



METRO

Agenda

MEETING: METRO COUNCIL
DATE: January 22, 2009
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. COLUMBIA SLOUGH WATERSHED COUNCIL AWARD TO JAMES DAVIS Van Dyke

4. CONSENT AGENDA

4.1 Consideration of Minutes for the January 15, 2009 Metro Council Regular Meeting.

5. ORDINANCES - SECOND READING

5.1 **Ordinance No. 09-1209**, Amending the FY 2008-09 Budget and Appropriations Schedule Transferring Appropriations from Contingency for the Integrated Mobility Strategy, adding 1.0 FTE Project Leader and Declaring an Emergency. Burkholder

6. RESOLUTIONS

6.1 **Resolution No. 09-4016**, For the Purpose of Endorsing a Regional Position on Reauthorization of the Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for USERS (Safetea-Lu). Burkholder

7. CHIEF OPERATING OFFICER COMMUNICATION

8. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for January 22, 2009 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, Wash. Channel 11 – Community Access Network www.tvctv.org – (503) 629-8534 2 p.m. Thursday, Jan. 22 (Live)</p>	<p>Portland Channel 30 (CityNet 30) – Portland Community Media www.pcmtv.org – (503) 288-1515 8:30 p.m. Sunday, Jan. 25 2 p.m. Monday, Jan. 26</p>
<p>Gresham Channel 30 – MCTV www.mctv.org – (503) 491-7636 2 p.m. Monday, Jan. 26</p>	<p>Washington County Channel 30 – TVC-TV www.tvctv.org – (503) 629-8534 11 p.m. Saturday, Jan. 24 11 p.m. Sunday, Jan. 25 6 a.m. Tuesday, Jan. 27 4 p.m. Wednesday, Jan. 28</p>
<p>Oregon City, Gladstone Channel 28 – Willamette Falls Television www.wftvaccess.com – (503) 650-0275 Call or visit website for program times.</p>	<p>West Linn Channel 30 – Willamette Falls Television www.wftvaccess.com – (503) 650-0275 Call or visit website for program times.</p>

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.

Agenda items may not be considered in the exact order in which they are listed. If you have questions about the agenda, please call Chris Billington, Clerk of the Council, at (503) 797-1542. Public hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Clerk of the Council. For additional information about testifying before the Metro Council, and for other public comment opportunities, please go to this section of the Metro website www.oregonmetro.gov/participate. For assistance per the American Disabilities Act (ADA), dial Metro’s TDD line (503) 797-1804 or (503) 797-1540 for the (Council Office).

Agenda Item Number 4.1

Consideration of Minutes of the January 15, 2009 Metro Council Regular Meeting

Consent Agenda

Metro Council Meeting
Thursday, January 22, 2009
Metro Council Chamber

MINUTES OF THE METRO COUNCIL MEETING

Thursday, January 15, 2009
Metro Council Chamber

Councilors Present: David Bragdon (Council President), Kathryn Harrington, Robert Liberty, Rex Burkholder, Rod Park, Carl Hosticka, Carlotta Collette

Councilors Absent:

Council President Bragdon convened the Regular Council Meeting at 2:01 p.m.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

There were none.

3. OREGON CONVENTION CENTER LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED) SILVER DESIGNATION

David Woolsen, Chief Executive Officer for Metropolitan Exposition Recreation Center (MERC) said he was here to present the Silver Leeds Certificate. He noted MERC's effort to provide sustainable practices. Jeff Blosser, Oregon Convention Center (OCC) Director, presented the Metro Council with a Certificate for the LEED-EB Designation. He talked about OCC's Green Marketing efforts and business they had gotten in the Green industry. He noted a list of 30 conventions that were green events at OCC (a copy of which is included in the meeting record.). They had also hired a Sustainability Coordinator. He spoke about the green energy program and the savings to MERC. Councilor Harrington asked about the Green Events Report. Mr. Blosser responded that this was a list of those conventions that chose Portland because of the LEEDs designation.

Councilor Park asked Mr. Blosser to explain the LEEDs Certification. Mr. Blosser explained the different LEEDs designations and what had to be done to the facility to be LEEDs certified. We were the first convention center to be certified as well as recertified. It was about how you run the facility. Councilor Park asked about the scaling system to weigh waste. Mr. Blosser explained the processes the Convention Center went through to determine waste use. Councilor Park said the Convention Center was a microcosm of what we were trying to do in the region. Councilor Burkholder mentioned encouraging conventions to limit the materials they brought so there was less recycling that needed to be done. He spoke to the ease of promoting OCC to groups because of the sustainable efforts at OCC. He also talked about the Green Wall which detailed the kind of sustainability work being done at OCC. Councilor Collette praised OCC for their sustainability accomplishments. She asked if OCC worked with conventions to limit their carbon footprint. Mr. Blosser talked about the formula that was used to identify the carbon footprint and what the Sustainability Coordinator would be doing. Councilor Liberty talked about the Rain Garden at OCC. It was a very handsome design. He had encouraged visitors to look at the garden. Mr. Blosser talked about the articles in local magazines which addressed the efforts of OCC.

4. CONSENT AGENDA

4.1 Consideration of minutes of the December 18, 2008, Regular Council Meeting.

Motion:

Councilor Harrington moved to adopt the meeting minutes of the December 18, 2008 Regular Metro Council.

Vote:

Councilors Burkholder, Harrington, Liberty, Park, Collette, Hosticka and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.

5. ORDINANCES – FIRST READING

5.1 **Ordinance No. 09-1209**, Amending the FY 2008-09 Budget and Appropriations Schedule Transferring Appropriations From Contingency For the Integrated Mobility Strategy, Adding 1.0 FTE Project Leader and Declaring an Emergency.

Council President Bragdon assigned Ordinance No. 09-1209 to Council.

6. ORDINANCES – SECOND READING

6.1 **Ordinance No. 08-1204A**, For the Purpose of Determining That Implementing Transit-Oriented Development is a Matter of Metropolitan Concern.

Motion:	Councilor Liberty moved to adopt Ordinance No. 08-1204A.
Seconded:	Councilor Hosticka seconded the motion.

Councilor Liberty said Metro and TriMet have had an ongoing intergovernmental agreement (IGA) regarding the exchange for funds for the Transit Oriented Development (TOD) Program for the past 12 years. He explained the TOD program, an effort to implement the 2040 map with development in centers and corridors. This fall, TriMet and Metro negotiated a new funding IGA with the following notable changes: The IGA, if approved by Metro, will be automatically renewable and will not need to be approved by either elected body every two years as has been past practice. If the TOD program secured Metropolitan Transportation Improvement Program (MTIP) funds, the fund exchange details will be stipulated by Memorandum. Metro has been operating the TOD program for the past 12 years under TriMet’s delegated authority. In order to have the program operate under Metro’s authority, Metro Council, after seeking advice from Metro Policy Advisory Committee (MPAC), must assume the TOD Program function by ordinance by designated it “of metropolitan concern.” This item was on MPAC’s agenda for December 17, 2008, though that meeting was cancelled due to snow, so it went to MPAC last night, January 14, 2009. On December 18th, the Metro Council had a first reading of the Ordinance, and we will now have the 2nd Reading of the Ordinance and Resolution approving the IGA.

Council President Bragdon opened a public hearing on Ordinance No. 08-1204A. No one came forward to testify. Council President Bragdon closed the public hearing.

Councilor Park said last night at MPAC they had discussed this item. Ms. Megan Gibbs, Long Range Planning, provided a history of the program at MPAC. There were no objections to the ordinance. Councilor Liberty explained the TOD achievements. He felt the program had been a tremendous asset to the region.

Vote:

Councilors Park, Burkholder, Collette, Harrington, Liberty, Hosticka and Council President Bragdon voted in support of the motion. The vote was 7 aye,
--

the motion passed.

7. RESOLUTIONS

7.1 Resolution No. 09-4015, For the Purpose of Reorganizing the Metro Council in 2009.

Motion:	Councilor Harrington moved to adopt Resolution No. 09-4015.
Seconded:	Councilor Collette seconded the motion

Council President Bragdon noted the appointment of the Deputy Council President, Kathryn Harrington and committee assignments. He also noted that one of Councilor Harrington's strengths was in organizational management. They would be working together closely on this issue.

Vote:

Councilors Park, Burkholder, Collette, Harrington, Liberty, Hosticka and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.

7.2 Resolution No. 08-3888, For the Purpose of Approving the Tualatin Hills Parks and Recreation District's (THPRD) Natural Resource Management Plan as it Applies to Certain Natural Area Property Owned By Metro.

Motion:	Councilor Hosticka moved to adopt Resolution No. 08-3888.
Seconded:	Councilor Harrington seconded the motion

Councilor Hosticka provided the background about the Fanno Creek Trail. He explained that this particular resolution required the Metro Council approval of the management plan. The plan had been submitted to Council and THPRD was ready to move forward on the approval. The staff had reviewed the plan and they assured the Council that the plan met Metro's requirements. Councilor Burkholder suggested they see a map where this trail fit and where the gap was in the trail. Councilor Hosticka said this was a crucial piece to completing the gap. He explained where the trail went. Councilor Harrington talked about the policy makers' bike event where they had ridden along most of the existing trail.

Vote:

Councilors Park, Burkholder, Collette, Harrington, Liberty, Hosticka and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.

7.3 Resolution No. 08-4013, For the Purpose of Endorsing the Transportation For America Position on Reauthorization of the Safe, Accountable, Flexible, Efficient, Transportation ACT: A Legacy For Users (SAFETEA-LU).

Motion:	Councilor Burkholder moved to adopt Resolution No. 08-4013.
Seconded:	Councilor Liberty seconded the motion

Councilor Burkholder said this was one of three parts which would put forward a regional package for transportation federal dollars. It gave direction to work with the national group. Councilor Liberty said one of the things that struck him was that Metro had regional responsibilities whether they asked for it or not. Transportation is key to the national package. He talked about leading by example and the importance of this document. Councilor Burkholder was looking for opportunities to share the story. He urged support.

Vote:

Councilors Park, Burkholder, Collette, Harrington, Liberty, Hosticka and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.

7.4 **Resolution No. 09-4014**, For the Purpose of Authorizing an Intergovernmental Agreement With TriMet Providing the Funding Coordination For Metro’s Transit-Oriented Development and Urban Centers Program.

Motion:	Councilor Liberty moved to adopt Resolution No. 09-4014.
Seconded:	Councilor Harrington seconded the motion

Councilor Liberty explained that previously they had had an annual IGA with TriMet. He said what was different about this IGA was that it was self-renewing.

Vote:

Councilors Park, Burkholder, Collette, Harrington, Liberty, Hosticka and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.

8. CHIEF OPERATING OFFICER COMMUNICATION

Michael Jordan, COO, reported on the extension of consideration of the Headquarters Hotel project. They had the services of Cheryl Twete to manage the project. This would free up some of Dan Cooper’s and Reed Wagner’s time. Council President Bragdon asked about the Expo Center work that Ms. Twete had done. He suggested updating the Council on this issue.

9. COUNCILOR COMMUNICATION

Council President Bragdon said they had a lot of things they were going to have to accomplishment this year. He spoke about the MPAC meeting last night and the high level of energy. They were tightening up some of the procedures. He would be working closely with Deputy Council President Harrington. There were several deliverables within the next weeks, related to Urban Reserves project, Urban Growth Report, and the Regional Transportation Plan. They would be working on a Council calendar. There would also be a recap of the December 17th meeting on Making the Greatest Place (MGP). February 4th would be the next MGP work session.

Councilor Harrington said on Monday January 26th, the Metro Council had been invited to host some individuals from Canada’s Leadership Delegation. She explained a bit about the program. Second, on Thursday February 12th the State of Clark County was occurring. This conflicted with the Metro Council meeting. Last, she reported on the January monthly meeting of the Regional Reserves Steering Committee. They had gotten information from the County Coordinating Committee on rural reserve candidates. She wanted to do a process check with regard to the county information and was Council getting the information.

Councilor Park said he was able to make the Reserves Steering Committee meeting. He talked about the need for a calendar. He also echoed what the Council President said about MPAC. He talked about the energy in the room at the MPAC meeting.

Councilor Liberty invited the audience to an event on Wednesday January 28th. Dr. Thomas Sanchez would be presenting Equity in Regional Transportation (a copy of the announcement is included in the

meeting record). Second, he would be making a presentation on the Housing Need Analysis to the Land Conservation and Development Commission (LCDC). Finally, he invited Councilor Burkholder to discuss the Joint Policy Advisory Committee on Transportation (JPACT) meeting today.

Councilor Burkholder talked about the JPACT meeting. They looked at the High Capacity Transit (HCT) Plan, the Federal Reauthorization of the Transportation Bill and the Joint meeting of MPAC and JPACT. There was a lot of discussion about land use. They also discussed where were the best places to put our transportation investments. He talked about the challenges we face around the region. Councilor Liberty said one of the things that struck him was Chair Peterson from Clackamas County and the discussion about trade-offs to serving new areas. It had been nice to see MPAC wade into transportation issues and JPACT talk about land use.

Councilor Collette talked about what was happening with High Capacity Transit and presentations that were occurring. She was excited to see how all of the pieces were coming together. She talked about linkages and benefits for the public.

Councilor Hosticka said the State Legislature started last Monday. As the legislative session evolves, he intended to report to the Council weekly during Councilor Communication.

Councilor Harrington noted a letter about the Riverbend Landfill about the Designated Facility Agreement (DFA). She asked the Chief Operating Officer what happened next. Mr. Jordan explained the specifics of Council's intent.

10. ADJOURN

There being no further business to come before the Metro Council, Council President Bragdon adjourned the meeting at 3:12 p.m.

Prepared by

Chris Billington
Clerk of the Council

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF
JANUARY 15, 2009**

Item	Topic	Doc. Date	Document Description	Doc. Number
3.0	Green Event Report	1/15/09	To: Metro Council From: Jeff Blosser, OCC Director Re: Green Event Report for OCC	011509c-01
9.0	Flyer	1/28/09	Dr. Thomas Sanchez Equity in Regional Transportation announcement	011509c-02

Agenda Item Number 5.1

Ordinance No. 09-1209, Amending the FY 2008-09 Budget and Appropriations Schedule Transferring Appropriations from Contingency for the Integrated Mobility Strategy, adding 1.0 FTE Project Leader and Declaring an Emergency.

Second Reading

Metro Council Meeting
Thursday, January 22, 2009
Metro Council Chamber

BEFORE THE METRO COUNCIL

AMENDING THE FY 2008-09 BUDGET AND)	ORDINANCE NO. 09-1209
APPROPRIATIONS SCHEDULE)	
TRANSFERRING APPROPRIATIONS FROM)	Introduced by Michael Jordan, Chief
CONTINGENCY FOR THE INTEGRATED)	Operating Officer, with the concurrence of
MOBILITY STRATEGY, ADDING 1.0 FTE)	Council President David Bragdon
PROJECT LEADER AND DECLARING AN)	
EMERGENCY)	

WHEREAS, the Metro Council has reviewed and considered the need to increase appropriations within the FY 2008-09 Budget; and

WHEREAS, the need for the increase of appropriation has been justified; and

WHEREAS, adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 2008-09 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibits A and B to this Ordinance for the purpose of amending the General Fund and adding 1.0 FTE Project Leader for the Integrated Mobility Strategy.
2. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

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

David Bragdon, Council President

Attest:

Approved as to Form:

Christina Billington, Recording Secretary

Daniel B. Cooper, Metro Attorney

**Exhibit A
Ordinance No. 09-1209**

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Planning							
<i>Personal Services</i>							
SALWGE	<i>Salaries & Wages</i>						
5010	Reg Employees-Full Time-Exempt						
	Administrative Specialist IV	1.25	55,366	-	0	1.25	55,366
	Assistant Regional Planner	1.00	54,465	-	0	1.00	54,465
	Assistant Transportation Planner	1.00	48,991	-	0	1.00	48,991
	Associate GIS Specialist	4.00	258,009	-	0	4.00	258,009
	Associate Regional Planner	3.00	168,353	-	0	3.00	168,353
	Associate Transportation Modeler	5.00	274,708	-	0	5.00	274,708
	Associate Trans. Planner	3.00	170,219	-	0	3.00	170,219
	Director II	0.25	35,125	-	0	0.25	35,125
	Manager I	4.00	369,024	-	0	4.00	369,024
	Manager II	6.00	567,920	-	0	6.00	567,920
	Principal GIS Specialist	3.00	250,858	-	0	3.00	250,858
	Principal Regional Planner	6.00	486,422	-	0	6.00	486,422
	Principal Transportation Engineer	1.00	83,619	-	0	1.00	83,619
	Principal Transportation Modeler	3.00	250,858	-	0	3.00	250,858
	Principal Transportation Planner	5.00	388,030	-	0	5.00	388,030
	Program Analyst IV	-	0	0.42	30,655	0.42	30,655
	Program Director II	2.00	227,168	-	0	2.00	227,168
	Program Supervisor I	2.00	120,707	-	0	2.00	120,707
	Program Supervisor II	3.00	220,148	-	0	3.00	220,148
	Senior GIS Specialist	2.00	125,532	-	0	2.00	125,532
	Senior Management Analyst	4.00	245,121	-	0	4.00	245,121
	Senior Public Affairs Specialist	3.25	202,683	-	0	3.25	202,683
	Senior Regional Planner	2.00	125,367	-	0	2.00	125,367
	Senior Transportation Modeler	2.00	155,521	-	0	2.00	155,521
	Senior Transportation Planner	8.00	550,073	-	0	8.00	550,073
	Transit Program Director I	1.00	115,595	-	0	1.00	115,595
	Transit Program Director II	0.25	38,607	-	0	0.25	38,607
	Transit Project Manager I	1.00	99,129	-	0	1.00	99,129
	Transit Project Manager II	1.00	98,585	-	0	1.00	98,585
5015	Reg Empl-Full Time-Non-Exempt						
	Administrative Specialist I	1.00	33,249	-	0	1.00	33,249
	Administrative Specialist II	3.00	105,487	-	0	3.00	105,487
	Administrative Specialist III	1.00	36,603	-	0	1.00	36,603
	GIS Technician	1.00	38,419	-	0	1.00	38,419
	Program Assistant 3	2.00	88,970	-	0	2.00	88,970
5020	Reg Emp-Part Time-Exempt						
	Associate GIS Specialist	0.50	31,236	-	0	0.50	31,236
	Associate Regional Planner	0.60	35,014	-	0	0.60	35,014
	Principal Regional Planner	0.80	60,694	-	0	0.80	60,694
5030	Temporary Employees		198,981		0		198,981
5080	Overtime		5,000		0		5,000
5089	Salary Adjustments						
	Merit Adjustment Pool (non-represented)		26,637		0		26,637
	Step Increases (AFSCME)		76,292		0		76,292
	COLA (represented employees)		132,388		0		132,388
	Other Adjustments (non-represented)		31,677		0		31,677
	Other Adjustments (AFSCME)		3,081		0		3,081
	Other Adjustments (Class & Comp Study)		31,677		0		31,677

**Exhibit A
Ordinance No. 09-1209**

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Planning							
<i>FRINGE</i>	<i>Fringe Benefits</i>						
5100	Fringe Benefits						
	Base Fringe (variable & fixed)		2,318,901		10,365		2,329,266
5190	PERS Bond Recovery		218,855		980		219,835
Total Personal Services		87.90	\$9,259,364	0.42	\$42,000	88.32	\$9,301,364
<u>Materials & Services</u>							
<i>GOODS</i>	<i>Goods</i>						
5201	Office Supplies		411,735		0		411,735
5205	Operating Supplies		112,599		0		112,599
5210	Subscriptions and Dues		23,110		0		23,110
<i>SVCS</i>	<i>Services</i>						
5240	Contracted Professional Svcs		8,065,051		17,000		8,082,051
5251	Utility Services		8,401		0		8,401
5260	Maintenance & Repair Services		85,996		0		85,996
5265	Rentals		9,500		0		9,500
5280	Other Purchased Services		490,812		0		490,812
<i>IGEXP</i>	<i>Intergov't Expenditures</i>						
5300	Payments to Other Agencies		667,000		0		667,000
<i>INCGEX</i>	<i>Internal Charges for Service</i>						
5400	Charges for Service		1,500		0		1,500
<i>OTHEXP</i>	<i>Other Expenditures</i>						
5440	Program Purchases		5,101,686		0		5,101,686
5445	Grants		50,000		0		50,000
5450	Travel		111,545		0		111,545
5455	Staff Development		10,500		0		10,500
Total Materials & Services			\$15,149,435		\$17,000		\$15,166,435
<u>Debt Service</u>							
<i>CAPLSE</i>	<i>Capital Lease Payments</i>						
5605	Capital Lease Pmts-Interest		38,513		0		38,513
Total Debt Service			\$38,513		\$0		\$38,513
TOTAL REQUIREMENTS		87.90	\$24,447,312	0.42	\$59,000	88.32	\$24,506,312

**Exhibit A
Ordinance No. 09-1209**

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
General Expenditures							
<u>Contingency & Unappropriated Balance</u>							
CONT	<i>Contingency</i>						
5999	Contingency						
	* Contingency		2,803,838		0		2,803,838
	* Opportunity Account		100,000		64,500		164,500
	* Reserved for Future Planning Needs		351,000		0		351,000
	* Reserved for Future Election Costs		290,000		0		290,000
	* Reserved for Nature in Neighborhood Grants		250,000		0		250,000
	* Reserved for Reg. Afford. Housing Revolving F		1,000,000		0		1,000,000
	* Reserved for Metro Regional Center Remodel		378,000		0		378,000
	* Reserved for Diesel Retrofit matching grants		400,000		(400,000)		0
	* Recovery Rate Stabilization reserve		1,771,867		0		1,771,867
	* Reserved for Integrated Mobility Strategy posit		0		276,500		276,500
UNAPP	<i>Unappropriated Fund Balance</i>						
5990	Unappropriated Fund Balance						
	* Stabilization Reserve		2,320,000		0		2,320,000
	* Reserve for Future Natural Areas Operations		1,023,070		0		1,023,070
	* PERS Reserve		2,782,174		0		2,782,174
	* Computer Replacement Reserve (Planning)		90,000		0		90,000
	* Tibbets Flower Account		201		0		201
	* Reserve for Future Debt Service		2,521,852		0		2,521,852
Total Contingency & Unappropriated Balance			\$16,082,002		(\$59,000)		\$16,023,002
TOTAL REQUIREMENTS		434.31	\$103,535,785	0.42	\$0	434.73	\$103,535,785

Exhibit B
Ordinance 09-1209
Schedule of Appropriations

	<u>Current</u> <u>Appropriation</u>	<u>Revision</u>	<u>Revised</u> <u>Appropriation</u>
GENERAL FUND			
Council Office	3,109,046	0	3,109,046
Finance & Administrative Services	5,489,506	0	5,489,506
Human Resources	1,737,211	0	1,737,211
Information Technology	2,808,244	0	2,808,244
Metro Auditor	651,286	0	651,286
Office of Metro Attorney	1,997,616	0	1,997,616
Oregon Zoo	26,677,562	0	26,677,562
Planning	24,408,799	59,000	24,467,799
Public Affairs & Government Relations	1,993,617	0	1,993,617
Regional Parks & Greenspaces	8,425,902	0	8,425,902
Special Appropriations	3,538,480	0	3,538,480
Former ORS 197.352 Claims & Judgments	100	0	100
Non-Departmental			
Debt Service	1,450,486	0	1,450,486
Interfund Transfers	5,165,928	0	5,165,928
Contingency	7,344,705	(59,000)	7,285,705
Unappropriated Balance	8,737,297	0	8,737,297
Total Fund Requirements	\$103,535,785	\$0	\$103,535,785

All other appropriations remain as previously adopted

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 09-1209, FOR THE PURPOSE OF AMENDING THE FY 2008-09 BUDGET AND APPROPRIATIONS SCHEDULE TRANSFERRING APPROPRIATIONS FROM CONTINGENCY FOR THE INTEGRATED MOBILITY STRATEGY, ADDING 1.0 FTE PROJECT LEADER AND DECLARING AN EMERGENCY

Date: December 31, 2008

Prepared by: Mike Wetter
Phone: 503-797-1538

BACKGROUND

This action requests amended appropriation authority for the remainder of FY 2008-09 for the purpose of advancing an integrated mobility strategy for the Portland metropolitan region. This action would provide for a Limited Duration 1.0 FTE Program Analyst IV, for up to three years, to provide project leadership for the integrated mobility strategy (hereafter referred to as "Project Leader").

On November 20, 2008, the Blue Ribbon Committee for Trails [Res. No. 08-3936 "For the Purpose of Establishing the Blue Ribbon Committee for Trails"] submitted its final report, Attachment 1 "The case for an integrated mobility strategy" to the Metro Council. The final report outlines a four pronged strategy that aggressively increases walking and biking options in the Portland metropolitan region. The integrated mobility strategy answers the policy questions outlined in the Connecting Green: Trails project [Res. No. 08-3937 "Designating Council Projects and Designating Lead Councilors and Council Liaisons for Connecting Green Trails] and provides the strategy to achieve the desired outcomes of the Connecting Green trails project. The integrated mobility strategy achieves objectives of the Connecting Green initiative as well as the region's transportation goals and objectives outlined in the Regional Transportation Plan.

The Project Leader will organize and lead an interagency staff team to update and implement the project strategy, provides project direction, coordinate and facilitate the work of corporate executives and elected officials participating in the project, coordinate staff teams conducting technical research and communications, and provide project management, for the following initial strategies:

1. **ORGANIZE LEADERSHIP:** For the integrated mobility strategy to be successful, strong leadership supported by a dynamic team of interagency staff will be necessary. The first element of a successful integrated mobility strategy will require that the Project Leader:
 - a. Form a Caucus of Elected Leaders and a Leadership Council of non-governmental leaders representing a wide range of industries from healthcare to tourism;
 - b. Create an Interagency Staff team. Staff from interested cities, counties, state agencies and Metro will form an interagency team to support the work of the Caucus of Elected Leaders and the Leadership Council.
 - c. Model Cross-Discipline Integration at Metro through the integration of departmental products and outcomes.
2. **DEMONSTRATE POTENTIAL:** The initiative will identify specific packages of trails, on street routes and other programs and projects and sort them into three categories: urban, suburban, and recreational greenway. The initiative will then develop a priority order for the packages, secure

federal and state funds (see point 4,e below), and begin building the projects. The first projects completed will serve to demonstrate the ultimate potential of the overall strategy.

3. **REDUCE COSTS:** Federal and state standards set up for road construction complicate the construction of off-street bicycling and walking trails and add an estimated 30% to their cost. This task will identify ways to bring these costs into line, including convening an “Oregon Solutions” style Cost Reduction Project. The Project Leader will help develop the project, secure funding, and coordinate work of project consultants and other staff.
4. **DEVELOP SYSTEM:** Integrating walking and cycling into the region’s transportation plans will be a major step forward to accomplishing integrated mobility. The project leader will:
 - a. Convene a work group to refine the guiding principles that will guide the development of the region’s bicycle and pedestrian system.
 - b. Facilitate the development of a Mobility Strategy and Integrate with Regional Transportation Plan. Inclusion in the Regional Transportation Plan qualifies projects for federal funding.
 - c. Convene a staff team to outline a broad strategy for funding the mobility strategy identifying a target amount to be raised at the local, regional, state and federal levels and suggesting sources and a time frame for these amounts.
 - d. Research the potential for a local funding source. It is likely that the funding package will require a local match from system users. This source will need to be identified and implemented.
 - e. Support strategy leadership to advocate at the state and federal level to secure federal and state funds.
 - f. Convene a work group to identify the possibility of pursuing a regional ballot measure or other source for funding.

The Blue Ribbon Committee for Trails set out an aggressive strategy to increase bicycle and pedestrian travel in the region, which creates a more efficient transportation system, reduces household costs, reduces taxpayer burden, reduces carbon emissions, contributes to more dynamic communities, and encourages physical activity and health. A limited duration 1.0 FTE Project Leader is needed to continue this work and take it to the next level of implementation. The Project Leader would be housed in the Planning and Development department in the Regional Travel Options program and report to Pam Peck. Without this dedication of resources the integrated mobility strategy will not be implemented.

Attachment 2 outlines the fiscal impact for a non-represented, limited duration Program Analyst IV. \$42,000 of the requested \$59,000 would be allocated to five months wages and fringe benefits. \$17,000 is included for materials and services, to bring the total budget impact to \$59,000.

This action requests funding from the General Fund Opportunity Account. The FY 2008-09 budget had reserved up to \$400,000 of the Opportunity Account as matching funds for the Diesel Retrofit project. However, this project has since been canceled. Ordinance 09-1209 transfers \$59,000 from the Opportunity Account contingency to fund the FY 2008-09 estimated costs of this action and sets aside in an identified reserve the estimated amount needed to fund the remaining costs of the Limited Duration position up to a maximum of three-years.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known.

2. **Legal Antecedents:** ORS 294.450 provides for transfers of appropriations within a fund, including transfers from contingency, if such transfers are authorized by official resolution or ordinance of the governing body for the local jurisdiction.
3. **Anticipated Effects** This action provides the necessary resources to begin to successfully begin implementing the integrated mobility strategy.
4. **Budget Impacts:** This action transfers \$59,000 from the General Fund Opportunity Account contingency and increases appropriation in the Planning & Development department by a similar amount. In addition, it adds 1.0 FTE limited duration Program Analyst IV for a period not to exceed three-years. Finally, it sets aside in an identified reserve an amount needed to fund the remaining future year costs of the limited duration position.

RECOMMENDED ACTION

The Chief Operating Officer recommends adoption of this Ordinance.



The case for an integrated mobility strategy

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

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

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

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

It is time. It will work.

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

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

Why encourage bike and pedestrian travel now?

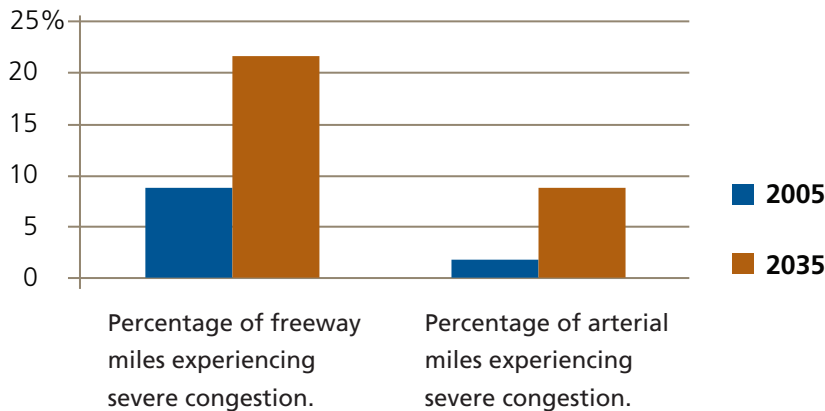
INVESTMENT PRODUCES ENVIRONMENTAL, LIVABILITY AND FINANCIAL RETURNS

Non-motorized travel reduces congestion

Thirty years from now, one million more people are expected to call the Portland region home. During this time, car traffic is expected to grow by nearly half, while truck traffic will more than double. The percentage of roadways experiencing severe congestion is expected to quintuple from 2% today to 10% by 2035. Increasing congestion has real economic costs. Dedicated facilities for pedestrians and cyclists frees roadways for other users.

Projected congestion growth in Portland region

Source: www.gasbuddy.com



Bicycling and walking reduce congestion by replacing cars on short trips, increasing use of public transportation and by stimulating compact, mixed use development.

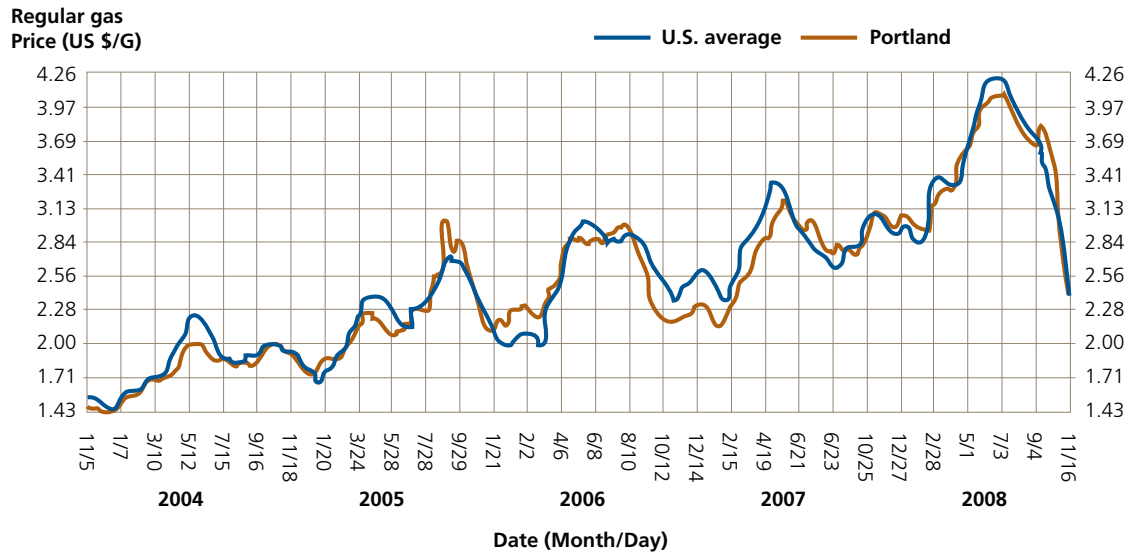
Non-motorized travel is inexpensive

Transportation is second to housing as a proportion of household budgets and fuel costs have risen from 3% of household expenditures in 2002 to 8.5% as of June 2008, putting an increasing strain on resident's budgets. Bicycle and pedestrian infrastructure saves public dollars as well. A lane of roadway will accommodate five to ten times more pedestrian and bicycle traffic than driving and the cost of bicycling and pedestrian infrastructure is just a small fraction of that of building highways. Trails and paths can also be efficient connections to transit, reducing the need for expensive and land-gobbling park-and-ride stations.

Those households that rely on walking and cycling as their primary means of travel save an average of \$694 per month.
– www.gasbuddy.com

60 Month average U.S. and Oregon gas prices

Source: www.gasbuddy.com



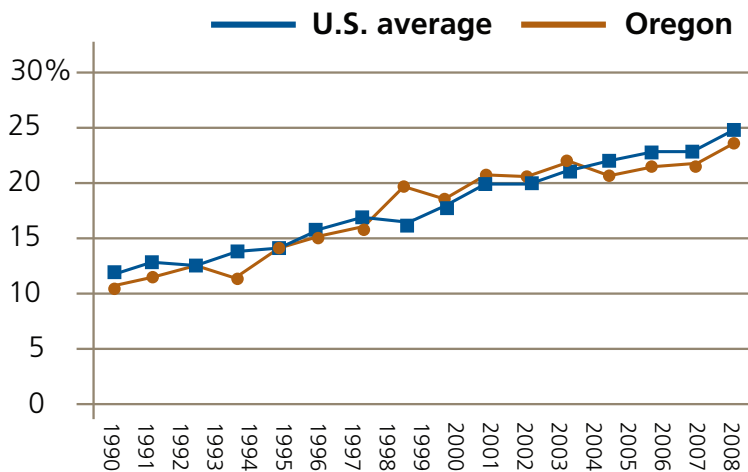
Those households living near a greenway are more likely to meet CDC health guidelines – CDC, Rails To Trails Conservancy

Non-motorized travel improves health and reduces health care costs

Americans' lack of physical activity is leading to an increase in a variety of health conditions including hypertension, cancer, heart disease, diabetes, and obesity, which will soon eclipse tobacco as the number one preventable cause of death in the United States. Studies have shown that people living in communities with walking and cycling facilities walk and cycle more. Bicycling and walking offer a way to integrate physical activity into busy schedules, and have been demonstrated to improve these conditions as well as to contribute to emotional well-being.

Percentage of adults who obese, Oregon and U.S. 1990-2008

Source: Oregon Department of Human Services

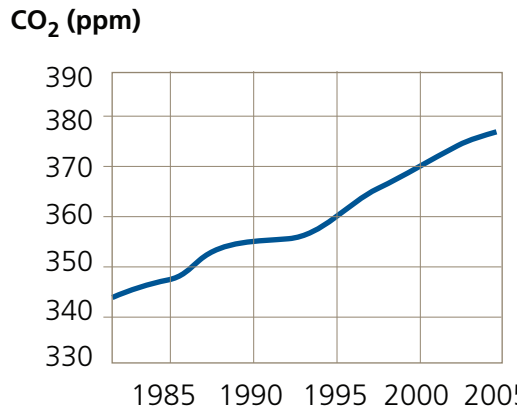


Non-motorized travel reduces greenhouse gas emissions

Greenhouse gas emissions are causing climate change, which leads to environmental and economic disruption and threatens our health and well being. The transportation sector is responsible for 38% of greenhouse gas emissions. Any strategy to address climate change requires reducing energy consumption in this sector. Bicycle and pedestrian transportation must be a key element in our region's strategy to increase the share of total trips made by bicycle and by foot. The Rails To Trails Conservancy estimates that bicycling and pedestrian travel can offset between 3 percent and 8 percent of greenhouse gas emissions of US cars and trucks.

Globally averaged CO2 1985 - 2005

Source: World Meteorological Organization



Every 1% increase in miles traveled by bicycle or on foot instead of by car reduces our region's greenhouse gas emissions by 0.4%

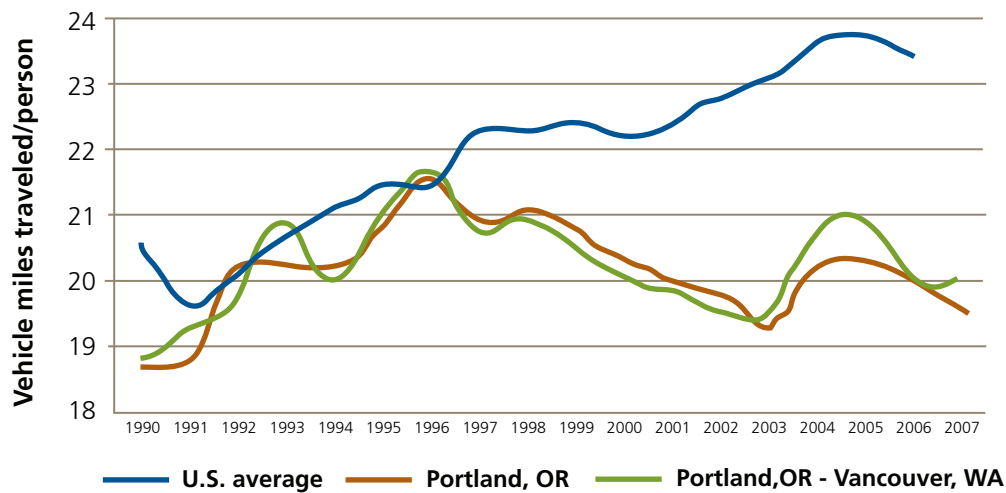


Non-motorized travel fosters dynamic, mixed-use communities

Non-motorized travel encourages a diverse mix of housing, shopping, restaurants, workplaces and recreation in convenient proximity. Residents that walk or ride tend to patronize small businesses, buying in smaller quantities but making more frequent purchases than motorists. This pattern of commerce supports small, community-based businesses and leads to a dynamic community environment. Motorists in such communities also benefit from shorter distances between services, which leads to fewer vehicle miles traveled per person.

Vehicle miles traveled per person 1990 - 2007

Source: FHWA, ODOT, WDOT



Motor vehicle miles traveled per person are increasing nationally. The Portland region has shown it is possible to counter this trend through compact growth and by providing transportation options.

The special case for greenways

GREENWAYS PROVIDE PREMIER ROUTES AND DISTINGUISH THE REGION

Some greenways connect population centers with a non-motorized, natural corridor that provides an unrivaled commute experience. Other Greenways connect the best natural gems our region has to offer and draw both residents and visitors for long recreational excursions. In either case, Greenways play a special role in the region's mobility strategy.

- Greenways are like parks. They are places for families and friends to be together and places to find solitude and connect with nature. But unlike parks, they facilitate travel through the urban area, from neighborhood to neighborhood, or from park to school, or from home to work.
- Greenways are like roads. They give us a way to get where we need to go. But unlike roads, they are built for nonmotorized travel and so they are safer, less stressful and truly enjoyable. They are places where you can experience the wind in your hair or the sun on your shoulders as you travel.
- Greenways are like public squares. They are places for community to gather and can be good locations for shops, restaurants, museums, benches, fountains or works of art. But unlike public squares they extend in either direction as gateways to additional urban and natural experiences.
- Greenways are like a local gym, except that the scenery is better and you can exercise while you get to work rather than before or after.

Greenways are a significant element of Connecting Green, a broad-based movement in the Portland region to create a system of parks, trails and natural areas that is second to none.

Greenways may pass through a park, natural area or stream corridor. The land may be newly developed, but usually it is redeveloped, having been formerly occupied by a railroad, highway, or other transportation route. Many greenways in urban centers or developed areas are linear parks. Greenways are the premier travel corridor for walking and riding because they are safe and fast, and because they offer a natural experience that is removed from the noise and frenzy of the urban environment.



Why the Portland region?

PORTLAND IS UNIQUELY QUALIFIED TO UNDERTAKE THIS STRATEGY

Residents are choosing non-motorized transportation with increased frequency

An active, outdoor-oriented culture, sustainability consciousness, and strong civic and elected leadership position the Portland Region to lead the nation in implementing a nonmotorized transportation strategy. In the city, bicycling to work increased 146% between 2000 and 2006 despite accounting for only 0.7% of the Portland Office of Transportation's capital budget. Travel by bike and foot now makes up as much as 9% of total commute trips in the city, and just under 5% in the metropolitan region as a whole. In 2008, Portland became the first major city to be designated by the League of American Bicyclists as a platinum level bicycle friendly community. The City of Beaverton has been awarded Bronze status. The region's strong transit system is a key asset that positions the Portland region to lead a bicycle and pedestrian strategy.

Finally, Metro, local governments and nonprofit groups have proposed an exemplary network of greenways that span the region and provide opportunities for connection with the region's rich natural heritage. These routes are in varying stages of development, with many in the advanced stages of planning and ready to proceed.



Solution requires a more integrated approach to mobility

A FOUR PRONGED STRATEGY IS NEEDED

Our nation's overwhelming emphasis on one mode of travel has created stark inefficiencies and negative side effects. A regionwide network of on-street and off-street bikeways and walkways integrated with transit and supported by educational programs would make travel by foot and bike safe, fast and enjoyable. Such a system would take walking and cycling well beyond the exclusive domain of avid cyclists and the courageous to become a practical and preferred option for average residents. This is well within reach if we achieve four things:

1 Organize leadership

The strategy requires public and private leadership with interagency staff support.

Form a Caucus of Elected Leaders. Caucus members will make a commitment to champion the strategy. Members of the caucus agree to support the strategy's themes and direction. There will also be opportunities to help support specific proposals at the local, regional, state and federal levels.

Establish a Leadership Council. The council will be made up of civic and business leaders that make a commitment to support the caucus of elected leaders and serve as third party validators when the caucus is presenting proposals, making presentations, or involved in campaigns for elements of the strategy.

Create an Interagency Staff Team. Staff from interested cities, counties, state agencies and Metro will form an interagency team to support the work of the Caucus of Elected Leaders and the Leadership Council.

Model Cross-Discipline Integration at Metro. Cycling and walking, and particularly off-street trails, have in the past been treated as minor transportation facilities, with a divide between park and transportation planning. This schism reduces the functionality of the region's transportation system, limits options and increases costs. The aesthetic, recreation, health and ecological objectives associated with cycling and walking, which have been the traditional responsibility of parks bureaus and associated policy-making bodies, need to be acknowledged and fully integrated with transportation and mobility objectives, which are the purview of transportation departments. Metro should model the organizational changes that are necessary to integrate bicycle and pedestrian facilities planning with planning for other modes and encourage this integration within other jurisdictions in the region.

2 Demonstrate potential

There is excellent work going on across the region building trails, transit and bicycle/pedestrian facilities. Plans are in place, they are coordinated through the Regional Transportation Plan (RTP) and, as a region, our accomplishments are nationally significant. However, institutional traditions marginalize the planning, funding and development of trails and other bicycling and pedestrian infrastructure, resulting in weak coordination or even competition among these facilities.

The strategy's leadership must establish recognition among elected officials and influential organizations and committees that walking and cycling are serious transportation options. Such recognition stems from a realistic understanding of the return on investment such a system could have for our communities, our economy, and the environment. Nothing substitutes for results. Strategy leadership will showcase existing results as well as champion demonstration projects that take bike and pedestrian travel to new levels. Three pilot projects are envisioned:

Urban. Complete a well-designed and well-connected nonmotorized transportation project within a single urban "commute shed." Partner with area businesses to provide education and encourage use. For example, develop a trail that connects a regional center with the central city and provide associated on-street feeder routes and transit connections to substantially increase bicycle and pedestrian commuting within a targeted area.

Suburban. Partner with TriMet and area businesses to create an integrated bicycle/transit strategy for a geographically-defined area in the suburbs. For example, develop on and off-street bicycle and walking paths that feed a transit node. Provide safe, dry bicycle parking at the transit node. Make an agreement with area businesses to encourage their employees to use the facilities. A partnership with transit is critical in the suburbs, because distances between population and employment centers can be too long for bicycle travel (greater than 30 minutes by bike), but can be well served by transit.

Greenway. Identify a demonstration project that would link together key natural attractions to create a unique urban/natural experience. This would be a greenway of exceptional quality that can serve as a day or multi-day excursion for residents and visitors.

Actions required are as follows:

Select Demonstration Areas. A committee will be formed to select three demonstration areas: an urban, a suburban and a recreational greenway. The areas will be based on the extensive data and research that has been compiled through the Blue Ribbon Committee for Trails process, and will draw from existing transportation plans. The committee will meet three times to complete the selection by early 2009.

Secure Federal and State Funds. The Caucus of Elected Officials and Leadership Council will advocate for funding for the demonstration areas in upcoming legislative sessions at the state and federal levels.

Build Demonstration Projects. The goal is to begin moving demonstration areas forward in 2009.



3 Reduce costs

Federal and state standards set up for road construction complicate the construction of off-street bicycling and walking trails and add an estimated 30% to their cost. The barriers generally relate to procedures in place to support highway construction that don't adapt well for trails, such as cumbersome acquisition requirements that give the impression that a condemnation is about to take place; time consuming change order reviews because standards for roads aren't appropriate for trails; redundancy of effort to fulfill local, state and federal requirements; and excessively time consuming paperwork for intergovernmental agreements, accounting and project closeout.

A key element of the strategy is to bring these costs into line. Federal funding is administered through ODOT. Eliminating these barriers will involve working with ODOT staff, the Oregon Transportation Commission, state legislature and federal congressional staff.

Convene an "Oregon Solutions" style Cost Reduction Project. Strategy leadership would convene agencies involved in trail construction to identify opportunities to streamline, fastrack and reduce costs and implement solutions.

4 Develop system

Strategy leadership will work towards a regional mobility strategy that fully integrates walking and cycling into the region's transportation plans. The Regional Transportation Plan (RTP) is now being updated and so the timing for such an integration is excellent.

Refine Guiding Principles. A work group will refine the guiding principles that will guide the development of the region's bicycle and pedestrian system. A preliminary list, developed during the work of the Blue Ribbon Committee for Trails, is provided in a later section of this document.

Develop Mobility Strategy and Integrate with Regional Transportation Plan. Inclusion in the Regional Transportation Plan qualifies projects for federal funding.

Create Safe Crossings. Work with the Oregon Department of Transportation to create a "safe crossings" initiative that addresses bicycle and pedestrian crossings. Areas where trails cross arterials or highways are particularly challenging. Crossings are in the right-of-way and so are eligible for gas tax investments and are key to protecting the safety of those who travel by bike and by foot.

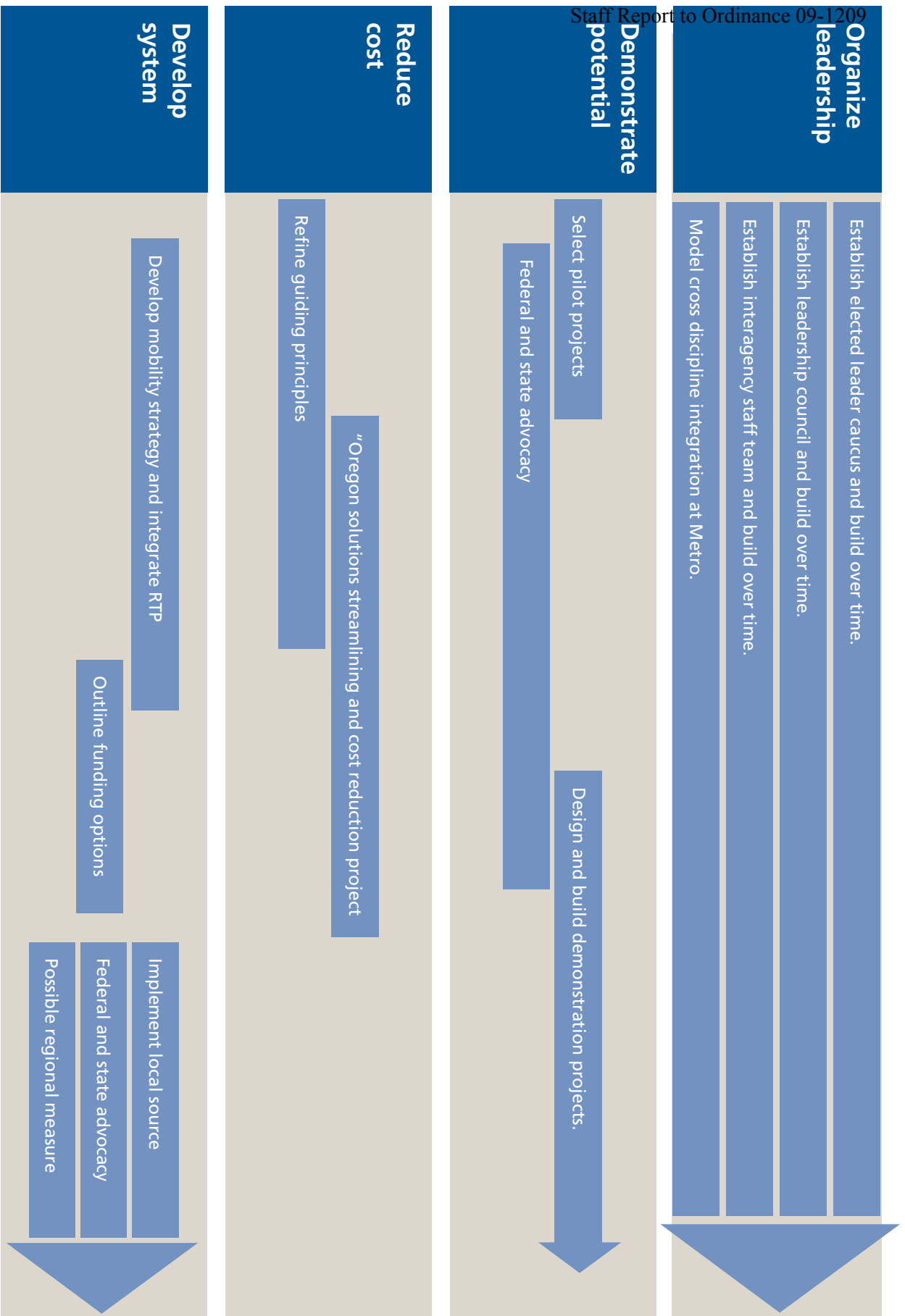
Design Funding Package. A staff team will outline a broad strategy for funding the mobility strategy identifying a target amount to be raised at the local, regional, state and federal levels and suggesting sources and a time frame for these amounts.

Implement Local Source. It is likely that the funding package will require a local match from system users. This source will need to be identified and implemented.

Secure State and Federal Funds. Strategy leadership will advocate at the state and federal level.

Implement a Regional Measure. A regional ballot measure or other source may need to be implemented.

Portland region bicycle and pedestrian strategy



Costs are small relative to other options

THE FINANCIAL INVESTMENT REQUIRED IS WITHIN THE REGION'S CAPACITY

Near term | Capacity \$118,000/year

Project management and technical staff support would include:

Project management. Provide support to the Caucus of Elected Leaders and Leadership Committee and serve as lead staff to the Interagency Staff Team. Direct overall strategy effort and provide staff leadership to key initiatives outlined in this document.

Demonstration areas. Scope and Develop demonstration project proposals, support selection process.

Funding. Develop materials, coordinate with partners and orchestrate advocacy for federal and state funding.

Fast tracking and Cost Reduction. Provide technical and project management support to Oregon Solutions to complete an interagency cost reduction project.

System Development. Coordinate development of the mobility strategy, facilitate integration of bicycle, pedestrian and trail plans with plans for other transportation modes.

The above is in addition to staff currently available at Metro and other governments in the region who will participate in the interagency staff team. The roles outlined above will be needed for two years at a total cost of \$236,000.

Mid term | Demonstration areas \$50 to 75 million

The urban, suburban and greenway demonstration areas have not been identified. However, a reasonable estimate for urban, suburban and greenway demonstration areas, including design, permitting, bidding, and construction is \$50-75 million.

Long term | System \$300 million to \$1 billion

A fully functioning bicycle and pedestrian system, built over the coming decades, is likely to cost between \$300 million and \$1 billion depending on the ultimate scope desired. To achieve this, the pace of investment must be increased over the current rate. For example, an average of only \$2.8 million per year in regional transportation funds are spent on urban multi modal trails. In the context of the region's overall investment in public transportation facilities of approximately \$630 million per year, a \$300 million investment over a span of ten or more years should not be out of range.

Appendices

NOTES ON FUNDING

A near term opportunity with the Federal reauthorization

The 2035 Regional Transportation Plan (RTP) identifies a \$7B gap for capital and \$6B gap for operations and maintenance of the transportation system across the region. Federal transportation funding has been the primary source of trail, bike and transit planning and construction. This funding is likely to remain key to urban mobility projects and competition for these funds is keen.

Congress reauthorizes the federal transportation bill every six years. As the next scheduled reauthorization approaches in 2009, revenues are down and needs are up. Success in obtaining an increased level of trails funding will depend on building alliances and lobbying effectively. Specifically:

- Participate in shaping Metro's federal transportation agenda in coordination with JPACT and the Regional Transportation Plan.
- Build support from a variety of constituencies across the region for urban mobility projects
- Build alliances with trail supporters in other Oregon communities
- Build on Rails to Trails Conservancy (RTC) national "2010 Campaign for Active Transportation"
- Identify federal earmarks and advocate for them with Oregon's Congressional delegation
- Participate in the Bike Summit in Washington D.C., March 2009 and 2010

Timeframe: Now through 2010. (Note: while the transportation bill is scheduled to be reauthorized in 2009, the last reauthorization bill was late, and knowledgeable observers believe it is likely that this bill will not be completed until 2010.)

Outcomes: Trails and other bicycle and pedestrian facilities are seen as integral elements of a transportation system that responds to a range of current and future challenges. The City of Portland and the Portland region are successful in lobbying for \$100M from the transportation reauthorization in coordination with RTC. Traditional sources of federal trails funding (MTIP, TE) are expanded.

State funding opportunities are worth pursuing in 2009

State funding has not been strong for either urban transportation trails or recreation trails. State gas tax revenues cannot be used outside the road right-of-way, and lottery funds, which can be used for trails, are likely to be scarce in 2009 due to the ailing economy as well as ballot measures that may have dramatic effects on the state budget. However, several factors suggest it may be timely to pursue state funding in 2009. These factors include a multi-stakeholder effort to pass a significant transportation funding package, heightened concern over gas prices and climate change, and potential reauthorization of Measure 66. There are several arenas to pursue.

Transportation-related

- The Governor’s Vision Committee is considering a proposal to allocate up to \$20M annually across the state for trails and bicycle facilities.
- The Legislature doesn’t necessarily follow the Governor’s budget and is important to get in front of Legislative committees.
- A proposed third round of funding for multimodal transportation investments, the so-called ConnectOregon program, provides a logical legislative vehicle and funding structure for trail investments.

Recreation-related

Measure 66 is up for reauthorization in 2014 and may be under discussion sooner, possibly in 2009. A strategic approach is needed to secure a portion of these funds for scenic greenways.

Outcomes: Active transportation and scenic greenways are recognized as legitimate elements of a complete transportation system and receive state funding accordingly. Pilot projects have been funded by the state and are successful in demonstrating the need for bicycle and pedestrian facilities coordinated with transit. Consistent funding sources, at appropriate levels, are dedicated to these projects.

New funding

- The level of public support needs to be tested for new funding opportunities:
- Voter-approved Funding. Review the field of upcoming ballot measures and evaluate the potential for a mobility focused measure.
- Potential for Bicycle Community Contribution. Pursue a contribution or registration fee for bicycles to engage cyclists and to address concern, however mistaken, that cyclists don’t carry their weight. This may be an important equity effort, rather than a key funding source.
- Potential for Regional and Local Funding. There may be traditional funding sources that could contribute to the funding mix. All have many competing priorities and the associated institutional hurdles. However, the case should be made for non-motorized mobility with sources such as urban renewal, transportation and parks systems development charges, and local gas taxes.

Principles for development

Demonstration areas will test and refine a set of principles that can then guide the development of a region-wide system. Based on the work of the Blue Ribbon Committee for Trails and the German Marshall Fund study tour to Amsterdam and Copenhagen, the following principles are suggested as a point of departure:

- Focus on the users experience over their entire trip. Working with the “total trip” experience requires not just transportation engineering but landscape and recreational planning expertise.
- Connectivity is key. Coordinate on-street, off-street, and transit facilities within key transportation corridors. Determine a range of mobility options to serve the corridors.

- Factor health, the environment, personal and public costs, convenience, the travel experience and community health into investment decisions.
- Consider the pattern of development and respond with effective mobility strategies; urban solutions are likely to be different than suburban solutions.
- Emphasize bicycle trails and routes to connect population and employment centers that are accessed with a 30 minute ride.
- Set Priorities. Focus on completing or a few commute sheds at a time. Build regional equity into the sequence, so each part of the region gets a turn. This is similar to the way light rail was developed—first the east, then the west, then north, then airport, then south...
- Provide separated bicycle and pedestrian facilities in high-volume corridors.
- Set high standards for both the quality of the travel experience and a unified way finding system.
- Consider principles used in Europe that the system should be coherent, direct and easy, safe and secure, self-explanatory, comfortable and attractive.
- For greenways, the quality of the experience, the destinations, and the opportunities along the route to enjoy nature are all important. The process also has a focus on development of tree canopy and understory for wildlife habitat with special sensitivity to stream bank conditions. The balance between providing access to nature while preserving fragile habitat and ecosystems requires judgment that must be further developed. The Portland region will be positioned as a national model on achieving the right balance.

Blue Ribbon Committee for Trails

CONVENED BY THE METRO COUNCIL

Committee Chair

Dave Yaden

Committee Members

Eileen Brady

New Seasons Market

Scott Bricker

Bicycle Transportation Alliance

Councilor Rex Burkholder

Metro Council District 5

Chris Enlow

KEEN Footwear

Steve Faulstick

Doubletree Hotel

Jay Graves

The Bike Gallery

Al Jubitz

Jubitz Family Foundation

Julie A. Keil

Portland General Electric

Mayor Richard Kidd

City of Forest Grove

Commissioner Randy Leonard

City of Portland

Nichole Maher

Native American Youth and Family

Senator Rod Monroe

Rick Potestio

Commissioner Dick Schouten

Washington County Board of Commissioners

Dave Underriner

Providence Health and Services

Philip Wu, MD

Kaiser Permanente

Ian Yolles

Ex-Officio Member

Council President David Bragdon

Metro Council

The Blue Ribbon Committee was supported by a team led by Metro and including staff from the City of Portland, Oregon State Parks, the City of Forest Grove, and Alta Planning and Design. The composition of the staff workgroups was diverse, with expertise in transportation, trail, bicycle and parks planning, data analysis, cartography and GIS, funding, legislative process, and design. Staff worked collaboratively to serve the needs of the committee as a whole and to foster shared understanding rather than to advocate any specific position.

Thank you to the following people for their work on the Blue Ribbon Committee for Trails:

Elizabeth Adams

Janet Bebb

Mia Birk

Kristin Blyler

Anthony Butzek

Mary Anne Cassin

Jim Desmond

Steve Durrant

Gregg Everhart

Roger Geller

Eric Goetze

Marybeth Haliski

Carol Hall

Matthew Hampton

Jane Hart

Rocky Houston

Mel Huie

Karen Kane

Heather Nelson Kent

Tom Kloster

Janice Larson

Ted Leybold

Lake Strongheart McTighe

Joanna Mensher

John Mermin

Brian Monberg

Derek Robbins

Robert Spurlock

Patricia Sullivan

Mike Tresidder

Randy Tucker

Patty Unfred

Lia Waiwaiole

Marlon Warren

Mike Wetter

Max Woodbury

Attachment 2
Staff Report to Ordinance No. 09-1209
Three-Year Estimate of Costs

Three Year Fiscal Impact Program Analyst IV				
<u>Budget Category</u>	<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>	<u>3-yr Total</u>
Wages	69,620	73,101	76,756	219,477
Salary Adjustments	1,741	2,339	2,456	6,536
Variable Fringe	14,914	15,767	16,555	47,237
Fixed Fringe	11,481	12,629	13,892	38,002
PERS Bond	2,284	2,414	2,535	7,232
Total	100,039	106,250	112,194	318,484

Agenda Item Number 6.1

Resolution No. 09-4016, For the Purpose of Endorsing a Regional Position on
Reauthorization of the Safe, Accountable, Flexible, Efficient, Transportation
Act: A Legacy for USERS (Safetea-Lu).

Metro Council Meeting
Thursday, January 22, 2009
Metro Council Chamber

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 in 2005; and

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

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

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

WHEREAS, 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 position and project priority list; and

WHEREAS, at its meeting on January 15, 2009, 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, attached.
2. Endorses the projects identified in Exhibit B, attached, as the region's priority projects for SAFETEA-LU reauthorization earmarking.
3. Endorses the projects identified in Exhibit C, attached, 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

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;
- 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.

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 Fleet -

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/Redland Road Lane Improvements	\$5.40	City of Oregon City	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. 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 regionwide to create the most complete 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.

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 Trail	\$12.00	Tualatin Hills Parks & Rec. District (THPRD)/ Washington Co.	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
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
I-84/Sandy River Bridge Trail Connections (scenic area side)	\$5.00	Multnomah County	OR-3
I-84/Sandy River Bridge Trail Connections (Troutdale side)	\$2.20	ODOT/Metro/ Troutdale/ Multnomah Co.	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

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/Redland Road Lane Improvements	\$5.40	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	\$10.00	Washington County & Cities	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Congressional District 3 Trails/Bikepath Program	\$10.00	City of Portland/City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Congressional District 5 Trails/Bikepath Program	\$10.00	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 Trail	\$12.00	Tualatin Hills Parks & Rec. Districts/Washington Co.	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 Metro and \$25 million Portland requests would be through this program. If this is not successful, a Bikepath & Trails earmark in each of the Congressional Districts of \$10 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.

FY '10 APPROPRIATIONS PRIORITIES

Map Number	Project Description	Funding Request (\$Millions)	Sponsor	Congressional District	Source of Federal Funds	Purpose	Program Category
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	Metropolitan Mobility
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							
	I-84/Sandy River Bridge Trail Connections (Scenic Area side)	\$5.00	Multnomah County	OR-3	National Scenic Area Act	Construction	Trails/Bicycle/Pedestrian
	I-84/Sandy River Bridge Trail Connections (Troutdale side)	\$2.20	ODOT/Metro/Troutdale/Mult. Co.	OR-3		Final Design/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
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