

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, August 12, 2010
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chambers

- 7:30 AM** 1. **CALL TO ORDER & DECLARATION OF A QUORUM** **Carlotta Collette, Chair**
- 7:32 AM** 2. **INTRODUCTIONS** **Carlotta Collette, Chair**
- 7:35 AM** 3. **CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS** **Carlotta Collette, Chair**
- 7:40 AM** 4. **COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS**
- * • JPACT's Action on the Regional Flexible Fund Allocation Process
 - LCDC to Hear Local Concerns on Transportation Planning Rule
 - # • OTREC 's Annual Oregon Transportation Summit Scheduled for September 10
 - # • Metro Survey of Region's Elected Officials
 - Status Update on Portland Milwaukie Light Rail Project
- 7:55 AM** 5. **CONSENT AGENDA** **Carlotta Collette, Chair**
- * • Consideration of the JPACT Minutes for July 8, 2010
 - * • **Resolution No. 10-4176**, "For the Purpose of Amending the 2008-2011 Metropolitan Transportation Improvement Program to Change the Scope of Work on the Southeast Harmony Road: Highway 224 to 82nd Avenue Project" – APPROVAL REQUESTED
6. **ACTION ITEMS**
- 8 AM** 6.1 JPACT Endorsement Letters – APPROVAL REQUESTED **Andy Cotugno**
- * • TIGER II Discretionary
 - * • TIGER II Planning/HUD Community Challenge
- 8:10 AM** 6.2 * **Resolution No. 10-4174**, "For the Purpose of Endorsing a Consortium Grant Application to the U.S. Department of Housing and Urban Development for a Sustainable Communities Regional Planning Grant Program" – APPROVAL REQUESTED **Andy Cotugno**
- 8:15 AM** 6.3 * Consultation on Regional Flexible Fund Allocation Task Force Charge and Committee Composition – CONSULTATION REQUESTED **Carlotta Collette, Chair**

Continued on back

- 8:20 AM** 6.4 East Metro Corridor and Southwest Corridor Refinement Plans: **Tony Mendoza**
- * • Work Program, Schedule and Budget – INFORMATION
 - * • **Resolution No. 10-4179**, “For the Purpose of Amending the FY 2010 Unified Planning Work Program (UPWP) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement Plans” – APPROVAL REQUESTED
 - * • **Resolution No. 10-4177**, “For the Purpose of Amendment the January 2008 MTIP (FY 2008-2011) to Modify Funding Allocations for Southwest Corridor and East Metro Corridor Refinement Plans” – APPROVAL REQUESTED
- 8:35 AM** 6.5 * Columbia River Crossing – INFORMATION **Andy Cotugno**
- Independent Review Panel Final Report
 - Finance Plan
- 9 AM** 7. **ADJOURN** **Carlotta Collette, Chair**

Upcoming JPACT meetings:

1. Regular JPACT meeting scheduled for Thursday, September 2, 2010 from 7:30 to 9 a.m. at the Metro Regional Center, Council Chambers.
2. Regular JPACT meeting scheduled for Thursday, October 14, 2010 from 7:30 to 9 a.m. at the Metro Regional Center, Council Chambers.

- * Material available electronically.
- ** Materials will be distributed at prior to the meeting.
- # Material will be distributed at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700#.

2010 JPACT Work Program

8/2/10

<p><u>July 8, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• TIGER 2 prep update and poll for possible next steps – Information• 2012-15 STIP schedule/milestones – Information• Regional Flexible Fund Allocation policy – Action• Columbia River Crossing – Project Sponsors Council update and funding proposal	<p><u>August 12, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• TIGER Grant II endorsement letters• Endorsement of HUD consortium grant application and Declaration of Cooperation- Action• Citizen appointments for Regional Flexible Fund Allocation Task Force – Action• East Metro Corridor and Southwest Corridor work programs, schedule and budget• 2010 UPWP amendment for funding allocations for Southwest Corridor and East Metro Corridor Refinement Plans – Action• 2008-11 MTIP amendment for funding allocations for Southwest Corridor and East Metro Corridor Refinement Plans – Action• CRC Independent Review Panel: Final Report – Information
<p><u>September 2, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• RFFA: Recommended draft for public comment• STIP: Recommended draft for public comment• 2010-13 MTIP – Action• COO Recommendation: Community Investment Strategy: Building a Sustainable, Prosperous, Equitable Region – Information• Regional Program Review: HCT Bond/HCT Development/Corridor Planning• Columbia River Crossing (CRC) Project Sponsors Council (PSC) Report Out and Finance Plan Update – Information• Climate Smart Communities work program – Discussion• Intertwine presentation – Information	<p><u>October 14, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• Portland to Lake Oswego Locally Preferred Alternative – Action• Regional Program Review: Regional Planning – Information <p><u>October 19-21 Rail~Volution</u></p>
<p><u>November 4, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• Regional Program Review: Transit Oriented Development – Information	<p><u>December 9, 2010 – Regular Meeting</u></p> <ul style="list-style-type: none">• House Bill 2001 Scenarios – Discussion• Regional Program Review: TSMO/RTO

Parking Lot:

- 2011 legislative agenda
- Update and discussion on Electric Vehicles and ETEC charging station project
- Discussion of subcommittees for JPACT – equity, economy and climate change response
- Regional Flexible Fund Allocation, Step 2 fund project priority recommendations by spring 2011
- RTP amendment for CRC.
- Regional Indicators briefing in early 2011.
- Statewide Transportation GHG Reduction Strategy project update in late 2010 or early 2011.



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 1

123 NW Flanders Street
Portland, OR 97209-4012

(503) 731-8200

Fax: (503) 731-8259

July 28, 2010

File Code:

Carlotta Collette, JPACT Chair
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Dear ~~Chair~~ ^{Carlotta} Collette,

I am writing as a follow up to the July 8, 2010 meeting of JPACT, and the manner in which action was taken on Resolution No. 10-4160 Regional Flexible Fund Allocation.

Metro, cities and counties, TriMet, the Port of Portland, the Oregon Department of Transportation (ODOT) and many others are working together diligently to provide valuable multimodal transportation services to the public.

We are also facing many challenges: funding uncertainties, environmental concerns, an aging transportation system, etc. Our ability to successfully face these challenges hinges on continued collaboration between jurisdictions in the Portland Region. The Joint Policy Advisory Committee on Transportation (JPACT) is a forum where much of this collaborative discussion happens.

It is common for JPACT to consider and resolve contentious issues. When this happens, all sides are allowed to speak, the issue is debated, and then we make a decision. JPACT has adopted bylaws for conduct of meetings that give clear direction on how votes will be counted. We have followed them consistently for many years.

In the four years that I have been a member of JPACT, we have never conducted a vote the way we did on July 8. When Resolution No. 10-4160 came to a vote, only 7 of the 17 members present voted in support of the funding allocation motion. Immediately following the vote I made a parliamentary inquiry. I said my recollection of the bylaws was that 9 votes (a majority of those present) were needed to pass a motion and asked for clarification from the Chair. After a brief discussion with Metro staff you ruled that the vote was valid and the motion passed.

After the meeting I returned to my office and read the bylaws. They very clearly state under Article V Meetings, Conduct of Meetings, Quorum, subsection b, that:

A majority of the voting members (or designated alternates) of the full Committee (9 of 17 members) shall constitute a quorum for the conduct of business. **The act of a majority of those present at meetings at which a quorum is present shall be the act of the Committee. [My emphasis]**



I called and emailed you that morning to express my disappointment that you or your staff did not correct the situation at the time and conduct the vote according to the bylaws. You responded that you agreed this was an important issue to resolve and would be consulting with Metro legal counsel.

I want to be clear: I am writing because I am concerned about the process. The subject and outcome of the vote is not my primary concern. I strongly support collaborative regional decision making, and like the other members of JPACT, dedicate many hours to the work that comes before JPACT. Together, we make important decisions and it is critical that we do so fairly.

We all agree that the Portland Region needs to fund transportation projects that support the economy and active transportation. I have been and will continue to be a strong supporter of both. But even more importantly, JPACT must be a regional forum that conducts its business above reproach and with the aim of reaching consensus among its members.

Finally, it is still not clear to me what effect the final resolution has on the allocation of regional flexible funds. Your explanation following the vote was that funding has not been definitively allocated 75% active transportation and 25% green economy/freight. Rather, it is a starting point for soliciting projects that will compete based on merit for funding.

I look forward to hearing how you plan to proceed. Please contact me if you want to discuss further or if I can help. Regardless of the outcome on this particular issue, I appreciate the partnerships in the Region, and your work as the Chair of JPACT.

Sincerely,



Jason Tell
Region Manager

cc: JPACT members



COUNCILOR CARLOTTA COLLETTE, DISTRICT 2

August 3, 2010

Jason Tell
Region 1 Manager, ODOT
123 NW Flanders
Portland, Oregon 97209

Dear Jason:

I'm sorry you apparently did not receive the Office of Metro Attorney's legal opinion on the July 8th vote. It is attached to this email and will also be in the JPACT packet. I assumed it had been sent to you when I left for my vacation the week after the meeting. I also think you were emailed an unofficial opinion from our Deputy Attorney which we obtained during the JPACT meeting (thus enabling my ruling that the vote was valid) and emailed to you the day of or the day after the meeting.

I appreciate your concern and had hoped to resolve the issue immediately. The opinion we have rests on the question of what constitutes an "act of the committee." If you'll recall, the vote that had 7 members voting in support, 6 opposed and 3 abstaining was an amendment, not the action or original motion on the table. The subsequent amended motion -- the "act of the committee" -- was passed unanimously. This appears to me to be a legal detail, but it is defensible under both Robert's Rules and JPACT's bylaws.

Nonetheless, you raise an important issue. Under the JPACT bylaws, members have no real opportunity to abstain from voting on matters of substance. Abstentions are counted as no votes because, as you correctly point out, a majority of those present must support an action for it to pass. Under Robert's Rules, a majority of those voting passes a motion, and abstentions are not counted as votes at all. Robert's Rules enables members to choose to not take a public position on an issue. This has been an important choice for many members, particularly agency representatives like yourself who prefer to let policy level decisions be made by elected representatives.

At our August meeting, Metro's attorney will be available to help clarify the distinction.

On the question of whether the vote taken created specific allocations or strategic targets, let me reiterate what I said at the JPACT meeting and in the several conversations I had with members before and after the meeting: the Regional Flexible Funds spending targets adopted at the July meeting are "targets" not "allocations."

At our spring retreat, JPACT members asked staff to propose a new policy direction that would target our limited resources more strategically by narrowing the range of categories for funding and focusing investments on achieving the outcomes spelled out in the Regional Transportation Plan. The goal was a more efficient, effective and collaborative process that would deliver big returns on the public's investments. The JPACT vote set targets for those investments and created a more collaborative process to determine how to reach those targets.

The joint task force will be asked to explore a range of project types that can accomplish a multitude of goals, including both nurturing our economy and encouraging more active transportation choices. I don't believe these are mutually exclusive.

Jason, I appreciate your efforts at trying to achieve a regional consensus on these difficult issues. The vote at the July meeting was a significant step forward in that endeavor.

Sincerely,

A handwritten signature in black ink, appearing to read "Carlotta Collette". The signature is fluid and cursive, with a large initial "C" and a long, sweeping underline.

Carlotta Collette
Chair, JPACT

cc: JPACT Members



TO: Metro Councilor Carlotta Collette, JPACT Chair

cc: Metro Council President David Bragdon
Metro Councilors Rex Burkholder and Kathryn Harrington
Robin McArthur, Regional Planning & Development Director
Andy Cotugno, Senior Policy Advisor
Ted Leybold, Transportation Planning Manager

FROM: Alison Kean Campbell, Deputy Metro Attorney
Dan Cooper, Metro Attorney

DATE: July 12, 2010

RE: JPACT's July 8, 2010 Vote; 2014-15 Regional Flexible Fund Allocation Policy Report,
Resolution No. 10-4160

QUESTION PRESENTED:

Was JPACT correct on July 8, 2010 in determining the outcome of the vote regarding the 2014-15 Regional Flexible Fund Allocation Policy Report: Resolution No. 10-4160?

SHORT ANSWER:

Yes. Our opinion is based on our review of the JPACT Bylaws and Roberts Rules of Order as referenced in the Bylaws. Acts of the Committee are subject to the special majority provision in the bylaws, which in effect counts abstentions as "no" votes. Preliminary and subsidiary motions, however, are decided by simple majority which, under Robert's Rules, excludes abstentions. Moreover, the ultimate JPACT vote on the main motion was unanimous, and the Metro vote based on the JPACT vote was decisive, curing any procedural irregularity with respect to the subsidiary preliminary JPACT motion.

For future reference, Article V section e of the JPACT Bylaws allows the Committee to alter procedural votes in the future by "establish[ing] other rules of procedure as deemed necessary for the conduct of business. . . ."

BACKGROUND:

July 8, 2010 Agenda item 6.1: Vote regarding "2014-15 Regional Flexible Fund Allocation Policy Report: Resolution No. 10-4160":

- **Main motion** pending from June 10, 2010 JPACT meeting: Motion to allocate 75% of Step 2 funds to Green Economy/Freight Initiatives project focus areas and 25% to Active Transportation/Complete Streets project focus areas.
 - **Secondary motion to amend** main motion to substitute 25% for Green Economy/Freight Initiatives project focus areas and 75% to Active Transportation/Complete Streets project focus areas.
 - **JPACT Vote on Secondary motion to amend:** 7 votes Aye; 6 votes Nay; 3 abstain. Chair did not vote.
- **JPACT Vote on Main Motion, as amended:** 16 votes Aye; 0 votes Nay; 0 abstain. Chair did not vote.

Subsequent July 8th 2010 Metro Council vote on Resolution No. 10-4160: 5 votes yes; 1 vote no; 1 absent; motion passes.

DISCUSSION:

JPACT Bylaws state in pertinent part:

Article V section b: “A majority of the voting members (or designated alternates) of the full Committee (9 of 17 members) shall constitute a quorum for the conduct of business. The act of a majority of those present at meetings at which a quorum is present shall be the act of the Committee.”

Article V section d: “All meetings shall be conducted in accordance with Robert’s Rules of Order, Newly Revised.”

Article V section e: “The Committee may establish other rules of procedure as deemed necessary for the conduct of business.”

Article VI section c: “The chairperson shall vote only in the case of a tie.”

Robert’s Rules of Order, Newly Revised (“RR”), states that the basic requirement for approval of an action or choice by a deliberative assembly, except where a rule provides otherwise, is a majority vote, **excluding abstentions.**

However, Robert’s Rules also provides that where voting requirements are stated as being based on a “majority of those present,” **then abstentions count** in determining majority. Robert’s Rules states that such a method is “generally undesirable, since an abstention in such cases has the same effect as a negative vote, and [thus] denies members to maintain a neutral position by abstaining.”

CONCLUSION:

It is the opinion of the Office of Metro Attorney that only main motions regarding JPACT’s recommendations to the Metro Council are “acts of the Committee” subject to JPACT Bylaws Article V section b’s requirement that “the act of a majority of those present at meetings at which a quorum is present shall be the act of the Committee.” Subsidiary motions or motions that are preliminary to a final recommendation, such as the amendment at issue here, would be subject to basic Robert’s Rules under JPACT bylaws Article V section d. Our opinion is based on our review of the JPACT Bylaws and Roberts Rules as referenced in the Bylaws. We have not reviewed to determine if JPACT has any standing rules that have previously been adopted contrary to this interpretation.

Therefore, the July 8th, 2010 JPACT vote on the subsidiary Motion to Amend was a preliminary motion subject to the basic Robert's Rule that abstentions do not count in determining a majority, and the ayes were in majority. The vote on the main Motion, as Amended, was subject to the bylaws rule that abstentions in effect count as a negative vote; however, there were no abstentions on the vote regarding the main motion. In any event, the unanimous JPACT vote on the main motion, and the subsequent affirmative vote by the Metro Council, cured any defect in the preliminary motion to amend.

For future reference, Article V section e of the JPACT Bylaws allows the Committee to alter procedural votes in the future by “establish[ing] other rules of procedure as deemed necessary for the conduct of business. . . .”



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
July 8, 2010
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair
Rex Burkholder
Jack Burkman
Nina DeConcini
Craig Dirksen
Neil McFarlane
Kathryn Harrington
Donna Jordan
Deborah Kafoury
Roy Rogers
Steve Stuart
Jason Tell
Don Wagner
Bill Wyatt

AFFILIATION

Metro Council
Metro Council
City of Vancouver
Oregon Department of Environmental Quality
City of Tigard, representing Cities of Washington Co.
Tri-Met
Metro Council
City of Lake Oswego, representing Cities of Clackamas Co.
Multnomah County
Washington County
Clark County
Oregon Department of Transportation, Region 1
Washington State Department of Transportation
Port of Portland

MEMBERS EXCUSED

Sam Adams
Shane Bemis
Lynn Peterson

AFFILIATION

City of Portland
City of Gresham, representing Cities of Multnomah Co.
Clackamas County

ALTERNATES PRESENT

Shirley Craddick
Nick Fish
Ann Lininger

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.
City of Portland
Clackamas County

STAFF: Andy Cotugno, Ted Leybold, Amy Rose, Tom Matney, Lake McTighe, Kelsey Newell, Colin Deverell, Council President David Bragdon, Michael Jordan, Robin McArthur, Alison Kean-Campbell, Randy Tucker.

1. CALL TO ORDER AND DECLARATION OF A QUORUM

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

2. INTRODUCTIONS

Chair Collette introduced Neil McFarlane as the new TriMet representative on JPACT.

3. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

Ms. Marianne Fitzgerald thanked the committee for their work on the 2035 Regional Transportation Plan, noting that all transportation objectives were important to the quality of life in the region. She described bicycle and pedestrian transportation projects as having fewer sources of funding than freight-related initiatives and urged the committee to consider that going forward.

4. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Andy Cotugno of Metro discussed the status of the following local TIGER II grant applications: the Sellwood Bridge replacement, Sunrise project, Graham Road replacement and Portland to Milwaukie Light Rail project. Other grant applications in the Willamette Valley were centered on the I-5 corridor and included transit information availability and electrical car charge ports. Mr. Cotugno stated that further review might be necessary.

Committee discussion included JPACT's endorsement of TIGER II projects and interest in providing ODOT with letters of support for the four projects.

Mr. Jason Tell described the state transportation improvement budget and described the revenue projections as in decline, affecting funding allocation for projects. Mr. Tell stated that there was little to no money available for modernization projects and no money to leverage additional dollars from additional sources. Additionally, he indicated that ODOT has been working hard to ensure the complete funding of scheduled projects, highlighting the TIGER II grant applications and stating that the state legislature would be responsible for any reallocation of funds. Mr. Tell confirmed that any updates to projects would be available on the ODOT web site.

Chair Collette welcomed Congressman David Wu. Congressman Wu praised the regional approach to consensus building, stating that JPACT provided a model for decision making. Moreover, he discussed changes in federal transportation policy, particularly with regards to high-speed rail, and Oregon's congressional delegation's continued work to assure the passage of a major transportation bill.

5. CONSIDERATION OF JPACT MINUTES FOR JUNE 10, 2010

MOTION: Mr. Don Wagner moved, Ms. Nina DeConcini seconded to approve the revised minutes from June 10, 2010.

ACTION: With all in favor, the motion passed.

6. ACTION ITEMS

6.1 2014-15 Regional Flexible Fund Allocation Policy Report: Resolution No. 10-4160

Chair Collette opened the discussion of the 2014-2015 Regional Flexible Fund Allocation (RFFA) Policy Report and the related Resolution No. 10-4160. She emphasized that a debate between the merits of bicycle and freight should not be a debate at all, noting strong support for both categories. However, given the minimal amount of funding available, choices would have to be made about a direction for Regional Flexible Fund Allocation and recommended strategic investment most concordant with the recently implemented 2035 Regional Transportation Plan (RTP).

Ted Leybold of Metro overviewed the 2014-2015 RFFA Policy Report and solicited JPACT to provide final direction for funding targets for the Metropolitan Mobility preparedness, Green Economy/Freight Initiatives and Active Transportation/Complete Streets focus areas.

Mr. Bill Wyatt spoke to and sought to amend the motion on the floor, carried over from the June 10 meeting. The motion set RFFA targets at 75% for Freight Initiatives/Green Economy and 25% for Active Transportation/Complete Streets.

MOTION: Mr. Bill Wyatt moved, Mr. Jason Tell seconded, to allocate specific dollar amounts as follows:

- \$1 million for Metropolitan Mobility Funding Preparedness;
- \$11 million to Green Economy/Freight Initiatives; and
- \$12 million to Active Transportation/Complete Streets.

Discussion: Councilor Kathryn Harrington stated that the Council appreciated the collaborative process so far; however, the Council would be more comfortable with a different set of funding targets. Additionally, she noted that these were not the final dollar amounts but instead targets for soliciting grant applications.

AMENDMENT #1: Councilor Harrington moved, Commissioner Nick Fish seconded, to amend the motion to the following targets:

- \$1 million for Metropolitan Mobility Funding Preparedness;
- 25% Green Economy/Freight Initiatives; and
- 75% to Active Transportation/Complete Streets.

Discussion: The committee was divided on the amendment. Noting that Freight Initiatives received zero funding in the last Regional Flexible Fund (RFF) cycle and

ODOT's lack of modernization monies, several committee members voiced opposition to the amendment. Some committee members related that Regional Flexible Funds are no longer the only source of funding for Active Transportation projects and noted that target funding numbers were not concrete. Furthermore, they articulated the need to support businesses with investment in freight. Other members shared their support for a more balanced approach. Proponents of the amendment made several points:

- There are many other sources of Freight Initiative funds available from the federal government,
- Historically, the majority of funding for Active Transportation has been derived from Regional Flexible Funds,
- Investment in Active Transportation provided more than just transportation access benefits,
- Funding allocation should be focused on leveraging additional dollars in the future.

ACTION TAKEN ON AMENDMENT #1: With **seven** in favor (Burkman, Harrington, Fish, McFarlane, Burkholder, Kafoury, Stuart), **six** opposed (Craddick, Wyatt, Dirksen, Tell, Rogers, Lininger) and **three** abstained (DeConcini, Jordan, Wagner) amendment #1 passed.

AMENDMENT #2: Councilor Harrington moved, Ms. DeConcini seconded, to amend Exhibit A, *2014-15 Regional Flexible Fund Allocation – Policy Framework, #2. Step 2 – Community Investment Funds: Green Economy/Freight* to modify the fifth bullet under *Project Factors to Meet Outcomes*, to read, “Must address Environmental Justice and underserved communities needs and impacts.”

ACTION TAKEN ON AMENDMENT #2: With all in favor, amendment #2 passed.

AMENDMENT #3: Councilor Harrington moved, Mr. Tell seconded, that through the project decision-making process as laid out in Exhibit A, *2014-15 Regional Flexible Fund Allocation – Policy Framework*, that when the recommendations are available that it include an evaluation report out on how the set of projects provides a return on investment.

ACTION TAKEN ON AMENDMENT #3: With all in favor, amendment #3 passed.

AMENDMENT #4: Councilor Harrington moved, Councilor Donna Jordan seconded, to add direction to the process that is used requiring a new step in the program, requiring that each project awarded funding must upon project completion demonstrate how the project met the performance target outcomes.

ACTION TAKEN ON AMENDMENT #4: With all in favor, amendment #4 passed.

AMENDMENT #5: Councilor Collette moved, Councilor Rex Burkholder seconded, to amend the process to merge the Active Transportation/Complete Street and Green Economy/Freight Initiatives committees into one committee.

ACTION TAKEN ON AMENDMENT #5: With all in favor, amendment #5 passed.

AMENDMENT #6: Commissioner Ann Lininger moved, Commissioner Roy Rogers seconded, to amend Exhibit A, *2014-15 Regional Flexible Fund Allocation – Policy Framework* to set aside \$500,000 before the allocation of the two policy framework categories to support vehicle electrification.

ACTION TAKEN ON AMENDMENT #6: With all in favor, and one opposed (Burkholder), amendment #6 passed.

ACTION TAKEN ON MOTION: With all in favor, one abstained (DeConcini), the motion passed, as amended.

7. INFORMATION / DISCUSSION ITEMS

7.1 Columbia River Crossing Project

Council President David Bragdon and Mr. Richard Brandman of Metro and Mr. Matt Garrett of ODOT provided a brief update on the Columbia River Crossing Locally Preferred Alternative, project funding, and the Hayden Island interchange. Due to time constraints, JPACT will receive a follow-up presentation on the CRC this fall.

8. ADJOURN

Chair Collette adjourned the meeting at 9:04 a.m.



Respectfully submitted,

Colin Deverell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JULY 8, 2010

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

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5	Minutes	7/2/10	Revised Minutes	070810j-01
	Letter	n/a	Re: Federal TIGER II Grant Applications	070810j-02
	Chart	n/a	TIGER II Pre-Applications	070810j-03
	Handout	n/a	TIGER II Pre-Application: Sellwood Bridge	070810j-04
	Handout	n/a	TIGER II Pre-Application: Sunrise Corridor	070810j-05
	Handout	n/a	TIGER II Pre-Application: Graham Road Reconstruction	070810j-06
	Handout	n/a	TIGER II Pre-Application: Portland-Milwaukie Transit Catalyst Project	070810j-07
6.1	Memo	6/17/10	RFFA Policy—Summary of Discussion	070810j-08
6.1	Handout	7/7/10	Revised 2014-2015 RFFA Public Comments	070810j-09
6.1	Chart	n/a	Active Transportation/Complete Streets—RFF Funding History	070810j-10
6.1	Chart	n/a	Historic Allocation of RFF	070810j-11
6.1	Chart	n/a	1995-2010 Regional Transportation Funding	070810j-12

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-)	RESOLUTION NO. 10-4176
11 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO)	Introduced by Councilor Carlotta Collette
CHANGE THE SCOPE OF WORK ON THE)	
SOUTHEAST HARMONY ROAD: HIGHWAY)	
224 TO 82 ND AVENUE PROJECT)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to or significantly change the scope to existing projects in the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the JPACT and Metro Council awarded \$1.5 million of funding authority to Clackamas County to perform preliminary engineering for the widening and modernization of SE Harmony Road between Highway 224 and 82nd Avenue to five vehicle lanes and to separate the at-grade road crossing of the Union Pacific railroad; and

WHEREAS, the awarding of these funds is adopted in the 2008-11 MTIP as Programming Table 4.1.2; and

WHEREAS, the total cost of the originally proposed project scope is more than is forecasted to be available to the project through local sources or the Regional Flexible Fund allocation process;

WHEREAS, Clackamas County has proposed that system management and sidewalk improvements would better serve the land use context, meet the priority capacity needs of SE Harmony Road, and reflect the best use of limited transportation funding than spending on preliminary engineering for the original project; and

WHEREAS, Section 1.7 of the 2008-2011 MTIP states that the MTIP shall be amended by Metro/JPACT Resolution where an adjustment will significantly change the project scope, whose definition includes “the deletion of a modal element described in the original project”; and

WHEREAS, the proposed change in the Harmony Road project meets the definition of a significant change in project scope as it eliminates funding the engineering of a modal element (new motor vehicle lanes) in favor of construction of Intelligent Transportation Systems (ITS) and other elements that improve capacity; now, therefore,

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to modify the Programming Table, Section 4.1.2, of the 2008-11 Metropolitan Transportation Improvement Program to change the scope of work of the SE Harmony Road project as provided in Exhibit A to this resolution.

ADOPTED by the Metro Council this ____ day of August 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 10-4167

2008-11 Metropolitan Transportation Improvement Plan Table 4.1.1 amendment

Existing Programming

Sponsor	ODOT Key No.	Project Name	Project Description	Funding Source	Project Phase	2010	2011	2012
Clackamas County	15599	Harmony Road: 82 nd Ave to Highway 224	Engineering for widening roadway to 5 lanes, overcrossing of freight/Amtrak rail line.	STP	PE		\$1,500,000	

Amended Programming

Sponsor	ODOT Key No.	Project Name	Project Description	Funding Source	Project Phase	2010	2011	2012
Clackamas County		Harmony Road: Linwood Avenue to 82 nd Avenue	Intelligent signal work, sidewalks and illumination.	STP	PE	\$222,530		
					ROW/Utilities		\$90,627	
					Construction			\$1,186,842

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4176, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO CHANGE THE SCOPE OF WORK ON THE SOUTHEAST HARMONY ROAD: HIGHWAY 224 TO 82ND AVENUE PROJECT

Date: August 19, 2010

Prepared by: Ted Leybold

BACKGROUND

Clackamas County was awarded regional flexible funding authority in 2007 for the purpose of conducting preliminary engineering of a potential project to widen and modernize SE Harmony Road between Highway 224 and 82nd Avenue, including a potential grade separation of the road from the Union Pacific railroad.

During the initial Environmental Impact Statement analysis, several alternatives were reviewed. Retaining Harmony Road as a three lane facility was strongly supported by the neighborhood, supported the context of the existing land uses and also met the needs of the surrounding area. The total cost of engineering, right of way acquisition, utilities and construction of this original project scope is more than is forecasted to be available to the project through local sources or the Regional Flexible Fund allocation process. The County proposes that system management and sidewalk improvements would better serve the land use context, meet the priority capacity needs of SE Harmony Road, and reflect the best use of limited transportation funding than spending the funds on preliminary engineering for the original project. Redefining the project scope would result in actual construction of improvements and relieve the County of potentially having to repay federal funds spent on engineering if the subsequent construction could not occur due to funding constraints.

Rather than engineer additional general capacity lanes on Harmony Road, the revised project would construct Intelligent Transportation System improvements at Harmony Road's intersections with Fuller, the North Clackamas Park District driveway and Linwood Avenue and will include fiber optic communication that will connect to the existing Clackamas County/ODOT fiber optics communication ring at 82nd Avenue/Harmony Road/Sunnyside Road to reduce vehicle delay. It would also construct sidewalk on the north side of Sunnyside Road from the Clackamas Town Center to 82nd Avenue, on the south side of Harmony Road from Clackamas Community College to 82nd Avenue, on the west side of 82nd Avenue from the Toys 'R' Us property to the intersection with Sunnybrook Boulevard and a completed multiuse path connection from the Clackamas Town Center to 82nd Avenue. The project would also construct continuous illumination along Harmony Road from 82nd Avenue to Linwood Avenue.

Clackamas County seeks JPACT and Metro Council approval to revise the scope of this project as described. The proposed change in the mix of modal elements included in the project warrants a resolution per section 1.7 in the 2008-11 MTIP.

ANALYSIS/INFORMATION

1. Known Opposition None known at this time.

2. **Legal Antecedents** Section 1.7 of the 2008-2011 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area) (“2008-11 MTIP”). MTIP provides that it may be amended by Metro/JPACT Resolution where an adjustment will significantly change a project scope, defined as “the deletion of a modal element described in the original project scope . . . or if . . .the proposed change in scope would have significantly altered the technical evaluation of a project during the project prioritization process;” Proposed resolution will amend the Programming Table 4.1.2 of the 2008-11 MTIP. Changes scope of project originally awarded funding authority by Resolution 07-3773 on March 15, 2007 (For the purpose of allocating \$64 Million of Transportation Priorities funding for the years 2010 and 2011, pending air quality conformity determination).
3. **Anticipated Effects** Adoption of this resolution will allow Clackamas County to proceed with adding system management and pedestrian improvements on SE Harmony Road between Highway 224 and 82nd Avenue.
4. **Budget Impacts** No Metro funds are obligated by this agreement.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4176.

Summary of Current Federal Grant Applications - as of August 4, 2010

A. Regional Projects

TIGER II Discretionary

DOT - \$600 million for jobs creating transportation or related infrastructure projects. Port, transit or roadway projects. \$10 million minimum.

Pre-Applications July 26, Final Applications August 23

Regional Projects - JPACT Support Letters	Description	Grant Request	Total Cost	Applicant	Application #	Planning/ Capital	Urban/ Rural
Sellwood Bridge Replacement	Replace the Sellwood Bridge	\$ 40.00	\$ 330.00	Multnomah County	Local 3	Capital	Urban
Sunrise System	Build on Sunrise JTA project by building contributing projects on OR 212, bicycle/pedestrian facilities	\$ 39.80	\$ 239.80	Clackamas County	Local 6	Capital	Urban
Southeast Corridor Project: Connecting Communities	Make a series of local improvements including bike/ped overpasses, paths, roadway improvements	\$ 13.20	\$ 45.40	TriMet	Local 11	Capital	Urban
NW Graham Road Reconstruction and NW Swigert Way	Would reconstruct and extend local roads to provide improved access to industrial property	\$ 10.00	\$ 14.30	Port of Portland, City of Troutdale	Local 7	Capital	Urban
I-5 Corridor Transit Support	Purchase vehicles to support expansion of transit service on I-5 corridor	\$ 6.70	\$ 22.60	ODOT Public Transit Division	ODOT 1	Capital	Urban
US 26 Industrial Access Improvement Project	Build interchange to provide access from US 26 to Springwater Industrial Area	\$ 6.70	\$ 32.00	City of Gresham		Capital	Urban
U.S. 26: Staley's Junction Improvement	Replace at-grade intersection of Hwy. 26 and Hwy. 47 North (Staley's Junction) with grade-separated loop ramp	\$ 5.00	\$ 17.00	Washington County		Planning	Rural
Electric Vehicle Corridor Connectivity	Provide EV fast-charging infrastructure along key corridors	\$ 3.50	\$ 5.00	ODOT Innovative Partnerships	ODOT 5	Capital	Rural

Note: 2,300 pre-applications were received nationwide for TIGER II capital and planning grants

TIGER II Regional Projects TOTAL \$ 124.90 \$ 706.10

TIGER II Planning/HUD Community Challenge

\$40 million HUD and up to \$35 million of Tiger II fund have been pooled for planning projects that meet the six livability factors and increase housing and/or transportation choices. \$3 million maximum.

Pre-applications July 26, Final Applications August 23

Project	Description	Grant Request	Total Cost	Applicant	Contacts
Southwest Corridor	Station area planning and transit pre-development activities	\$ 3.00	TBD	Metro and City of Portland	Tony Mendoza, Metro Joe Zehnder, Portland
Lake Oswego to Portland Transit Corridor	Foothills station area planning and affordable housing	\$ 0.28	TBD	City of Lake Oswego	Brant Williams, City of Lake Oswego
Affordable Housing Strategies for Portland's Existing Light Rail Transit Corridors	Identify existing and projected affordable housing needs in Portland's three existing light rail transit corridors, including identification of: existing household types with housing and transportation cost burdens; households at risk of displacement resulting from rising prices; new housing needed to support growth; and alternative strategies to address these needs.	\$0.56	\$0.70	City of Portland	#cityofportland-1518 Planning Urban
TOTAL		\$ 3.84	\$ -		

FTA Section 5339 Alternatives Analysis

FTA - \$75 million nationwide for transit alternatives analyses, with livability and housing elements

Application submitted July 12

Project	Description	Grant Request	Total Cost	Applicant	Contacts
Southwest Corridor	Transit alternatives and initiation of NEPA process for the SW Corridor	\$ 2.00	TBD	Metro	Tony Mendoza, Metro

HUD/Sustainable Communities

HUD - \$100 million total for system, regional or subregional planning efforts to increase the collaboration between land use plans and housing. Maximum \$3 million

Project	Description	Grant Request	Total Cost	Applicant	Contacts
HUD Sustainable Communities Planning Grant	This grant will support the development of an Integrated Housing Equity and Opportunity Strategy, including better integration of investments in housing and other services by locating more services near existing affordable housing and adding affordable housing to where existing services are located, as well as an opening of decision-making processes to those who haven't historically participated	\$ 5.00	\$ 5.00	Metro (lead applicant) on behalf of a consortium that includes City of Portland, Portland Housing Bureau, Housing Organizations of Color and Portland Community Reinvestment Initiatives, Inc., Urban League, Oregon Opportunity Network and Coalition for a Livable Future, Washington and Clackamas Housing authorities, Multnomah County, Bienstar (housing CDC), Community Housing Fund, Portland State University, Fair Housing Council of Oregon, City of Beaverton, Clark County, TriMet	Andy Cotugno, Chris Deffebach, Metro

B. Other Statewide TIGER II Projects

Other Statewide Projects	Description	Grant Request	Total Cost	Applicant	Application #	Planning/ Capital	Urban/ Rural
South Stage Overcrossing	Build overcrossing on South Stage Road	\$ 36.00	\$ 45.00	City of Medford		Capital	Urban
I-5 Truck Climbing Lanes	Build truck climbing lanes on steep grades in southern Oregon	\$ 27.00	\$ 42.60	ODOT Region 3	ODOT 3	Capital	Rural
I-5 Woodburn Multi-Modal Interchange	Rebuild existing interchange and add park and ride	\$ 22.00	\$ 90.00	ODOT Region 2		Capital	Rural
Berg Parkway Overpass	Build bridge over railroad to connect industrial area to OR 99E	\$ 18.00	\$ 18.00	City of Canby	Local 10	Capital	Rural
Coos Bay Rail Line Rehabilitation	Upgrade rail line to allow faster speeds	\$ 13.50	\$ 14.50	Port of Coos Bay	Local 8	Capital	Rural
Bear Creek Greenway Improvements	Extend and improve the existing Bear Creek Greenway trail	\$ 10.00	\$ 12.50	Jackson County	Local 9	Capital	Urban
US 101 Lincoln City Redevelopment	Improve transportation infrastructure in order to reduce congestion and facilitate redevelopment	\$ 7.40	\$ 20.00	ODOT Region 2	ODOT 4	Capital	Rural
Prineville Junction Intermodal Facility	Create an intermodal freight facility serving the Central Oregon region	\$ 7.00	\$ 15.20	City of Prineville Railroad	Local 5	Capital	Rural
Bike-able Brookings: College to Port	Create a network of bicycle/pedestrian trails linking to public transportation and the Port	\$ 4.30	\$ 4.80	City of Brookings, etc.	Local 2	Capital	Rural
Territorial Highway Bicycle Facilities	Plan upgrades to Territorial Highway, including adequate facilities for bicycles	\$ 3.00	\$ 3.00	Lane County, ODOT Region 2		Planning	Rural
Vernonia K-12 School Road Improvements	Widen Bridge St (OR 47) to accommodate required new left turn lane for access to school	\$ 2.90	\$ 2.90	City of Vernonia		Capital	Rural
Transit Information Improvement	Improve availability of transit information to public	\$ 2.00	\$ 2.00	ODOT Public Transit Division	ODOT 2	Capital	Urban/Rural
3rd Street Road and Drainage	Upgrade road including sidewalks, lights, bike lanes, drainage	\$ 2.00	\$ 2.00	Tillamook County	Local 1	Capital	Rural
Franklin Boulevard: Glenwood Redevelopment	Plan upgrades to Franklin Boulevard to foster redevelopment in Glenwood neighborhood	\$ 1.65	\$ 2.85	City of Springfield, ODOT Region 2		Planning	Urban
Pier 3 Ship and Barge Dock Upgrade	Upgrade Port of Astoria pier	\$ 1.50	\$ 2.00	Port of Astoria	Local 4	Capital	Rural
Bend Central Area Plan Implementation	Complete transportation/land use planning project	\$ 0.33	\$ 0.33	City of Bend		Planning	Urban
Scappoose Park and Ride	Build park and ride facility in Scappoose	\$ 0.12	\$ 0.12	Columbia County		Planning	Rural

OTHER TIGER II STATEWIDE TOTAL \$ 158.70 \$ 277.80

TIGER II TOTAL \$ 283.60 \$ 983.90



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II Grant Proposal – Sellwood Bridge Replacement

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of Multnomah County's *Sellwood Bridge Replacement* grant proposal for \$40 million under the Transportation Investments Generating Economic Recovery II (TIGER II) program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness, and equity and reductions to vehicle miles traveled and greenhouse gas emissions.

The *Sellwood Bridge Replacement* project will replace an aging but critical east-west connection across the Willamette River with a neighborhood-friendly, multi-modal river crossing that serves regional transportation needs. With emphasis on improving livability and environmental sustainability, the project will address capacity for buses and future streetcar service, improve transit connections and promote non-motorized modes of travel by dramatically enhancing facilities for cyclists and pedestrians. Furthermore, without quick action the bridge will deteriorate to where the crossing must be closed, resulting in reduced travel efficiency and added costs for businesses and local commuters.

The *Sellwood Bridge Replacement* project is a vital connection for the region. Not only will this project address the bridge's structural issues, it will support the outcomes called for in the region's Regional Transportation Plan. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II Grant Proposal – Sunrise System

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of Clackamas County's *Sunrise System* grant proposal for \$39.8 million under the Transportation Investments Generating Economic Recovery II (TIGER II) program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness, and equity and reductions to vehicle miles traveled and greenhouse gas emissions.

The *Sunrise System* project will substantially contribute to the region's economic competitiveness and increase the livability of the community by providing safe and efficient multi-modal access to mixed employment and industrial areas. Improvements to the roadway will enhance freight traffic along the corridor and will result in reduced congestion and VMT. Furthermore, the addition of over 10,000 linear feet of multiuse path will provide key routes and connections to the regional bicycle system and offer residents significantly enhanced commuter and recreational experiences.

The *Sunrise System* project's significant roadway and multiuse path connectivity improvements directly support the livability and economic competitiveness of the region. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II Grant Proposal – Southeast Corridor Project: Connecting Communities

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of TriMet's *Southeast Corridor Project: Connecting Communities* grant proposal for \$13.2 million under the Transportation Investments Generating Economic Recovery II (TIGER II) program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness, and equity and reductions to vehicle miles traveled and greenhouse gas emissions.

The *Southeast Corridor Project* is a regional project that connects two cities and two counties and will vastly improve the safety, efficacy and capacity of multi-modal travel in an expanding and developing corridor. The project recognizes that a region needs a variety of approaches to create truly livable communities. On its own, the light rail project will increase transit access and mobility; the *Southeast Corridor Project* will build on the substantial investment in light rail, creating seamless walking and biking routes, protecting and expanding freight capacity and providing new opportunities for development and brownfield redevelopment. The improvements will decrease conflicts between modes and add new connections to transit, schools and jobs.

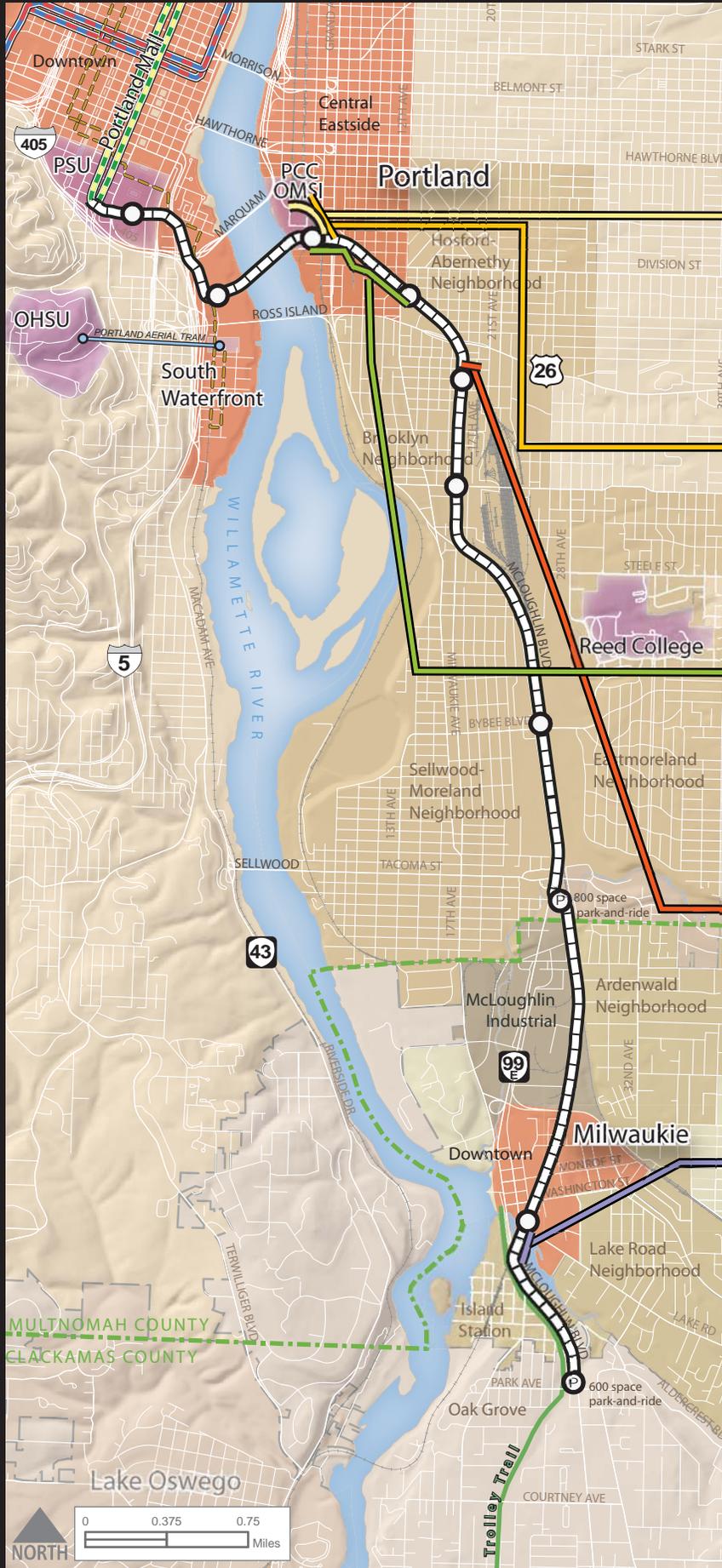
The *Southeast Corridor Project* will help demonstrate to the nation that investing in safe biking and pedestrian routes with good connections to public transportation is good for our economy, our environment, our health and the livability of our communities. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair

Enclosure

Southeast Corridor Project: Connecting Communities



This project includes a series of transportation investments to create more livable and connected communities in the Southeast Corridor.

SE Water Ave. Relocation
Protects and enhances freight mobility while supporting new multimodal connections to jobs and cultural and educational institutions. Connects to local and regional bike and pedestrian routes, and creates redevelopment opportunities.

Oregon Pacific Railroad and Yard improvements
Provide room for the SE Water Avenue project, and allow for the relocation of four steam engines from Union Pacific Railroad's crowded Brooklyn Yard.

Clinton to the River Multi-use Path
Provides a critical connecting hub for the region's bicycle and pedestrian network, linking dense, vibrant neighborhoods with employment, educational institutions and major bike and pedestrian routes.

Rhine Pedestrian Bridge
Addresses safety concerns with the existing antiquated bridge, and enhances bike and pedestrian connections between neighborhoods, schools, employment centers and transit.

Kellogg Lake Pedestrian and Bicycle Bridge
Addresses hazards of illegally crossing an adjacent freight rail trestle, and establishes a vital link in the local and regional bike and pedestrian network. The new bridge would enhance access to schools, transit and downtown Milwaukie.



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II Grant Proposal – NW Graham Road Reconstruction and NW Swigert Way Extension

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of the Port of Portland and City of Troutdale's *NW Graham Road Reconstruction and NW Swigert Way Extension* grant proposal for \$10 million under the Transportation Investments Generating Economic Recovery II (TIGER II) program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness, and equity and reductions to vehicle miles traveled and greenhouse gas emissions.

The *NW Graham Road* project will reconstruct and add bicycle and pedestrian facilities to a roadway that provides access to one of the region's largest industrial sites. Upgrades to the roadway to accommodate truck weight and volume associated with the area and enhanced freeway access will increase the area's attractiveness for existing and potential distribution, logistics, and manufacturing businesses, which will not only create but retain jobs in the region. Furthermore, the project supports the region's livability and environmental sustainability goals with the addition of bicycle and pedestrian facilities which will provide commuters with a safe alternative to auto travel.

The *NW Graham Road* project will strongly enhance the region's economic competitiveness, environmental sustainability and livability through a series of highway and bicycle and pedestrian improvements. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair

Enclosure

TIGER II Grant Troutdale Reynolds Industrial Park



Freight mobility and community livability strategies for East Multnomah County

The Port of Portland and the City of Troutdale are partnering to apply for a \$10 million grant from the U.S. Department of Transportation to construct vital infrastructure within the Troutdale Reynolds Industrial Park to serve the economic and community interests of the region.

TIGER II Grant Opportunity

In December 2009, President Obama signed the FY 2010 Appropriations Act, which appropriated \$600 million to the USDOT for National Infrastructure Investments. The program is very similar to the TIGER Discretionary Grants program (DOT is referring to the new grants "TIGER II"). Funds for TIGER II will be awarded on a competitive basis. Grants may be no less than \$10 million and no more than \$200 million. Local matching funds must support 20 percent or more of the costs of the project.

Troutdale Reynolds Industrial Park

The Troutdale Reynolds Industrial Park (TRIP) is one of the largest parcels of zoned industrial property in the Portland metropolitan area. The site includes 366 acres for industrial activities, with the remainder reserved as open space. It boasts key connections to two interstate highways, both an international and regional airport, and interstate rail lines. In summer 2010, TRIP's first tenant, FedEx Ground, will open the doors to a new 441,000-square-foot freight distribution hub. Built on 78 acres, the facility is projected to employ more than 750 people and be a significant contributor to the local and regional economy. Over \$223 million has already been invested in the property to provide both economic opportunities as well as recreational and habitat restoration.

Grant Project Essentials

The project will complete a critical remaining component in the full development of TRIP. Key grant project elements include:

- Reconstruct 1.5 miles of Graham Road between the I-84 Troutdale Interchange and Sundial Road.
- Construct an extension of Swigert Way between its existing terminus and Graham Road.

- Add bicycle and pedestrian facilities.
- Enhance connections to the 40 Mile Loop Trail.

Grant Project Benefits

- The reconstructed road will be able to handle the heavy truck and vehicle traffic expected at TRIP.
- Traffic flow and freight mobility for area businesses will be made more efficient, reducing transportation costs and emissions.
- Lifecycle road maintenance costs will be reduced.
- New sidewalk and bicycle facilities will foster livability and improve safety.
- Connections to the 40 mile loop trail, a regional bicycle and pedestrian trail, will be enhanced.
- New stormwater systems will improve water quality.

Grant Project Costs and Funding

Expected funding breakdown (based on preliminary cost estimates):

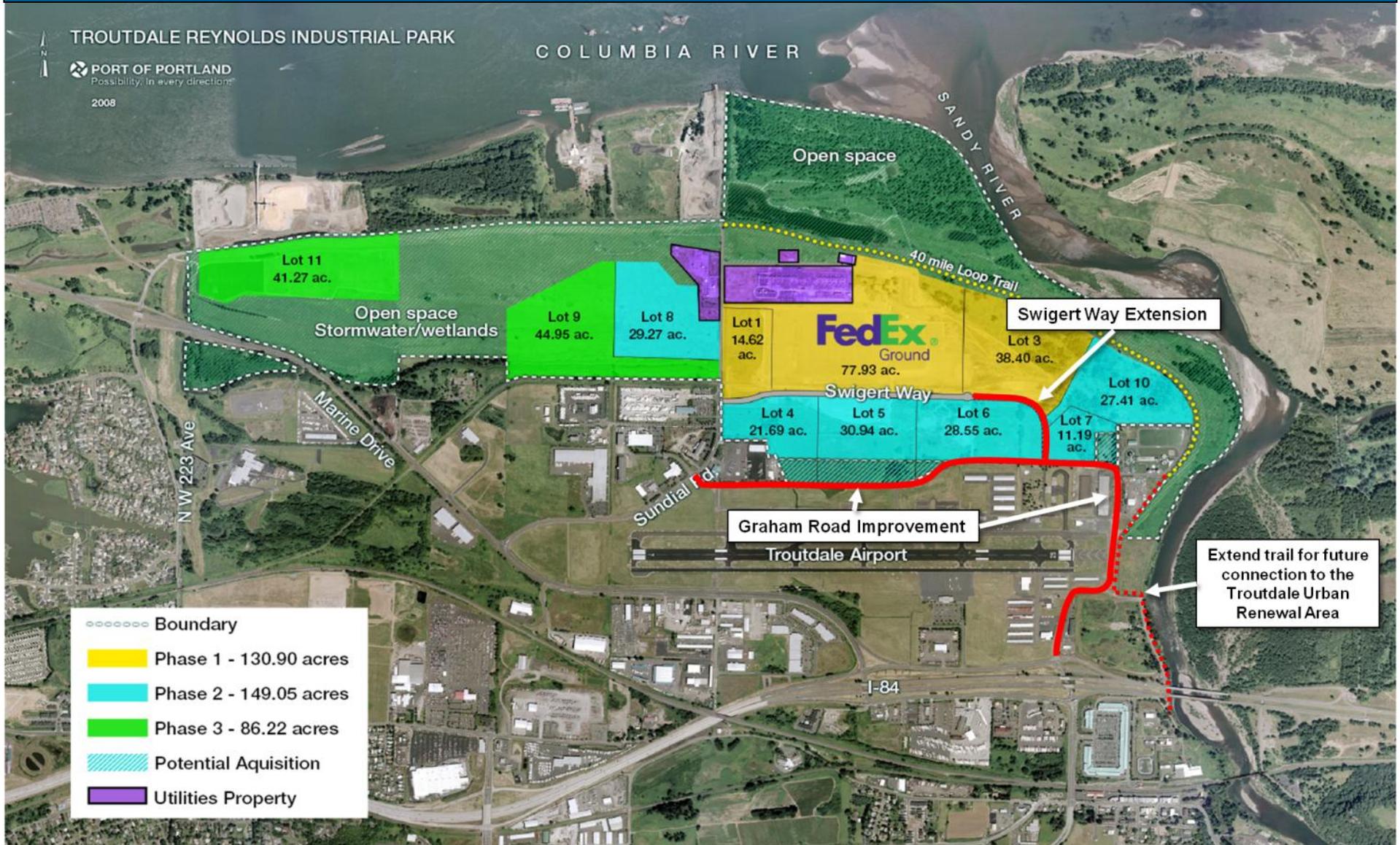
• Federal TIGER II Grant	\$10.0 million
• Port of Portland	\$3.2 million
• City of Troutdale	\$1.1 million
• Total Project Cost	\$14.3 million

Key Grant Dates

- Application Due August 23, 2010
- Grant Award After September 15, 2010



TIGER II Grant – Troutdale Reynolds Industrial Park Development Plan and Grant Project Area





August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II Grant Proposal – I-5 Corridor Transit Support

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of the ODOT Public Transit Division's *I-5 Corridor Transit Support* grant proposal for \$6.7 million under the Transportation Investments Generating Economic Recovery II (TIGER II) program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness, and equity and reductions to vehicle miles traveled and greenhouse gas emissions.

The *I-5 Corridor Transit Support project* will improve the usability of fixed route transit service across the state through increased intercity bus service and north-south connections. With emphasis on livability and environmental sustainability, the project emphasizes public education on alternative transportation modes, improves access to non-single occupancy vehicles, and encourages increased walking and cycling. As a result the project will improve mobility, reduce greenhouse gas emissions, and expand capacity of Oregon's roadways.

The *I-5 Corridor Transit Support project* would provide a vital transit connection not only for residents of the Portland metropolitan area but for the entire state, while also addressing the region's environmental and livability goals. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II Grant Proposal – US 26 Industrial Access Improvement Project

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of the City of Gresham's *US 26 Industrial Access Improvement Project* grant proposal for \$6.7 million under the Transportation Investments Generating Economic Recovery II (TIGER II) program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness, and equity and reductions to vehicle miles traveled and greenhouse gas emissions.

The *US 26 Industrial Access Improvement Project* will provide the first phase of improvements to US 26 and collector connections that are necessary to provide access to the Springwater Industrial Area. The Springwater Area was brought into the Portland Metro area's urban growth boundary in 2002 to fill the need for industrial land and to create more family-wage jobs to balance the residential growth in East Multnomah County. Future industrial development, along with commercial and residential land to create a sense of community, will increase traffic volumes at an already underperforming intersection. This action will provide important safety benefits at this intersection and provide crucial connections to spur development.

The *US 26 Industrial Access Improvement Project* is a vital connection for the region. The project will not only help stimulate future development, it will also support the outcomes called for in the region's Regional Transportation Plan. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II Grant Proposal – Electric Vehicle Corridor Connectivity

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of the ODOT Innovative Partnership's *Electronic Vehicle Corridor Connectivity* grant proposal for \$3.5 million under the Transportation Investments Generating Economic Recovery II (TIGER II) program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness, and equity and reductions to vehicle miles traveled and greenhouse gas emissions.

The *Electronic Vehicle Corridor Connectivity* project will fund the deployment of 50 electric vehicle charging stations in under-served areas of Oregon at key public locations near major travel destinations and along major highway corridors, at an interval of no more than 50 miles from other charging sites. The expansion of charging infrastructure along the I-5 corridor in southern Oregon would complete the corridor connecting Washington and California through the Green Highway initiative and supports the state's environmental sustainability goals by reducing greenhouse gas emissions and the state's dependence on oil. Furthermore, the project distributes the resources across the state equitably.

The *Electric Vehicle Corridor Connectivity* project would provide a vital connection not only for residents of the Portland metropolitan area but for the entire state, while also addressing the region's environmental sustainability goals. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II Grant Proposal – U.S. 26: Staley’s Junction Improvement

Dear Secretary LaHood:

On behalf of the Portland metropolitan region’s Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of Washington County’s *U.S. 26: Staley’s Junction Improvement* grant proposal for \$5 million under the Transportation Investments Generating Economic Recovery II (TIGER II) program.

As the committee of locally elected officials and transportation services providers for the Portland region’s metropolitan planning organization, JPACT is responsible for identifying the region’s transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness, and equity and reductions to vehicle miles traveled and greenhouse gas emissions.

The *U.S. 26: Staley’s Junction Improvement* will improve safety and traffic flow at the intersection of Highway 26 and Highway 47 North in rural western Washington County by replacing the at-grade intersection with a grade-separated loop ramp serving the critical southbound Highway 47 to eastbound Highway 26 traffic movement. This loop ramp will significantly improve safety for vehicles, many of which are slow moving recreational vehicles, exiting Stub Stewart State Park, and seeking gaps in the heavy weekend eastbound Highway 26 traffic returning from the Oregon coast. Furthermore, the proposed project will improve Highway 47 freight access to and from economically distressed Columbia County via Highway 26, which is a designated State Freight Route.

In addition to providing the safety benefits described above, this \$5 million request for rural area TIGER II grant funds is currently programmed to receive \$12 million in state and local funds to complete the improvement. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II/ HUD Community Challenge Grant Proposal – Affordable Housing Strategies for Portland's Existing Light Rail Transit Corridors

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of the City of Portland's *Affordable Housing Strategies for Portland's Existing Light Rail Transit Corridors* grant proposal for \$560,000 under the Transportation Investments Generating Economic Recovery II (TIGER II)/HUD Community Challenge program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness and equity.

The *Affordable Housing Strategies for Portland's Existing Light Rail Transit Corridors* project will identify existing and projected affordable housing needs in Portland's three existing light rail transit corridors, including identification of: existing household types with housing and transportation cost burdens; households at risk of displacement resulting from rising prices; new housing needed to support growth; and alternative strategies to address these needs.

The *Affordable Housing Strategies for Portland's Existing Light Rail Transit Corridors* project is a vital connection between transportation and housing to create an affordable, livable region. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II / HUD Community Challenge Grant Proposal – Southwest Corridor: Cohesive Transit Alternatives Analysis and Station Area Housing Plan

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of Metro and the City of Portland's *Southwest Corridor: Cohesive Transit Alternatives Analysis and Station Area Housing Plan* grant proposal for \$3 million under the Transportation Investments Generating Economic Recovery II (TIGER II)/HUD Community Challenge program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness and equity.

The *Southwest Corridor: Cohesive Transit Alternatives Analysis and Station Area Housing Plan* project will analyze high capacity transit alternatives in the Southwest Portland metropolitan region between Portland and Sherwood and evaluate potential transit station areas and land uses within the Portland city limits in the vicinity of OR 99W To support sustainable, affordable and livable communities with transportation and housing choices.

The *Southwest Corridor: Cohesive Transit Alternatives Analysis and Station Area Housing Plan* project is a vital connection for the region. It will support the priority for high capacity transit and outcomes called for in the region's Regional Transportation Plan. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair



August XX, 2010

The Honorable Ray LaHood
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER II / HUD Community Challenge Grant Proposal – Lake Oswego Downtown Rapid Streetcar Transit Center and TOD Planning

Dear Secretary LaHood:

On behalf of the Portland metropolitan region's Joint Policy Advisory Committee on Transportation (JPACT), I am writing in support of the City of Lake Oswego's *Lake Oswego Downtown Rapid Streetcar Transit Center and TOD Planning* grant proposal for \$280,000 under the Transportation Investments Generating Economic Recovery II (TIGER II)/HUD Community Challenge program.

As the committee of locally elected officials and transportation services providers for the Portland region's metropolitan planning organization, JPACT is responsible for identifying the region's transportation priorities and actively works to support and facilitate positive outcomes associated with transportation investments such as livability, economic competitiveness and equity.

The *Lake Oswego Downtown Rapid Streetcar Transit Center and TOD Planning* project will develop a redevelopment vision and implementation strategy for the City and consider expansion of its urban renewal district in order to accommodate future growth of its downtown core around a planned new rapid streetcar line connecting it with downtown Portland. The combination of station area planning and a new structured park-in-ride that serves multi-modal transportation needs, paired with affordable housing site analysis will foster development of a transit-oriented community at the Lake Oswego streetcar terminus.

The *Lake Oswego Downtown Rapid Streetcar Transit Center and TOD Planning* project supports the region's livability and sustainability outcomes outlined in the region's Regional Transportation Plan. JPACT urges you to fund this important project.

Sincerely,

Carlotta Colette
Metro Councilor, District 2
JPACT Chair

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING A) RESOLUTION NO. 10-4174
CONSORTIUM GRANT APPLICATION TO THE)
US DEPARTMENT OF HOUSING AND URBAN) Introduced by Councilor Robert Liberty
DEVELOPMENT FOR A SUSTAINABLE
COMMUNITIES REGIONAL PLANNING
GRANT PROGRAM

WHEREAS, the US Department of Housing and Urban Development (HUD), the US Department of Transportation and the US Environmental Protection Agency have come together to form the Partnership for Sustainable Communities (The Partnership);

WHEREAS, in support of The Partnership, the US Department of Housing and Urban Development has released a Notice of Funding Availability for a Sustainable Communities Regional Planning Grant Program;

WHEREAS, the intent of the program is to fund the development of a Regional Plan for Sustainable Development or a Detailed Execution Plan and Program for a Regional Plan for Sustainable Development;

WHEREAS, the grant program is available for application by a consortium comprised, at a minimum, of the metropolitan planning organization, the traditional principle city, local governments representing at least 50% of the area’s population and non-profit organization(s), foundation(s) or educational institution(s) that have the capacity to engage diverse populations;

WHEREAS, the Portland metropolitan area has a Regional Plan for Sustainable Development in the form of the 2040 Growth Concept and various state, regional and local implementation instruments which has been successful at addressing land use, transportation and environmental protection and enhancement;

WHEREAS, the Portland metropolitan area has invested in a multi-modal transportation system, particularly in light rail, bus, bike, pedestrian and demand and system management linked to regional and local land use plans and regional and local programs for preserving and enhancing significant natural habitat producing significant benefit for the community;

WHEREAS, the plan is deficient in addressing housing affordability and the benefit to the community is not equitably shared by all members of the community, especially low-income communities and communities of color;

WHEREAS, a consortium has formed to seek a grant from HUD to develop a Housing Equity and Opportunity Strategy as a unique partnership between providers of housing and community-based organizations that represent populations typically underserved that lack adequate access to the decision-making system;

WHEREAS, the Joint Policy Advisory Committee on Transportation at their meeting on _____ in their capacity to act on all matters of the metropolitan planning organization and the Metro Policy Advisory Committee at their meeting on _____ in their capacity under the

Metro Charter to advise on land use matters have recommended support of this grant application; now therefore

BE IT RESOLVED that the Metro Council:

1. Endorses the formation of a consortium to submit an application for HUD funds under the Sustainable Communities Regional Planning Grant Program to develop a Housing Equity and Opportunity Strategy as described in the attached Declaration of Cooperation (Exhibit A);
2. Supports Metro submitting the grant application as lead applicant on behalf of the Consortium.

ADOPTED by the Metro Council this [insert date] day of [insert month], 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

**Housing Equity and Opportunity Strategy
for the Portland Metropolitan Region**

DECLARATION OF COOPERATION

8/2/10

Our Intent

The Portland metropolitan region has long been a national leader in developing and implementing innovative approaches to land use and transportation planning, responsible resource use and climate protection. After investing decades of work building healthy human and natural communities, our region is widely viewed as one of the most livable places in the country.

Yet we also know that the exceptional quality of life for which our region is known is not equitably shared by all who live here, especially members of low-income communities and communities of color. We cannot succeed as a region unless all of our fellow residents have the opportunity to share equitably in the livability we have worked so hard to create and to live in communities that nourish their potential.

This Declaration of Cooperation signals the formation of a consortium of public and community based stakeholders for the purpose of working together to seek a grant under the US Department of Housing and Urban Development's (HUD) "Sustainable Communities Regional Planning Grant Program" to support development and implementation of a Housing Equity and Opportunity Strategy for the Portland metropolitan region. The basic approach outlined in this Declaration of Cooperation is:

1. To involve local governments, housing authorities, community-based organizations and the private sector in collaboratively developing an integrated regional plan for housing equity and opportunity in the Portland metropolitan region. This will include testing the concepts included in the plan through the development of several pilot projects that model targeted and restorative investment.
2. To link affordable housing investments in the region to available and planned public services and infrastructure, such as employment opportunities, health care, transportation, education, and recreation.
3. To review the adequacy and availability of public services to *existing* market or assisted low-cost housing in the region, and to help local governments evaluate the equity of current public service distribution in the region.

To build on these efforts, additional funding is being sought through HUD's Sustainable Communities Regional Planning Grant Program, which is part of The Partnership for Sustainable Communities established jointly by the US Departments of Housing and Urban Development (HUD) and Transportation (DOT) and the Environmental Protection Agency (EPA).

While this is not a binding legal contract, this Declaration of Cooperation constitutes a statement of the good faith and commitment of the undersigned parties, and represents a public commitment to think and lead in new ways and to work in new partnerships, with equity as a core goal, to develop consensus-based strategies that address the needs of the region as a whole, to strive to identify opportunities and solutions whenever possible, to contribute assistance and support within resource limits as identified in the grant application, and to collaborate with other consortium members in promoting the successful implementation of the agreed-upon strategies. Within 120 days of the award of the grant, the parties to this agreement will need to execute specific contracts to carry out tasks funded through the grant and to refine roles and responsibilities for the conduct of the grant work program.

Intended Outcomes

The development and implementation of a Housing Equity and Opportunity Strategy for the Portland metropolitan region builds on the region's reputation and practice of multi-disciplinary planning, including forty years of integrating environmental protection, land use and transportation, and fits the objectives of HUD's Sustainable Communities Planning Grant Program. This federal grant program provides an opportunity for the region to build on our success in land use and livability policy by creating new partnerships, policies and investments that promote equity and opportunity for all regional residents.

The Housing Equity and Opportunity Strategy will be an implementation plan. It will provide a road map for investment in places, people and processes. The Strategy will include:

- Thorough analysis and understanding about the current status of our region with respect to equity and opportunity utilizing current data and reports of the parties and other community verified sources;
- Implementation strategies that cross fields and sectors and provide integrated approaches to investment to insure that we achieve positive triple bottom line results (Equity, Economy, Environment);
- Development of opportunity maps to guide strategies and inform investments;
- Development of a tool to assess the equity impact of investments;
- Investment in effective individual, organizational and community capacity to promote democratic ideals and civic engagement in the creation of communities of opportunity; and
- Strategies to evaluate outcomes resulting from policies and investments across income, race/ethnicity and geography, and systems to track progress towards goals over time and inform future decision-making.

The Consortium's grant application is intended to result in five basic outcomes:

- **Housing Equity and Opportunity Strategy** – With the leadership of regional housing development partners, including community-based organizations, housing authorities, local government public service and infrastructure providers, and the private sector, this grant will develop a strategic plan to coordinate and integrate equitable access to

affordable housing, jobs and workforce training, high-quality public transportation and other critical public services and facilities for the Metro region. This regional plan will *not* diminish or take away any vested authority of local jurisdictions or non-profit organizations, but will guide local decisions through a regional plan that has been collaboratively developed.

- **Linkage, leverage and integration** – This Housing Equity and Opportunity Strategy will create linkage between federal, state, regional, local non-profit and private investments in housing, transportation, education, and other service planning in order to promote greater equity and opportunity for all regional residents. In so doing, it will also provide opportunities to leverage public investments in affordable housing with other public investments in the region. The results of the Housing Equity and Opportunity Strategy will provide input to various implementation programs throughout the region, including development of Metro’s Community Investment Strategy (an over-arching effort to implement the region’s long-term vision and achieve regionally agreed-upon outcomes through a broad range of investments).
- **An on-going governance structure** – While this consortium of regional partners is initially designed to *develop* the Housing Equity and Opportunity Strategy, the intent is to have the consortium develop a governance structure to oversee the implementation of regional housing and equity measures on an on-going basis.
- **Increased capacity of community-based organizations to participate in the consortium** – Many communities are underserved, or their community-based organizations lack the staffing capacity to engage their constituencies and participate effectively in this collaborative effort. Grant funding will be used to involve community based organizations (as well as local governments) in specific tasks and decision-making related to the regional housing strategy with the objective of having increased capacity and capability to engage in decision-making beyond the duration of the grant.
- **A framework for monitoring and measuring performance over time** – The consortium will develop and implement indicators to track progress and guide future implementation actions and will integrate with the Regional Indicators project at Portland State University.

Governance

- A Steering Committee, consisting of the signers of this document, will provide a forum for decision-making on all policy matters involved in implementation of the grant and development of the regional Housing Equity and Opportunity Strategy. The Steering Committee shall determine the consortium’s policy direction and establish procedures for allocating resources and grant funds. Membership in the Consortium and Steering Committee will expand upon receipt of the grant to include organizations representative of the full diversity of the region and to include additional local governments, the private

sector and service providers such as workforce training, education, health care providers, climate policy, arts & culture, etc.

- A Budget Committee will be established consisting of a representative group of fiscal officers of the Steering Committee organizations. It shall ensure all federal, state, and local budget, accounting and finance rules are followed and oversee disbursement of funds, including paying of consultants, pursuant to the Cooperative Agreement and in accordance with Steering Committee’s decision regarding allocation of resources and grant funds.
- A Technical Advisory Committee will oversee technical work related to the plan and make recommendations, as assigned by the Steering Committee. The Technical Advisory Committee will ensure integration with PSU’s Community Data Commons and the Regional Indicators Project.
- An Outreach Advisory Committee will oversee and coordinate outreach to stakeholders and the public.
- Facilitation and staff support for the Consortium and Steering Committee meetings shall be provided by the National Policy Consensus Center. Additional support will be provided by staff of consortium members.
- The Steering Committee will operate on a consensus-seeking basis. Members of the consortium agree to work with each other in a collaborative manner that develops trust and brings forward interests to be addressed in a supportive manner.
- The “Lead Applicant” of the Consortium will be Metro, with the following authority and responsibilities:
 - Authority to act as the Consortium’s representative when dealing with HUD on behalf of all members of the Consortium;
 - Responsibility for submitting the Grant Application and executing a Cooperative Grant Agreement if awarded;
 - Fiscal and administrative responsibility for the Grant on behalf of the Consortium.

Declaration of Cooperation

We, the undersigned government organizations, agree to join this Consortium to seek a HUD grant in our capacity as a public entity responsible for setting policy and funding and implementing infrastructure, programs and services intended to equitably benefit the public.

Metro

City of Portland

David Bragdon, Council President

Sam Adams, Mayor

Multnomah County

Washington Co. and Washington Co.
Housing Authority

Jeff Cogen, Chair

Tom Brian, Chair

Clackamas Co. and Clackamas Co.
Housing Authority

Portland Housing Bureau

Lynn Peterson, Chair

Nick Fish, Commissioner

City of Beaverton
(as a direct CDBG recipient)

Denny Doyle, Mayor

Housing Authority of Portland

TriMet

Steve Rudman, Executive Director

Neil McFarlane, General Manager

Oregon Housing and Community Services

Portland State University

Victor Merced, Director

Wim Wiewel, President

City of Vancouver

Vancouver Housing Authority

Patrick McDonnell, City Manager

Roy Johnson, Executive Director

We, the undersigned non-government organizations, agree to join this consortium in our capacity as providers of housing and other services to people and communities, and who have needs for services that equitably enhance their access to opportunity, and that are typically underrepresented in public decision-making.

Fair Housing Council of Oregon

Urban League of Portland

Moloy Goode, Executive Director

Marcus Mundy, President and CEO

Housing Organizations of Color Coalition

Coalition for a Livable Future

Maxine Fitzpatrick, Chair

Jill Fuglister, Co-Executive Director

Community Housing Fund

Oregon Opportunity Network

Ramsay Weit, Executive Director

Cathey Briggs, Executive Director

Bienestar

Karen Shawcross, Executive Director

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4174 FOR THE PURPOSE OF ENDORING A CONSORTIUM GRANT APPLICATION TO THE US DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FOR A SUSTAINABLE COMMUNITIES PLANNING GRANT PROGRAM

Date: July 28, 2010

Prepared by: Andy Cotugno, Ext. 1763

BACKGROUND

On June 24, 2010 the Department of Housing and Urban Development (HUD) released a Notice of Funding Availability (NOFA) for a Sustainable Communities Planning Grant Program. Under this program, applications can be submitted to develop a Regional Plan for Sustainable Development or, in regions that already have one, a Detailed Execution Plan and Program. For the Portland region, it is proposed that we seek such a grant in the maximum allowable amount of \$5 million to develop a Housing Equity and Opportunity Strategy.

The NOFA provides that an applicant is only eligible if submitted by a consortium comprised of at least the metropolitan planning organization, the principle central city, local governments that comprise at least 50% of the population of the region and non-government organizations that can provide connections to diverse communities, especially low income and communities of color. Based upon this requirement, it is recommended that Metro join with a broader consortium comprised of the following:

Government Organizations

- Metro
- City of Portland
- City of Beaverton
- Multnomah County
- Clackamas County
- Washington County
- City of Vancouver
- Vancouver Housing Authority
- Housing Authority of Portland
- Washington County Housing Authority
- Clackamas County Housing Authority
- TriMet
- Oregon Housing and Community Services
- Portland State University

Non-Government Organizations

- Fair Housing Council of Oregon
- Urban League
- Housing Organizations of Color Coalition
- Coalition for a Livable Future
- Community Housing Fund
- Oregon Opportunity Network
- Bienestar Housing

In addition, the Declaration of Cooperation, a memorandum of understanding that the consortium members will sign, recognizes the intent to expand membership to fully represent the region, including further representation from cities and other government and non-government services providers such as schools, work force training, public health, etc. Consistent with the NOFA, Metro is designated the “lead applicant” to apply on behalf of the Consortium.

Endorsement of Resolution No. 10-4174 would support Metro's execution of the Declaration of Cooperation forming the consortium and establishing the major products and outcomes being sought through the grant work program, the approach to carrying out the work on a multi-agency basis (both government and non-government) and the initial framework for a decision-making structure.

The key focus of the grant proposal is development of an Integrated Housing Equity and Opportunity Strategy. Through this, the region aims to develop a guiding document to address the following:

- 1) Aligning investments to achieve the vision
- 2) Affirmatively connecting people to opportunities in housing, transportation, education
- 3) Opening decision making processes to those that haven't historically participated
- 4) Providing incentives and tools to encourage new ways of doing things
- 5) Measuring and evaluating our results on an ongoing basis

To develop this strategy, the grant would enable the region to undertake the following activities:

- 1) Collect and analyze data, including community based information
- 2) Develop, adopt and implement policy and investment strategies
- 3) Develop government and community based capacity to do things in new ways
- 4) Develop and implement new governance models
- 5) Communicate in new and transformative ways

This Declaration of Cooperation is an initial step in the process. Upon grant award, a more detailed agreement specifying membership and decision-making will need to be executed within 120-days.

ANALYSIS/INFORMATION

1. **Known Opposition:** Opposition has not been identified at this point in time. However, this work program involves organizations working together in new collaborative ways. As such, there is concern about how the work will be carried out.
2. **Legal Antecedents:** This is a planning grant opportunity provided through the US Department of Housing and Urban Development. Inclusion of Metro satisfies their minimum requirement that the MPO be one of the consortium members. The other memberships exceed the HUD minimum.
3. **Anticipated Effects:** The Declaration of Cooperation to form the Consortium is a mandatory element of the HUD grant application. The HUD NOFA is discretionary and grant awards are expected this fall. Upon successful receipt of a grant award, a final cooperative agreement will need to be executed establishing membership, governance, outcomes and roles and responsibilities.
4. **Budget Impacts:** If a grant is awarded, the Metro Budget will need to be amended to incorporate the revenues and authorize the expenditures. Expenditure categories will include personnel and contractual. In addition, elements of Metro's current budget on work program activities related to the grant products will be counted as in-kind match for the grant (in-kind contributions will also be provided by other members of the Consortium).

RECOMMENDED ACTION

Adoption of Resolution No. 10-4174 by the Metro Council is recommended.



Date: Thursday, Aug. 5, 2010
To: Joint Policy Advisory Committee on Transportation and Alternates
From: Carlotta Collette, JPACT Chair
Subject: Consulting JPACT on Process for Appointments to Regional Flexible Funds Task Force

JPACT in July adopted the policy framework for the 2014-15 Regional Flexible Fund Allocation (RFFA) process. This created a two-step process for allocating the funds, and I am now coming to JPACT for consultation on a part of the public involvement process for the second step.

As directed by JPACT's policy framework, JPACT staff and I are creating a Task Force that will make recommendations on needs, priorities and project prioritization factors for each of the two focus areas (Green Economy/Freight Initiatives and Active Transportation/Complete Streets) and a \$500,000 vehicle electrification fund.

In meetings from roughly September through April, the task force will be asked to do the following:

- Recommend needs and priorities for the focus areas and electrification fund.
- Recommend project prioritization factors – the qualities of projects that will help meet performance target outcomes. Projects that best exhibit these factors may be most likely to receive funding.
- Ensure that project prioritization factors include addressing the needs of environmental justice and underserved communities. This will include receiving input from an Environmental Justice Working Group that will be formed to advise throughout the allocation process.
- Recommend implementation strategies for project focus areas and vehicle electrification fund.
- Review the final project list before it reaches JPACT.
- Encourage its members and stakeholder groups to be involved in commenting on the list of recommended projects.

On the next page, please find an outline of the areas of expertise that staff and I hope to find as we look for task force members. I welcome your suggestions for additional areas of expertise.

2014-15 Regional Flexible Funds Task Force

Task Force composition desired attributes

- About 13 to 17 members
- Cross-section of relevant community and technical expertise
- Participants with broad regional perspective and expertise
- Geographically balanced

Community Expertise Intended for Representation:

Environmental Justice

- At least one representative of regional scope

Community health

- Medical
- Air quality

Business stakeholders

- Logistics, supply chain, distribution
- A target cluster (from regional economic development strategy)
- Bike or pedestrian-oriented business
- A green economy business representative (e.g. renewable energy)

Transportation expertise across modes

- Bicycle
- Pedestrian
- Transit Access
- Inter-city passenger rail/bus
- Rail
- Trucking

Green economy

- Regional economist
- Electric vehicle representative

Next Steps for Task Force Formation

- Staff and Chair Collette invite members in coming weeks.
- Metro Council approves list of members Aug. 19 or Sept. 9

East Metro Connections Plan DRAFT Work Plan Summary (REVISED July 27, 2010)

PROJECT GOALS

- Enhance the livability of East Metro communities
- Support north/south connectivity between I-84 and US 26, as well as east/west connectivity and capacity in the East Metro plan area
- Foster economic development through accommodating freight, goods movement and other commercial vehicle trips and distributing them appropriately
- Develop multiple, multi-modal solutions that distribute both benefits and burdens of growth and minimize environmental impacts
- Make the best use out of the existing system through innovative technology, urban and street design, or other means
- Support the local land use vision as planned by each community

PROJECT OBJECTIVES

- Create a fair, transparent and effective decision-making process that has stakeholder support
- Create criteria to guide development of project alternatives as well as refinement and prioritization of projects
- Examine arterials (E/W and N/S) **while balancing mobility performance with access to neighborhoods and communities** within the Plan area, as well as to the north, south and west
- Identify what improvements will be made to any affected corridors, including the designation of a freight route.
- Serve freight and industrial land uses by providing good connection(s) to and within Mobility Corridor #15
- Emphasize affordable solutions.
- Develop a phasing and funding strategy for implementation

PRODUCTS

- Mobility Corridor Plan including recommended projects, and an implementation plan to sequence and build projects with local and regional support
- Updated state, regional and local plans, as required

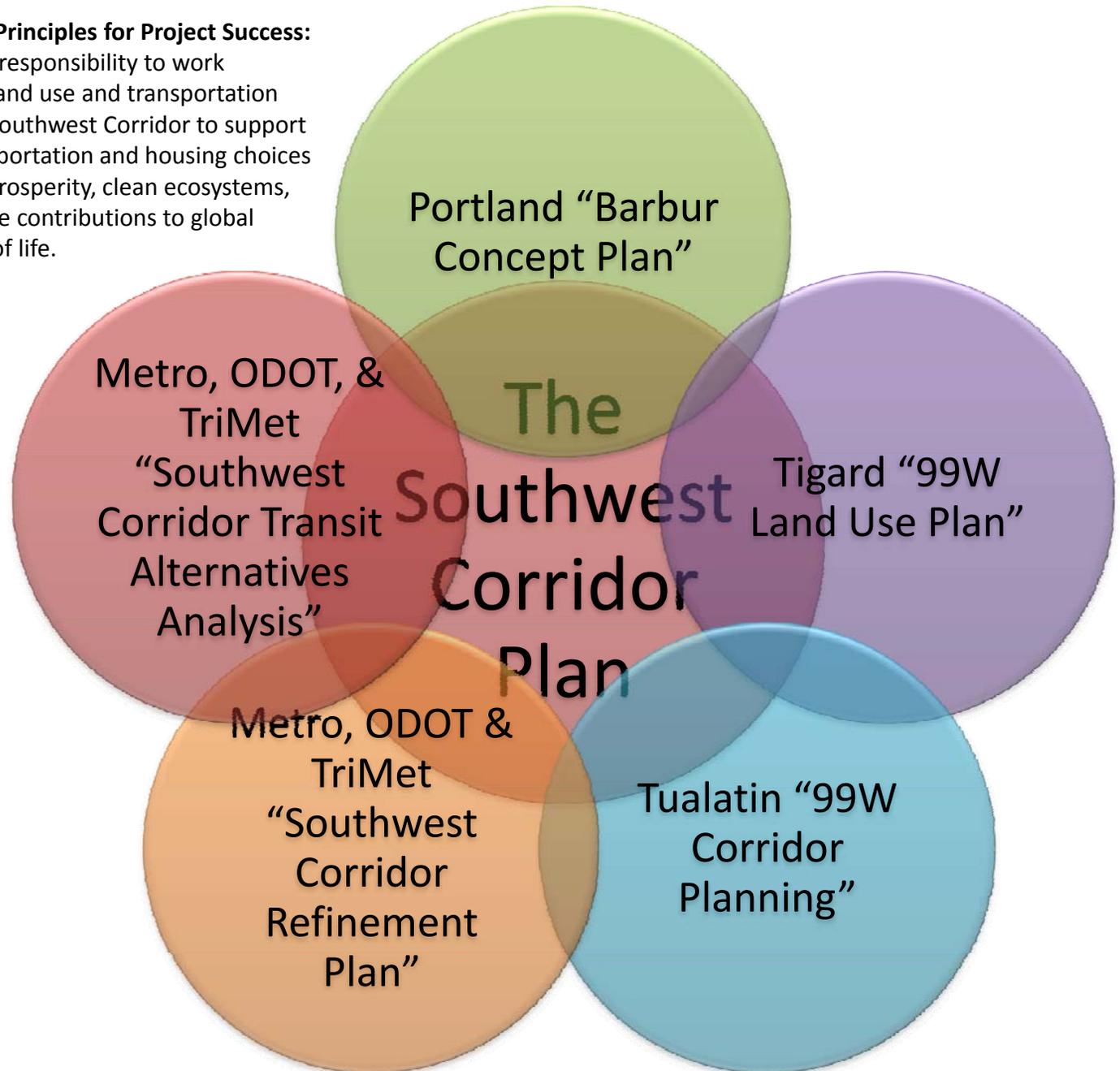
KEY TASKS

	Task 1: Project Management <i>(July 2010-December 2012)</i>	Tasks 2 & 3: Chartering and Scoping <i>(July - September 2010)</i>	Tasks 7-12: Existing Conditions and Evaluation Framework <i>(October-December 2010)</i>	Tasks 13-16: Scenario Development and Evaluation <i>(January – September 2011)</i>	Tasks 17-20: Scenario Implementation <i>(September - December 2011)</i>
Technical Work and Policy Development (\$621,305)	<ul style="list-style-type: none"> • Ongoing project management, accountability for tasks and progress • Contract management and project management for technical consultant • Project administration <p align="center">(\$77,030)</p>	<ul style="list-style-type: none"> • Work with agency partners to develop scope, budget, schedule • Develop requests for proposal, issue RFP(s) and conduct consultant solicitation and selection process for identified technical analysis <p align="center">(\$66,035)</p>	<ul style="list-style-type: none"> • Compile existing conditions, including quantitative data and information from previous plans, studies and agreements • Prepare base maps • Prepare existing and future baseline transportation report • Identify and/or highlight existing and future land use conditions, opportunities and constraints • Develop and agree on evaluation framework and analytical methodologies to be used <p align="center">(\$105,600)</p>	<ul style="list-style-type: none"> • Develop and screen initial set of scenarios • Refine evaluation criteria, tools and methodology, as needed • Refine, evaluate and screen scenarios (two rounds) • After second round of screening, select and refine recommended improvements <p align="center">(\$223,520K)</p>	<ul style="list-style-type: none"> • Refine cost estimates, or conceptual design as appropriate • Develop implementation plan, including phasing and funding strategy and triggered action items • Update state, regional and local plans to implement preferred scenario <ul style="list-style-type: none"> ○ Regional Transportation Plan ○ Regional Transportation Functional Plan ○ Local transportation system plans, comprehensive plans and land use regulations <p align="center">(\$97,430)</p>
Agency, Stakeholder & Public Engagement (Tasks 4, 5 & 6) (\$115,480)	<p><i>Note that combined cost of tasks 4, 5 and 6 (interagency, stakeholder and public engagement) are spread equally over four project phases. Tasks and costs could change as a result of chartering.</i></p>  <p align="center">(\$28,870)</p>	<ul style="list-style-type: none"> • Develop process to reach agreement on committee structure, decision-making protocols, roles and responsibilities, staff resource and funding commitments, and reciprocal implementation commitments and expectations • Develop and begin to implement interagency, stakeholder and public engagement plans <p align="center">(\$28,870)</p>	<ul style="list-style-type: none"> • Assess stakeholder goals, issues and needs • Obtain public input and provide plan information to residents • Conduct interagency, stakeholder and public engagement tasks, based on chartering and final scope refinements. <p align="center">(\$28,870)</p>	<ul style="list-style-type: none"> • Conduct interagency, stakeholder and public engagement tasks, based on chartering and final scope refinements. <p align="center">(\$28,870)</p>	
Milestone	<ul style="list-style-type: none"> • Effective project management • Progress and budget reporting 	<ul style="list-style-type: none"> • Approve project scope, budget, schedule • RFPs, consultant selection and contracting • Develop and sign intergovernmental agreements to conduct plan tasks 	<ul style="list-style-type: none"> • Existing and future baseline report • Literature Review • Problem Statement • Refined Plan Goals and Objectives • Evaluation Framework • Analytical Methodologies Tech Memo 	<ul style="list-style-type: none"> • Determine mode, function and general location of all facilities in plan area • Identified projects, technical analysis of effects on all modes of transportation, land use, community cohesion, economic development, environment 	<ul style="list-style-type: none"> • Adopt implementation plan • Adopt needed interagency agreements • Approve updated Regional Transportation Plan, local transportation systems or comprehensive plans and other plans as necessary • Adopt ODOT facility Plan
Initial Cost Estimate*: \$685,095	\$77,030	\$89,131	\$134,470	\$252,390	\$126,300

* Initial cost estimate is based on preliminary scoping. The project scope and budget may change as task refinement with partners proceeds, and with participation from other potential future partners. Metro will be engaging these potential partners in discussions over the next several weeks.

Southwest Corridor Plan Joint Principles for Project Success:

It is our collective fundamental responsibility to work collaboratively to improve the land use and transportation conditions and mobility in the Southwest Corridor to support vibrant communities with transportation and housing choices that help to sustain economic prosperity, clean ecosystems, and community assets; minimize contributions to global warming; and enhance quality of life.

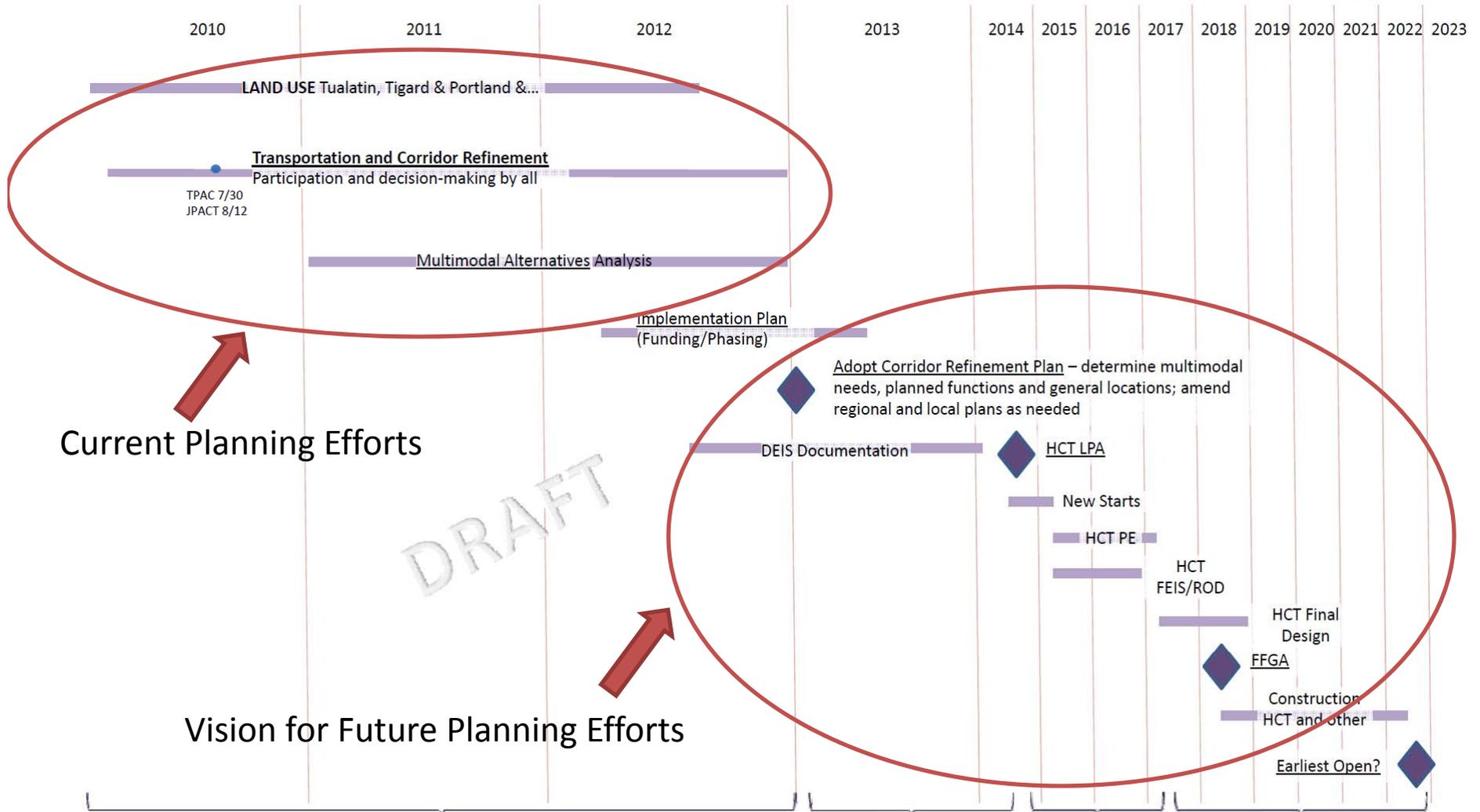


DRAFT

July 28, 2010

Southwest Corridor Plan

Schedule, Scope and Budget Concept (7/9/10)



Current Planning Efforts

Vision for Future Planning Efforts

DRAFT

- Corridor Refinement and Coordinated Components: \$8-10 M
- Land Use Aspirations
 - Corridor Refinement Plan
 - Multimodal Alternatives

- To HCT LPA: \$13-14 M
- Narrow Alternatives
 - Finish DEIS

- To HCT PE Completion: \$60M
- New Starts/ Local/ Regional/ State Funding
 - PE

- Design/Construction: \$???
- Complete Final Design
 - Construction and Start Up

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY) RESOLUTION NO. 10-4179
2010 UNIFIED PLANNING WORK PROGRAM)
(UPWP) TO MODIFY FUNDING) Introduced by Councilor Collette
ALLOCATIONS FOR SOUTHWEST CORRIDOR)
AND EAST METRO CORRIDOR REFINEMENT)
PLANS)

WHEREAS, the FY 2010-11 Unified Planning Work Program (UPWP) was adopted by the Metro Council on April 15, 2010 by Resolution No. 10-4136 (“FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM”); the FY 2010-11 UPWP describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2010 to be carried out by Metro, Southwest Washington Regional Transportation Council, Tualatin Hills Parks & Recreation, the cities and counties of Clackamas County, Multnomah County, Washington County, TriMet, and Oregon Department of Transportation; and

WHEREAS, approval of the budget elements of the FY 2010 UPWP is required to receive federal transportation planning funds; and

WHEREAS, although the Southwest Corridor and East Metro Corridor Refinement Plans are included in the work element of the FY 2010 UPWP, in the 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 via Metro Council Ordinance No. 10-1241B (“FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN”) and in the FY 2008-2011 Metropolitan Transportation Improvement Program (“MTIP”) adopted by the Metro Council on August 16, 2007 via Metro Council Resolution No. 07-3825 (“FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN ARE”) the sources and costs for those refinement plans had not yet been identified at the time the UPWP, the RTP, and the MTP were adopted; and

WHEREAS, the funding sources and costs have since been further developed and identified for those two corridor refinement plans; and

WHEREAS, the East Metro Corridor and Southwest Corridor budgets are still developing and this resolution identifies available funds at this time; and

WHEREAS, on August 12, 2010 this resolution was approved by the Joint Policy Advisory Committee on Transportation (“JPACT”) for recommendation to the Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the FY 2010 UPWP to identify funding amounts and sources allocated through the Metropolitan Transportation Improvement Program (“MTIP”) process to the UPWP’s Southwest Corridor and East

Metro Corridor Refinement Plans as shown in the attached Exhibit A and to modify the FY 2010-11 Unified Planning Work Program Funding Summary as shown in Exhibit B.

ADOPTED by the Metro Council this 12 day of August, 2010

David Bragdon, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Exhibit A to Resolution No. 10-4179

The cost and funding source charts below replace the charts found on page 57 for Southwest Corridor and page 60 for East Metro FY 2010 Unified Planning Work Program, adopted on April 15, 2010. This resolution does not alter the Southwest Corridor Refinement Plan narrative on page 55-57 and the East Metro narrative on pages 58-60.

**Southwest Corridor- Amended Chart on page 57:
Cost and Funding Sources:**

Requirements:		Resources:	
Personal Services	\$ TBD	11 Next Corridor STP (FFY10) 17141	\$ 150,746
		1-5/99W Tualatin-Sherwood Connector (Concept Plan) 15669	\$ 400,000
		I-5/OR 99W Tualatin-Sherwood Connector 13301	\$ 300,000
Interfund Transfers	\$ TBD	ODOT Support Funds	\$ 35,000
Materials & Services	\$ TBD	Metro/Local Match	\$ 97,372
Consultant			
Miscellaneous			
Computer	\$ TBD		
<hr/>		<hr/>	
<i>TOTAL</i>	\$ 983,118	<i>TOTAL</i>	\$ 983,118
<hr/>		<hr/>	

Full-Time Equivalent Staffing

Regular Full-Time FTE	TBD
<hr/>	
<i>TOTAL</i>	TBD
<hr/>	

**East Metro- Amended Chart on page 60:
Cost and Funding Sources:**

Requirements:

Personal Services \$ TBD

Interfund Transfers \$ TBD

Materials & \$ TBD
 Services

 Consultant
 Miscellaneous
 Computer \$ TBD

TOTAL \$ **691,902**

Resources:

Next Corridor \$ 470,098
 STP c/o
 14564/14565

 \$ 150,746
 11 Next
 Corridor STP
 (FFY10)15546

Metro/Local \$ 71,058
 Match

TOTAL \$ **691,902**

**Full-Time
 Equivalent
 Staffing**

Regular Full-Time TBD
 FTE

TOTAL **TBD**

Exhibit B to Resolution No. 10-4179

The table below is the modified FY 2010-11 Unified Planning Work Program Funding Summary that includes the modified funding sources for the Southwest Corridor and East Metro Corridor Refinement Plans.

METRO
FY 2010-11 Unified Planning Work Program Funding Summary -- AMENDED

8/12/10

ODOT Key #	11 PL ODOT ¹	11 STP* (FFY 10) Metro	09 STP* (FFY 08) Metro	STP Household Survey -	11 ODOT Support Funds	11 Sec 5303*	10 Sec 5303*	11 TriMet Support	FTA Streetcar OR-39-0002	Next Corridor STP c/o	11 Next Corridor STP (FFY 10)	I-5/99W Tualatin- Sherwood Connector (Concept	I-5/OR 99W Tualatin- Sherwood Connector	CMAQ RTO OR95-X010 14441, 14442, 14443	Other Anticipated Funds	Metro/Local Match	Total
		15544	14386	TBD					14570	14564, 14565	15546, 17141	15669	13301				
METRO																	
Transportation Planning																	
1	Regional Transportation Plan	294,931	69,808	5,389	-	77,173	200,359	60,467	58,941	-	-	-	-	-	73,163	73,813	914,044
2	Best Design Practices in Transportation	17,821	90,554	16,773	-	-	26,950	7,244	-	-	-	-	-	-	-	20,833	180,175
3	Making the Greatest Place - Transportation Support	2,267	-	-	-	-	32,607	12,000	16,792	-	-	-	-	-	-	11,152	74,818
4	Transportation System Management	144,301	9,701	-	-	36,230	-	-	11,206	-	-	-	-	-	-	1,110	202,548
5	Regional Travel Options	-	-	-	-	-	-	-	-	-	-	-	-	1,888,422	-	153,104	2,041,526
6	Metropolitan Transportation Improvement Prog	357,666	96,101	4,058	-	7,035	24,081	57,995	90,478	-	-	-	-	-	35,000	31,983	704,397
7	Environmental Justice and Title VI	31,403	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31,403
8	Regional Transportation Plan Financing	44,885	-	-	-	-	-	-	-	-	-	-	-	-	41,113	-	85,998
9	Regional Freight Plan	-	77,250	-	-	-	-	-	-	-	-	-	-	-	-	8,842	86,092
Research & Modeling																	
1	Model Development Program	441,582 ²	122,499	2,053	350,000	3,228	31,201	-	4,325	-	-	-	-	-	430,690	78,318	1,463,898
2	System Monitoring	142,678	-	-	-	-	-	-	-	-	-	-	-	-	-	-	142,678
3	Technical Assistance	-	31,265	-	-	21,369	-	-	5,758	-	-	-	-	-	-	7,609	66,001
4	Economic, Demographic and Land Use Forecasting	145,972	14,509	-	-	-	19,336	17,443	-	-	-	-	-	-	201,987	129,653	528,900
5	GIS Mapping and Land Information	32,929	-	-	-	15,000	68,505	-	37,500	-	-	-	-	-	845,183	719,150	1,718,267
Administrative Services																	
1	Grants Management and MPO Coordination	534,233	447,223	105,799	-	16,681	48,938	10,667	-	-	-	-	-	-	89,150	218,796	1,471,487
Corridor Planning & Development																	
1	Streetcar Methods for Station Planning & Access	-	-	-	-	-	-	-	-	132,914	-	-	-	-	-	33,229	166,143
2	Bi-State Coordination	-	22,679	5,488	-	-	-	-	-	-	-	-	-	-	-	3,224	31,391
3	Project Initiatives	74,684	-	13,484	-	13,284	29,775	693	-	-	-	-	-	-	-	9,160	141,080
4	Southwest Corridor Refinement Plan	-	-	-	-	35,000	-	-	-	-	150,746	400,000	300,000	-	-	97,372	983,118
5	East Metro Corridor Refinement Plan	-	-	-	-	-	-	-	-	470,098	150,746	-	-	-	-	71,058	691,902
	Metro Subtotal	2,265,352	981,589	153,044	350,000	225,000	481,752	166,509	225,000	132,914	470,098	301,492	400,000	300,000	1,888,422	1,716,286	11,725,866
	GRAND TOTAL	2,265,352	981,589	153,044	350,000	225,000	481,752	166,509	225,000	132,914	470,098	301,492	400,000	300,000	1,888,422	1,716,286	11,725,866

*Federal funds only, no match included.

¹ PL funds include \$499,441 carryover from FY09.

² In FY 2008-09, ODOT provided \$241,500 of STP for the Household Survey to allow Metro to carryover the equal amount of PL funds in FY 2010-11.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4179, FOR THE PURPOSE OF AMENDING THE FY 2010 UNIFIED PLANNING WORK PROGRAM (UPWP) TO MODIFY FUNDING ALLOCATIONS FOR SOUTHWEST CORRIDOR AND EAST METRO CORRIDOR REFINEMENT PLANS

Date: August 12, 2010

Prepared by: Tony Mendoza, x1726

BACKGROUND

On April 15, 2010, the Metro Council adopted the FY 2010-11 Unified Planning Work Program (“UPWP”) via Resolution No. 10-4136 (“FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM”). Although the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan were included in the FY 2010-11 Unified Planning Work Program (“UPWP”) adopted in the April 15, 2010 Resolution, specific costs and funding sources had not yet been identified at that time for those corridors.

Funding sources for initiating both the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan have now been identified. This resolution would modify the UPWP to state those funding sources and amounts. Identification of funding amounts and sources for these two corridors will not affect the funding of other projects because the funds identified here are funds remaining from other completed projects or are funds already identified as Next Priority Corridor Study funds.

The 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 by Metro Council Ordinance No. 10-1241A, identifies five corridors where more analysis is needed through future corridor refinement plans. The Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan are located in two of the five mobility corridor refinement planning areas identified in the RTP. The 2008- 2011 Metropolitan Transportation Improvement Program, adopted by Metro Council Resolution 07-3825 on August 16, 2007 (FOR THE PURPOSE OF APPROVING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA) (“2008-11 MTIP”), also identifies these two corridors; but at the time those resolutions were passed, funding and sources of funding had not yet been identified.

Proceeding forward with these two mobility corridor refinement plans was approved on January 14, 2010 by the Joint Policy Advisory Committee on Transportation (JPACT) and on February 25, 2010 by the Metro Council by Resolution No. 10-4119 (“FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE”). Specifically, the following corridors were the subject of resolution No. 10-4119 and are the subject of the immediate resolution identifying funding amounts and sources:

1. Southwest Corridor Refinement Plan - Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City to approximately the “Tigard Triangle” located at the intersection of I-5, OR 99W, and Hwy. 217); and
2. East Metro Corridor Refinement Plan - Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area).

These corridors emerged as top candidates for mobility corridor refinement planning based on a combination of technical factors and local support, urgency and readiness. Development of the technical and local support factors, as well as the rating and ranking of candidate corridors, was conducted in a months-long collaboration with regional partners, and is evidence of agreement on priorities for the next four years.

Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. In addition to completing system planning requirements, these studies establish a work program for implementation of project development activities and identified capital projects and operational initiatives and projects for each corridor.

1. Southwest Corridor Refinement Plan

The Southwest Corridor Refinement Plan is being conducted in the context of an overall mobility corridor vision called the *Southwest Corridor Plan*. The Southwest Corridor Refinement Plan includes Mobility Corridors #2 and # 20 in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”. The *Southwest Corridor Plan*, is comprised of the following elements including the refinement plan being identified for funding in the present resolution:

- Southwest Corridor Refinement Plan (Metro, ODOT & TriMet) (the subject of this resolution);
- Southwest Corridor Transit Alternatives Analysis (Metro, ODOT & TriMet);
- Barbur Concept Plan (City of Portland);
- 99W Land Use Plan (City of Tigard); and
- 99W Corridor Planning (City of Tualatin).

Within this effort, the land use and corridor planning efforts will help define the areas best served by high capacity transit for development and re-development. The Refinement Plan being identified for funding in the present resolution would identify a broad range of multi-modal transportation improvements to meet mobility needs, while the transit alternatives analysis would define how transit functions best meet the land use aspirations in the area. As a whole, the *Southwest Corridor Plan* will provide a decision-making structure for the land use and transportation authorities to agree to mutually beneficial investments or policies to leverage the highest value for public investment. Procedurally, decisions that emerge from these analyses will be incorporated into state, regional, and local plans through the various amendment processes established by law in this state.

2. East Metro Corridor Refinement Plan

This transportation corridor, or travel demand area, includes the major streets that provide access between Interstate 84 and U.S. Route 26/Powell Boulevard as well as the transit service and bicycle and pedestrian routes in the corridor. The East Metro Corridor Refinement Plan will determine how to improve connectivity between I-84 and Highway 26 for freight, regional through-trips, and local trips with improved access within and between existing neighborhoods. This includes mobility corridor #15, but the primary study area for improvement is within between I-84 southward to US 26 and the Springwater area.

Metro is beginning work with Multnomah County, Oregon Department of Transportation and the cities of Gresham, Troutdale, Fairview and Wood Village to further define the needs of and goals for this corridor. Other agencies and analyses from affected areas, including the Port of Portland, Damascus, Happy

Valley, and Clackamas County shall be considered in the plan. The East Metro Corridor Refinement Plan analysis will address the comprehensive multimodal needs of the corridor in relation to employment, housing and land use goals, auto and freight movement, transit, and bicycle and pedestrian facilities.

Work Plans, Budget and Scope

This resolution identifies federal funding sources to initiate project work for FY 11. Neither the Southwest Corridor nor the East Metro corridor have finalized work plans, budgets or scope for FY11 with partnering agencies. The funding identified in this resolution is based on preliminary work plans developed by Metro. Final decisions on scope and budget will be completed collaboratively with partner jurisdictions. It is anticipated that the final scope changes will modify the total projected costs to complete these projects. Additionally, the UPWP does not identify all sources available to these projects, such as local contributions above local match requirements and other sources, such as ODOT Transportation Growth Management funds, are not reported specifically to each project in the UPWP.

ANALYSIS/INFORMATION

1. Known Opposition

No known opposition.

2. Legal Antecedents

Metro Council Resolution No. 10-4119: FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE, adopted by the Metro Council on February 25, 2010.

Metro Council Resolution No. 10-4136: FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM, adopted by the Metro Council on April 15, 2010.

Metro Council Resolution No. 07-3825: FOR THE PURPOSE OF APPROVING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA, adopted by the Metro Council on August 16, 2007.

Metro Council Resolution No. 09-4052: FOR THE PURPOSE OF ACCEPTING THE REGIONAL HIGH CAPACITY TRANSIT SYSTEM TIERS AND CORRIDORS, SYSTEM EXPANSION POLICY FRAMEWORK AND POLICY AMENDMENTS FOR ADDITION TO THE 2035 REGIONAL TRANSPORTATION PLAN, STATE COMPONENT, adopted by Metro Council on July 9, 2009.

Metro Council Ordinance No. 10-1241B: FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN, adopted on June 10, 2010.

Metro Council Resolution No. 10-4150A: FOR THE PURPOSE OF ADOPTING THE CONFORMITY DETERMINATION FOR THE 2035 REGIONAL TRANSPORTATION PLAN AND THE 2010-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM, adopted on June 10, 201

3. Anticipated Effects

Adoption of this resolution will transfer funding that had remained from other completed projects and the Next Priority Corridor Study and identify other funds that had not previously been identified to fund these two corridor refinement plans. The amended UPWP will identify the costs and funding sources for the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan.

4. Budget Impacts

No Metro funds are obligated by this amendment to the UPWP.

RECOMMENDED ACTION

Approve Resolution No. 10-4179.

Exhibits

- Exhibit A: Modified FY 2010 Unified Planning Work Program cost and funding source chart for the Southwest Corridor and East Metro Corridor Refinement Plans.
- Exhibit B: FY 2010-11 Unified Planning Work Program Funding Summary that includes modified funding for the Southwest Corridor and East Metro Corridor Refinement Plans.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 10-4177
JANUARY 2008 MTIP (FY 2008-2011) TO)
MODIFY FUNDING ALLOCATIONS FOR) Introduced by Councilor Collette
SOUTHWEST CORRIDOR AND EAST METRO)
CORRIDOR REFINEMENT PLANS)

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007 via Metro Council Resolution No. 07-3825 (“FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA”); and

WHEREAS, the work for the Southwest Corridor and East Metro Corridor Refinement Plan were adopted by Metro Council Resolution No. 10-4119 (“FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE”) as the next regional priorities for Corridor Refinement Plans on February 25, 2010; and

WHEREAS, the Southwest Corridor and East Metro Corridor Refinement Plans are included in the work element of the FY 2010 UPWP and in the 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 via Metro Council Ordinance No. 10-1241B (“FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN”); and

WHEREAS, the funding sources are no longer needed for the I-5/99W Tualatin Sherwood Connector Project and the I-5/99W Tualatin-Sherwood Connect (Concept Plan); and

WHEREAS, the funding sources are no longer needed for the Powell/Foster Corridor Plan; and

WHEREAS, the East Metro Corridor and Southwest Corridor budgets are still developing and this resolution allocates available funds at this time; and

WHEREAS, the funding sources have since been further developed and identified for those two corridor refinement plans; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the programming of the 2008-11 Metropolitan Transportation Improvement Program to include the funding for these two corridor refinement plans as shown in Exhibit A.

ADOPTED by the Metro Council this 12 day of August, 2010

David Bragdon, Council President

Approved as to Form:

Alison Kean Campbell, Deputy Metro Attorney

Exhibit A to Resolution No. 10-4177

Listed below are the existing and modified Metropolitan Transportation Improvement Program programming for the Southwest Corridor and East Metro Corridor Refinement Plans.

East Metro Corridor Refinement Plan

From Next Priority Corridor Study

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2011
Metro	MTIP No. 1151; ODOT No. 15546	Next Priority Corridor Study	System level planning and alternatives for selected corridor.	Federal Local	Sys study	\$150,746

From Next Priority Corridor Study

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2011
Metro	MTIP No. 1151; ODOT No. 14564	Next Priority Corridor Study	System level planning and alternatives for selected corridor.	Federal Local	Sys study	\$270,000

From Next Corridor Powell/Foster

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2011
Metro	MTIP No. 1178; ODOT No. 14565	Next Corridor Powell/Foster	This process will provide a set of feasible transportation improvements for the corridor with implementation, phasing & funding strategies.	Federal Local	Planning	\$ 200,098

Total Funding Transferred to Next Priority Study- East Metro Amended Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2011
Metro	MTIP No. 1151; ODOT No. (14564, 14565, 15546)	Next Priority Corridor Study – East Metro	System level planning and alternatives for selected corridor.	Federal Local	Sys study	\$620,844

Southwest Corridor Refinement Plan

From Next Priority Corridor Study

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2011
Metro	MTIP No. 1151; ODOT No. 17144	Next Priority Corridor Study	System level planning and alternatives for selected corridor.	Federal Local	Sys study	\$150,746

From I-5/99W Connector Project

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2011
Metro	MTIP No. 1061; ODOT No. 13301	I-5/99W Connector Project	Completes planning work for a proposed four-lane, limited access highway between Highway 99W near Sherwood and I-5 near Tualatin and Wilsonville.	Federal Local State	Planning- Alt Anal Planning- Land Use	\$300,000

From I-5/99W Tualatin-Sherwood Connect (Concept Plan)

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2011
Metro	ODOT No. 15669	I-5/99W Tualatin-Sherwood Connect (Concept Plan)				\$ 400,000

Total Funding Transferred to Next Priority Study- Southwest Corridor Amended Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2011
Metro	MTIP No. 1151; ODOT No. 17144, 13301, 15669	Next Priority Corridor Study – Southwest Corridor	Transportation system level planning and multi-modal alternatives for selected corridor.	Federal Local	Sys study	\$850,746

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4177, FOR THE PURPOSE OF AMENDING THE FY 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO MODIFY FUNDING ALLOCATIONS FOR SOUTHWEST CORRIDOR AND EAST METRO CORRIDOR REFINEMENT PLANS

Date: August 12, 2010

Prepared by: Tony Mendoza, x1726

BACKGROUND

In the Metropolitan Transportation Improvement Program (MTIP) adopted by Metro Council Resolution No. 07-3825 on August 17, 2007 (“FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA”), funding amounts were allocated for the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan, but specific amounts and sources were not identified in the MTIP. This resolution would amend the MTIP funding allocations for Southwest Corridor and East Metro Corridor Refinement Plans. Identification of funding amounts and sources for these two corridors will not affect the funding of other projects because the funds identified here are funds remaining from other completed projects in the vicinity of the projects and the funds identified for the Next Priority Corridor Study.

The 2035 Regional Transportation Plan (“RTP”), adopted on June 10, 2010 by Metro Council Ordinance No. 10-1241A, identifies five corridors where more analysis is needed through future corridor refinement plans. The Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan are located in two of the five mobility corridor refinement planning areas identified in the RTP. The 2008- 2011 Metropolitan Transportation Improvement Program, adopted by Metro Council Resolution 07-3825 on August 16, 2007 (FOR THE PURPOSE OF APPROVING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA) (“2008-11 MTIP”), also identifies these two corridors; but at the time those resolutions were passed, funding and sources of funding had not yet been identified.

Proceeding forward with these two mobility corridor refinement plans was approved on January 14, 2010 by the Joint Policy Advisory Committee on Transportation (JPACT) and on February 25, 2010 by the Metro Council by Resolution No. 10-4119 (“FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE”). Specifically, the following corridors were the subject of resolution No. 10-4119 and are the subject of the immediate resolution identifying funding amounts and sources:

1. Southwest Corridor Refinement Plan - Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City to approximately the “Tigard Triangle” located at the intersection of I-5, OR 99W, and Hwy. 217); and
2. East Metro Corridor Refinement Plan - Mobility Corridor #15 (the segment in the East Metro area from I-84 southward to US 26 and the Springwater area).

These corridors emerged as top candidates for mobility corridor refinement planning based on a combination of technical factors and local support, urgency and readiness. Development of the technical and local support factors, as well as the rating and ranking of candidate corridors, was conducted in a months-long collaboration with regional partners, and is evidence of agreement on priorities for the next four years.

Refinement plans generally involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. In addition to completing system planning requirements, these studies establish a work program for implementation of project development activities and identified capital projects and operational initiatives and projects for each corridor.

1. Southwest Corridor Refinement Plan

The Southwest Corridor Refinement Plan is being conducted in the context of an overall mobility corridor vision called the *Southwest Corridor Plan*. The Southwest Corridor Refinement Plan includes Mobility Corridors #2 and # 20 in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”. The *Southwest Corridor Plan*, is comprised of the following elements including the refinement plan being identified for funding in the present resolution:

- Southwest Corridor Refinement Plan (Metro, ODOT & TriMet) (the subject of this resolution);
- Southwest Corridor Transit Alternatives Analysis (Metro, ODOT & TriMet);
- Barbur Concept Plan (City of Portland);
- 99W Land Use Plan (City of Tigard); and
- 99W Corridor Planning (City of Tualatin).

Within this effort, the land use and corridor planning efforts will help define the areas best served by high capacity transit for development and re-development. The Refinement Plan being identified for funding in the present resolution would identify a broad range of multi-modal transportation improvements to meet mobility needs, while the transit alternatives analysis would define how transit functions best meet the land use aspirations in the area. As a whole, the *Southwest Corridor Plan* will provide a decision-making structure for the land use and transportation authorities to agree to mutually beneficial investments or policies to leverage the highest value for public investment. Procedurally, decisions that emerge from these analyses will be incorporated into state, regional, and local plans through the various amendment processes established by law in this state.

2. East Metro Corridor Refinement Plan

This transportation corridor, or travel demand area, includes the major streets that provide access between Interstate 84 and U.S. Route 26/Powell Boulevard as well as the transit service and bicycle and pedestrian routes in the corridor. The East Metro Corridor Refinement Plan will determine how to improve connectivity between I-84 and Highway 26 for freight, regional through-trips, and local trips with improved access within and between existing neighborhoods. This includes mobility corridor #15, but the primary study area for improvement is within between I-84 southward to US 26 and the Springwater area.

Metro is beginning work with Multnomah County, Oregon Department of Transportation and the cities of Gresham, Troutdale, Fairview and Wood Village to further define the needs of and goals for this corridor. Other agencies and analyses from affected areas, including the Port of Portland, Damascus, Happy Valley, and Clackamas County shall be considered in the plan. The East Metro Corridor Refinement Plan analysis will address the comprehensive multimodal needs of the corridor in relation to employment, housing and land use goals, auto and freight movement, transit, and bicycle and pedestrian facilities.

Work Plans, Budget and Scope

This resolution identifies federal funding sources to initiate project work for FY 11. Neither the Southwest Corridor nor the East Metro corridor have finalized work plans, budgets or scope for FY11

with partnering agencies. The funding identified in this resolution is based on preliminary work plans developed by Metro. Final decisions on scope and budget will be completed collaboratively with partner jurisdictions. It is anticipated that the final scope changes will modify the total projected costs to complete these projects. Additionally, the MTIP does not identify all sources available to these projects, such as local contributions above local match requirements and other sources, such as ODOT Transportation Growth Management funds.

ANALYSIS/INFORMATION

1. Known Opposition

No known opposition.

2. Legal Antecedents

The Metro Council and JPACT must approve any substantive amendments to the MTIP.

Metro Council Resolution No. 10-4119: FOR THE PURPOSE OF UPDATING THE WORK PROGRAM FOR CORRIDOR REFINEMENT PLANNING THROUGH 2020 AND PROCEEDING WITH THE NEXT TWO CORRIDOR REFINEMENT PLANS IN THE 2010-2013 REGIONAL TRANSPORTATION PLAN CYCLE, adopted by the Metro Council on February 25, 2010.

Metro Council Resolution No. 07-3825: FOR THE PURPOSE OF APPROVING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA adopted by the Metro Council on August 16, 2007.

Metro Council Resolution No. 10-4136: FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FY 2010-11 UNIFIED PLANNING WORK PROGRAM, adopted by the Metro Council on April 15, 2010.

Metro Council Ordinance No. 10-1241B: FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN, adopted on June 10, 2010.

Metro Council Resolution No. 10-4150A: FOR THE PURPOSE OF ADOPTING THE CONFORMITY DETERMINATION FOR THE 2035 REGIONAL TRANSPORTATION PLAN AND THE 2010-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM, adopted on June 10, 2010.

3. Anticipated Effects

Adoption of this resolution will amend the MTIP to identify the costs and funding sources for the Southwest Corridor Refinement Plan and the East Metro Corridor Refinement Plan.

4. Budget Impacts

No Metro funds are obligated by this amendment to the MTIP.

RECOMMENDED ACTION

Approve Resolution No. 10-4177.

Exhibits

- Exhibit A: Existing Programming and Amended Programming Metropolitan Transportation Improvement Program funding source chart for the Southwest Corridor and East Metro Corridor Refinement Plans.

INDEPENDENT REVIEW PANEL
Columbia River Crossing



PO Box 11351
Olympia, WA 98508

July 27, 2010

Governor Christine O. Gregoire
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Governor Theodore R. Kulongoski
160 State Capitol
900 Court Street
Salem, Oregon 97301-4047

Columbia River Crossing Independent Review Panel Final Report

Dear Governors Gregoire and Kulongoski:

In accordance with your charge to the Independent Review Panel (IRP) the final report documenting our findings and recommendations is transmitted for your consideration. The IRP has examined a large volume of information, heard from project owners, project sponsors, key stakeholders and the public and conducted independent research.

The IRP is unanimous in assessing that the Columbia River Crossing Project (CRC) must move forward with a new crossing to be built at the earliest possible date. In addition, the IRP affirms that the CRC has made significant progress in preliminary engineering and environmental studies.

This report outlines the IRP findings regarding the work to date and offers recommendations to serve as a “road map” for Oregon and Washington toward project completion. Complying with these recommendations will be the most expeditious path for the CRC and bring substantial long-term benefit to the region.

INDEPENDENT REVIEW PANEL
Columbia River Crossing



We appreciate the opportunity to assist you and the citizens of your respective states in this important initiative. The IRP would be pleased to provide further clarification on any part of the report as needed.

Sincerely,

Thomas R. Warne, PE

Chair

Enclosure



1 Executive Summary

The Columbia River Crossing Project (CRC) represents one of the most ambitious and complex transportation initiatives in the nation. This multi-partner, multi-modal project is aimed at improving travel efficiency and safety for cars, trucks, transit and pedestrians; strengthening the regional economy through transportation solutions, and supporting community livability. Although only five miles in length, this transportation corridor presents many engineering, environmental, social, commercial, and community challenges. If handled correctly, it will be an invaluable asset to the cities of Vancouver and Portland and their respective states. On the other hand, if poorly conceived and executed it will fail to serve mobility and other community needs and values of the region in the years to come. It is the type of project where the owners/sponsors have only one chance to get it right.

Work on the CRC has been ongoing for a decade with a strong local consensus behind the need for action. Many of those living in the region are anxious to move the project forward to construction. The current project schedule shows a Final Environmental Impact Statement (Final EIS) as ready to distribute in the near future with a Record of Decision (ROD) by early 2011.

Now, however, the project is at a critical juncture. Amidst design constraints that complicate an already complex river crossing, unresolved issues have caused concern among elected officials and stakeholders about the state of the project and its approach. On April 13, 2010 Governors Christine Gregoire and Theodore Kulongoski announced the appointment of an Independent Review Panel (IRP) composed of eight national experts with extensive credentials in large project delivery and the issues facing the CRC. The governors convened the panel to ensure that:

- Key project assumptions and methods are reasonable.
- CRC embraces a modern way of thinking in improving local, regional and national transportation infrastructures that integrate light rail, pedestrians, bicycles, and highway needs into a single solution.

The panel is chaired by Thomas R. Warne, PE. Other members include:

INDEPENDENT REVIEW PANEL

Columbia River Crossing



- Rodney L. Brown, Jr.; JD
- E. Robert Ferguson
- Patricia D. Galloway, PhD, PE
- Diana C. Mendes, AICP
- Michael D. Meyer, PhD, PE
- Timothy R. Neuman, PE
- Mary Lou Ralls, PE

Recognizing the need to maintain momentum by the CRC, the Governors charged the IRP to do the following:

- Review the project implementation plan
- Review the project finance plan
- Review project performance measures

Their efforts consisted of extensive public briefings, community comment sessions and independent research conducted by members on specific topic areas. The IRP held six public meetings where relevant project presentations were made by the Washington State Department of Transportation (WSDOT), the Oregon Department of Transportation (ODOT), TriMet, C-Tran, project sponsors, key stakeholders and the public. In addition, community comment sessions were held on three separate evenings. All of these meetings occurred in Vancouver and Portland. In addition, the IRP attempted to communicate with other interested parties, undertook their own original research into project issues and otherwise sought to understand the CRC. This report reflects the findings and recommendations of the IRP concerning the CRC.

Two overall comments should be highlighted relative to the IRP's findings and conclusions. First, a new river crossing must be built; the "no-build" option is not a viable alternative. Merely retrofitting the existing bridge does not address the fundamental purpose and need. The IRP recognizes a strong regional consensus on the type, severity and nature of the problems associated with I-5 and the project plus the need for action to address those

INDEPENDENT REVIEW PANEL

Columbia River Crossing



problems. The IRP does not endorse a specific option other than to emphasize something must be done—sooner than later.

Second, the IRP found that much of the work conducted by the CRC and their counterparts in the other sponsoring organizations is good, sound, and reflects appropriate practice for such a project. Of particular note is the effectiveness of the Integrated Project Staff (IPS) and their efforts to advance critical issues to the Project Sponsors Council (PSC) for consideration.

Findings

During the course of their work the IRP identified findings among the topic areas assigned by the governors. The recommendations included in this IRP report reflect conclusions on how the CRC can address these areas of concern. Major findings are presented in the table 2 below.

Table 2 – IRP Findings

Finding	Description
Public outreach has lost momentum.	The original aggressive, comprehensive public outreach effort and efficient coordination that characterized the Draft EIS preparation has not been continued in the same manner during the preparation of the Final EIS and thus lost its effectiveness and momentum.
LPA caveats reflect a low level of agreement, which contributed to current project status.	The Locally Preferred Alternative (LPA) adopted in 2008 indicated agreement on the need for a replacement bridge and provision of high capacity transit with light rail transit as the preferred mode. However, caveats indentified by the various project sponsor resolutions showed a number of project design issues outstanding and requiring additional coordination, thus making the LPA susceptible to individual interpretations and disagreements later. The apparent consensus reached in 2008 actually reflected a very low level of agreement between the parties that contributed to the current project status.

INDEPENDENT REVIEW PANEL

Columbia River Crossing



<p>Much NEPA work remains.</p>	<p>Much work remains to complete the NEPA process for this project. Work to be completed includes the following:</p> <ul style="list-style-type: none">▪ Addressing the nature of modifications to the Draft EIS to be included in the Final EIS.▪ The need to complete key Section 106 requirements.▪ The need to complete important 4(f) requirements.▪ Issues relating to the Native American tribes and fishing rights.▪ Environmental justice concerns.
<p>The current river crossing structure type is unique and presents risk to both the cost and the schedule of the CRC.</p>	<p>Since the publication of the Draft EIS the LPA has been modified considerably. Most significant is the change in structure type for the main bridges across the Columbia River. This change from a closed box segmental design to the open-web Stacked Transit/Highway Bridge (STHB) approach is substantial. It reflects a departure from a standard structure type used across the nation to one that has never been built anywhere in the world, requiring extensive testing and engineering to determine viability. The STHB accommodates light rail transit within one of the bridges and the open-web design eliminates the confined attributes of segmental box configuration. The IRP determined several key things about the open-web STHB including:</p> <ul style="list-style-type: none">▪ No Cost Estimate Validation Process (CEVP) has been done on the current design. Past CEVP efforts were conducted on a version of the bridge no longer under consideration.▪ The earlier Constructability Workshop reviewed a previous version of the bridge as well.▪ Current cost estimates are for a previous bridge type and may not reflect the actual cost of the STHB.▪ FHWA and others will require substantial testing and evaluation of the open-web STHB prior to final approval.

INDEPENDENT REVIEW PANEL

Columbia River Crossing



<p>Clearance issues present a challenge.</p>	<p>Clearance issues linked to the river traffic and aviation associated with Pearson Field and Portland International Airport present constraints that make reasonable bridge solutions difficult.</p>
<p>Consensus on a specific plan regarding land use, commercial development, and community concerns on Hayden Island must be in place before the right transportation solution can be developed.</p>	<p>Completing the Final EIS requires consensus behind a specific plan. The controversy at Hayden Island has been a contentious issue for the CRC. The interchange design for Hayden Island, the number of lanes crossing the island and the river in that area each affect the future of the island in terms of land use and development. The CRC will be unable to provide the right transportation solution for the island until these issues are resolved. Once the City of Portland and the island residents have resolved their issues and are unified so that decisions can be made, a transportation solution will emerge.</p>
<p>Light rail transit is essential.</p>	<p>The IRP finds that light rail transit (LRT) is an essential component of the successful CRC and that LRT and the CRC Bridge are co-joined; one won't be built without the other. The systemic value of extending the LRT from EXPO Center to downtown Vancouver seems obvious to the IRP as it contributes to the long-term mobility needs of the region.</p>
<p>Tolling issues require attention.</p>	<p>The finance plan contains typical revenue sources including New Starts funding for the light rail project, grants from the Projects of National Significance program, funds from the respective legislatures, and revenues from tolls. The certainty of each revenue source is unique although some are more predictable than others. For example, the IRP is unable to judge whether or not the state legislatures will provide the \$750-850 million shown in the project finance plan. Tolling is seen by the IRP as essential to the viability of the suggested plan. However, many tolling issues remain including overall philosophy, how and when tolls are imposed, and whether their purpose is project finance, travel demand management or some of both.</p>
<p>Discussion of project phasing is not in the Draft EIS.</p>	<p>No provision was presented to the IRP about project phasing. The IRP finds this to be unrealistic given the final cost of the CRC as well as the need to address cash flow demands and construction sequencing. Phasing is not part of the Draft EIS currently under review but should be included in the Final EIS.</p>

INDEPENDENT REVIEW PANEL

Columbia River Crossing



<p>Cost/benefit analysis is reasonable.</p>	<p>The project has many uncertainties, such as the number of lanes and cost of improvements. The IRP found the general approach to the cost/benefit analysis to be reasonable regarding the relative benefits and costs for the project segments conducive to monetization. However, while the CRC approach was procedurally correct, many project changes have not been addressed and the IRP cannot assess the validity of the conclusion until that happens. As a result, the cost-benefit ratio calculation is not useful in the overall decision-making process.</p>
<p>IRP is unable to assess the accuracy of the cost estimate due to change in bridge type and Hayden Island issues.</p>	<p>The IRP is unable to assess the accuracy of the cost estimate for the project. Past efforts to determine an accurate cost have been largely negated due to the change in bridge type and the continuing controversy regarding Hayden Island. Until a resolution to these two issues is achieved and the NEPA process is closer to completion, the total cost of the project is unknown with any certainty. Conducting a new CEVP and other cost estimation activities are necessary to rectify this situation.</p>
<p>Due to change in bridge type and Hayden Island Issues, project risks may not be fully understood.</p>	<p>Project risk management has received attention from the project staff. The process followed is typical of other large projects and netted useful information. Unfortunately, with the change in bridge type and the prevailing issues at Hayden Island, the project will have to conduct new risk assessments using CEVP and other tools in order to fully understand and manage the substantial risks associated with a project of this nature.</p>
<p>2030 design year presents concern.</p>	<p>The IRP found the current efforts to reconcile the number of lanes on the CRC to be encouraging. This level of cooperation among the staff through the IPS and within the individual organizations is commendable. In resolving lane numbers the IRP does have some concerns about the on-going dialogue. The design year for this project is 2030 and the opening of the new facility could be as late as 2018 or 2020. Only 10 or 12 years will pass before the design year is reached.</p>

INDEPENDENT REVIEW PANEL

Columbia River Crossing



<p>Current number-of-lane discussions present risk of inadequate capacity for a 100-year bridge.</p>	<p>The risk of not seeing far enough into the future on this project is a concern; the new CRC bridges will last for 100 years or more. This is not simply a street widening project where a community can widen again in ten years. Traffic patterns; land use strategies, freight growth and other key inputs into existing models do not provide a dynamic vision of the future when thinking in terms of a 100-year facility. The desirability of living in the Portland/Vancouver region is not going to diminish, so populations will continue to grow. Freight growth is planned for and desired by that industry and policy makers on both sides of the river. These and many others factors will influence mobility needs for 90 years beyond the project design year. In the context of the current 10 lane versus 12 lane discussion, the IRP believes the greatest risk in the decision-making process is not over-sizing the bridges but not building enough capacity for the next 100 years.</p>
<p>Decision-making appears cumbersome.</p>	<p>CRC governance and management has been difficult to date due to the bi-state nature of the project and the diverse ownership and sponsorship relationships. The current structure of the PSC and IPS appear to be working to some degree of effectiveness. However, decision-making appears to be cumbersome due to management, in effect, “by committee.” Although this structure may serve the project through the NEPA process, it is not the kind of management and governance structure that should exist during construction and for long-term facility management once it opens. A number of ideas have emerged around the concept of a bi-state commission, interstate compact, a bridge authority or mobility council as the model that should be implemented to address this critical need. In spite of much discussion, no consensus exists among the sponsors about the membership, role, or authority of such an entity, yet time is of the essence for establishing this project element.</p>
<p>Difficult decisions are pushed to the future.</p>	<p>The IRP has observed a pattern of decision-making where difficult issues often are not dealt with immediately, but are more likely to be pushed into the future. The future governance structure appears to be one example. The adoption of the LPA in 2008 with resolution caveats to be resolved at some future date is another.</p>

INDEPENDENT REVIEW PANEL

Columbia River Crossing



<p>Performance measurement is an important strategy.</p>	<p>The CRC started a process for identifying and following performance measures during the life of the project and into the future. This is an important long-term strategy that deserves attention from all parties. Much work remains to be done so it is too soon to render judgment concerning any particular measure or its management.</p>
<p>CRC refinements which may differ from the LPA presented in the Draft EIS may present the potential for incidence of environmental impacts that are significantly different from those previously disclosed to the public in the Draft EIS.</p>	<p>Given the remaining uncertainties and unresolved issues, it is incumbent upon the CRC to immediately advise the FHWA and FTA of any potential environmental impact differing significantly from those previously publically disclosed to the Draft EIS. They must also consult on appropriate modifications to the environmental review process needed to accommodate such changes. These changes could result from design refinements/modifications, from analyzing phasing impacts, or from additional consideration of cumulative, induced growth, or environmental justice issues.</p>

If left unaddressed, potential consequences to the CRC associated with these findings may include:

- Emergence of new alternatives not previously considered.
- Identification of previously undisclosed consequences to the human and natural environment requiring additional agency review and public comment.
- Increases in project costs associated with unforeseen design features, mitigation requirements or schedule delays.
- Lack of flexibility in project implementation, including ability to respond to uncertainties in project funding.
- Project delays resulting from public controversy, the need to undertake additional environmental reviews, or legal challenges.

INDEPENDENT REVIEW PANEL

Columbia River Crossing



While all these concerns can be addressed between the Draft EIS and the Final EIS, management commitment and dedication of appropriate resources will be required to do so effectively and efficiently.

Recommendations

The IRP has developed 30 recommendations to address the findings listed above. These recommendations will allow the project to move forward to completion and achieve the stated purpose and need. The recommendations are grouped by topic, as discussed in the report and are not listed in any particular order or priority; the IRP considers all recommendations to be of equal weight and importance. Having considered the CRC implementation plan, finance plan, and performance measures, the IRP offers the following recommendations:

Context Sensitive Solutions (CSS)

1. The CRC should more aggressively adopt CSS principles in the on-going project development process.

NEPA Process

2. Finalize and define the Locally Preferred Alternative to reduce ambiguity and address all related caveats.
3. Evaluate and offer public review of phasing options.
4. Educate communities about environmental justice versus general community impacts.
5. Increase detail levels associated with mitigation measures to provide decision makers with better information related to environmental benefits.
6. Consult with FHWA and FTA about whether additional environmental analyses are required, and if so, the appropriate timing of that work in light of outstanding issues including: river crossing bridge design, phasing considerations, and Hayden Island redesign.



Endangered Species Act (ESA)

7. Advance ESA consultation immediately.

Clean Water Act

8. Continue to monitor storm water requirements at the federal, state and local levels.

Clean Air Act

9. Assign risk and resources to monitoring greenhouse gas requirements.
10. Finalize outstanding issues related to impact assessment.

Section 106

11. Immediately provide the additional resources necessary to expedite the Section 106 Consultation process, before the schedule is further impacted.
12. Immediately bring the NPS, Trust and City of Vancouver into the Memorandum of Agreement (MOA) process, and actively engage in resolving concerns about necessary mitigation measures.

4 (f) [cultural/historical protection]

13. Accelerate the resolution of Section 106 and 4(f) issues.

Executive Order 12898 –Environmental Justice

14. Separate the environmental justice discussion in the Final EIS from other impact assessment categories, and limit debate to only those areas related to the federal definition of environmental justice.

Public Outreach

15. Re-invigorate public involvement and re-engage with respective working groups. Review with these groups how their respective input and recommendations have been incorporated into the current design.

INDEPENDENT REVIEW PANEL

Columbia River Crossing



16: Bring the tribes and the Columbia Fishing Commission into the MOA process immediately, and actively engage them to resolve concerns regarding the mitigation measures to be undertaken.

Interchange Design – Oregon

17: The CRC should perform sensitivity analyses using a range of growth rate assumptions for traffic volume, then estimate I-5 performance for time periods beyond 2030, including sensitivity of different traffic volume levels associated with Hayden Island and Marine Drive. Comparison for 8, 10, and 12-lane sections should also be done.

18: The IRP encourages ODOT to work with the City of Portland and fully develop a solution for I-5 from I-405 to I-84.

19: The Marine Drive Interchange issue needs to be resolved without delay.

Hayden Island

20: The City of Portland and the CRC must commit to timely resolution of the design and transportation issues at Hayden Island.

Interchange Design – Washington

21: The CRC should consider developing one or more phased construction plans reflecting the potential for a significant funding shortfall.

Columbia River Bridge Replacement

22: Revisit the bridge type selection for the river crossing given the risks: reconsider the June 2008 UDAG recommendations concerning the possibility of a concrete segmental or steel box-girder shape for the Columbia River Bridge and an iconic shape for the North Portland Harbor Bridge.

Light Rail Transit

23: Prior to the Final EIS, immediately develop a plan for resolving the LRT issues surrounding Hayden Island and operation and maintenance costs.



Constructability

24: Reconvene a panel of experts to conduct a constructability review of the bridge type once it has been determined.

Long-Term Management Structure

25: Establish a Long-Term Project Management/Governance Structure; consider retaining legal expertise to assist in determining the best option and how to structure it between the two states.

Schedule

26: Update immediately the Critical Path Method (CPM) Project Schedule to reflect activities and events that have occurred to date as well as projecting future activities which may not currently be included in the schedule and maintain an updated CPM schedule, distributing it to the PSC on a regular (typically monthly) basis.

Cost Estimate

27: Prepare new updated cost estimates with better control of realistic financial needs once the actual bridge type and design have been determined.

Risk Management

28: Re-do the CEVP by the end of December 2010 and before submitting the Final EIS, using the selected river crossing bridge option and including any other assumptions that changed since February 2009, thus allowing information to be acquired regarding realistic schedule and cost information needed for state appropriations.

Finance

29: Accelerate receipt of FTA concurrence to the revised Baseline prior to tendering the FY2012 New Starts submission. Recalculate the cost effectiveness and user benefits associated with the project so the revised figures can be disclosed in the Final EIS as is FTA

INDEPENDENT REVIEW PANEL

Columbia River Crossing



practice and the project's competitiveness in the New Starts process can be properly assessed.

Performance Measures

30: Consider a performance-oriented, system management approach to manage corridor performance over the long term based on performance measures that reflect stakeholders' desires, including developing a mobility council to establish, review and monitor performance measures.

By addressing these recommendations, the states of Oregon and Washington will be able to advance a Columbia River Crossing Project that meets the stated purpose and need and which will bring ultimate value to the communities affected for many decades.

Materials following this page were distributed at the meeting.



COMMUNITY INVESTMENT STRATEGY

Building a sustainable, prosperous and equitable region

**Recommendations from
Metro's Chief Operating Officer**

August 10, 2010



Last September, I issued a call to action for our region and today I am pleased to report the Metro Council and partners around the region have accomplished much of what we set out to do. Through a series of highly collaborative land use and transportation decisions described on page 7, we set a new course that will lead the way for our region to create innovative public-private partnerships to build the kinds of communities we want.

These important decisions prove our region knows how to work together to find pragmatic solutions to the challenges we face. We've protected almost 267,000 acres of rural lands from urban development, worked together to bring new green industry to the region, and agreed on visionary new investments to make the most of our transportation system. From creating family-wage jobs to building the world's greatest system of parks, trails and natural areas, the people, governments and organizations of our region increasingly seek to shatter institutional barriers with collaborative solutions.

Which brings me to today. It is investment – by both the public and private sectors – that converts a great plan into vibrant, safe and prosperous communities. The investments we've made together in everything from light rail lines and natural areas to new housing and industry built our economy and quality of life.

Unfortunately, making investments in critical public structures is more difficult than ever in an era of limited resources, growing environmental and economic challenges, and voter distrust of government. However, the results of doing nothing are not pretty – we'll spend more time in traffic, breathe more pollution, lose more farmland, and lose our competitive edge to other regions. We also will fail to pass along the civic legacy our parents and grandparents left for us.

That's why I'm recommending today that together we implement a **Community Investment Strategy** to fulfill the vision of the 2040 Growth Concept and realize the aspirations of communities throughout the region.

This strategy will:

- invest in safe, livable communities
- promote economic development and good jobs
- protect our natural areas
- reduce inefficiency, foster innovation and demand accountability.

To succeed we'll need to target our investments carefully, work collaboratively like never before, engage the public in new ways, and hold ourselves accountable for everything we do. Now more than ever, government must pave the way for innovation that will support private investments and bolster our middle class.

Because each of us bears responsibility for helping make our region a great place, I invite you to share your opinion about the ideas offered here and add your own ideas to the discussion. It is my hope that these proposals will spark a region-wide conversation that will help the Metro Council and public officials make the best long-term decisions for the future of our people and the communities they live in.

We look forward to hearing from you.

The state has faced tough times before, but this crisis is a game changer ... the choices that lie ahead affect not only the state budget, but the kind of place Oregon will become.

The Oregonian,
July 25, 2010



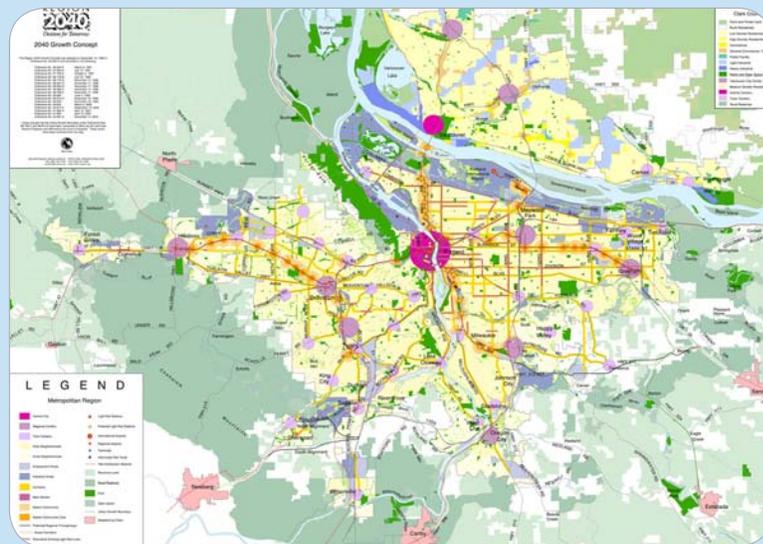
THE IMPERATIVE TO ACT

Making a great place

We love living in the Portland metropolitan area for so many reasons – our boundless innovative spirit, our distinctive communities, our passion for the outdoors and our easy connection to the rural and natural beauty that surrounds us.

This didn't just happen. We planned for it. And we made important choices and smart investments to bring our plans to life. More than a decade ago, by adopting the 2040 Growth Concept we set a course for this region to grow as a constellation of compact, vibrant communities that use land efficiently, maintain firm connections to the natural environment and promote strong local and regional economies.

And it worked. We've kept farms close to cities and nature close to home. Our practice of planning ahead, protecting farms and forests and investing in light rail, bike routes, trails and natural areas has become the model for growing regions across the country. It is no coincidence that we're home to companies as varied as Solar World, Intel, Oregon Iron Works, Bob's Red Mill, Nike and Keen who all recognize a good place for employees when they see it. And unlike so many areas of the country, we continue to entice young educated innovators seeking opportunities to create something fresh and new. We've grown famous for our collective creative spirit and a culture that supports new ideas.



The 2040 Growth Concept is the region's blueprint for the future, guiding growth and development based on a shared vision to create vibrant communities while protecting what we love about this place. The Metro Council will consider an updated 2040 Growth Concept map along with these recommendations. The new map includes the urban and rural reserves adopted in June 2010 and refinements requested by Happy Valley, Cornelius and Hillsboro. To view the proposed map, visit www.oregonmetro.gov/investment.

New challenges

However, implementation hasn't been easy, and having a great plan hasn't solved all of our problems. The challenges before us could widen the gap between the aspirations we have set for ourselves and the means we have to achieve them.

Consider:

We are failing to maintain the public structures that support our quality of life. The pipes, pavement, schools and parks our parents and grandparents built in the last century are in serious need of repair, but public investment in these and other tangible assets that make our communities livable has been declining nationally for decades. The flow of federal dollars that built so much of our region's public infrastructure has dwindled to a trickle or dried up completely, and state and local revenue sources are failing to keep pace with rising costs.

Neglecting our past investments harms our economy, safety and property values. Declining funding means that investments we have made in our existing communities are deteriorating. Potholes, aging schools, dilapidated buildings, crumbling sewers and contaminated industrial sites waste public and private dollars, weaken neighborhoods, undermine our economy and degrade our environment and quality of life. We pay now in reduced livability, and we pay later in increased repair and rebuilding costs.

Public needs vary greatly across the region. Residential neighborhoods require sidewalks, parks and modern school facilities. In our industrial areas, freight access and cleanup of contaminated sites are among the most critical needs. Investment priorities in downtowns and commercial areas include street redesign, structured parking and transit improvements. This broad array of investment types underscores the need for varied and flexible sources of funding.

Public structures

People tend not to think about one critical ingredient to our traditional economic success. Sometimes referred to as "public structures," these are systems or physical structures that we all own and that are created for the public good.

Examples of public structures include roads and bridges, schools and community colleges, water and sewer systems, and police and fire services.

Maintaining and investing in public structures is one of the critical ways to promote our prosperity, and experts even say they are one of the biggest differences between us and Third World countries.



Federal investments in infrastructure

Represented as a percentage of the gross domestic product

3%

U.S. infrastructure spending from the 1950s to the 1970s

2%

U.S. infrastructure spending since the 1970s

9%

Infrastructure spending today in China

Cost-burdened households

throughout the region could more than double from 95,500 in 2005 to a projected 195,000 by 2030.

Fragmented governance and lack of coordination frustrate the rational delivery of public investments and services. While the complex and interconnected issues we face as a region call for a 21st century model of government, many of our governance structures were created in the 19th century. The existing patchwork quilt of local governments and service districts does not always reflect natural community boundaries, or result in efficient public investment and service delivery.

The benefits and burdens of growth are not shared equitably among our citizens. Forecasts show the number of “cost burdened” households – renters spending more than 50 percent of their income on housing and transportation – could double during the next 20 years. Meanwhile, several recent studies reveal that communities of color are disproportionately experiencing childhood poverty, lack of educational access, low home ownership, lack of access to parks and nature and poor health. Such trends are not in keeping with our region’s strongly shared values of diversity and equity.

In addition to declining infrastructure funding, megatrends like a growing, aging and increasingly diverse populace, economic globalization and climate change pose challenges of an entirely new scale.



We arrive at this crossroads at an inopportune moment. An emerging consensus among elected leaders about the need for decisive action to support the region's goals exists uneasily alongside popular attitudes about government that are as caustic as they have been in living memory. And the troubling currents of public opinion pale in comparison to the stark prospects of budget deficits and fiscal austerity as far as the eye can see.

But doing nothing is not an option; the challenges we face are tangible and unavoidable. If we lose our nerve, we will fail to realize the promise of our region as a place that can lead the way to a prosperous, sustainable and equitable future.

But doing nothing is not an option – the challenges we face are tangible and unavoidable.

The cost of doing nothing

In 2008, Metro evaluated how different investment choices would affect the region's future. The forecasts are a warning that we need to change course to address the big challenges ahead including demographic change, deteriorating infrastructure and decreasing resources. What we found was that staying the course in the face of the challenges ahead could lead by 2035 to:

More rural land used for development More than 11,000 acres of rural farms, forests and natural areas could be converted to urban uses.

Increased living costs Residents of the region could be paying almost 50 percent of their income on housing and transportation.

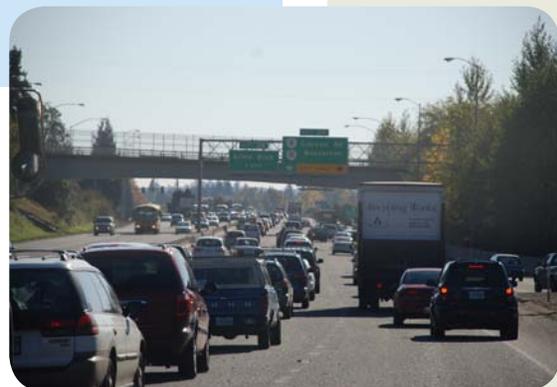
Loss of natural areas Opportunities to conserve a connected system of natural areas and recreation opportunities for people to enjoy with their families will be lost. A growing population will make existing natural areas more crowded.

More pollution Greenhouse gas emissions from vehicles traveling in our region could increase by 49 percent.¹

More congestion Our roadways could be 106 percent more congested during the evening commute.¹

Cost to business The cost of delay for moving freight on our roadways during the peak shipping period could increase by 582 percent.¹

¹ These data based on the 2035 Regional Transportation Plan federal priorities investment scenario



THE WAY FORWARD

Guided by our values

In 2008 regional leaders agreed on six desired outcomes for our communities and region. By embracing measurable outcomes, leaders shifted from talking about abstract concepts like “compact urban form” to focusing on things that really matter in our everyday lives. I’m recommending that the Metro Council adopt these desired outcomes into our plan to ensure our decisions are guided by a clear focus.

Desired regional outcomes

Attributes of great communities

The six desired outcomes for the region endorsed by Metro Policy Advisory Committee and approved by Metro Council

Vibrant communities People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.

Economic prosperity Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.

Safe and reliable transportation People have safe and reliable transportation choices that enhance their quality of life.

Leadership on climate change The region is a leader in minimizing contributions to global warming.

Clean air and water Current and future generations enjoy clean air, clean water, and healthy ecosystems.

Equity The benefits and burdens of growth and change are distributed equitably.



Setting the stage

Recently, our ability to move beyond business as usual led to three landmark decisions:

- **Urban Growth Report** In December 2009, the Metro Council adopted an urban growth report that evaluated the capacity of the urban growth boundary to accommodate projected population and job growth. While complying with the requirements of state law, the report embodies a new approach to ensure we make the most of our communities as the region grows instead of arguing about abstract forecasts.
- **Regional Transportation Plan** In June of this year, Metro and its partners adopted an outcome-based Regional Transportation Plan prioritizing investments in existing roads, bridges, bike paths, sidewalks and transit to make it cleaner, faster, safer and easier to travel in our region for the next 25 years.
- **Urban and rural reserves** Also in June, elected leaders from Clackamas, Multnomah and Washington counties and Metro protected more than a quarter-million acres of rural farms, forests and natural areas from urban sprawl for the next half-century and identified the best lands for new homes and jobs to support great communities in the future.

These actions recognize a central imperative of our times, which is to do more with less. By emphasizing efficient use of our existing land, resources and dollars, we are living up to the public's expectation that we make the most of what we have. But we need to do more.

Willingness to act

Tackling problems head-on

- Since 1985, the region built more than 52 miles of light rail lines that make it cleaner, faster, easier and cheaper to get around.
- Just two years ago, in the face of an economic calamity that threatened to plunge the nation into a full-fledged depression, voters invested more than \$500 million for capital improvements at valued community institutions such as Portland Community College, the Oregon Zoo, and the Tualatin Hills Parks and Recreation District.
- Voters twice approved bond measures totalling \$363 million to safeguard water quality, protect fish and wildlife habitat and ensure access to nature for future generations by purchasing natural areas – over 10,000 acres so far.
- During the last year, thousands of people demonstrated their civic commitment to being part of the solution by sharing their views and getting involved in the region's major land use and transportation decisions.



Urban and rural reserves

50 years

Metro and Clackamas, Multnomah and Washington counties worked together to identify the best places for future growth in the region and the most important lands to protect from development for the next half century.

266,954 acres

Farms, forests and natural areas set aside as rural reserves

28,615 acres

Land best suited for future urban development designated as urban reserves

COMMUNITY INVESTMENT STRATEGY

A collaborative approach

To protect our quality of life, pave the way to innovation, create new jobs and protect farms, forests and natural areas, I recommend the region implement a Community Investment Strategy to fulfill the vision of the 2040 Growth Concept and realize the aspirations of communities throughout our region.

This effort will involve innovative policies and a new, more collaborative approach to regional decision-making, where regional and local government officials work more closely with the private sector, citizen-based organizations and the public to achieve mutually agreed-upon outcomes.

With this mindset, we can link previously separated efforts on jobs, parks, housing, equity, transportation, climate, growth management and more into a coordinated strategy allowing us to focus and prioritize our investments. Aligning these efforts makes sense not only as a way to develop investment priorities. In the real world, different categories of investment reinforce each other, adding up to more than the sum of their parts to create complete living communities.

Community Investment Strategy: An integrated set of policies and investments designed to achieve the six desired regional outcomes.



As we collectively develop this Community Investment Strategy, we must endeavor to answer three critical – but very difficult – questions:

- **What investments do we need to make?** Which investments will make our communities more livable, prosperous, equitable and sustainable? What kinds of projects, in what places, will spur further investments or actions and attract the greatest market response?
- **How will we pay for priority investments?** What are the most appropriate existing and potential financial mechanisms to employ? What creative approaches can we use to lower costs and leverage better outcomes?
- **Who will decide?** What process will be used to prioritize and coordinate investments needed to achieve our shared vision?

How we get there

To rise to the enormous challenge these three seemingly simple questions pose, the region's leaders should draw from the lessons of our past accomplishments. In implementing a comprehensive strategy, several characteristics will be critical for its ultimate success:

Collaboration Above all, we will continue to pursue the approach exemplified in recent regional decisions by fostering partnership and alignment between different levels of government and between the public and private sectors.

Efficiency We will identify the most cost-effective and land-efficient ways of supporting the creation of great communities. By managing demand for public services, streamlining bureaucratic processes, eliminating duplication of services, and planning to achieve multiple benefits from single projects, we will make the most of our existing and future public investments.

Focus We will carefully target the use of our financial resources and policy tools, making investment decisions that achieve the best economic, environmental and social return on public resources. While ensuring regional equity over time, we will focus resources on specific priority investments to generate maximum local and regional benefits.

Integration Our strategy will coordinate investments at every level of government, from federal to local, in support of the region's desired outcomes, and it will ensure that investments in various types of public structures reinforce and build upon each other to create complete communities.

Innovation We will seek fresh approaches to accomplishing our objectives in order to improve performance and save public and private dollars. This includes not just using innovative technologies, but also pursuing creative ways to break down institutional barriers and collaborate across jurisdictional boundaries.

Inclusion We will develop governance structures and decision-making processes that embrace the full range of voices that make up our region and address the needs of all members of our communities.



Laying a foundation for innovation

New products, new ideas and new industries drive a healthy economy. This region has a track record of economic wins built on private/public collaboration. Entrepreneurs innovate; government paves the way.

- Tax incentives encourage businesses to locate in particular places, creating jobs for local residents (e.g. SolarWorld, Intel and Solexant).
- Environmental protection spurs competition among companies to find better ways of doing things (e.g. hybrid cars, renewable energy and double-hulled barges).
- Public agencies are responsible for the basic necessities that enable businesses to operate and thrive: roads, water supply, electricity, sewers. When those systems work well, they are invisible – yet crucial – components of everyday life and a successful economy.

Working together

Many of my recommendations are addressed to the Metro Council and the Metropolitan Policy Advisory Committee. These policy recommendations are aimed at focusing the funds we do have in places where they will do the most good. Metro should also continue to provide regional leadership in research, development and promotion of implementation tools, best practices, and financing strategies to assist local governments and the private sector.

Only by acting together with focus and determination will we succeed.

However, the Community Investment Strategy will require countless public and private actions and investments, large and small, in neighborhoods, downtowns, industrial areas and natural areas all across the region. Local government will always be on the front lines of implementation. The state also has a clear role to play and should take a leadership role in supporting the aspirations of our region's communities.

Lastly, home and office developers, banks, architects, and many other business leaders provide the vast majority of investment, and take on the financial risk, of building most of the homes, offices and industrial buildings that drive and support our economy.

That's why my recommendations are also addressed to local governments, to our state government and to the private sector. Only by acting together with focus and determination will we succeed.



Sparking private investment

Historic Downtown Gresham is evolving into an economic, historic, civic and cultural center through targeted public and private investment. Recent zoning code updates, created to address design and density issues, help spur private investment. Both Metro and the City of Gresham have made public investments in the

downtown area including the Performing Arts Plaza, The Crossings, 3rd Central, The Beranger and Central Point.

As the result of a 50-50 investment match from the City of Gresham and Metro in a ground floor retail space of the 3rd Central mixed-use development, a new natural foods store was able to occupy one of three retail-office spaces available. The continued investment of public dollars will help build market demand in downtown Gresham over the next 5 to 10 years.

RECOMMENDATIONS

I have divided my recommendations into four sections for clarity, but they will only work effectively when combined into a coordinated strategy to:

Invest in safe, livable communities The region should make the most of what we have with policy and investment actions that maintain and improve our existing communities and protect our urban growth boundary. We have limited dollars to invest and these resources should be used strategically to leverage past investments so we can build and maintain the thriving communities our growing population desires.

Promote economic development and good jobs The region should develop and maintain an inventory of shovel-ready industrial land and target investments to create jobs and attract new employers. This will require greater coordination of local, regional and state policy and investment actions to address readiness, including improving access, extending infrastructure, cleaning up polluted sites, and assembling land into larger lots.

Protect our natural areas Our region, long a leader in protecting our natural environment, should continue to prioritize maintenance, restoration, and expansion of our parks, trails and natural areas. At the same time, as a region, we must now begin to understand the implications of climate change and incorporate actions to reduce greenhouse gas emissions into our policy and investment decisions.

Reduce inefficiency, foster innovation and demand accountability We need to “walk our talk” by connecting our region’s policy and investment actions directly to the outcomes we seek to achieve, measuring our performance, and holding ourselves accountable to achieving those outcomes. When we come up short, we need to learn from our mistakes, find innovative new solutions, break down jurisdictional boundaries and eliminate wasted effort and investments.

The case for investing in downtowns and main streets

Recently, a distinguished, cross-sector group of experts on urban development and finance recommended methods to accelerate the development of downtowns and main streets during the next 10 to 20 years, including:

- establish stronger public-private collaboration
- develop diagnostic tools to focus public investment
- streamline and simplify public development processes
- create new mechanisms to finance urban infrastructure.



RECOMMENDATIONS



AmberGlen

mixed-use
development, Hillsboro

- transformation of suburban development
- creating intensive, mixed-use development
- achieving higher levels of density close to major employers
- providing high quality amenities and an urban, pedestrian environment
- supporting regional transportation infrastructure

Invest in safe, livable communities

Regional community investment actions

- Metro should retool regional policies and maps to support local aspirations and focus public investments in downtowns, on main streets and near transit to stimulate private investment. Specifically, Metro should:
 - Endorse the aspirations of Hillsboro, Happy Valley and Cornelius by approving the center designation changes they've requested, in partnership with a commitment from those communities to take complimentary policy and investment actions.
 - Make it easier to target investments and monitor performance in centers and corridors by adopting maps illustrating their boundaries.
 - Focus regional investments into places that have an adopted comprehensive action and investment plan designed to make the most of the area's potential.
- Metro should build on the work of the 2008 Regional Infrastructure Advisory Committee and convene regional leaders (public, private and non-profit) to identify critical investment gaps in public structures and services and to recommend how to fill those gaps, including ways to:
 - Make the most of existing development finance tools and identify new tools to support our communities.
 - Jump start private investment by focusing public investments and efforts on specific priority projects.

Collaborating across public agencies

College Station is a mixed-use student housing complex that grew out of an innovative partnership of Portland State University, Metro's Transit-Oriented Development Program, TriMet and a private development partner.

Public investments

- Construction of the adjacent MAX Green and Yellow lines
- Portland Streetcar extension less than a quarter mile away
- Gap financing provided by Metro
- Land provided by TriMet

Private investments

- \$80 million from developer American Campus Communities

Return on investments

- 16-story high rise with 120,000 square feet of residential space
- 982 beds for student housing
- 15,000 square feet of ground floor commercial space
- 1,337 bicycle parking spaces, no off-street parking



- Get the most out of our existing resources and eliminate waste by coordinating local, regional, state and federal investments, similar to what was accomplished in the recently-adopted Regional Transportation Plan.
- Metro should help communities and their elected officials examine whether current policies are pointed in the right direction by setting targets for housing and jobs in centers and corridors.
- Metro should define housing affordability as a combination of transportation and housing costs when making policy and investment decisions, supporting a broader view of housing affordability.
- Regional leaders should address equity issues head-on by working with community organizations to secure and implement a federal Sustainable Communities Initiative Planning Grant.
- Metro should adopt a plan with strategies to guide public investment in partnerships with the private sector and to ensure limited public resources generate maximum private investment and complement the region's investment in transit.
- Metro should target technical assistance to help local governments find innovative ways to realize their aspirations in downtowns and main streets.
- Metro should make urban growth boundary decisions that reinforce existing downtowns, main streets and employment areas, with the six desired outcomes in mind. The region should ask whether potential expansion areas have the right finance tools, governance support and market readiness in place to succeed when considering potential expansions.



Where do we draw the line?

Metro is responsible for ensuring there is enough land within the urban growth boundary to accommodate projected housing and job growth for the next 20 years. The current review is scheduled to be completed in December 2010. What we've found so far is there is enough land to accommodate the low end of our population forecast. Planning for more residents would mean expanding the UGB to include land for approximately 15,000 or more new dwelling units.

To provide the Metro Council with options, staff has analyzed a variety of possible UGB expansion areas with the six desired outcomes in mind. Depending on where in the range forecast the Metro Council plans, they may wish to consider a UGB expansion into one or more of the areas. Metro has asked local governments to submit any additional areas they wish to have considered for UGB expansion by Sept. 3. Any nominations and supporting information received will be part of our policy discussions this fall.

For detailed information about the proposed study areas, refer to the 2010 Growth Management Assessment and Appendix 8 on the Metro website.

www.oregonmetro.gov/investment

RECOMMENDATIONS



- Based on the above, Metro should work proactively and collaboratively with local governments, special districts and citizens on concept planning of newly designated urban reserve areas. Concept plans will address governance, finance, land use, green infrastructure and natural resource issues to better inform future urban growth boundary decisions.

Local community investment actions

- Spark private investment in downtowns and main streets by taking actions to:
 - Identify targeted redevelopment areas and sites and partner with the private sector to seek development opportunities.
 - Stimulate investment by expanding the use of financial tools and incentives including improvement districts, differential system development charges, urban renewal and other tools, such as those described in Metro's Financial Incentive Toolkit.
 - Streamline development codes in targeted areas to facilitate development.
- Create attractive, sustainable and safe communities by updating building and design codes, as described in Metro's Innovative Design and Development Codes Toolkit and Integrating Habitats Design Showcase.
- Build and maintain sidewalks and bikeways that connect residents with schools, parks, transit, main streets and job centers, making travel safer, easier and faster.
- Build and maintain local parks, trails and natural areas to be responsive to residents' need for access to nature.

State community investment actions

- Reform outdated state policies, standards and regulations that impede the ability of local governments to achieve their aspirations. For example:
 - Recognize the importance of biking, walking and transit, and allow communities to develop to their full potential with an update of state mobility policies including the Transportation Planning Rule and Oregon Highway Plan.
 - Allow local communities most affected by state highways a greater role in managing them by developing and implementing a model for collaborative management or jurisdictional transfer of state-owned regional and district highways in our region.
 - Provide clear direction to encourage comparisons of the investments necessary to provide capacity inside and outside of the urban growth boundary. Urban growth boundary decisions should require a finding that urban services and municipal governance can be provided and development is likely to occur in UGB expansion areas.
 - Convene a conversation on the relationship among land use planning laws, fiscal tools (i.e., how we pay for services) and governance (how we deliver services through cities, counties and service districts), which often fail to work together to support our desired outcomes.

- Provide local governments with a more robust set of development and redevelopment financing tools by removing existing statutory limitations on local revenue-raising authority.

Promote economic development and good jobs

Regional economic development actions

- Support the traded-sector economy by maintaining an adequate supply of large-lot industrial land by acting to:
 - elevate brownfield cleanup to a regional priority and target efforts on large lot industrial sites within the urban growth boundary
 - limit division of large industrial parcels
 - create a large-site inventory and a system to replenish this inventory when development occurs
 - strengthen protection of key traded-sector industrial sites by prohibiting new schools, places of assembly and parks and recreational facilities
 - with the conditions above, Metro should strategically add large-site industrial land to the urban growth boundary north of Hillsboro this year if land will supply lots larger than 50 acres.



Leveraging investments pays off in jobs

Troutdale Reynolds Industrial Park

Public investments

- Port of Portland purchased 700 acres of the site for \$17 million
- \$24 million from Oregon Department of Transportation for improvements at I-84 interchange
- \$11 million loan from state for public infrastructure
- \$100,000 grant from state for construction of Reynolds Trail, part of the 40-Mile Loop
- \$4 million in tax abatements through the Troutdale Enterprise Zone
- \$1 million for a five-year cleanup of lingering groundwater contamination
- \$14 million for local street improvements
- \$1 million in wetland mitigation

Private investments

- FedEx Ground purchased the site for about \$16.96 million to build a 425,000-square-foot regional distribution center

Return on investments

- 700 jobs with up to 1,000 jobs at full build-out
- 350 acres redeveloped for industrial use, including the FedEx site

RECOMMENDATIONS

- Greenlight Greater Portland and the regional partners should collaborate with Clark County and Vancouver on a regional economic development action plan.
- Metro should convene regional leaders (public, private, non-profit) to define public actions that will spur job creation including steps to:
 - identify barriers to the development of employment and industrial areas
 - identify underutilized and new finance tools that support specific public investment needs like improved freight access to new and existing industrial areas
 - focus regional resources on locations with market potential to catalyze private investment in new job creation
 - coordinate local, regional, state and federal investments with local, state and federal actions to get the most out of our existing resources, as occurred with the Troutdale Reynolds Industrial Park (see page 15).
- Regional leaders should implement priority actions identified in the Regional Freight Plan to improve freight access in the region and accelerate our leadership in green development and clean technology by supporting implementation of the climate prosperity Greenprint developed by a collaborative public-private partnership.
- Make it easy for workers to get to jobs by ensuring that a range of transportation options – including transit, walking and biking – serve employment areas.

Local economic development actions



- Make the most of critical employment land by limiting lot division and prohibiting new schools, places of assembly and parks and recreational facilities in the most important industrial areas.
- Stimulate job growth by pursuing and expanding the use of existing finance tools, including improvement districts, urban renewal, and enterprise zones, to expand access to and readiness of employment and industrial areas.
- Adopt new approaches to industrial area design and operation of employment areas that will lead to more environmentally and economically sustainable infrastructure systems and the reuse of underutilized employment and industrial areas, as discussed in Metro's upcoming Community Investment Toolkit.

State economic development actions

- Create direct incentives for local governments to invest in job creation and economic development.
- Expand economic development finance tools available to local governments by removing existing statutory limitations on local revenue raising authority.

The Intertwine

The Intertwine is simultaneously a place, a coalition, a strategy and a way of life. It's the region's network of parks, trails and natural areas that provides opportunities for recreation, connection to nature, and active transportation like walking, running and biking. The name and identity for The Intertwine is the work of the Intertwine Alliance, a collaboration of dozens of partners including private firms, nonprofit organizations and government agencies, including Metro. As the alliance continues to gain momentum, its partners are making increasingly durable investments in planning, protecting and promoting The Intertwine to users and supporters both inside and out of our region.



- Increase funding and use of transportation system management tools to support regional economic development opportunities.
- Increase the importance of economic activity, community building and equity as factors in allocating state transportation funding across the state.
- Test innovative transportation pricing strategies that reduce freight congestion and improve mobility on the region's freight network.

Protect our natural areas

Regional natural areas protection actions

- Build on collaborative regional efforts to promote and build the Intertwine and adequately maintain regional parks, trails and natural areas to protect the public's investment.
- Prioritize acquisition and restoration efforts through creation of a regional conservation strategy.



Climate Smart Communities

Climate change may be the defining challenge for the 21st century. National studies continue to show that a compact urban form coupled with expanded travel choices is key to reducing greenhouse gas emissions. Land use and transportation policymakers must work together to provide leadership and commit to strategies that enhance this integration at the local, regional and state levels. These strategies are recommended by the 2035 Regional Transportation Plan and will be further examined through the region's Climate Smart Communities project.

RECOMMENDATIONS

- Continue the strategies laid out by the Blue Ribbon Task Force for Trails to organize leadership, demonstrate potential, reduce costs and develop a regional active transportation system.
- Implement enhanced approaches to information generation, scenario planning, decision-making, resource allocation, policy development and stakeholder involvement as it relates to climate change preparedness. Such adaptive strategies will allow the region to prepare for more extreme weather events, heat waves, droughts, and altered ecological systems resulting from rising global surface temperatures.
- Incorporate greenhouse gas emissions analysis and climate change preparedness assessments into all major policy and investment decisions.
- Continue the partnership approach to environmental protection embodied in Metro's Nature in Neighborhoods program.

Local natural areas protection actions

- Work collaboratively to ensure an efficient and equitable distribution of access to nature.
- Incorporate Intertwine signage and branding into local parks marketing efforts to the extent possible.
- Incorporate parks, open space and trails into area planning efforts including concept plans.

State natural areas protection actions

- Coordinate spending so that an appropriate percentage of lottery funding is returned to the region.



Ensuring housing equity and opportunity

Spurred by an innovative multi-agency federal grant program called the Sustainable Communities Initiative, a unique consortium is coming together to develop a strategy that will ensure all residents of the region – especially members of low-income communities and communities of color – enjoy the exceptional quality of life for which the Portland metropolitan area is known. Using “opportunity maps” that show the location of low-cost and subsidized housing in relation to community assets and services, the strategy will address gaps by improving access to public transit, sidewalks, workforce training, schools, senior centers and health clinics, grocery stores and outdoor recreation.

Reduce inefficiency, foster innovation and demand accountability

Actions for the region and state and local governments

- Metro should incorporate the six desired regional outcomes into its policies and codes, ensuring that all policy and investment decisions are guided by this coordinated outcomes-based approach.
- Portland State University’s Institute for Metropolitan Studies, Metro, and other partners should complete a comprehensive set of Greater Portland-Vancouver Indicators consistent with the six desired outcomes to be used to help guide regional decision-making and resource allocation across the triple-bottom line of people, place and prosperity. This effort should include:
 - performance measures and metrics to measure success or failure to meet established goals, targets or standards
 - a regional scorecard summarizing performance across indicator categories
 - a regional indicators business plan to ensure data collection, performance measurement and analysis
 - recommendations on how to make progress toward targets and ensure accountability in the allocation of scarce resources
 - development of appropriate measurement tools and analytical processes to ensure key indicators are accounted for in regional plans, programs, projects and processes.
- Metro should simplify compliance and reporting requirements for local governments and replace minimum zoned capacity requirements for cities and counties with a simpler “no net-loss” approach.
- Use the recent federal Housing and Urban Development grant opportunity as a pilot project to increase the capacity of communities of color and other under-represented groups to hold government accountable for equitable public investments by directly supporting their participation in decision-making.
- The Metropolitan Policy Advisory Committee should convene a regional conversation about streamlining and standardizing the current patchwork of regulations that make it complicated to do business in the region.
- Metro, local governments, TriMet, the State of Oregon and other partners should work together to improve transportation connections to and through downtowns, main streets and employment areas along the southwest metro (Portland to Sherwood) and east metro (Interstate 84 to U.S. Highway 26) corridors.
- Local governments should reduce waste and inefficiency by working collaboratively with their neighbors to resolve issues that cut across jurisdictional boundaries.





THE POWER OF PARTNERSHIP

Only a few years ago, every investment decision in the Portland metropolitan region brought out the long knives. Every discussion of how we use our land and how much land we use was fraught with conflict and mistrust. Governments sued each other and local squabbles spilled into the Oregon Legislature. The idea that Metro and the three counties of the region could come together to jointly identify where we will and will not grow during the next half-century would have seemed preposterous.

Yet we did just that. Today, in addition to the landmark decision to designate urban and rural reserves, we can boast a number of other major recent collaborative accomplishments. Collective action among diverse interests is rapidly becoming the rule rather than the exception and continues to gain momentum in areas such as the Intertwine and equity/affordable housing.

Coming together around shared values

It happened precisely because the combatants in our land use wars, including Metro, finally accepted the fact that no one could go it alone. In so doing, all parties relinquished a measure of decision-making authority in the interest of getting results.

In the case of urban and rural reserves, we hashed out a process that depended crucially on broad agreement, then marched arm in arm to Salem to memorialize that process in state law. Next we engaged in a robust – and sometimes painful – negotiation where no one got everything they wanted, but most parties got what they needed. The result is a template for the future that, while imperfect, reflects an astonishing breadth of vision unequalled anywhere in America.

The point is obvious: in an increasingly interdependent world, we can only succeed when we come together around our shared values.

As we work to advance an ambitious new strategy, Metro has a critical role to play. Indeed, convening the region around complex and comprehensive policy challenges is exactly what the people created Metro to do.

But the responsibility to develop and implement a strategy for investing in our communities is not Metro's alone. Creating a sustainable, prosperous and equitable future for our region is a collective enterprise in which we all have an equal stake, and one that will require vigorous engagement and sustained collaboration. If you are reading this, I know you care and I expect you to participate.

Together, we can fulfill the promise of our region.

NEXT STEPS

These recommendations are intended to inspire a public discussion about community investment and to kick off decision-making processes specifically about growth management choices related to the urban growth boundary. Some key dates for those decisions:

Aug. 10 to Sept. 27 Public comment period on COO recommendation

Sept. 13 to 22 Open houses held around the region

Early October Metropolitan Policy Advisory Committee and Metro Council review of public comment

Mid-October Metro Council makes decision on UGB study areas

November Public comment period and public hearings on UGB recommendation

December Final growth management decisions by the Metro Council

GET INVOLVED

We want to hear your ideas and suggestions about where and how to invest in our local communities and where and how we will accommodate growth in our region.

For details on comment opportunities, dates for events and hearings, more information, or to take an online survey, visit www.oregonmetro.gov/investment

Comments may also be submitted by e-mail to 2040@oregonmetro.gov or mailed to:

Metro

600 NE Grand Avenue

Portland, OR 97232

For more information, call Metro at 503-797-1735.

To download the complete recommendations, including a draft capacity ordinance and the 2010 Growth Management Assessment, visit www.oregonmetro.gov/investment



Metro | *Making a great place*

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro representatives

Metro Council President – David Bragdon

Metro Councilors

Rod Park, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Robert Liberty, District 6

Auditor – Suzanne Flynn

[www.oregon**metro.gov**](http://www.oregonmetro.gov)

Metro

600 NE Grand Ave.
Portland, OR 97232-2736

503-797-1700



Community Investment Strategy **Building a sustainable, prosperous, and equitable region**

Metro's Chief Operating Officer recommendations issued Aug. 10, 2010 are intended to inspire a public discussion about community investment and to kick off decision-making processes about growth management choices related to the urban growth boundary. Some key dates:

OPEN HOUSES

Monday, Sept. 13, 5 to 7 p.m. - Hillsboro Civic Center, Room 113C
150 E Main St, Hillsboro

Tuesday, Sept. 14, 5 to 7 p.m. Wilsonville City Hall, Conference Rooms I & II,
29799 SW Town Center Loop E, Wilsonville

Thursday, Sept. 16, 5 to 7 p.m. - Sherwood City Hall, Community Room
22560 SW Pine Street, Sherwood

Monday, Sept. 20, 5 to 7 p.m. Clackamas County Development Services Building,
Community Room; 150 Beaver Creek Rd., Oregon City

Date TBD - Lents Boys and Girls Club, Community Room
9330 Southeast Harold Street, Portland

OTHER KEY DATES

Aug. 10-Sept. 27 – Public comment period on COO recommendation. A survey will be available on the Metro web site and at open houses Sept. 13-27.

Early October – Metropolitan Policy Advisory Committee and Metro Council review of public comment

Mid-October – Metro Council decision on UGB study areas

Nov. 17 – Final MPAC recommendation on growth management decisions

November – Public comment period and public hearings (tentatively Nov. 29-Dec. 2) on growth management ordinance

December 9 (tentative) – Final growth management decisions by the Metro Council

OTHER EVENTS

Engagement opportunities are planned starting in August through the fall including a series of staff presentations at diverse stakeholder meetings around the region, walking tours and discussions in local communities, and related speaker series and workshops. Additional briefings are scheduled as follows:

Friday, Aug. 13 –Metro, for city managers, other staff

Thursday, Sept. 23 –Beaverton Library, for public officials, planning commissioners, interested parties

Monday, Sept. 27 –Gresham City Hall, for public officials, planning commissioners, interested parties

GET INVOLVED

For details on comment opportunities, dates for events and hearings, more information, or to download the recommendations, visit www.oregonmetro.gov/investment. An online survey will be available on the site from Sept. 13-27.

Comments may also be submitted by e-mail to 2040@oregonmetro.gov or mailed to: Metro

Community Investment Strategy comments
600 NE Grand Avenue
Portland, OR 97232

For more information, call Metro at 503-797-1735.

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OREGON
TRANSPORTATION
SUMMIT



2nd Annual Oregon Transportation Summit Friday, September 10, 2010

What is the Oregon Transportation Summit?

The goal of the Summit is to bring together Oregon's academic and practicing transportation professionals in order to advance the state of the art. We do this by accelerating new research into practice and by shaping the agenda for future research.

What's New in 2010?

- The morning plenary session will focus on performance management: how will this concept shape federal policy and affect transportation plans and projects in Oregon?
- A sample of workshop session titles:
 - Transportation Governance
 - Resilient Infrastructure
 - Livability without Funding
 - Data and Decision-Making
 - Innovations in Bike & Ped Planning
 - Transportation Education & Training
 - TPR Cagematch
 - Practical Design

AICP: Up to 6.5 hours of CM credit will be available (pending APA approval)



OREGON
TRANSPORTATION
SUMMIT

Registration Fee:

APA, ITE and WTS Members: \$100
Non-Members: \$150
Student Discount Available

For More Information:

www.otrec.us/transportationsummit.php

- online registration
- agenda details
- contact information

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Principles for Investing in our Region's Future

Even in challenging economic times we remain optimistic for our future. We value our quality of life, the natural beauty of our land, and the economic and civic enthusiasm of our citizens and the communities they have built.

Principles

- Many existing communities within the Urban Growth Boundary (UGB) are struggling and need investment in public facilities, services and amenities.
- Redevelopment opportunities abound within the present UGB. We can meet regional needs for employment and housing while making the most of existing urban areas.
- We need to take a few years to closely examine the benefits and burdens of growth and the challenges and strategies of redevelopment within the existing UGB before we add new lands on the fringes of the boundary that will pull scarce resources away from the heart of our region.
- Investing in existing communities as well as new developing areas would ensure equity across the region.
- We understand the need for minor additions and adjustments to the UGB for schools, critical employment or housing. These adjustments should be made within the context of the investment priorities stated below and our goal to make the entire metro region "the greatest place."

Public Facility Investment Priorities

- Focus growth in centers, corridors, main streets, station areas and employment areas within the current urban growth boundary to the greatest extent possible, while preserving existing neighborhoods, farms and open space.
- Invest in the new facilities needed to make these focused areas great places – transit, parks, pedestrian amenities and streets.
- Repair and maintain our existing community assets – roads, parks, schools, and public places.
- Protect and create good jobs for our citizens today and tomorrow.



Examples of Investments in Clackamas County In Support of the Region's 2040 Vision

1. Creating dense town centers with a mix of uses

In 2007 the North Main mixed use development added 99 housing units on a formerly vacant parcel in downtown Milwaukie. Restaurants and local retailers occupy the ground floor.

2. Improving access to regional center and areas with adopted concept plans

Oregon City has completed strategic planning and secured design and construction funding for the I-205/Highway 213/Jug handle project that will greatly improve the transportation system capacity and improve access to the northern entrance of the Oregon City regional center and two UGB concept plan areas.

3. Transforming suburban neighborhoods into accessible, walkable, bikeable districts

Lake Grove Village Center – In 2008, Lake Oswego adopted a new town center plan that anticipates redevelopment of the district at town center densities and a walkable mix of commercial and housing uses.

4. Building public infrastructure and facilities to serve growing communities

Construction of the LEED certified, \$11.5M Happy Valley City Hall facility at the corner of 162nd Avenue and Misty Drive, just north of Sunnyside Road and within the proposed, revised Happy Valley Town Center area. In addition, West Linn is seeking voter approval to replace aging water lines and maintain a safe and reliable drinking water distribution system.

5. Improving access to industrial and employment land

Truck and vehicle access to the existing Clackamas Industrial Area and the emerging Rock Creek Employment Area near Damascus will be greatly improved for the manufacturing, distribution, and health care industries when over \$130 million of improvements will be completed on the Sunrise System by 2014.

6. Creating affordable housing

In the Clackamas Regional Center, within walking distance of the light rail stop, the Town Center Station development brings together 52 units of affordable housing, access to transit and shopping, and energy efficiency. Over 85% of the units were reserved prior to completing construction and approximately 50% of the new residents do not own a car.

7. Investments in the transit system

SMART Central/commuter rail – Wilsonville's transit service has consolidated services at SMART Central to create a hub and spoke transit system.

8. Strengthening connections to neighboring cities

Canby has embarked on initiating the National Main Street program with the hiring of a full-time main street manager and a focus on making a viable Downtown Business District.

Cost and Financial Feasibility

Richard Brandman, CRC Oregon Director

Joint Policy Advisory Committee on Transportation

August 12, 2010

Today's Agenda

- Project update
- Cost and schedule estimates from latest CEVP
 - CEVP overview
 - Summary of results
- Financial Feasibility Analysis

Consensus on Locally Preferred Alternative

- Replace I-5 bridge
- Extend light rail to Clark College
- Improve closely-spaced interchanges
- Enhance bike/ped facilities
- Use multiple funding sources, including tolls, to fund project
- Use TDM strategies

PSC Meeting Results

- Unanimous recommendation for moving ahead with CRC project:
 - Advance a 10-lane permanent bridge with full safety shoulders
 - Advance new Hayden Island interchange design ("Concept D")
 - Agreed to performance indicators to inform traffic management recommendations made by a Mobility Council
 - Implement expanded and increased TDM measures after construction
 - Supported Metroscope conclusion that CRC project would have negligible impact on employment and population growth in Clark County

Cost Estimate Validation Process (CEVP)

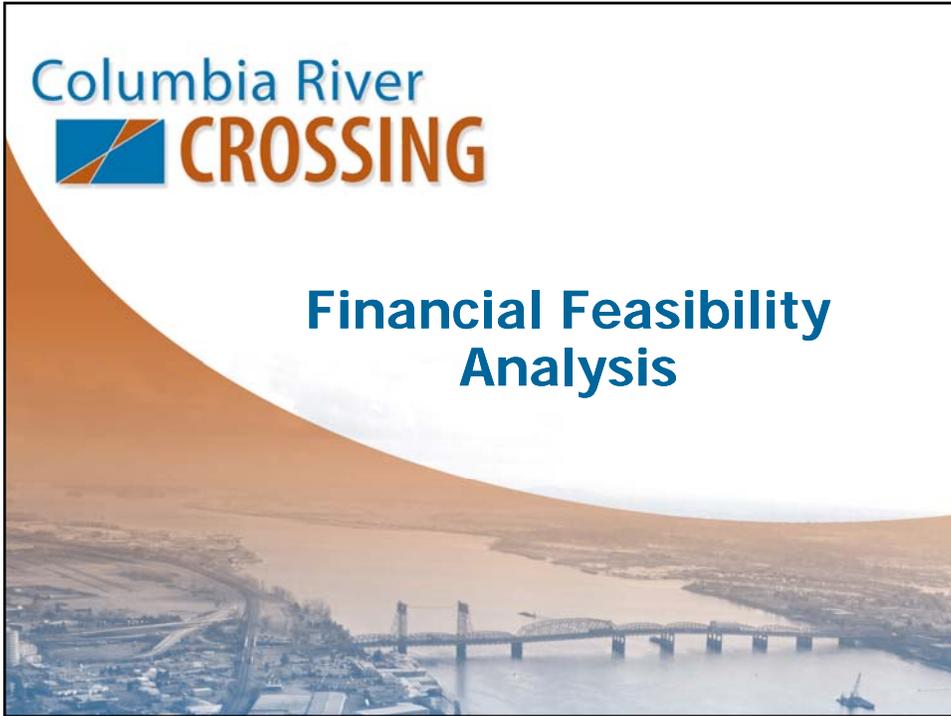
- Intensive, peer-rich, collaborative scrutiny of project “base” cost estimate and assumptions
- Quantifies and ranks risks to schedule and cost using probability distribution
- Result: Costs shown as a range
- Strategies identified to minimize risks
- Maximize likelihood of meeting on-time, on-budget goals
- Regular updates

Summary of CEVP Results

*Financial Model
Inputs*

Scenario	Total Cost (millions of YOE dollars)			
	Lower 10%	Median	60% Likelihood	90% Likelihood
LPA Phase 1	\$2,604	\$3,088	\$3,184	\$3,554
LPA Full Build	\$2,775	\$3,295	\$3,400	\$3,793

Financial Feasibility Analysis



Financial Analysis and Planning

- Project Revenues
 - FTA Section 5309 New Starts Funds
 - Federal Discretionary Highway Funds
 - Oregon and Washington Funds
 - Toll Bond Proceeds

A Project of National Significance (Aug. 2008)

- It is a transportation corridor of exceptional national significance;
- The CRC will provide a significant role in addressing regional congestion;
- The project provides an excellent opportunity to promote and showcase environmental stewardship; and
- It requires a major partnering effort among the Federal Highway Administration, Federal Transit Administration, and over 30 other Federal, State, Tribal and local agencies.

Tolling Scenarios Studied (December 2009)

Scenarios Analyzed		Min/Max One-way Toll Rate (2009\$)	Min/Max One-way Toll Rate (2018\$)	Tolls Collected	Toll Schedule Type	Tolling Start Date
Tolling I-5 Only	Scenario 1A <i>DEIS Toll Rate</i>	\$1.00 / \$2.00	\$1.34 / 2.69	Each Way	Symmetric Variable Toll Schedule	July 1, 2018 (FY 2019)
	Scenario 1B <i>Lower than DEIS Toll Rate</i>	\$1.00 / \$1.50	\$1.34 / \$2.02			
	Scenario 1C <i>Flat Toll Rate</i>	\$1.65	\$2.22			
	Scenario 1D <i>Additional Price Points</i>	\$1.00 / \$2.50	\$1.34 / \$3.36			
	Scenario 1E <i>1.5x DEIS Toll Rate</i>	\$1.50 / \$3.00	\$2.02 / \$4.03			
	Scenario 1F <i>2x DEIS Toll Rate</i>	\$2.00 / \$4.00	\$2.69 / \$5.38			
	Scenario 1G <i>3x DEIS Toll Rate</i>	\$3.00 / \$6.00	\$4.03 / \$8.07			
	Pre-Completion Tolling¹ <i>DEIS Toll Rate</i>	\$1.00 / \$2.00	\$1.34 / \$2.69	Each Way	Symmetric Variable Toll Schedule	July 1, 2013 (FY 2014)
Tolling I-5 and I-205	Scenario 2A <i>DEIS Toll Rate</i>	\$1.00 / \$2.00	\$1.34 / 2.69	Southbound Only ²	Symmetric Variable Toll Schedule	July 1, 2018 (FY 2019)
	Scenario 2B <i>Lower than DEIS Toll Rate</i>	\$1.00 / \$1.50	\$1.34 / \$2.02			
	Scenario 2C <i>Lower I-205 Toll</i>	I-5: \$1.00 / \$3.00 I-205: \$1.00 / \$1.50	I-5: \$1.34 / \$2.69 I-205: \$1.34 / \$2.02			
Financing Sensitivity Tests						
Tolling I-5 Only	Non-Recourse <i>using DEIS Toll Rate</i>	\$1.00 / \$2.00	\$1.34 / \$2.02	Each Way	Symmetric Variable Toll Schedule	July 1, 2018 (FY 2019)
	Non-Recourse + TIFIA <i>using DEIS Toll Rate</i>	\$1.00 / \$2.00	\$1.34 / \$2.02			

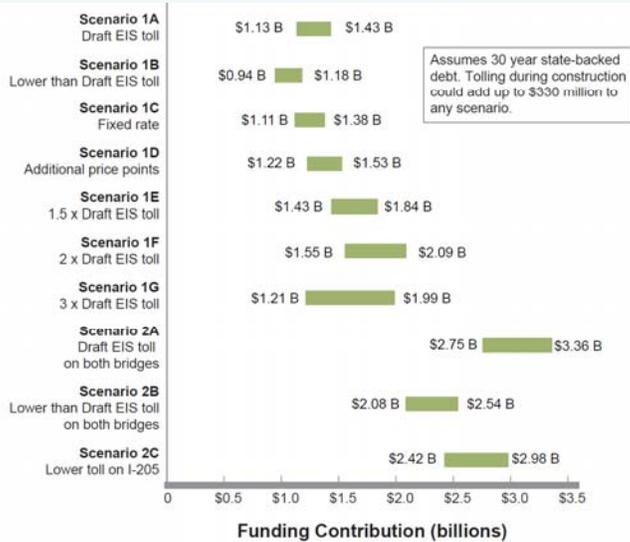
Source: 3.0-Rep-AF3007-10-01-01.toll_scenario_funding_report.pdf

- For all scenarios:
 - Tolls are in \$2006
 - Tolls are for vehicles with transponders or registered license plates
 - Medium and large trucks pay tolls 2X and 4X passenger car toll rates, respectively
 - Surcharge for "pay-by-plate", where applicable
 - Tolls increase by 2.5% per year (constant in real terms)

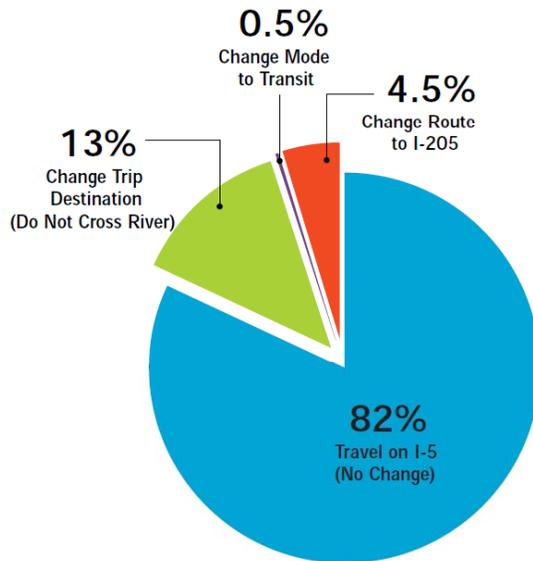
Example Variable Toll Rate (Scenario 1A, Draft EIS)



Funding contribution from tolls— all toll scenarios



Travel patterns for tolls on I-5



Congressional Language

"Provided, that the Secretary shall base the accounting of local matching funds on the total amount of all local funds incorporated in the unified finance plan for the multi-modal project for the purposes of funding under chapter 53 of title 49, United States Code and title 23, United States Code."

Source: Federal Fiscal Year 2010 Consolidated Appropriations Act, HR 3288 - Section 173 of Title I.

Anticipated Funding - Phase 1 In Millions of Dollars (December 2009)

New Starts Assumes full FTA New Starts request granted. CRC may fulfill FTA local match requirements using local highway expenditures, per Congressional action.	\$850
Projects of National Significance Additional funding above and beyond existing allocations. Assumed likely based on scope of CRC project and historical success in securing Federal discretionary funding.	\$400
Additional WSDOT/ODOT Funding \$50M in existing funding, \$90M in total allocations, less \$40M expended. Assumes additional funding generated from both DOTs.	\$750 - \$850
Pre-Completion Toll Proceeds Assumes pre-completion tolling of I-5, generating about \$40M per year for 5 years.	\$0 - \$200
Bond Proceeds	\$803 - \$1,466

Conclusion

- The project is financially feasible based on the funding sources assumptions
- The toll revenues must be sufficient to cover bond repayment, including insurance, issuance, and O&M costs
- The financial plan is seeking federal sources that are unique to the project such as New Starts and Project of National Significance and therefore will not affect other local projects
- The IRP observed the finance plan has many hallmarks of plans from around the country and includes sources that are typical and to be expected
- The finance plan will be continuously updated based on the project progress and how the implementation issues are addressed

Columbia River **CROSSING**

www.ColumbiaRiverCrossing.org

feedback@columbiarivercrossing.org

700 Washington Street, Suite 300
Vancouver WA 98660

Telephone 360-737-2726

503-256-2726

1-866-396-2726

