m.</p> <ul style="list-style-type: none"> • Final preparation for members attending the Washington, DC trip <p><u>March 10-12th</u></p> <ul style="list-style-type: none"> • Washington, DC Trip 	<p><u>April 9, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Portland Metropolitan Area Compliance with Federal Transportation Planning Requirements – Certification • Federal Fiscal Year 2010 Unified Planning Work Program – Adoption • Recommended HCT Priorities and Draft Plan – Information and Discussion • RTP Framework – Mobility Centers <p><u>Late April – Proposed JPACT Retreat or Special Meeting</u></p> <ul style="list-style-type: none"> • Greatest Places Initiative Status • RTP Framework: Funding Strategy
<p><u>May 14, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Direction on Regional Funding Package • Recommended HCT Priorities and Draft Plan – Information and Discussion • RTP Framework – Funding Strategy 	<p><u>June 11, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Direction on Recommended RTP Investment Strategy and Plan Elements • 2010 TriMet Transit Investment Plan – Review/Comment • RTP Framework – Funding Strategy
<p><u>July 9, 2009 Regular Meeting</u></p>	<p><u>August 13, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt air quality conformity analysis of 2010-13 MTIP • Adopt 2010-13 MTIP
<p><u>September 10, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Release Draft RTP for Public Review – Action 	<p><u>October 8, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Draft RTP – Discussion
<p><u>November 12, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Draft RTP – Discussion 	<p><u>December 10, 2009 – Regular Meeting</u></p> <ul style="list-style-type: none"> • Adopt 2035 RTP, Pending Air Quality Conformity – Action

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
- Status Reports from TOD, RTO, ITS
- Freight System Plan Adoption
- TSMO



METRO

**JOINT MEETING OF THE METRO POLICY ADVISORY COMMITTEE AND THE JOINT
POLICY ADVISORY COMMITTEE ON TRANSPORTATION
MINUTES**

October 22, 2008

5:00 – 7:00 p.m.

Oregon Convention Center, Portland Ballroom, Room 256
777 NE Martin Luther King Jr. Blvd., Portland, OR

MPAC MEMBERS PRESENT

Bob Austin
Jeff Cogen
Rob Drake
Dick Jones
Nathalie Darcy
Nick Fish
Dave Fuller
Charlotte Lehan
Alice Norris
Wilda Parks
Michelle Poyourow
Rick Van Beveren

AFFILIATION

Mayor, City of Estacada, representing City of Clack. Co. outside UGB
Commissioner, Multnomah County
Mayor, City of Beaverton, representing Wash. Co. 2nd Largest City
Oak Lodge Sanitary District, representing Clack. Co. Special Districts
Citizen, Washington County
Commissioner, City of Portland
Mayor, City of Wood Village, representing Mult. Co. Other Cities
Mayor, City of Wilsonville, representing Clackamas Co. Other Cities
Mayor, City of Oregon City, representing Clack. Co. 2nd Largest City
North Clack. Chamber of Commerce, representing Clack. Co. Citizen
Bicycle Transportation Alliance, representing Multnomah Co. Citizen
Reedville Center, LLC, representing TriMet Board of Directors

JPACT MEMBERS PRESENT

Jim Bernard
Rex Burkholder
Rob Drake
Kathryn Harrington
Robert Liberty
Lynn Peterson

AFFILIATION

Mayor, Milwaukie, representing Cities of Clackamas County
Metro Councilor, District 5
Mayor, City of Beaverton, representing Cities of Washington County
Metro Councilor, District 4
Metro Councilor, District 6
Chair, Washington County Board of Commissioners

MPAC MEMBERS EXCUSED

Ken Allen
Shane Bemis
Richard Burke
Pat Campbell
Andy Duyck
Judie Hammerstad
Tom Hughes
Richard Kidd
Cities Tom Potter
Sandra Ramaker
Martha Schrader
Steve Stuart
Richard Whitman

AFFILIATION

Oregon AFSCME Council 75, representing Port of Portland
Mayor, City of Gresham, representing Multnomah Co. 2nd Largest City
Tualatin Valley Water District, representing Wash. Co. Special Dist.
Councilor, City of Vancouver, Washington
Commissioner, Washington County
Mayor, City of Lake Oswego, representing Clack. Co. Largest City
Mayor, City of Hillsboro, representing Wash. County Largest City
Mayor, City of Forest Grove, representing Washington Co. Other
Mayor, City of Portland
Rockwood Water PUD, representing Multnomah Co. Special Districts
Commissioner, Clackamas County
Commissioner, Clark County, Washington
Oregon Department of Land Conservation and Development/Land
Conservation and Development Commission

Vacant Governing Body of School District
Vacant City in Washington County outside UGB

JPACT MEMBERS EXCUSED

	<u>AFFILIATION</u>
Sam Adams	Commissioner, City of Portland
Fred Hansen	TriMet
Dick Pedersen	Oregon Department of Environmental Quality
Royce Pollard	Mayor, City of Vancouver, Washington
Roy Rogers	Commissioner, Washington County
Steve Stuart	Commissioner, Clark County, Washington
Jason Tell	Oregon Department of Transportation
Paul Thalhoffer	Mayor, City of Troutdale, representing Cities of Clackamas County
Don Wagner	Washington Department of Transportation
Ted Wheeler	Chair, Multnomah County Board of Commissioners
Bill Wyatt	Port of Portland

MPAC ALTERNATES

PRESENT

	<u>AFFILIATION</u>
Tom Brian	Chair, Washington County Board of Commissioners
Craig Dirksen	Mayor, City of Tigard, representing Washington Co, Other Cities
Shirley Craddick	Councilor, City of Gresham, representing Mult. Co. 2 nd Largest City
Donna Jordan	Councilor, City of Lake Oswego, representing Clack. Co. Largest City
Clark Balfour	Tualatin Valley Water District, representing Wash. Co. Special Dist.

JPACT ALTERNATES

PRESENT

	<u>AFFILIATION</u>
Tom Brian	Chair, Washington County Board of Commissioners
Donna Jordan	Councilor, City of Lake Oswego, representing Cities of Clackamas Co.
Nina DeConcini	Oregon Department of Environmental Quality

METRO MPAC LIASONS PRESENT

Metro Councilor Carl Hosticka, District 3; Metro Councilor Carlotta Collette, District 2; and Metro Councilor Rod Park, District 1.

OTHER METRO COUNCILORS PRESENT

Metro Council President David Bragdon

METRO STAFF PRESENT

Dick Benner, Chris Deffebach, Pat Emmerson, Michael Jordan, Mike Hoglund, Kristen Lieber, Robin McArthur, Lake McTighe, Lisa Miles, Tim O'Brien, Sherry Oeser, Deena Platman, Kathryn Sofich, Ted Reid, Randy Tucker and Bridget Wieghart.

1. WELCOME

MPAC Chair Alice Norris, called the meeting to order at 5:06 p.m. This is the first of three joint meetings with MPAC and JPACT. She reviewed the speakers and topics discussed at the October 8, 2008 regional forum, "Is Business as Usual Good Enough?" DVDs of that meeting are available via Metro staff.

JPACT Chair and Metro Councilor Rex Burkholder explained why we are taking a different course than what was begun two years ago. That original course would have ended up on the rocks, so the group

made a choice to pursue a different course and recalibrate the “what” and “how we do it.” He reviewed the main topics to be covered at the three joint MPAC/JPACT meetings. The JPACT retreat last week looked at the short term funding strategies, and the agreement to work together as we go to the state and federal legislatures.

2. PURPOSE AND CONTEXT

Michael Jordan, Metro Chief Operating Officer, asked the JPACT and MPAC members to self-organize into fuller tables, to facilitate good discussion. He indicated that we are not making decisions tonight. Rather the point is to provide input on the scenarios. The scenarios are not meant to be anywhere near how they will finally end up. Hybrid scenarios will be developed and brought back in early 2009. Metro is required to prepare an Urban Growth Report. Tonight’s discussion is about your community, your aspirations, through your own community’s perspective, and not that of the region as a whole.

3. INTERACTIVE POLLING EXERCISE

4. LAND USE AND INVESTMENT SCENARIO RESULTS

5. DISCUSSION AND PREFERENCE POLLING OF DESIRED ELEMENTS OF AN INTEGRATED MIX OF LAND USE, TRANSPORTATION AND INVESTMENT STRATEGIES TO IMPLEMENT THE REGIONAL VISION

Andy Cotugno, Metro Policy Advisor, introduced the scenarios discussion using a Powerpoint presentation (a copy will be included in the permanent record). We are trying to isolate the cause and effect of a single land use action and get your reactions to what the results of that action are. At the next meeting, the land use items will be held constant and the transportation choices will vary. In the spring, they will look at a narrow range of choices, and make decisions by the end of 2009. Metro has made some course decisions, and now over time, they want to tailor it to the local communities.

We are trying to center growth in centers and corridors. Every center is unique. He introduced the activity spectrum developed to look at the elements of centers. He referred to the centers placards on display in the room.

In May, the committees compiled some broad categories of what makes a successful region. Now we want to specifically define those. He talked about the various categories of land use and displayed the 2040 Growth Concept map. He noted the trends and challenges that make up a rapidly changing landscape. We will need to be able to adapt as we go along. He talked about what a scenario can tell us, and how many demographic choices are mimicked in the model. He outlined five basic scenarios. He reviewed the assumptions of the reference scenario, including the population range forecast. In all scenarios the population is held stable. He referred to the public investments of the reference scenario. The model assumes programs in place now will continue to provide incentives now and into the future. The model also assumes urban growth boundary (UGB) expansion. He reviewed the state law requirement for providing growth capacity by making decisions about expanding the UGB every five years. In the model, they built in about a 10-year lag between when land is brought into the UGB and when it will actually be available for development.

He reviewed where growth would go under the reference scenario. Neighbor cities anticipated growth includes Clark County and Vancouver, Washington. The reference scenario shows about one third unused capacity in centers and corridors.

Michael Jordan introduced Ed Warnock, the consultant conducting the polling. The polling will be tallied based on respondents' roles, so they are asked to indicate if they are an MPAC or JPACT member or not. A copy of the questions presented in the PowerPoint presentation will be included in the permanent record.

Andy Cotugno introduced the second scenario: Tight UGB scenario. He reviewed the assumptions and findings of this scenario. The assumption about infrastructure refers to how much time it takes to provide the infrastructure needed to begin development. Those assumptions are not based on historical data.

Ed Warnock continued with the next set of polling questions. Infrastructure refers to the infrastructure needed to get building permits. Participants responded with electronic votes and the results were displayed.

Several members commented about spending in existing neighborhoods, and why they had voted for increasing infrastructure spending in existing neighborhoods. They talked about upzoning, partitioning lots, five-acre lots, etc.

Mr. Cotugno introduced the third scenario: Corridor amenity investment scenario. They picked out 15 corridors around the region to look at, and ways to make them more attractive. He reviewed the assumptions and findings for this scenario.

The fourth scenario is the center amenity investment scenario, looking at how effective investments in amenities are in regional centers for attracting more new households to centers.

Mr. Warnock continued with the next set of polling questions and participants responded with electronic votes. He then displayed the voting results. Participants discussed investment in centers for five minutes at each table.

Members reported from several tables on their discussions.

Mr. Cotugno introduced the first combined scenario, Center amenity investments plus tight UGB, and then reported the findings.

Mr. Warnock presented the next question, participants voted and results were displayed.

Mr. Jordan asked members to discuss two things: 1.) If you believe that investment in centers and corridors is important, where is the money to fund it? 2.) If the UGB is expanded, what is the spill-over effect to neighboring communities? Members discussed these questions for five minutes.

Members reported from several tables on their discussions. They raised the question about whether it was a bad thing for growth to go to neighboring communities. Members and visitors discussed the significance of growth in centers and the percentage of changes. Mr. Jordan said that in the next meeting about transportation scenarios, members will see a greater difference between the various assumptions.

Mr. Cotugno explained about the work that is proceeding on employment land. Results will be provided in the future as the work proceeds.

Mr. Cotugno referred participants to page 12 of the discussion guide, which looks at how the scenarios would compare by the year 2035. He noted that page 17 of the guide does not contain the right data. He

asked people to tear out page 17 and told members the correct information would be provided at another meeting.

Mr. Jordan invited members to comment on the process and Mr. Cotugno's question about how we know if we're doing any good or not, and what measures we should use.

One visitor commented that density is the answer to infrastructure needs. He noted that housing is expensive in areas of density. Tom Brian commented on the cost of public infrastructure, which did not include parks, schools, etc. Why can't we not create urban forms, even in expansion areas, and do it economically?

Gil Kelley, City of Portland Planning Director, responded to the housing affordability of units in the Pearl. He said density does not equal higher housing costs. He said it takes more work, but they can be made more affordable.

6. HIGHLIGHTS AND NEXT STEPS

Mr. Jordan thanked Metro staff for their preparation work and MPAC and JPACT members for their participation. He noted that in the past, JPACT and MPAC did not work so closely together. Mr. Jordan said that we are so far down the road now on the issues we are considering, compared to six years ago when facing the biggest UGB decision ever.

Mr. Warnock responded to a request to vote on whether the meeting was useful or not. Participants were encouraged to provide additional comments on the yellow cards, since the meeting did not allow time for all discussion.

There being no further business, Michael Jordan adjourned the meeting at 6:59 p.m.

Respectfully submitted,



Linnea Nelson
Executive Coordinator
Office of the Chief Operating Officer

ATTACHMENTS TO THE RECORD FOR OCTOBER 22, 2008

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

AGENDA ITEM	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
#4 Land use and Investment Scenario Results	10-22-2008	Powerpoint presentation by Andy Cotugno entitled Making the Greatest Place, "Cause & Effect" scenarios: preliminary results and implications	102208-MPAC-01
#4 Land use and Investment Scenario Results	October 2008	Metro Draft Discussion Guide, Choices: Land Use and Investment Scenarios	102208-MPAC-02

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#4 Land use and Investment Scenario Results	Booklet: Our Place in the World; Global Challenges, Regional Strategies, Homegrown Solutions	102208-MPAC-03
#5 Discussion and Preference Polling	Powerpoint presentation by Ed Warnock, consultant: Preference Polling questions	102208-MPAC-04
#5 Discussion and Preference Polling	Feedback form: Your Input Counts	102208-MPAC-05



METRO

Joint Policy Advisory Committee on Transportation

MINUTES

January 8, 2009

7:30 a.m. – 9:00 a.m.

Council Chambers

MEMBERS PRESENT

Rex Burkholder, Chair
Robert Liberty, Vice Chair
Shane Bemis
Nina DeConcini
Craig Dirksen
Fred Hansen
Kathryn Harrington
Donna Jordan
Lynn Peterson
Jason Tell

AFFILIATION

Metro Council
Metro Council
City of Gresham, representing Cities of Multnomah Co.
Oregon DEQ
City of Tigard, representing Cities of Washington Co.
TriMet
Metro Council
City of Lake Oswego, representing Cities of Clackamas Co.
Clackamas County
Oregon Department of Transportation (ODOT-Region 1)

MEMBERS EXCUSED

Sam Adams
Royce Pollard
Roy Rogers
Steve Stuart
Don Wagner
Ted Wheeler
Bill Wyatt

AFFILIATION

City of Portland
City of Vancouver
Washington County
Clark County
Washington DOT
Multnomah County
Port of Portland

ALTERNATES PRESENT

Tom Brian
Susie Lahsene
Dean Lookingbill

AFFILIATION

Washington County
Port of Portland
SW RTC

STAFF

Andy Cotugno, Kathryn Sofich, Lake McTighe, Andy Shaw, David Bragdon, Carlotta Collette, Kelsey Newell, Kayla Mullis

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:35 a.m.

2. INTRODUCTIONS

Chair Burkholder introduced the following new members and/or alternates to the committee: Mayor Shane Bemis representing the Cities of Multnomah County, Mayor Craig Dirksen representing the Cities of Washington County, Councilor Donna Jordan representing the Cities of Clackamas County, Mayor Alice Norris alternate for the Cities of Clackamas County, and Commissioner Amanda Fritz who will be alternate for the City of Portland. In addition, he welcomed Catherine Ciarlo lead staff for Mayor Sam Adams for the City of Portland.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Burkholder announced that a Joint Metro Council and JPACT public hearing for the Metropolitan Transportation Improvement Program (MTIP) has been scheduled for February 12th, directly following the regular Council meeting, to receive testimony on the Regional Flexible Fund allocation. Staff will distribute details shortly.

In addition, Chair Burkholder stated that the final preparation meeting for the JPACT Washington, DC trip (March 10 – 12th) has been scheduled for March 2nd at 5 p.m. in Metro room 370A.

5. ACTION ITEMS

5.1 Resolution No. 08-4013, For the Purpose of Endorsing the Transportation for America Platform

Chair Rex Burkholder briefed the committee on Resolution No. 08-4013 which would endorse the Transportation for America platform position on reauthorization of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). Transportation for America is a national coalition of groups intended to guide the drafting of the federal authorization bill.

The committee discussed the program's absence of short distance freight as raised Ms. Susie Lahsene from the Port of Portland and the program's urban verses statewide focus as raised by Mr. Jason Tell of ODOT.

MOTION: Councilor Robert Liberty moved, Mr. Fred Hansen seconded, to adopt Resolution No. 08-4013.

ACTION TAKEN: With all in favor and two abstained (Lahsene and Tell), the motion passed.

6. INFORMATION / DISCUSSION ITEMS

6.1 Resolution No. 09-4016, For the Purpose of Approving the Federal Priorities.

Mr. Andy Cotugno of Metro briefed the committee on Resolution No. 09-4016 which would endorse a regional position on reauthorization of SAFETEA-LU. The resolution and exhibits detail the Portland metropolitan region's federal priorities while better highlighting the linkages between projects and policy than previous years.

Points Mr. Cotugno brought for discussion were:

- The earmark approach to funding projects.
- The purpose of putting some projects on both the appropriation request and the authorization request lists and the need to keep the lists different, not duplicative.
- Importance of the Metropolitan Mobility program.
- Reforming the New Starts/Small Starts program.
- Determining if and when priorities should be set.
- The two approaches to Trails programs due to the potential for the federal Rails-to-Trails program:
 - Determining an amount to request per Congressional District if the Rails-to-Trails program does not pass (i.e. \$10 million each.)
- The addition of a section on "Research" in Exhibit A of the Resolution.
- The organization of the authorization priorities chart consistent with the policy sections.
- Assurance that every project has a back up plan if a smaller funding amount is earmarked.

Committee discussion included:

- The importance of flexibility in the New Starts/Small Starts program.
- Waiting to prioritize projects until funding direction is known.
- \$10 million dollars as a reasonable amount to request per Congressional District if the Rails-to-Trails program does not pass.
- Adding a section on the future electrification of an automobile charging system to the policy paper.
- Working closely with the Oregon Transportation Research and Education Consortium (OTREC) on research projects relating to the region's integrated land use and transportation strategy without dictating projects to them or treating them as a part of Metro.

6.2 Regional Priorities for the Economic Stimulus Bill

Chair Burkholder briefed the committee on the possibility of a federal economic stimulus package in the near future and on the subsequent steps that must be taken in order to utilize the funds allocated by it.

The committee then discussed:

- Waiting to amend the MTIP until the amount of the stimulus is known.
- The Southwest Washington Regional Transportation Council's recent MTIP amendment as an example of being prepared, specific and direct in case a stimulus bill is passed.
- Using pre-existing categories to allocate funds.
- The challenge of getting money quickly through the system.
- Compiling a consolidated list of projects from each jurisdiction.
- Including a description and if possible specifics of each project in the list.
- Probability of priority to 'fix it first' projects.

7. ADJOURN

As there was no further business, Chair Rex Burkholder adjourned the meeting at 8:53 a.m.

Respectfully submitted,

Kayla Mullis
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 8, 2009

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.1	Chart	N/A	<i>Authorization Priorities</i> Exhibit B to Resolution No. 09-4016: Original Format	010809j-01
6.1	Chart	N/A	<i>Authorization Priorities</i> Exhibit B to Resolution No. 09-4016: Revised Format	010809j -02
6.1	Chart	N/A	<i>FY10' Appropriations Priorities</i> Exhibit C to Resolution No. 09-4016: Revised Format	010809j -03
6.1	Report	12/4/08	<i>New Starts/Small Starts Suggested Improvements</i>	010809j -04
6.2	Report	N/A	<i>Economic Stimulus Legislation and Transportation Funding-</i> Oregon Department of Transportation	010809j-05
6.2	Memo	12/29/08	To: Southwest Washington Regional Transportation Council Board of Directors From: Dean Lookingbill, Transportation Director Re: 2009-2012 MTIP Amendment: Federal Economic Stimulus Projects, Resolution 01-09-02	010809j-06
6.2	Report	N/A	<i>The Obama-Biden Plan</i>	010809j-07
6.2	Report	01/08/09	<i>Regional Priorities for Economic Stimulus Bill</i>	010809j-08

BEFORE THE METRO COUNCIL

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

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

FINAL DRAFT

Implementing a Transportation Strategy for the 21st Century
Portland Metropolitan Area
Federal Transportation Authorization Policy Priorities

And

Authorization and Appropriations Project Requests

January 15, 2009

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. A substantial increase is needed to address the transportation issues of national significance.

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. Authorization Bill - 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. Authorization Bill - 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 and the economy shrinks. And, as the nation shifts to more fuel efficient vehicles and electric vehicles, the viability of the gas tax will continue to erode. As a result, there is a substantial and increasing 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. Electrification of the Grid -

The technology of fully electric vehicles appears quite promising. Auto manufacturers and consumers have gained valuable experience with hybrid electric vehicles and fully electric vehicles are readily within site. In fact, the Portland region has been approached by one of the major manufacturers to be a pilot area for implementation of electric vehicles through public and private fleets within 2-years and mass market implementation within 4-years, both timeframes within the period of this new authorization bill. The Portland region is of interest to the manufacturer because of the reputation for “green” values and, as a result, the highest market penetration level of hybrid-electric vehicles in the mass consumer fleet in the country.

With mass market conversion of the automobile fleet, several public policy issues arise that need to be addressed in the authorization bill. First, delivery of the vehicle is only part of the transition. The necessary second step is to install the charging infrastructure throughout the metropolitan landscape. This is best deployed in locations where the vehicle will be parked for a period of time and can connect to a charging station; for example at park-and-ride lots, in parking garages, at on-street parking meters, in shopping center and restaurant parking lots. Public agencies and electric utilities will need to sort out policy and financial responsibility for installing the needed equipment. In addition, electric vehicles will be completely independent of the predominant form of federal, state and local transportation funding, the gas tax. In order to equitably ensure the owners of these vehicles pay their fair share of the cost of the transportation system, there is a need either for a wholesale change to a VMT-based tax (see next item) or at least an electric vehicle charging tax as a stop-gap measure.

Leadership by the federal government is needed. Furthermore, using the Portland region as a testing ground may be advantageous since there is already experience in piloting a VMT fee and the mass introduction of electric vehicles is imminent.

C. 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. Authorization Bill – Program Direction

A. A word about projects -

The Program Direction recommendations are proposed to facilitate the policy direction the Portland region is implementing, with a focus around a multi-modal transportation system with strong integration with land use plans. Specific recommendations include new or revised programs, changes in project eligibility and reforms in how the programs are administered.

To implement the policy direction, the Portland region is requesting that projects be funded through these proposed federal transportation programs. Reflected within the following sections are proposed projects that would implement each of the proposed policy recommendations. These projects could be considered for earmarking through the new authorization bill. Alternatively, if the Congress chooses not to earmark, these projects could be funded through the funding programs that are being recommended if the new authorization bill implements these programmatic recommendations. A major programmatic recommendation is to establish a much more substantial “Metropolitan Mobility” program (see next section). If established, depending on size, this program could be used to fund many of the multi-modal projects listed in the sections that follow (such as freight, system management, demand management, trails, transit, etc.)

Also included as the final section of this paper is a project request list for FY 2010 Appropriations. The list is organized around the same programmatic categories as the authorization list but would need to be earmarked through the old funding programs if a new authorization bill is not adopted by the end of FY 2009. Many of the Appropriations project requests could be considered for earmarking through the authorization bill if not earmarked through appropriations.

B. 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.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
I-205/I-5 Interchange	\$14.35	ODOT	OR-1
OR 99W/McDonald/Gaarde Intersection	\$4.50	City of Tigard	OR-1
I-205/Airport Way Interchange	\$20.00	Port of Portland	OR-3
172nd Ave. Improvements (Sunnyside Rd. to 177 th Ave.)	\$15.00	City of Happy Valley	OR-5
OR 213: I-205 - Redland Road (Jug Handle Project)	\$12.00	City of Oregon City	OR-5
OR 10 Farmington Rd. at Murray Blvd. Intersection Safety & Mobility Improvements	\$8.00	City of Beaverton	OR-1
Hwy 26/Shute Rd. Interchange	\$10.00	City of Hillsboro	OR-1
Bethany Overcrossing of Hwy 26	\$10.00	Washington County	OR-1
OR10: Olseon/Scholls Ferry Intersection	\$11.00	Washington County	OR-1
Walker Road: 158 th to Murray	\$10.00	Washington County	OR-1
Farmington Rd.: Kinnaman to 198 th	\$30.00	Washington County	OR-1
Hwy 99W/Sunset/Elwert/Kruger Intersection	\$2.50	City of Sherwood	OR-1
72 nd Ave.: Dartmouth St. to Hampton St.	\$13.00	City of Tigard	OR-1
Nimbus Extension from Hall Blvd. To Denney Rd.	\$15.40	City of Beaverton	OR-1
SW Capitol Hwy: Multnomah to Taylors Ferry	\$10.00	City of Portland	OR-1

C. 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 short-line 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).

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
I-84/257 th Ave. Troutdale Interchange	\$20.00	Port of Portland	OR-3
Sunrise System Improvements	\$30.00	Clackamas County	OR-3
Kinsman Road Freight Route Extension Project, Phase I	\$10.50	City of Wilsonville	OR-5
Troutdale Reynolds Industrial Park Road Improvements	\$6.00	Port of Portland	OR-3
124 th Ave. Extension: Tualatin-Sherwood to Tonquin	\$4.00	Washington County	OR-1

D. 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.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Regional Multi-Modal Safety Education Initiative	\$4.50	Metro	OR-1,3,5
Union Station Rehabilitation	\$24.00	City of Portland	OR-1

E. 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.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
I-84/Central Multnomah County ITS	\$3.00	City of Gresham	OR-3
Regional Arterial Management Program (signal system coordination)	\$12.00	Metro	OR-1,3,5

F. 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.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Drive Less Save More Marketing Pilot Project	\$4.50	Metro	OR-1,3,5

G. Transit Oriented Development -

Coordinating land use and transportation can produce both more livable communities and a more efficiently operating transportation system. In particular, ensuring that the federal transportation funding programs explicitly support development physically or functionally connected to transit results in better transit ridership and a more cost-effective transit improvement. Specific investments to support transit oriented development includes complementary street and sidewalk infrastructure, amenities such as parks and plazas, structured parking and site preparation and foundations for air rights development and higher density, mixed-use development. The resulting land use pattern not only results in greater transit ridership but also increased levels of walking and biking thereby reducing vehicle travel, energy consumption and greenhouse gas emissions.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
College Station TOD (at PSU)	\$10.00	PSU/TriMet	OR-1
Gresham Civic Neighborhood Station/TOD/Parking Structure	\$5.00	City of Gresham	OR-3
Transit Station Area Connectivity Program to promote transit oriented development	\$20.00	Metro	OR-1,3,5
Rockwood Town Center	\$ 10.00	City of Gresham	OR-3

H. 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.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Sellwood Bridge on SE Tacoma St. between Hwy 43 & SE 6 th Ave.	\$100.00	Multnomah County	OR-3,5

I. 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.

J. 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.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
TriMet Buses (\$15.4 million per year/6-years)	\$92.40	TriMet	OR-1,3,5
West Metro HCT Bus Rapid Transit Alternatives Analysis		Washington Co./ TriMet/Metro	OR-1
Central East HCT Bus Rapid Transit Alternatives Analysis		City of Gresham/ TriMet/Metro	OR-3
Prototype Diesel Multiple Unit (commuter rail vehicles)	\$5.00	TriMet	OR-1,3,5
Wilsonville SMART Fleet Services Facility	\$7.00	City of Wilsonville/SMART	OR-5
SMART Bus Replacements (\$2.7 million per year/6-years)	\$16.20	City of Wilsonville/SMART	OR-5
Wilsonville SMART Offices/Administration Facility	\$1.50	City of Wilsonville/SMART	OR-5
City of Sandy Transit	\$1.50	City of Sandy	OR-3
Canby Area Transit	\$1.25	City of Canby	OR-5
South Clackamas Transit	\$0.75	City of Molalla	OR-5

K. New Starts/Small Starts -

The New Starts program has been important to building the Portland region's rail infrastructure, including light rail (MAX), streetcar, and commuter rail (WES). The New Starts and Small Starts program under the current administration have 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 as described below.

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.

Authorization projects that are being requested to implement this policy strategy are presented below. These requests include completing projects that are currently underway, starting construction on those that are in development and initiation of the next series of corridors to be developed. In addition, for the first time, the region is seeking to use the New/Small Starts program to implement Bus Rapid Transit (BRT) in an initial set of corridors.

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
South Corridor Light Rail (\$80 m. in 2010, \$25 m. in 2011)	\$345.40	TriMet	OR-3
Eastside Streetcar Loop	\$75.00	City of Portland	OR-3
Portland to Milwaukie - New Starts	\$850.60	TriMet	OR-3
Portland to Lake Oswego Streetcar - New Starts or Small Starts	\$237.30	City of Lake Oswego/ Portland/TriMet	OR-5
Columbia River Crossing - New Starts	\$750.00	ODOT/WSDOT	OR-3/WA-3
Portland to Tigard and Sherwood/99W/Barbur Blvd. Alternatives Analysis		City of Tigard/ TriMet/Metro	OR-1
Hillsboro to Forest Grove Alternative Analysis		City of Forest Grove/ TriMet/Metro	OR-1

East Metro North South HCT Alternative Analysis		City of Gresham/TriMet/Metro	OR-3
Light Rail to Oregon City Alternative Analysis		Clackamas County/TriMet/Metro	OR-5
Portland Streetcar Planning and Alternatives Analysis	\$5.00	City of Portland	OR-3

L. 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.

If the authorization bill implements the Rails-to-Trails Conservancy Proposal, the region is seeking the following projects through this new program:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Non-Motorized Mobility Strategy (on and off-street bike paths)	\$75.00	Metro	OR-1,3,5
Portland Citywide Bicycle Boulevard Construction	\$25.00	City of Portland	OR-1,3

Specific bike paths and trails that would be implemented depending upon the size of the program are as follows:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
<i>Multnomah County</i>			
Gresham/Fairview Trail, Phase 4/5	\$6.10	City of Gresham	OR-3
<i>Clackamas County</i>			
French Prairie Bike-Ped-Emergency Bridge Over Willamette River	\$12.60	City of Wilsonville	OR-5
Springwater to Trolley Trail - 17 th Avenue from Ochoco to McLoughlin Blvd.	\$3.20	NCPRD/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 - 10 th 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
<i>Washington County</i>			
Westside Regional Rail Trail	\$9.00	Tualatin Hills Parks & Rec. District (THPRD)	OR-1
Council Creek Regional Trail: Banks to Hillsboro	\$5.25	City of Forest Grove	OR-1
Tonquin Trail/Cedar Creek Corridor	\$2.50	City of Sherwood	OR-1
Fanno Creek Trail Projects	\$0.70	City of Tigard	OR-1

Note: If the new Rails-to-Trails program category is created, an aggressive earmark through this program would be feasible, consistent with the \$100 million being requested. If the program is not created, the region is requesting as a fall-back approach a Trails/Bikepath earmark through the "High Priority Projects" allocation to each Representative. Since this is the same source that will be used for most of the other earmark requests in this paper, the request is for \$10 million per Congressional District.

M. 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.

N. 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.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Columbia River Crossing Project	\$400.00	ODOT and WSDOT	OR-3/WA-3

O. 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.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Downtown Milwaukie Station Streetscape	\$5.00	City of Milwaukie	OR-3
Main Street Ped. & Streetscape Improvements (5 th St. to Division)	\$2.20	City of Gresham	OR-3
East Burnside/Couch Couplet, NE 3 rd Ave. to NE 14 th Ave.	\$6.00	City of Portland	OR-3
102 nd Ave. St. Improvement: Project Phase II - NE Glisan to SE Washington St.	\$5.00	City of Portland	OR-3

- **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.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Sunrise System: Parkway Demonstration Project	\$30.00	Clackamas County	OR-3

- **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.

Authorization projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Kellogg Creek Bridge Replacement	\$4.00	City of Milwaukie	OR-3
Tabor to the River/SE Division St. Reconstruction, Streetscape & Green Infrastructure Project	\$4.50	City of Portland	OR-3

P. Research

In the last authorization bill, SAFETEA-LU, Congress significantly expanded the SURFACE TRANSPORTATION RESEARCH, DEVELOPMENT AND DEPLOYMENT (STRRD) PROGRAM and with it, the University Transportation Research Program. In doing so, Congress declared:

“research and development are critical to developing and maintaining a transportation system that meets the goals of safety, mobility, economic vitality, efficiency, equity, and environmental protection.”

The Portland region benefited from this action by the designation of the Oregon Transportation Research and Education Consortium (OTREC) as one of the University Transportation Centers. This is a consortium of Portland State University (PSU), Oregon State University, University of Oregon and Oregon Institute of Technology, housed at PSU. Through this research center, the policy direction and programs that the Portland region is implementing are greatly improved through the application of independent and credible research capabilities which have been upgraded through the federal support for the program. This federal research connection also serves to inform the region’s leadership of the effectiveness of the multi-modal transportation approach, integrated with land use and facilitates communication of this Portland region-based research to the rest of the country for their implementation.

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Oregon Transportation Research & Education Consortium (OTREC)	\$16.00	PSU/UO/OS U/OIT	OR-1,2,3,4,5

IV. Appropriations Bill – Project Requests

In addition to potential earmarks through the authorization bill, presented below are requests for earmarks through the Appropriations Bill. These requests are separate and not duplicative of the authorization requests. They are also for projects that can be implemented on a shorter timeframe. The requests are organized by the same policy categories presented for the authorization bill.

A. Metropolitan Mobility -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
OR 213/Redland Road Lane Improvements	\$5.40	City of Oregon City	OR-5
Tooze Road Improvements	\$2.50	City of Wilsonville	OR-5
122 nd /129 th Ave. Improvements - Sunnyside to King Road	\$2.00	City of Happy Valley	OR-3
SW Vermont St./Capitol Highway - 30th Ave. Intersection Reconfiguration	\$1.71	City of Portland	OR-1

B. Freight -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Springwater Industrial Area Phase I Access	\$5.00	City of Gresham	OR-3
124 th Ave. Extension: Tualatin-Sherwood to Tonquin	\$4.00	Washington County	OR-1
Columbia River Channel Deepening Project	\$25.00	Port of Portland	

C. Managing the Existing System -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Willamette Locks	\$2.00	Clackamas County	OR-5

D. System Management -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
SW Farmington Road Arterial Adaptive Signal Control	\$0.67	City of Beaverton	OR-1

E. Transit and Greenhouse Gases -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
TriMet Bus Replacement	\$15.40	TriMet	OR-1,3,5
Wilsonville SMART Fleet Services Facility	\$1.20	City of Wilsonville /SMART	OR-5
City of Sandy Transit	\$0.60	City of Sandy	OR-3
Canby Area Transit	\$0.60	City of Canby	OR-5
South Clackamas Transportation District Bus Facility	\$0.60	SCTD/ City of Molalla	OR-5

F. New Starts/Small Starts -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
South Corridor Light Rail	\$80.00	TriMet	OR-3
Portland to Milwaukie Light Rail	\$25.00	TriMet	OR-3
Eastside Streetcar Loop	\$25.00	City of Portland	OR-3
Portland to Lake Oswego Streetcar	\$4.00	City of Lake Oswego/ TriMet/Metro	OR-5
Next Corridor Alternatives Analysis	\$1.00	Metro	OR-1,3,5

G. Walking and Cycling -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Sandy River Trail Connections	\$5.00	Multnomah County	OR-3
SE 122 nd Ave. Safety Improvements	\$2.12	City of Portland	OR-3
High Priority Trail Projects in Washington County	\$1.00	Washington County	OR-1
17 th Avenue Trolley Trail - Springwater Connector	\$3.36	City of Milwaukie	OR-1
French Prairie Bike-Ped Emergency Bridge over Willamette River, Wilsonville	\$2.10	City of Wilsonville	OR-5
I-84/Sandy River Bridge Trail Connections	\$5.00	ODOT/Metro/ Troutdale/ Multnomah Co.	OR-3

H. Critical Highway Corridors -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
I-5 Columbia River Crossing	\$3.00	ODOT & WSDOT	OR-3/WA-3

I. Urban Design Standards: Green Infrastructure -

Appropriation projects that are being requested to implement this policy strategy include:

Project Description	Funding Request (\$millions)	Sponsor	Congressional Districts
Beaver Creek Culvert Replacement Project	\$6.00	Multnomah County	OR-5

AUTHORIZATION PRIORITIES

Map Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Purpose	Program Category
Metropolitan Mobility						
	I-205/I-5 Interchange	\$14.35	ODOT	OR-1	Construction	Metropolitan Mobility
	OR 99W/McDonald/Gaarde Intersection	\$4.50	City of Tigard	OR-1		Metropolitan Mobility
	I-205/Airport Way Interchange	\$20.00	Port of Portland	OR-3	Construction	Metropolitan Mobility
	172nd Ave. Improvements (Sunnyside Rd. to 177th Ave.)	\$15.00	City of Happy Valley	OR-5	ROW/PE	Metropolitan Mobility
	OR 213: I-205 - Redland Road (Jug Handle Project)	\$12.00	City of Oregon City	OR-5	PE/Construction	Metropolitan Mobility
	OR 10 Farmington Rd. at Murray Blvd. Intersection Safety & Mobility Improvements	\$8.00	City of Beaverton	OR-1	ROW/Construction	Metropolitan Mobility
	Hwy 26/Shute Rd. Interchange	\$10.00	City of Hillsboro	OR-1	PE/ROW	Metropolitan Mobility
	Bethany Overcrossing of Hwy 26	\$10.00	Washington County	OR-1	Construction	Metropolitan Mobility
	OR10: Olseon/Scholls Ferry Intersection	\$11.00	Washington County	OR-1	ROW	Metropolitan Mobility
	Walker Road: 158th to Murray	\$10.00	Washington County	OR-1	Construction	Metropolitan Mobility
	Farmington Rd.: Kinnaman to 198th	\$30.00	Washington County	OR-1	Construction	Metropolitan Mobility
	Hwy. 99W/Sunset/Elwert/Kruger Intersection	\$2.50	City of Sherwood	OR-1	Construction	Metropolitan Mobility
	72nd Ave.: Dartmouth St. to Hampton St.	\$13.00	City of Tigard	OR-1	Construction	Metropolitan Mobility
	Nimbus Extension from Hall Blvd. To Denney Rd.	\$15.40	City of Beaverton	OR-1	Construction	Metropolitan Mobility
	Union Station Rehabilitation	\$24.00	City of Portland	OR-1	Construction	Metropolitan Mobility
Freight						
	I-84/257th Ave. Troutdale Interchange	\$20.00	Port of Portland	OR-3	Construction	Freight
	Sunrise System Improvements	\$30.00	Clackamas County	OR-3	ROW/Construction	Freight
	Kinsman Road Freight Route Extension Project, Phase I	\$10.50	City of Wilsonville	OR-5		Freight
	Troutdale Reynolds Industrial Park Road Improvements	\$6.00	Port of Portland	OR-3	Construction	Freight
	124th Ave. Extension: Tualatin-Sherwood to Tonquin	\$4.00	Washington County	OR-1	Preliminary Engineering	Freight
Managing the Existing System						
	Regional Multi-Modal Safety Education Initiative	\$4.50	Metro	OR-1,3,5	Planning/Implementation	Managing the Existing System
System Management						
	I-84/Central Multnomah County ITS	\$3.00	City of Gresham	OR-3		System Management
	Regional Arterial Management Program (signal system coordination)	\$12.00	Metro	OR-1,3,5	PE/Construction	System Management
Demand Management						
	Drive Less Save More Marketing Pilot Project	\$4.50	Metro	OR-1,3,5	Marketing	Transportation Demand Management
Transit Oriented Development						
	College Station TOD (at PSU)	\$10.00	PSU/TriMet	OR-1	Construction	Transit Oriented Development
	Gresham Civic Neighborhood Station/TOD/Parking Structure	\$5.00	City of Gresham	OR-3	Acquisition	Transit Oriented Development
	Transit Station Area Connectivity Program to promote transit oriented development	\$20.00	Metro	OR-1,3,5	PE/ROW/Construction	Transit Oriented Development
	Rockwood Town Center	\$10.00	City of Gresham	OR-3	PE/Construction	Transit Oriented Development
Bridges						
	Sellwood Bridge on SE Tacoma St. between Hwy 43 & SE 6th Ave.	\$100.00	Multnomah County	OR-3,5	Construction	Bridges
Transit and Greenhouse Gases						
	TriMet Buses (\$15.4 million per year/6-years)	\$92.40	TriMet	OR-1,3,5	Acquisition	Transit
	West Metro HCT Bus Rapid Transit Alternatives Analysis		Washington Co./TriMet/Metro	OR-1	AA	Transit
	Central East HCT Bus Rapid Transit Alternatives Analysis		City of Gresham/TriMet/Metro	OR-3	AA	Transit
	Prototype Diesel Multiple Unit (commuter rail vehicles)	\$5.00	TriMet	OR-1,3,5	Engineer/manufacture	Transit
	Wilsonville SMART Fleet Services Facility	\$7.00	City of Wilsonville/SMART	OR-5	Construction	Transit
	SMART Bus Replacements (\$2.7 million per year/6-years)	\$16.20	City of Wilsonville/SMART	OR-5	Acquisition	Transit
	Wilsonville SMART Offices/Administration Facility	\$1.50	City of Wilsonville/SMART	OR-5	Construction	Transit
	City of Sandy Transit	\$1.50	City of Sandy	OR-3	Acquisition	Transit
	Canby Area Transit	\$1.25	City of Canby	OR-5	Acquisition	Transit
	South Clackamas Transit	\$0.75	City of Molalla	OR-5	Acquisition	Transit

Map Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Purpose	Program Category
New Starts/Small Starts						
	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
	Portland to Milwaukie - New Starts	\$850.60	TriMet	OR-3	PE/Final Design/Construction	New Starts
	Portland to Lake Oswego Streetcar - New Starts or Small Starts	\$237.30	City of Lake Oswego/City of Portland/TriMet	OR-5	PE/DEIS/FEIS	New or Small Starts
	Columbia River Crossing - New Starts	\$750.00	ODOT/WSDOT	OR-3/WA-3	PE/Final Design/Construction	New 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
	Portland Streetcar Planning and Alternatives Analysis	\$5.00	City of Portland/City of Gresham	OR-3	Planning/Alternatives Analysis	Small Starts
Walking and Cycling						
If the Rails-to-Trails Conservancy Proposal is implemented:						
	Non-Motorized Mobility Strategy (on and off-street bike paths)	\$75.00	Metro	OR-1,3,5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Portland Citywide Bicycle Boulevard Construction	\$25.00	City of Portland	OR-1,3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
If the Rails-to-Trails Conservancy Proposal is not implemented:						
	Congressional District 1 Trails/Bikepath Program	\$5.00	Washington County & Cities	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Congressional District 3 Trails/Bikepath Program	\$5.00	City of Portland/City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Congressional District 5 Trails/Bikepath Program	\$5.00	Clackamas County & Cities	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
Projects under consideration:						
Multnomah County Jurisdictions						
	Gresham/Fairview Trail, Phase 4/5	\$6.10	City of Gresham	OR-3		Trails/Bicycle/Pedestrian
	SW Capitol Hwy: Multnomah to Taylors Ferry	\$10.00	City of Portland	OR-1	PE/Construction	Trails/Bicycle/Pedestrian
Clackamas County Jurisdictions						
	French Prairie Bike-Ped-Emergency Bridge Over Willamette River	\$12.60	City of Wilsonville	OR-5		Trails/Bicycle/Pedestrian
	Springwater to Trolley Trail - 17th Avenue from Ochoco to McLoughlin Blvd.	\$3.20	NCPRD/City of Milwaukie	OR-3		Trails/Bicycle/Pedestrian
	Mt. Scott Creek Trail - Mt. Talbert to Springwater Corridor	\$4.60	NCPRD/City of Happy Valley	OR-3		Trails/Bicycle/Pedestrian
	Scouter's Mt. Trail - Springwater/Powell Butte to Springwater	\$7.37	NCPRD/Happy Valley	OR-4		Trails/Bicycle/Pedestrian
	Phillips Creek Trail - I-205 Trail to N. Clackamas Greenway	\$2.27	NCPRD/Clackamas County	OR-5		Trails/Bicycle/Pedestrian
	Monroe Bike Blvd.	\$2.00	City of Milwaukie	OR-3		Trails/Bicycle/Pedestrian
	Iron Mtn. Bike Lanes - 10th St. to Bryant Rd.	\$3.80	City of Lake Oswego	OR-3		Trails/Bicycle/Pedestrian
	Carmen Drive Sidewalk and Bike Lanes from Meadow Rd. to I-5	\$1.70	City of Lake Oswego	OR-3		Trails/Bicycle/Pedestrian
	Pilkington Sidewalk and Bike Lanes from Boones Ferry to Childs Rd.	\$5.25	City of Lake Oswego	OR-3		Trails/Bicycle/Pedestrian
Washington County Jurisdictions						
	Council Creek Regional Trail: Banks to Hillsboro	\$5.25	City of Forest Grove	OR-1		Trails/Bicycle/Pedestrian
	Tonquin Trail/Cedar Creek Corridor	\$2.50	City of Sherwood	OR-1		Trails/Bicycle/Pedestrian
	Fanno Creek Trail Projects	\$0.70	City of Tigard	OR-1		Trails/Bicycle/Pedestrian
	Westside Regional Rail Trail	\$9.00	Tualatin Hills Parks & Rec. Districts (THPRD)	OR-1		Trails/Bicycle/Pedestrian
Critical Highway Corridors						
	Columbia River Crossing Project	\$400.00	ODOT and WSDOT	OR-3/WA-3	Design/ROW/Construction	Project of National Significance
Boulevards/Main Streets						
	Downtown Milwaukie Station Streetscape	\$5.00	City of Milwaukie	OR-3	Construction	Blvd./Main Streets
	Main Street Ped. & Streetscape Improvements (5th St. to Division)	\$2.20	City of Gresham	OR-3	PE/Construction	Blvd./Main Streets
	East Burnside/Couch Couplet, NE 3rd Ave. to NE 14th Ave.	\$6.00	City of Portland	OR-3	PE/Construction	Blvd./Main Streets
	102nd Ave. St. Improvement: Project Phase II - NE Glisan to SE Washington St.	\$5.00	City of Portland	OR-3	Construction	Blvd./Main Streets
Parkways						
	Sunrise System: Parkway Demonstration Project	\$30.00	Clackamas County	OR-3	Planning	Parkway
Green Infrastructure						
	Kellogg Creek Bridge Replacement	\$4.00	City of Milwaukie	OR-3	Construction	Green Infrastructure
	Tabor to the River/SE Division St. Reconstruction, Streetscape & Green Infrastructure Project	\$4.50	City of Portland	OR-3	PE/Construction	Green Infrastructure
Research						
	Oregon Transportation Research & Education Consortium (OTREC)	\$16.00	PSU/UO/OSU/OIT	OR-1,2,3,4,5	Research	Research

***Note:** The region is supporting the Rails-to Trails Conservancy's (RTC) proposal to establish a program to invest \$50 million in each of 40 areas to substantially increase biking and walking. Both Metro and Portland have submitted a "Case Statement" to RTC to be a designated area. If this approach is successful, the \$75 million request would be through this program. If this is 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.

FINAL DRAFT**FY '10 APPROPRIATIONS PRIORITIES**

Map Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Source of Federal Funds	Purpose	Program Category
Metropolitan Mobility							
	OR 213/Redland Road Lane Improvements	\$5.40	City of Oregon City	OR-5		PE/Construction	Metropolitan Mobility
	Tooze Road Improvements	\$2.50	City of Wilsonville	OR-5		ROW/Construction	Metropolitan Mobility
	122nd/129th Ave. Improvements - Sunnyside to King Road	\$2.00	City of Happy Valley	OR-3		PE/ROW	Metropolitan Mobility
	SW Vermont St./Capitol Highway - 30th Ave. Intersection Reconfiguration	\$1.71	City of Portland	OR-1		Construction	Trails/Bicycle/Pedestrian
Freight							
	Springwater Industrial Area Phase I Access	\$5.00	City of Gresham	OR-3		PE/ROW/Construction	Freight
	124th Ave. Extension: Tualatin-Sherwood to Tonquin	\$4.00	Washington County	OR-1		PE	Freight
	Columbia River Channel Deepening Project	\$25.00	Port of Portland		Energy & Water	Construction	Freight
Managing the Existing System							
	Willamette Locks	\$2.00	Clackamas County	OR-5	Army Corps of Engineers	Inspection and Repair	Managing the Existing System
System Management							
	SW Farmington Road Arterial Adaptive Signal Control	\$0.67	City of Beaverton	OR-1		Construction	System Management
Transit and Greenhouse Gases							
	TriMet Bus Replacement	\$15.40	TriMet	OR-1,3,5	FTA 5309 Bus & Bus Facilities	Acquisition	Transit
	Wilsonville SMART Fleet Services Facility	\$1.20	City of Wilsonville/SMART	OR-5	FTA 5309 Bus & Bus Facilities	Construction	Transit
	City of Sandy Transit	\$0.60	City of Sandy	OR-3		Acquisition	Transit
	Canby Area Transit	\$0.60	City of Canby	OR-5	FTA 5309 Bus & Bus Facilities	Acquisition	Transit
	South Clackamas Transportation District Bus Facility	\$0.60	SCTD/City of Molalla	OR-5	FTA 5309 Bus & Bus Facilities	Acquisition	Transit
New Starts/Small Starts							
	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
	Eastside Streetcar Loop	\$25.00	City of Portland	OR-3	FTA 5309 Small Starts	Construction	Small Starts
	Portland to Lake Oswego Streetcar	\$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
Walking and Cycling							
	Sandy River Trail Connections	\$5.00	Multnomah County	OR-3	National Scenic Area Act	Construction	Trails/Bicycle/Pedestrian
	SE 122nd Ave. Safety Improvements	\$2.12	City of Portland	OR-3		Construction	Trails/Bicycle/Pedestrian
	High Priority Trail Projects in Washington County	\$1.00	Washington County	OR-1			Trails/Bicycle/Pedestrian
	17th Avenue Trolley Trail - Springwater Connector	\$3.36	City of Milwaukie	OR-1			Trails/Bicycle/Pedestrian
	French Prarie Bike-Ped Emergency Bridge over Willamette River, Wilsonville	\$2.10	City of Wilsonville	OR-5			Trails/Bicycle/Pedestrian
	I-84/Sandy River Bridge Trail Connections	\$5.00	ODOT/Metro/Troutdale/Mult. Co.	OR-3		Final Design/Construction	Trails/Bicycle/Pedestrian
Critical Highway Corridors							
	I-5 Columbia River Crossing	\$3.00	ODOT & WSDOT	OR-3/WA-3	Interstate Maintenance Discretionary	PE/Final Design/ROW	Project of National Significance
Green Infrastructure							
	Beaver Creek Culvert Replacement Project	\$6.00	Multnomah County	OR-5	Fish & Wildlife	Construction	Green Infrastructure

ERRATA SHEET

Resolution No. 09-4016, For the Purpose of Endorsing a Regional Position
on reauthorization for the Safe, Accountable, Flexible, Efficient,
transportation Act: A Legacy for Users (SAFETEA-LU)

1. **Add** the following language to the “*Regional Strategy for Integrating Land Use and Transportation*” section on page 2:

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;
- **Implement the Connecting Green Blue Ribbon Committee’s recommended “Case for an Integrated Mobility Strategy” with the associated on and off street trails and bikeway system implemented on an accelerated schedule.**
- 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.

2. **Revise** the following language in “*Section III. Authorization Bill – Program Direction, L. Walking and Cycling*” on page 19 to read:

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, convened a Blue Ribbon Committee that found there is significant untapped potential for biking and walking with relatively modest investments in safe on-street and off-street routes, integrated with transit. The Committee’s work led to an initiative, outlined in their “Case for an Integrated Mobility Strategy” document, that is now underway nationwide has convened a Blue Ribbon Committee for Trails that is developing strategies to create the most complete urban trails biking and walking 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.

3. **Remove** the “OR 213/Redland Road Lane Improvements” **appropriation** request from the City of Oregon City for \$5.4M.
4. **Remove** the “OR 213: 1-205 – Redland Road (Jug Handle Project)” authorization request from the City of Oregon City for \$12M. **Replace** with a “OR 213/Redland Road Lane Improvements” request for \$5.4M.
5. **Add** the following language to “I-84/Sandy River **Bridge** Trail Connections (**Scenic area side**)” appropriation request from Multnomah County for \$5M.
6. **Add** the following language to “I-84/Sandy River bridge Trail Connections (**Troutdale side**)” appropriation request from ODOT/Metro/Troutdale/Multnomah County. **Reduce** the appropriation request to **\$2.2M** versus \$5M as originally requested.
7. **Remove** the following language from the “Westside Regional-~~Rail~~ Trail” authorization request from Tualatin Hills Park & Rec. Districts (THPRD). **Add Washington County** as co-sponsor of the project. **Increase** the authorization request to **\$12M** versus \$9M as originally requested.
8. **Revise** the Section II, B. category title to read, “**Electrification of the ~~Grid~~ Fleet**” on page 5.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING FEDERAL)	RESOLUTION NO. 09- 4022
ECONOMIC STIMULUS PRIORITIES)	
)	Introduced by Councilor Rex Burkholder

WHEREAS, the US Congress may soon enact a significant economic stimulus package that will likely include funding for transportation infrastructure projects; and

WHEREAS, Congress is likely to require that stimulus funds be obligated within a short period of time following congressional action; and

WHEREAS, the Portland metropolitan region has a significant backlog of unmet road, transit, bicycle, pedestrian, and trail maintenance, improvement, and construction projects; and

WHEREAS, in addition to creating family-wage jobs and supporting economic recovery in the short run, these projects will have multiple long-term economic, environmental, safety, and community benefits; and

WHEREAS, metropolitan regions, which generate 60% of the value of U.S. goods and services, are vital to any strategy to spur economic growth; and

WHEREAS, allocating transportation funds to both states and MPOs provides greater assurance that all funding can be obligated within the short timeframes being considered by Congress; now, therefore,

BE IT RESOLVED that the Metro Council:

1. Urges Congress to consider the policy framework adopted under Resolution # 09-4016 to guide the development of immediate and longer-term efforts to stimulate the economy through investments in the nation’s transportation infrastructure; and
2. Urges Congress to maintain the direct allocation of STP funds to MPOs to ensure that the urban regions responsible for the majority of the nation’s economic activity are partners in the rapid deployment of funds to projects that create jobs and support the vital transportation infrastructure of urban regions, while reducing greenhouse gas emissions by supporting a comprehensive program of multi-modal improvements.

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

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4022, FOR THE PURPOSE OF APPROVING FEDERAL ECONOMIC STIMULUS PRIORITIES

Date: January 13, 2009

Prepared by: Andy Shaw

BACKGROUND

The US Congress and the new Administration of President-Elect Obama are considering enacting federal legislation aimed at stimulating the depressed economy, potentially as soon as early February 2009. At this point in time the shape, scope and purpose of the package are under development and remain uncertain.

The table below provides a comparison of the transportation spending levels proposed within stimulus packages by the US House and Senate last fall, alongside a recent proposal from Representative Jim Oberstar (D-Minnesota), Chairman of the House Transportation and Infrastructure Committee:

	House	Senate	Rep. Oberstar
Roads/Highways	\$12.8 billion	\$10.6 billion	\$30 billion
Rail	\$500 million	\$500 million	\$4.9 billion
Transit	\$4.6 billion	\$2.5 billion	\$14 billion

President-Elect Obama has proposed a stimulus package of significant size but with many components and few specifics. Elements of the Obama proposal range from tax relief to alternative energy investments, and infrastructure spending to direct aid to states with plummeting revenues.

MPO Allocation of Transportation Funds

In both the House and Senate versions the normal formula sub-allocating a portion of funds distributed through states to MPOs was replaced with a straight allocation to states. The proposal by Rep. Oberstar includes an MPO sub-allocation. While the scale of transportation funding is unknown, the metropolitan region is likely to receive a greater total investment, and a wider range of funded projects, if an MPO sub-allocation is retained. ODOT has indicated that they plan to include a sub-allocation to MPO and local governments if federal legislation does not.

Project Timeframes

Proposals for how quickly stimulus dollars must be spent vary as well. Timeframes for obligation of funds ranges from 90 days (for half of the funding under the Oberstar proposal) to one year (under the initial House proposal). It appears likely that some portion of any transportation funding through a stimulus package will need to be obligated within 6 months.

Job Creation

It is clear that the fundamental priority in funding “shovel-ready” infrastructure projects is job creation. However, what requirements, if any, may be attached to the stimulus bill regarding the creation of jobs is unclear.

MTIP Amendment Process Required

Under federal law, any federal funds spent in the region will need to be added to the region's MTIP, and most projects will need to be in a "shovel-ready" status to meet the 6-month fund obligation requirement. In order to meet the extremely tight timeframes the 6-month fund obligation requirement would create, staff proposes the following process for developing a list of projects for possible addition to the MTIP:

- Staff for each jurisdiction, TriMet, and the Oregon Department of Transportation (ODOT) should identify types of projects that could be eligible for federal economic stimulus funding, including:
 1. projects that are well into project development, or well into the federal process;
 2. projects that are already partially funded, but have elements that were dropped due to that partial funding;
 3. new projects that can easily meet NEPA, right-of-way, and contracting requirements, such as signal upgrades, maintenance/preservation overlays, and sidewalk construction.

ODOT is considering a similar approach, as outlined in the attached letter from Director Matt Garrett, although the exact process of selecting state projects is still in development.

ANALYSIS/INFORMATION

1. **Known Opposition:** None.
2. **Legal Antecedents:** Metro Council Resolution 09-4016, For the Purpose of Approving Federal Priorities; Resolution No. 08-4013, For the Purpose of Endorsing the Transportation for America Platform
3. **Anticipated Effects:** The proposed resolution establishes policy guidelines for the region's advocacy efforts related to federal economic stimulus.
4. **Budget Impacts:** No direct impacts. Local and regional governments will dedicate existing staff to advocacy and may incur expenses related to development of stimulus project lists upon federal funding authorization.

RECOMMENDED ACTION

Staff recommends adoption of Resolution 09-4022



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Office of the Director

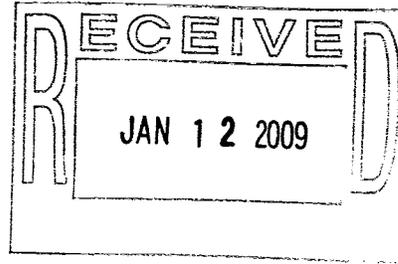
Rm 135

355 Capitol St. NE

Salem, Oregon 97301-3871

January 9, 2009

Rex Burkholder
600 NE Grand Avenue
Portland, OR 97232-2736



FILE CODE:

Dear Chair:

I am sure you have followed the talk about a federal stimulus or economic recovery package coming from the U.S. Congress some time in the first part of 2009. I wanted to provide you our view of what this means for Oregon.

From the limited amount of information the department has received, we believe the emphasis will be to get contracts out the door quickly in order to obligate the funds and provide jobs within 180 days of enactment. As you know, in the world of transportation, that is a very short time. That means a few things for us.

- The funds will likely be issued under Title 23 and Title 49 eligibility requirements, which means highway, transit, and bicycle/pedestrian projects, will be eligible, but rail, port, and intermodal freight projects **likely** will not be.
- We will not have time for the type of process we normally employ to select projects and review the lists with numerous advisory groups.
- The types of projects we will select will provide jobs relatively quickly, which will primarily be pavement preservation, bridge, bicycle/pedestrian, and safety projects, with a handful of modernization projects. These requirements mean large projects that need environmental work, design, right-of-way purchase, etc., will not be in the running because they cannot provide economic stimulus on such a fast timeline.

JAN12'09 AM10:34 ACCT



Letter to ACT & Advisory Committee Chairs
January 9, 2009
Page 2

The situation changes weekly and will change even more as a new Congress and Administration takes office in January. As the picture changes, we will certainly let you know and ask for your help whenever we can.

ODOT has developed a Frequently Asked Questions paper that we update with new developments. You can find it at www.oregon.gov/ODOT/HWY/federal_affairs.shtml.

Whatever comes at us, Oregon will need to be in a position to respond effectively and get people back to work.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Garrett", with a long horizontal flourish extending to the right.

Matthew L. Garrett
Director

cc: Jerri Bohard, ODOT TDD Administrator
ODOT Region Managers
ODOT Area Managers



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation
Transportation Building
355 Capitol Street NE
Salem, Oregon 97301

File Code:

**FEDERAL ECONOMIC STIMULUS FOR LOCAL AGENCY
TRANSPORTATION PROJECTS
Funding Distribution and Project Selection Guide
Prepared by ODOT Local Government Section**

If a Federal Economic Stimulus bill for transportation projects is passed by Congress the Oregon Local Program Committee will be responsible for the method of funding distribution and project selection. This document serves as a guide to the committee in making these decisions.

At the time of writing of this document there are many unknowns such as the funding amount, delivery deadlines, match requirements or even if there will be a funding program. The following assumptions were used in its development.

ASSUMPTIONS:

The state of Oregon will receive funding in 2009 as a federal economic stimulus package, a portion of which will be available to local public agencies for public road improvements. Only projects on the federal aid system will be eligible for funding. The road or street must be functionally classed as a rural major collector, urban collector or above to be eligible for funding. All Title 23 rules will apply to the funding.

The purpose of the funding will be for new projects or elements/phases of a project that currently do not have funding. The funding is not intended to replace existing funding sources on projects.

There will be an urgency and requirement for quick delivery of the projects. Projects may need to be contracted for construction within 180 days of the projects being approved for funding.

Design resources will need to be provided by either local agency staff or a consultant; ODOT will not be able to deliver this program for the local agencies.

ODOT will use the prospectus part 3 to help determine the project environmental classification. The part 3 would be completed as part of the design work and will not be required to select projects or obligate federal funds for design.

Projects that would be eligible for STP, TE, CMAQ or other FHWA funding may be eligible under the Stimulus program.



FUNDING DISTRIBUTION METHOD:

The amount of stimulus funding coming to Oregon and the portion allocated to local agencies of Stimulus funding has not been determined at this time as Congress has not yet drafted legislation. Funding amounts for the MPO's with populations over 200,000 may be set at a specific amount by Congress. Funding distributed to Counties and Cities will most likely be based on a formula distribution similar to that used to allocate STP funding.

ODOT suggests a set aside for Cities under 5,000 population and other entities not receiving funding under the formula allocation. If it is decided to provide for a set aside, those projects would be selected based on readiness.

For agencies to receive funding they must be able to deliver the project as soon as possible. Funds that are not spent by a receiving agency will be returned to ODOT for redistribution.

SELECTION OF PROJECTS

Projects with extended development timelines are not good candidates for this program. These include extended NEPA requirements such as impacts to biological, cultural or 4(f) facilities. Projects needing right of way more than minor easements for construction will have problems meeting any quick turn around times.

Projects currently programmed or in the draft STIP which do not have enough existing funding could be candidates for funding if they can meet the delivery schedule for this program.

Surface overlays 2 inches or less would be excellent candidates for this program. They can be considered 1R projects which will not require the roadway meet all AASHTO design standards for their classification. But minor safety improvements may need to be made to any roadside features not meeting current crash standards. For example blunt end guardrail will need to be treated with current crash tested devices or designs.

Surface overlays over 2 inches will be good candidates only if the existing alignment and width meet current AASHTO standards. Projects with paving over 2 inches will be required to meet FHWA 3R requirements, which included correcting any AASHTO design deficiencies. The need to make these improvements would make it very difficult to meet the delivery schedule.

Projects submitted should have total estimated cost of greater than \$50,000.

ASSUMED TIME LINE FOR PROJECTS:

December 12, 2008 the Oregon Local Program Committee adopted the procedures to selecting projects.

December 23 notice will be sent out to local agencies, and Area Commissions on Transportation regarding the selection criteria, application information and deadline for submittal.

January 16, deadline for project application submittals.

Calculations of allocation for each local government entity will be made within three days of legislation being signed into law. Local governments will be notified after ODOT makes this calculation.

January 23, prioritized lists will be established.

Final list of selected projects for funding one week after it is determined how much funding is available.

Agreements sent out in blue back form for signature 10 days after the selection.

Agreements signed and returned to ODOT with in 30 days.

Projects submitted to ODOT for bid 180 days from the selection of the project.

REQUIRED APPLICATION INFORMATION

Please submit a list of your agencies projects in priority order. In addition, for each project submit:

- A vicinity map showing the location of the proposed project.
- Completed ODOT Part 1& 2 project prospectus.
- Brief outline of work completed to date on existing projects (permits, design work, etc.).
- Project schedule with proposed bid date.
- If available, documents from other agencies indicating their priority for the project.
- Details indicating needed right of way and easements.

Send Applications to: ODOT Local Government Section
355 Capitol Street NE, Rm. 326
Salem OR 97301
FAX: 503-986-3290

For additional information please contact:

- Marty Andersen, ODOT Local Government Section Manager, 503-986-3640, martin.e.andersen@odot.state.or.us
- Alan Lively, ODOT Local Government Section, 503-986-0295, alan.d.lively@odot.state.or.us.
- Jon Oshel, Association of Oregon Counties, 503-585-8351, JOshel@aocweb.org.
- Craig Honeyman, League of Oregon Cities, 503-588-6550, choneyman@orcities.org.

STIMULUS BILL DISTRIBUTIONS

STIMULUS BILL					OR Funding			Distribution
					Total:		Percent:	
			0.9198					
		FY 2008	FY 2008				62.50%	Stimulus
STP Allocation	PoP	Apportionment	Limitation	Percent	FY 2008			
Portland TMA	1,298,697	19,299,073	17,751,287	38.68%	17,751,287		0	0
Eugene TMA	224,049	3,329,443	3,062,422	6.67%	3,062,422		0	0
Salem TMA	<u>207,229</u>	<u>3,079,492</u>	<u>2,832,517</u>	6.17%	<u>2,832,517</u>		0	0
total	3,421,399		23,646,226		23,646,226		0	0
Working Agreement								
Counties			13,301,847	28.98%	12,377,678			0
Cities			<u>8,947,816</u>	<u>19.50%</u>	8,708,168			0
TOTAL			45,895,889	100%				
Counties								
BAKER			200,235	0.47%				0
BENTON			229,196	0.54%				0
CLACKAMAS			599,261	1.40%				0
CLATSOP			251,505	0.59%				0
COLUMBIA			362,560	0.85%				0
COOS			408,043	0.96%				0
CROOK			210,990	0.49%				0
CURRY			220,057	0.52%				0
DESCHUTES			488,023	1.14%				0
DOUGLAS			718,134	1.68%				0
GILLIAM			128,157	0.30%				0
GRANT			179,858	0.42%				0
HARNEY			199,468	0.47%				0
HOOD RIVER			210,059	0.49%				0
JACKSON			545,990	1.28%				0
JEFFERSON			232,435	0.54%				0
JOSEPHINE			522,321	1.22%				0
KLAMATH			479,172	1.12%				0
LAKE			190,552	0.45%				0
LANE			810,723	1.90%				0
LINCOLN			316,612	0.74%				0
LINN			511,477	1.20%				0
MALHEUR			360,878	0.85%				0
MARION			670,441	1.57%				0
MOROV			234,697	0.55%				0
MULTNOMAH			189,624	0.44%				0
POLK			210,114	0.49%				0
SHERMAN			132,067	0.31%				0
TILLAMOOK			291,358	0.68%				0
UMATILLA			461,425	1.08%				0
UNION			218,856	0.51%				0
WALLOWA			187,400	0.44%				0
WASCO			220,067	0.52%				0
WASHINGTON			635,489	1.49%				0
WHEELER			115,550	0.27%				0
YAMHILL			<u>434,881</u>	1.02%				0
TOTAL			12,377,678					0

STIMULUS BILL DISTRIBUTIONS

Cities			Stimulus
BEND	622,004	1.39%	0
CORVALLIS	629,616	1.41%	0
MEDFORD	1,392,466	3.12%	0
RAINEER	18,241	0.04%	0
43 Smaller			
ALBANY	503,982	1.13%	0
ASTORIA	107,803	0.24%	0
BAKER CITY	108,506	0.24%	0
BROOKINGS	68,283	0.15%	0
CANBY	159,002	0.36%	0
COOS BAY	173,058	0.39%	0
COTTAGE GROVE	100,288	0.22%	0
DALLAS	157,704	0.35%	0
EAGLE POINT	90,178	0.20%	0
FLORENCE	89,421	0.20%	0
GRANTS PASS	334,438	0.75%	0
HERMISTON	166,625	0.37%	0
HOOD RIVER	71,148	0.16%	0
INDEPENDENCE	83,420	0.19%	0
KLAMATH FALLS	224,040	0.50%	0
LA GRANDE	135,592	0.30%	0
LEBANON	155,217	0.35%	0
LINCOLN CITY	82,339	0.18%	0
MADRAS	65,633	0.15%	0
MCMINNVILLE	326,707	0.73%	0
MILTON-FREEWATER	71,202	0.16%	0
MOLALLA	73,851	0.17%	0
MONMOUTH	98,666	0.22%	0
NEWBERG	222,418	0.50%	0
NEWPORT	110,723	0.25%	0
NORTH BEND	105,100	0.24%	0
ONTARIO	121,589	0.27%	0
PENDLETON	187,169	0.42%	0
PRINEVILLE	108,019	0.24%	0
REDMOND	254,100	0.57%	0
ROSEBURG	227,608	0.51%	0
SANDY	76,446	0.17%	0
SCAPOOSE	63,146	0.14%	0
SEASIDE	66,661	0.15%	0
SHERIDAN	62,552	0.14%	0
SILVERTON	96,396	0.22%	0
ST. HELENS	129,104	0.29%	0
STAYTON	83,258	0.19%	0
SUTHERLIN	81,096	0.18%	0
SWEET HOME	95,044	0.21%	0
THE DALLES	135,376	0.30%	0
UMATILLA	69,039	0.15%	0
WINSTON	59,362	0.13%	0
WOODBURN	<u>244,530</u>	0.55%	0
Total	6,045,842		0
TOTAL	8,708,168	100.00%	0



Potential State Highway System Projects for a Federal Economic Stimulus Package

January 2009

Using dollars allocated by the Oregon Transportation Commission, the Oregon Department of Transportation looked across projects previously recommended by Area Commissions and ODOT's management systems to identify projects that could be in construction in summer 2009. Most of these projects will be completed during the 2009 construction season (ending in November 2009). A few may extend beyond this year, but work on the project would occur this summer, generating immediate living wage jobs for Oregonians.

Based on economic stimulus discussions in late 2008, ODOT assumed, for this list, that funding for transit would flow directly to transit agencies. As ODOT does not operate transit districts, highway projects make up ODOT's stimulus list.

Most of ODOT's work focused on determining if projects were ready for construction this summer. There was some effort to include different project types in order to create jobs for a wide range of workers. The short time in which to do this meant ODOT didn't gather public input on this particular list, but no projects should come as a surprise as they come from ACT discussions, where much public involvement has already occurred, or from management systems, which identify projects needing attention due to their importance in moving people and goods safely and efficiently throughout Oregon. We look forward to discussing this list as we learn more about an economic stimulus package.
 -- The Oregon Department of Transportation

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
I-205 Bicycle Path Improvements & Illumination	Improves and illuminates bicycle path north of Clackamas Town Center to Woodstock/92nd	Bicycle/pedestrian	Multnomah	\$2,000,000	\$2,000,000	1
I-205 Pedestrian Path at Woodstock/Flavel	Improves pedestrian and bicycle safety at I-205 crossing	Bicycle/pedestrian	Multnomah	\$500,000	\$500,000	1
Roseburg - Winston Multi-Use Path	Extends existing project to build multi-use path between Roseburg and Winston	Bicycle/pedestrian	Douglas	\$2,000,000	\$500,000	3

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
US 197: Burnham Ave. - 3rd Street (Maupin)	Builds new curbs, sidewalks, pedestrian features and streetscaping in Maupin; includes a new storm drainage system and reconstruction of the roadway	Bicycle/pedestrian/Preservation	Wasco	\$3,700,000	\$800,000	4
				Total Bike/Ped Stimulus	\$3,800,000	
US30: Lewis and Clark Bridge (Longview)	Preserves US 30 bridge across Columbia River between Longview and Rainier by painting	Bridge	Columbia	\$50,000,000	\$25,000,000	1
OR 22 over OR 221, Salem	Allows for non-structural deck overlay	Bridge	Polk	\$1,500,000	\$1,500,000	2
Dewey St. UPRR Underpass (Baker City)	Reconstructs Union Pacific Railroad underpass in Baker City	Bridge	Baker	\$1,254,000	\$1,254,000	5
				Total Bridge Stimulus	\$27,754,000	
Culvert Replacement-Old Hwy 99, MP 9.9	Replaces a culvert on Old Highway 99	Culvert	Jackson	\$750,000	\$750,000	3
				Total Culvert Stimulus	\$750,000	
I-5 Preservation: Tualatin River to Willamette River, Wilsonville Auxiliary Lane	Adds auxillary lane on I-5 from Boones Bridge to Wilsonville Road interchange to improve merging and operations on I-5 North to Charbonneau	Modernization	Clackamas	\$5,000,000	\$5,000,000	1
Pioneer Mtn. - Eddyville West End Curves	Adds re-alignment in original design	Modernization	Lincoln	\$9,000,000	\$9,000,000	2

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
US97 Lava Butte to S Century Dr, Unit 2	Adds lanes on US 97 south of Bend and builds an under-crossing at Crawford Road (Lava Lands Visitor Center) and a parallel access road from Lava River Caves to Lava Lands Visitor Center to improve safety	Modernization	Deschutes	\$15,500,000	\$15,000,000	4
US 97 Sand Creek Passing Lanes	Builds 2 mile passing lane between MP 230 - 235 on US 97 to address safety and add capacity	Modernization	Klamath	\$8,000,000	\$8,000,000	4
D St. Baker City	Keeps project whole (restores cuts)	Modernization	Baker	\$2,432,742	\$850,742	5
			Total Modernization Stimulus		\$37,850,742	
I-405 Preservation	Adds ramp paving, sign upgrades and illumination to I-405 project to improve safety	Operations	Multnomah	\$3,700,000	\$3,700,000	1
			Total Operations Stimulus		\$3,700,000	
US30: Yeon Street Preservation	Upgrades substandard signs, outdated conduit, and damaged signal poles	Preservation	Multnomah	\$200,000	\$200,000	1
OR99E: MLK/Grand project	Paves streets used as detour route	Preservation	Multnomah	\$1,250,000	\$1,250,000	1
US26: Wildwood - Wemme	Adds grind and inlay for right turn lane	Preservation	Clackamas	\$225,000	\$225,000	1
OR99E: Dunes - 10th project	Adds pavement preservation	Preservation	Clackamas	\$150,000	\$150,000	1

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
Hwy 213 Preservation Redland Road to I-205	Completes pavement preservation for this section of Hwy 213	Preservation	Clackamas	\$2,500,000	\$2,500,000	1
OR 8: Adair Street 19th to 14th Street (Cornelius)	Adds grind and inlay	Preservation	Washington	\$1,800,000	\$1,800,000	1
OR22: OR18-99W and OR51-Willamette River Bridge	Meets portion of needs for paving on highways in Willamette Valley and Oregon Coast	Preservation	Polk	\$16,200,000	\$16,200,000	2
US101: 12th St (Tillamook) - Farmer Creek Road	Extends existing pavement project in Tillamook County to an additional section of highway and adds durable pavement striping	Preservation	Tillamook	\$12,000,000	\$7,000,000	2
US 101 Bethel - Willow Creek	Adds pavement preservation on US 101	Preservation	Coos	\$2,200,000	\$2,200,000	3
US 101 Reedsport - Winchester Bay Paving	Allows current pavement preservation project to be extended	Preservation	Douglas	\$4,900,000	\$1,900,000	3
I-5 Myrtle Creek - Canyonville	Allows current pavement preservation project to be extended	Preservation	Douglas	\$13,600,000	\$2,800,000	3
OR 38 Dean Creek - Scottsburg	Adds pavement preservation on OR 38	Preservation	Douglas	\$3,100,000	\$3,100,000	3
OR 38 Rock Creek - I-5 Paving	Adds pavement preservation on OR 38	Preservation	Douglas	\$2,700,000	\$2,700,000	3
I-5 Azalea - Glendale NB	Paves I-5 northbound between Azalea and Glendale; would be added to existing contract	Preservation	Douglas	\$5,500,000	\$5,500,000	3

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
OR 138/US 199 Chipseal	Adds pavement preservation project on OR 138 (MP4-18) and US 199 (MP 30-41)	Preservation	Douglas	\$3,000,000	\$3,000,000	3
US 101 Willow Creek - Crystal Creek	Adds pavement preservation on US 101	Preservation	Curry	\$1,100,000	\$1,100,000	3
US 101 Smith River Bridge to Lane County Line	Adds work to US 101 Reedsport to Winchester Bay pavement preservation project	Preservation	Douglas	\$4,800,000	\$4,800,000	3
OR 62 Poplar - Avenue H	Adds pavement preservation on OR 62 in Medford - White City	Preservation	Jackson	\$5,500,000	\$5,500,000	3
I-5 Grind/Inlay: MP 11-18 SB, 18-14 NB	Grinds and paves 11 miles on Interstate 5	Preservation	Jackson	\$2,700,000	\$2,700,000	3
OR 99/238 Paving (Grants Pass)	Allows current pavement preservation project to be extended	Preservation	Josephine	\$5,200,000	\$1,500,000	3
US 197: The Dalles - Eight Mile Creek	Extends current pavement project south in area of poor rated pavement	Preservation	Wasco	\$4,100,000	\$4,100,000	4
US 20 Bulger Creek - Hines	Allows pavement preservation project	Preservation	Harney	\$8,085,000	\$5,500,000	5
OR 201 MP X0.29 - MP 20.00, Weiser Spur and Payette Spur	Allows pavement preservation project	Preservation	Malheur	\$8,000,000	\$8,000,000	5
OR 74 Willow Cr. Br.-Morrow Co Fairgrounds (Heppner)	Rebuilds roadway, adds bike and pedestrian facilities	Preservation	Morrow	\$3,140,000	\$1,018,000	5
				Total Preservation Stimulus	\$84,743,000	

Project Name	Description	Type	County	Total Cost	Stimulus Portion*	Region
I-84: Sandy River - The Dalles Fencing projects	Fills funding gap to complete fencing project	Safety	Hood River	\$700,000	\$700,000	1
US26: N. Plains - 185th Ave: Cable Barrier and Intersection paving	Adds pavement preservation, cable barriers and intersection paving to project	Safety	Washington	\$2,900,000	\$2,900,000	1
I-5: Tongue and Groove Barrier Replacement	Replaces concrete safety barrier on Interstate 5 to ensure safety	Safety	Marion	\$8,000,000	\$8,000,000	2
Region 2 Attenuator Replacements	Replace attenuators (crash absorbing features) throughout Willamette Valley/Oregon Coast to ensure safety	Safety	Various	\$3,500,000	\$3,500,000	2
Region 2 Guardrail Improvements	Replaces guardrails on several highways in Willamette Valley/Oregon Coast to ensure safety	Safety	Various	\$3,000,000	\$3,000,000	2
Region 3 (Southern Oregon) Striping	Stripes several highways throughout southern Oregon to ensure safety	Safety	Multiple	\$2,000,000	\$2,000,000	3
I-84 Cabbage Hill: Rockfall Screening	Builds rockfall screen	Safety	Umatilla	\$400,000	\$400,000	5
Milton Freewater SCL - Court/Dorion Pendleton	Paves and reconstructs intersection	Safety	Umatilla	\$6,033,000	\$500,000	5
			Total Safety Stimulus		\$21,000,000	
		TOTAL STIMULUS SPENDING			\$179,597,742	



Home Builders Association
of Metropolitan Portland

December 16, 2008

David Bragdon, Metro President
Metro Regional Government
600 NE Grand Avenue
Portland, OR 97232

Re: Metro Council Policy Decisions – Impacts to Industry

Dear David,

Several members of the HBA have been attending the joint MPAC/JPACT meetings held at the Oregon Convention Center over the past few months. A principal component of these meetings has been a keypad polling system and a series of questions generated by Metro Staff. It is our understanding that Metro Council is using the results of this polling to establish whether or not there is consensus around the region on a number of issues. Those issues include:

1. Land use strategies and focus of resources on centers and corridors
2. Keeping the UGB "tight" as a tool for promoting development in centers and corridors
3. Exploration of local strategies to promote development in centers and corridors
4. Establishment of new standards and assumptions for UGB expansion
5. Focus of investments on HCT versus expansion of throughways

Much discussion has been had at these meetings regarding the challenges that past UGB expansions are faced with. The HBA contends that these expansion area challenges are generally a product of decisions that were driven by an antiquated set of rules. In regard to Damascus, Councilor Park stated, "I think the package we're going to turn in (to LCDC) was limited by the cards we have in our hands." Fortunately we have been dealt a new hand, and we now have a new set of tools at our disposal to make smart UGB expansion decisions in areas where we face far fewer challenges.

It appears, however, that rather than learning from prior mistakes and making use of our new toolkit, past UGB expansions are being used as justification to limit future UGB expansion. Expansion area development is being touted as far too expensive to service and in some conversations even referred to as sprawl. What is being ignored is the fact that new expansion areas will fall under an entirely new set of rules, and that expansion can now occur in areas where transportation improvements and the provision of services can be addressed much more effectively and efficiently.

The HBA's concern is that Metro has drawn a line in the sand and that a majority of the Council has already reached a number of seemingly foregone conclusions. This appearance is further exaggerated by Metro's production of questionnaires and analysis designed in support of a preconceived ending. It is clearly Metro's policy to focus exclusively on centers and corridors. What is also disturbing is when Metro Councilors use the term "sprawl" to categorize any UGB

15555 SW Bangy Road ♦ Suite 301 ♦ Lake Oswego, Oregon 97035
Phone: 503.684.1880 ♦ Fax: 503.684.0588 ♦ www.homebuildersportland.org

expansion. Managed growth, including UGB expansion, is not sprawl, and flies in the face of a land use system that has certainly controlled how growth occurs. It makes it difficult to work together on an effective planning process when any expansion of the UGB is referred to as "sprawl" by Metro's own Councilors.

HBA supports denser development as one of the options for how and where the region will grow. We understand the economic and environmental benefits of this planning principle. What we don't understand, however, is how centers and corridors have seemingly become a sole choice over future UGB expansion. Also, we don't understand what the term "tight UGB" actually means. The HBA is extremely concerned if Metro is going to choose to keep the UGB static in an attempt to force development into centers and corridors. Such a policy decision would be detrimental to our industry and economy, not to mention to housing affordability and choice. Members of your Council have publicly stated that no UGB expansion should occur for the next 20 years. Although our membership looks forward to furthering Metro's vision for centers and corridors, the HBA cannot support a Metro policy that freezes UGB expansion for any time period.

Metro's desire to solely push urban, dense housing seems even more apparent by its decision to appeal a recent Tualatin zoning change policy to LUBA. Metro has long claimed that it doesn't dictate small lots -- it only sets targets and then allows jurisdictions to determine how they will best meet them. Yet, when one city tries to provide the option for larger lots, Metro files an appeal against it. This certainly gives the appearance that Metro doesn't mean what it says.

Our industry already faces much opposition from the exact sentiments expressed by Tualatin Mayor Lou Ogden ("there's two things people don't like -- sprawl and density"). When we build higher density housing and infill development, there is almost always intense community opposition. Dictating higher densities and then leaving our industry to have to fight the CPOs and other groups who don't want it "in their own backyard" is not responsible regional government. We need more support on being able to build to what the zoning allows. Metro also needs to come out in leadership against voter approved annexations. Metro can not be an effective representative regional government if it supposedly plans for expansions but then allows voters to negate that planning.

On a related note, the Urban and Rural Reserves process is very exciting, and possibly the most important change in Oregon's land use system since the State originally adopted its planning goals. Done correctly, the Reserves will provide certainty for where our future growth will and will not occur. The Urban Reserves must be large enough to promote job creation, invite new industry to our region and provide options for our growing population. However, at a recent Council work session Councilor Burkholder implied that the Nike World Campus could have just as easily been located in the US Bancorp Tower "Big Pink". Although Nike could have made the choice to locate in downtown Portland, they would not have, as their vision was to create an inviting campus atmosphere that represented their organization. If that choice was not readily available in this region, then Nike would have likely located elsewhere. The Reserves must take into consideration the provision of options to our current and future job creating industries. Although it is imperative to manage the region's growth, it is equally as important for companies interested in our region to have numerous options for where to site their facilities. If an adequate number of choices are not readily available, we run the risk of losing the job creation that is so very important to the future of our region.

The economic impact of the homebuilding industry is being felt in our region now more than ever. What has been clearly viewed by some as an industry to fight against is now better understood as a provider of jobs, tax revenues, and economic growth.

Forthcoming Metro Council policy decisions will have a huge impact on an industry that has already been devastated by the current financial crisis. Again, we support Metro's desire to focus on centers and corridors, but we need more support in order to be able to do this effectively. Dense development in centers and corridors should be one of many options for those looking to purchase a new home. However, this dense development should not be the only option. The future of handling growth in this region is dependent upon responsible and well-planned UGB expansions. Many people will want to live in centers and corridors, and they should have the option to do so, as should others who want a little more space or don't prefer an urban lifestyle. This region's homebuilding industry will adapt to what the market demands. However, the market will not change simply because our regional government adopts a policy.

As you are aware, the HBA and Metro Staff recently had a very productive conversation about the Metro Comparative Infrastructure Analysis. We hope that this open dialogue can continue and look forward to further conversations and input from you about how we can work together to help our region grow with success.

Regards,

A handwritten signature in black ink, appearing to read "Tom Skaar", with a stylized flourish at the end.

Tom Skaar
2009 HBA President
Pacific Western Homes

Cc: Metro Council
MTAC/MPAC



METRO

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1540 | FAX 503 797 1793

Council President David Bragdon

January 6, 2008

Tom Skaar
President, HBA
15555 SW Bangy Road, Suite 301
Lake Oswego, Oregon 77035

Dear Tom,

Your recent letter raises some compelling points about where the region stands on a host of important planning and policy issues. The Metro Council is committed to working with all parties to address the challenges of accommodating population growth. Indeed, we are one of many partners in the region whose combined actions will help us meet these challenges.

I appreciated the opportunity to meet with you on December 18th. Our discussions with you and others this year to improve our understanding of the region's infrastructure needs and costs is one critical component of addressing the growth challenge. While the case study's approach to understanding infrastructure costs has its limitations, I believe these discussions have succeeded in raising awareness about the importance of infrastructure in creating great communities. I'm ready to focus on the pragmatic issue: we need new ways to pay for infrastructure and to ensure that new and existing communities get the infrastructure they need and that the cost is allocated for the best return on investment.

I assure you that the Metro Council has not reached foregone conclusions about reserves, UGB expansions, or other related issues. All seven of us ran for office with views and philosophies which were widely known to the voters who selected us as their elected representatives, so it should not be any surprise that Metro Councilors (like other elected officials) approach our work with outcomes that we would like to see. But like the Home Builders Association or any other responsible decision-maker, the Council is working to understand the tradeoffs and implications of different choices and seeking truth from the best possible information.

I agree that everyone involved in this discussion needs to remember that rhetoric tends to oversimplify complex decisions. We all need to avoid the temptation to use words that unfairly caricature ideas and positions, and we need to avoid jumping to conclusions based on offhand remarks.

Thank you again for your letter and the meeting you hosted. HBA is clearly well prepared to help the Metro Council make good decisions, and I am committed to enlisting the HBA's help in implementing the region's 2040 vision. I hope we can build on the productive conversation we had as we move forward with the important decisions that will be made over the coming months.

Sincerely,

David Bragdon
Metro Council President

7:30 P.M. WEDNESDAY JAN. 28, 2009

DR. THOMAS SANCHEZ

Equity in regional transportation

In the past, racial discrimination and segregation denied limited transportation access and mobility for Americans of color even as highway construction devastated many low-income communities. Problems of access to transportation for minorities and the poor persist today, as rising transportation costs begin to rival the cost of housing for families of modest means. How can we address the question of access to transportation for minorities and the poor, so that these fellow-citizens can benefit from the economic, social and environmental success of our region?

About Dr. Thomas Sanchez

Tom Sanchez earned his doctorate in city planning from Georgia Tech in 1996 and has since taught at Iowa State University, Portland State University and Virginia Tech before becoming chair of the Department of City and Metropolitan Planning at the University of Utah. Sanchez is also a nonresident senior fellow of the Brookings Institution and chair of the Transportation Research Board Social and Economic Factors Committee.



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