

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING A) RESOLUTION NO. 10-4124
REGIONAL POSITION ON THE)
AUTHORIZATION OF THE SURFACE) Introduced by Councilor Carlotta Collette
TRANSPORTATION ACT OF 2009)

WHEREAS, the House Transportation and Infrastructure Committee introduced a new authorization bill entitled the Surface Transportation Act of 2009, which is pending approval by the full committee; and

WHEREAS, in anticipation of the new authorization bill the Portland metropolitan area, through Joint Policy Advisory Committee on Transportation (JPACT), endorsed a comprehensive statement of policy priorities to pursue in January 2009; and

WHEREAS, 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" recommended by JPACT and adopted by the Metro Council on January 22, 2009 communicated the region's position and outlined the policy priorities; and

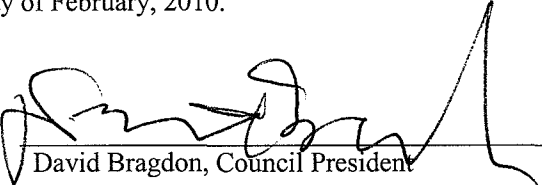
WHEREAS, the region has continued to refine both policy and project recommendations in the Surface Transportation Act of 2009 based on the adopted policy direction; and

WHEREAS, on February 11, 2010 JPACT recommend approval of this resolution; now therefore

BE IT RESOLVED that the Metro Council:

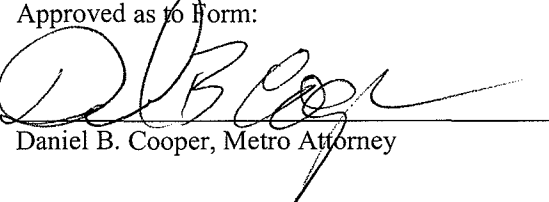
1. Advances the refined policy priorities as defined in Exhibit A.
2. Approves the refined authorization project list as defined in Exhibits B and C.

ADOPTED by the Metro Council this 11TH day of February, 2010.

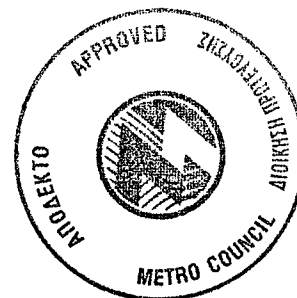


David Bragdon, Council President

Approved as to Form:



Daniel B. Cooper, Metro Attorney



Policy and project priorities for the Surface Transportation Act of 2009

- Emphasize the importance of adopting a new six-year authorization bill soon. The bill should be structured based upon the policy initiative established through the bill pending before the House T&I Committee. If such a policy initiative is not embraced, adopt a stop-gap 2-year extension.
- Support a substantial increase to the revenue base, both to address current shortfalls now being supported by transfers from the General Fund and to provide for an increase in the program.
- Support the House Transportation and Infrastructure Committee bill as the framework for the new authorization bill. In particular, support the following program structure elements:
 - Creation as the region’s highest priority of a new discretionary Metropolitan Mobility and Access Program;
 - Support for other improvements in the bill, including:
 - ⇒ Creation of a new competitive “Projects of National Significance” program from which the region would seek the federal share of the highway elements of the Columbia River Crossing Project.
 - ⇒ Strong linkage to a Climate Change policy direction;
 - ⇒ Incorporation of a “practical design” directive;
 - ⇒ Continuation of the current Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) Programs;
 - ⇒ Consolidation of the current Interstate, National Highway System (NHS) and Highway Bridge Repair and Replacement Program (HBRR) into a program to maintain a “Good State of Highway Repair;”
 - ⇒ Creation of a new Freight Improvement Program;
 - ⇒ Significant program improvements and substantial increased funding in the New Starts and Small Starts Programs;
 - ⇒ Consolidation of several smaller programs into a new Critical Access (transit) Program;
 - ⇒ Consolidation of several smaller programs into a comprehensive Safety Program.
- Continue to seek refinements in the bill through the remainder of the House and Senate authorization bill process based upon the adopted policy direction last year.

Surface Transportation Act of 2009 Project Priorities

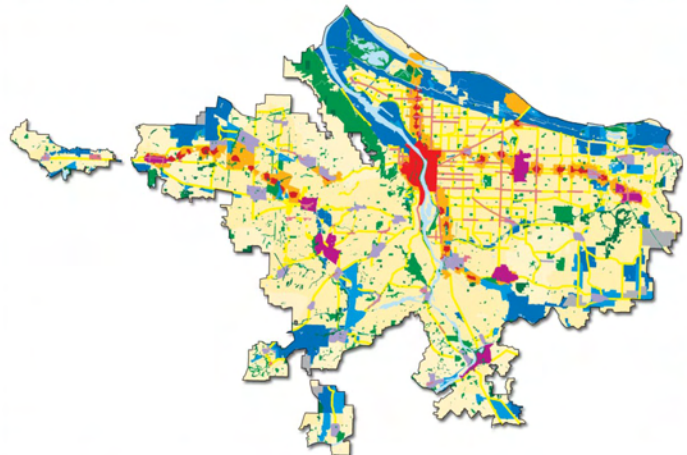
Map Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Purpose	Program Category
Metropolitan Mobility						
M-1	I-205/I-5 Interchange	\$7.00	ODOT	OR-1	Construction	Metropolitan Mobility
M-2	OR 99W/McDonald/Gaarde Intersection	\$5.00	City of Tigard/ODOT	OR-1	PE/ROW/Construction	Metropolitan Mobility
M-3	I-205/Airport Way Interchange	\$10.00	Port of Portland/ODOT	OR-3	Construction	Metropolitan Mobility
M-4	172nd Ave. Improvements (Sunnyside Rd. to 177th Ave.)	\$15.00	City of Happy Valley	OR-5	ROW/PE	Metropolitan Mobility
M-5	OR 213/Redland Road Lane Improvements	\$6.80	City of Oregon City	OR-5	PE/Construction	Metropolitan Mobility
M-6	OR 10 Farmington Rd. at Murray Blvd. Intersection Safety & Mobility Improvements	\$8.00	City of Beaverton	OR-1	ROW/Construction	Metropolitan Mobility
M-7	US 26/Brookwood-Helvetia Interchange	\$25.00	City of Hillsboro	OR-1	ROW/Construction	Metropolitan Mobility
M-8	Bethany Overcrossing of Hwy 26	\$12.00	Washington County	OR-1	Construction	Metropolitan Mobility
M-9	OR10: Oleson/Scholls Ferry Intersection	\$11.00	Washington County	OR-1	ROW	Metropolitan Mobility
M-10	Walker Road: 158th to Murray	\$10.00	Washington County	OR-1	Construction	Metropolitan Mobility
M-11	Farmington Rd.: Kinnaman to 198th	\$30.00	Washington County	OR-1	Construction	Metropolitan Mobility
M-12	Hwy. 99W/Sunset/Elwert/Kruger Intersection	\$2.50	City of Sherwood	OR-1	Construction	Metropolitan Mobility
M-13	72nd Ave.: Dartmouth St. to Hampton St.	\$13.00	City of Tigard	OR-1	Construction	Metropolitan Mobility
M-14	Union Station Rehabilitation	\$24.00	City of Portland	OR-1	Construction	Metropolitan Mobility
M-15	SW Capitol Hwy: Multnomah to Taylors Ferry	\$10.00	City of Portland	OR-1	PE/Construction	Metropolitan Mobility
Freight						
F-1	I-84/257th Ave. Troutdale Interchange	\$22.00	Port of Portland/ODOT	OR-3	Construction	Freight
F-2	Sunrise System Improvements	\$30.00	Clackamas County/ODOT	OR-3	ROW/Construction	Freight
F-3	Kinsman Road Freight Route Extension Project, Phase I	\$10.50	City of Wilsonville	OR-5		Freight
F-4	Troutdale Reynolds Industrial Park Road Improvements	\$6.00	Port of Portland	OR-3	Construction	Freight
F-5	124th Ave. Extension: Tualatin-Sherwood to Tonquin	\$8.00	Washington County	OR-1	Planning, PE, ROW	Freight
Managing the Existing System						
S-1	Regional Multi-Modal Safety Education Initiative	\$4.50	Metro	OR-1,3,5	Planning/Implementation	Managing the Existing System
System Management						
ITS -1	I-84/Central Multnomah County ITS	\$3.00	City of Gresham/ODOT	OR-3		System Management
ITS -2	Regional Arterial Management Program (signal system coordination)	\$12.00	Metro	OR-1,3,5	PE/Construction	System Management
Demand Management						
TDM-1	Drive Less Save More Marketing Pilot Project	\$4.50	Metro	OR-1,3,5	Marketing	Transportation Demand Management
Transit Oriented Development						
TOD-1	College Station TOD (at PSU)	\$3.00	PSU/TriMet	OR-1	Construction	Transit Oriented Development
TOD-2	Gresham Civic Neighborhood Station/TOD/Parking Structure	\$5.00	City of Gresham	OR-3	Acquisition	Transit Oriented Development
TOD-3	Transit Station Area Connectivity Program to promote transit oriented development	\$20.00	Metro	OR-1,3,5	PE/ROW/Construction	Transit Oriented Development
TOD-4	Rockwood Town Center	\$10.00	City of Gresham	OR-3	PE/Construction	Transit Oriented Development
Bridges						
B-1	Sellwood Bridge on SE Tacoma St. between Hwy 43 & SE 6th Ave.	\$40.00	Multnomah County	OR-3,5	Construction	Bridges
Transit and Greenhouse Gases						
T-1	TriMet Buses (\$15.4 million per year/6-years)	\$92.40	TriMet	OR-1,3,5	Acquisition	Transit
T-2	West Metro HCT Bus Rapid Transit Alternatives Analysis		Washington Co./TriMet/Metro	OR-1	AA	Transit
T-3	Central East HCT Bus Rapid Transit Alternatives Analysis		City of Gresham/TriMet/Metro	OR-3	AA	Transit
T-4	Prototype Diesel Multiple Unit (commuter rail vehicles)	\$5.00	TriMet	OR-1,3,5	Engineer/manufacture	Transit
T-5	Wilsonville SMART Fleet Services Facility	\$7.00	City of Wilsonville/SMART	OR-5	Construction	Transit
T-6	SMART Bus Replacements (\$2.7 million per year/6-years)	\$16.20	City of Wilsonville/SMART	OR-5	Acquisition	Transit
T-7	Wilsonville SMART Offices/Administration Facility	\$1.50	City of Wilsonville/SMART	OR-5	Construction	Transit
T-8	City of Sandy Transit	\$1.50	City of Sandy	OR-3	Acquisition	Transit
T-9	Canby Area Transit	\$1.25	City of Canby	OR-5	Acquisition	Transit
T-10	South Clackamas Transit	\$0.75	City of Molalla	OR-5	Acquisition	Transit
New Starts/Small Starts						
NS-3	Portland to Milwaukie - New Starts	\$850.60	TriMet	OR-1,3	PE/Final Design/Construction	New Starts
NS-4	Portland to Lake Oswego Streetcar - New Starts or Small Starts	\$237.30	City of Lake Oswego/City of Portland/TriMet	OR-1,5	PE/DEIS/FEIS	New or Small Starts
NS-5	Columbia River Crossing - New Starts	\$750.00	ODOT/WSDOT	OR-3/WA-3	PE/Final Design/Construction	New Starts
NS-6	Portland to Tigard and Sherwood/99W/Barbur Blvd. New Starts Alternatives Analysis	\$11.40	Metro/TriMet/Portland/Tigard	OR-1,5	Planning/PE/DEIS/FEIS	New Starts
NS-7	Portland Streetcar Planning and Alternatives Analysis	\$5.00	City of Portland/City of Gresham	OR-3	Planning/Alternatives Analysis	Small Starts

Map Number	Project Description	Funding Request (\$Millions)	Sponsor	Congressional District	Purpose	Program Category
Walking and Cycling						
TBP-1	Congressional District 1 Trails/Bikepath Program	\$10.00	Washington County & Cities	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-2	Congressional District 3 Trails/Bikepath Program	\$10.00	City of Portland/City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-3	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*						
TBP-4	Portland Bicycle Boulevard Project	\$25.00				
TBP-5	Gresham/Fairview Trail, Phase 4/5	\$6.10	City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
Clackamas County Jurisdictions*						
TBP-6	French Prairie Bike-Ped-Emergency Bridge Over Willamette River	\$12.60	City of Wilsonville	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-7	Springwater to Trolley Trail - 17th Avenue from Ochoco to McLoughlin Blvd.	\$3.20	NCPRD/City of Milwaukie	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-8	Mt. Scott Creek Trail - Mt. Talbert to Springwater Corridor	\$4.60	NCPRD/City of Happy Valley	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-9	Scouter's Mt. Trail - Springwater/Powell Butte to Springwater	\$7.37	NCPRD/Happy Valley	OR-4	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-10	Phillips Creek Trail - I-205 Trail to N. Clackamas Greenway	\$2.27	NCPRD/Clackamas County	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-11	Monroe Bike Blvd.	\$2.00	City of Milwaukie	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-12	Iron Mtn. Bike Lanes - 10th St. to Bryant Rd.	\$3.80	City of Lake Oswego	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-13	Carmen Drive Sidewalk and Bike Lanes from Meadow Rd. to I-5	\$1.70	City of Lake Oswego	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-14	Pilkington Sidewalk and Bike Lanes from Boones Ferry to Childs Rd.	\$5.25	City of Lake Oswego	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
Washington County Jurisdictions*						
TBP-15	Council Creek Regional Trail: Banks to Hillsboro	\$5.25	City of Forest Grove	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-16	Tonquin Trail/Cedar Creek Corridor	\$2.50	City of Sherwood	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-17	Fanno Creek Trail Projects	\$0.80	City of Tigard	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
TBP-18	Westside Regional Trail	\$12.00	Tualatin Hills Parks & Rec. Districts/Washington Co.	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
Critical Highway Corridors						
H-1	Columbia River Crossing Project	\$400.00	ODOT and WSDOT	OR-3/WA-3	Design/ROW/Construction	Project of National Significance
Boulevards/Main Streets						
MB-1	Downtown Milwaukie Station Streetscape	\$5.00	City of Milwaukie	OR-3	Construction	Blvd./Main Streets
MB-2	Main Street Ped. & Streetscape Improvements (5th St. to Division)	\$2.20	City of Gresham	OR-3	PE/Construction	Blvd./Main Streets
MB-3	102nd Ave. St. Improvement: Project Phase II - NE Glisan to SE Washington St.	\$3.00	City of Portland	OR-3	Construction	Blvd./Main Streets
Parkways						
P-1	Sunrise System: Parkway Demonstration Project	\$30.00	Clackamas County	OR-3	Planning	Parkway
Green Infrastructure						
G-1	Kellogg Creek Bridge Replacement	\$4.00	City of Milwaukie	OR-3	Construction	Green Infrastructure
G-2	Tabor to the River/SE Division St. Reconstruction, Streetscape & Green Infrastructure Project	\$3.60	City of Portland	OR-3	PE/Construction	Green Infrastructure
Research						
R-1	Oregon Transportation Research & Education Consortium (OTREC)	\$16.00	PSU/UO/OSU/OIT	OR-1,2,3,4,5	Research	Research

*Note: Congressman Blumenauer has proposed the "Active Transportation Act of 2009" to fund projects to provide safe and convenient options to bicycle and walk for routine travel. The program is proposed to be administered on a national competitive basis. The projects listed are under consideration for funding either through these earmarks or through the competitive program if it is created and the region competes successfully.

WA-3

2040 REGIONAL PLAN



- Central city
- Corridors
- Employment areas
- Industrial areas
- Inner neighborhood
- Main streets
- Open spaces
- Outer neighborhood
- Park
- Regional Significant Ind
- Regional centers
- Station community
- Station community core
- Town centers
- Water

OR-1

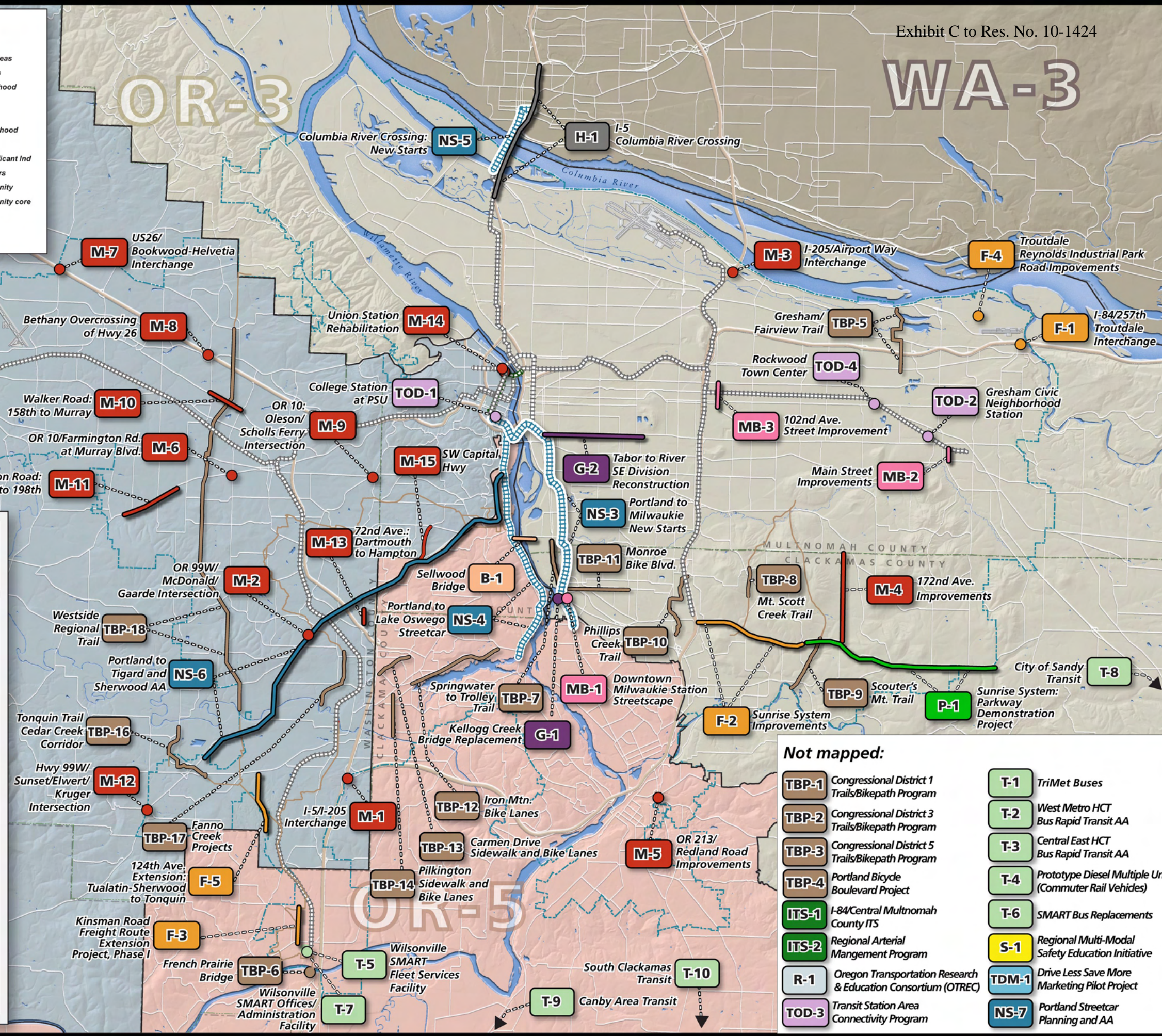
Council Creek Trail: Banks to Hillsboro

Portland Metropolitan Region Authorization

Authorization Category	Authorization Category
Metropolitan Mobility M-1	TDM-1 Demand Management
Freight F-1	TOD-1 Transit Oriented Development
Managing the Existing System S-1	T-1 Transit and Greenhouse Gases
System Management ITS-1	NS-1 New Starts/ Small Starts
Bridges B-1	TBP-1 Walking and Cycling
Critical Highway Corridors H-1	MB-1 Boulevards/ Main Streets
Parkways P-1	R-1 Research
Green Infrastructure G-1	

Metro Planning and Development Department
Corridor Planning Division

0 2.5



- Not mapped:**
- TBP-1 Congressional District 1 Trails/Bikepath Program
 - TBP-2 Congressional District 3 Trails/Bikepath Program
 - TBP-3 Congressional District 5 Trails/Bikepath Program
 - TBP-4 Portland Bicycle Boulevard Project
 - ITS-1 I-84/Central Multnomah County ITS
 - ITS-2 Regional Arterial Management Program
 - R-1 Oregon Transportation Research & Education Consortium (OTREC)
 - TOD-3 Transit Station Area Connectivity Program
 - T-1 TriMet Buses
 - T-2 West Metro HCT Bus Rapid Transit AA
 - T-3 Central East HCT Bus Rapid Transit AA
 - T-4 Prototype Diesel Multiple Unit (Commuter Rail Vehicles)
 - T-6 SMART Bus Replacements
 - S-1 Regional Multi-Modal Safety Education Initiative
 - TDM-1 Drive Less Save More Marketing Pilot Project
 - NS-7 Portland Streetcar Planning and AA

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4124, FOR THE PURPOSE OF ENDORSING A REGIONAL POSITION ON THE AUTHORIZATION OF THE SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009

Date: January 29, 2010

Prepared by: Andrew Cotugno

BACKGROUND

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. This year priorities are focused on both the FY '11 appropriations bill and the new six-year authorization bill. This resolution establishes policy and project priorities that will be addressed through the authorization bill, the Surface Transportation Act of 2009, now pending before the House Transportation and Infrastructure Committee. A separate resolution establishes project priorities for the FY '11 appropriations bill.

In 2009, in preparation for the new 6-year authorization bill, the region established policy and project priorities to serve as the basis for advocacy at the federal level. This was adopted by Resolution No. 09-4016. In June 2009, the Surface Transportation Authorization Act of 2009 was introduced to the House Transportation and Infrastructure Committee where it is still pending. That bill takes a significant step towards implementing the policy recommendations being sought by the Metro region and therefore serves as an excellent platform for consideration by the Congress. In particular, the bill:

- Creates new discretionary, competitive programs for Metropolitan Mobility and Projects of National Significance which provide an opportunity for the region to pursue;
- Continues the Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) programs, of importance to the Metro region;
- Consolidates and emphasizes a program focused on keeping the current investment in the highway system in a state of good repair;
- Streamlines the federal transit New Starts/Small Starts program.

The region also endorsed a set of projects for consideration of earmarking through the authorization bill. These projects have been submitted to the delegation and, in many cases, submitted by the member to the authorizing committee.

The purpose of this resolution is to clearly identify the priority attributes of the authorization bill to advocate for and to refine the list of projects. Exhibit A provides a statement of priority for the region's preferred policy direction based upon the bill now pending before Congress and supplements the positions established through Resolution No. 09-4016. The region will continue to pursue refinements based upon Resolution No. 09-4016 but the priorities established through this resolution will be the issues of greatest emphasis. In addition, the projects have been refined to reflect their current status. Several have been removed because they have been fully funded and some have more refined cost estimates. There are no added projects included.

ANALYSIS/INFORMATION

- 1. Known Opposition:** None
- 2. Legal Antecedents:** Projects within the region earmarked for federal funding must be consistent with the Regional Transportation Plan, adopted by Resolution No. 09-4099, For the Purpose of Accepting the Draft 2035 Regional Transportation Plan.
- 3. Anticipated Effects:** Resolution would provide the US Congress and the Oregon Congressional delegation specifically with the region's priorities for transportation funding policy for use in the federal transportation authorization process.
- 4. Budget Impacts:** Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 10-11 and later Planning Department budgets. However, most of the funding requests deal with implementation projects sponsored by jurisdictions other than Metro.

RECOMMENDED ACTION

Approve Resolution 10-4124 for submission to the Oregon Congressional delegation.