

 **Metro** | *Agenda*

Meeting: Metro Council
Date: Thursday, January 20, 2011
Time: 2 p.m.
Place: Metro Council Chambers

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. CONSENT AGENDA

3.1 Consideration of the Minutes for January 13, 2011

3.2 **Resolution No. 11-4227**, For the Purpose of Declaring a Vacancy in the Office of Metro Councilor for Council District No. 6.

4. RESOLUTIONS

4.1 **Resolution No. 11-4223**, For the Purpose of Endorsing Regional Policy and Funding Priorities For 2011 State Transportation Legislation. **Harrington**

4.2 **Resolution No. 11-4226**, For the Purpose of Endorsing a Regional Position on the Authorization of a Surface Transportation Act in the U.S. Congress and Approving Regional Transportation Priorities for Federal Fiscal Year 2012 Appropriations. **Harrington**

5. EXECUTIVE SESSION TO HELD PURSUANT WITH ORD 192.660(2)(d). DELIBERATIONS WITH PERSONS DESIGNATED BY THE GOVERNING BODY TO CARRY ON LABOR NEGOTIATIONS.

6. CHIEF OPERATING OFFICER COMMUNICATION

7. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for January 20, 2011 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 11 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> 2 p.m. Thursday, Jan. 20 (Live)</p>	<p>Portland Channel 11 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> 8:30 p.m. Sunday, Jan. 23 <i>Date:</i> 2 p.m. Monday, Jan. 24</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> 2 p.m. Monday, Jan. 24</p>	<p>Washington County Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> 11 p.m. Saturday, Jan. 22 <i>Date:</i> 11 p.m. Sunday, Jan. 23 <i>Date:</i> 6 a.m. Tuesday, Jan. 25 <i>Date:</i> 4 p.m. Wednesday, Jan. 26</p>
<p>Oregon City, Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	<p>West Linn Channel 30 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>

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

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Clerk of the Council. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 503-797-1804 or 503-797-1540 (Council Office).

Agenda Item Number 3.1

Consideration of the Minutes for January 13, 2011

Consent Agenda

Metro Council Meeting
Thursday, Jan. 20, 2011
Metro Council Chamber

Agenda Item Number 3.2

Resolution No. 11-4227, For the Purpose of Declaring a
Vacancy in the Office of Metro Councilor for
Council District No. 6.

Consent Agenda

Metro Council Meeting
Thursday, Jan. 20, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DECLARING A VACANCY) RESOLUTION NO. 11-4227
IN THE OFFICE OF METRO COUNCILOR FOR)
COUNCIL SUBDISTRICT NO. 6) Introduced by Council President Tom Hughes

WHEREAS, ROBERT LIBERTY was elected to the Office of Metro Councilor for Council Subdistrict No. 6 at the November 2, 2004 General Election for a four-year term, commencing on January 3, 2005 through January 4, 2009;

WHEREAS, ROBERT LIBERTY was re-elected to the Office of Metro Councilor for Council Subdistrict No. 6 at the May 20, 2008 Primary Election for a four-year term, commencing January 5, 2009 through January 7, 2013;

WHEREAS, ROBERT LIBERTY has tendered his resignation as Metro Councilor for Council Subdistrict No. 6 to the Metro Council President effective January 15, 2011 at 12:00 p.m. pursuant to his letter to the Metro Council President dated January 15, 2011, attached hereto as Exhibit A;

WHEREAS, Metro Code Section 9.01.050 provides that the vacancy in office shall be filled by the making of an appointment by a majority of the remaining members of the Metro Council; and

WHEREAS, Metro Code Section 9.01.060 provides for the procedures to be followed by the Metro Council in making Metro Council appointments; now therefore

BE IT RESOLVED:

1. That the Metro Council declares that a vacancy exists in the Office of Metro Councilor for Council Subdistrict No. 6, as provided for in Metro Code Section 9.01.030; and
2. That the Metro Council President Tom Hughes has commenced the appointment process for filling the vacancy as provided in Metro Code Section 9.01.050.

ADOPTED by the Metro Council this 20th day of January 2011.

Tom Hughes, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

PLACEHOLDER

Exhibit A to Resolution No. 11-4227

Resignation Letter by Metro Councilor ROBERT LIBERTY

Agenda Item Number 4.1

Resolution No. 11-4223, For the Purpose of Endorsing
Regional Policy and Funding Priorities For 2011 State
Transportation Legislation.

Metro Council Meeting
Thursday, Jan. 20, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING) RESOLUTION NO. 11-4223
REGIONAL POLICY AND FUNDING)
PRIORITIES FOR 2011 STATE) Introduced by Councilor Carlotta Collette
TRANSPORTATION LEGISLATION)

WHEREAS, the passage of House Bill 2001, the Jobs and Transportation Act of 2009, represents a milestone for both the Portland metropolitan region and the state of Oregon; and

WHEREAS, the region applauds the work of the Legislature to pass this landmark legislation, which includes both critically needed funding and innovative policies; and

WHEREAS, the governments of the region recognize the importance of continuing to invest strategically in public infrastructure, particularly transportation infrastructure, as a way to support private investment and economic recovery in these difficult economic times; and

WHEREAS, transportation investments that contribute to economic recovery also bring increased revenues to local and state governments, thereby helping to ease the crisis in public budgets; and

WHEREAS, our region has a track record of creatively financing forward-looking transportation investments that address the needs of both the present and the future, and of combining smart investment with policy innovations that support good jobs, livable communities and a sustainable environment; and

WHEREAS, a combination of careful planning and strategic investments supported by local, regional, state and federal resources has helped to make this region the economic engine of the state and an example to the nation; and

WHEREAS, in the face of today’s challenges, we need to extend this tradition of leadership by pursuing supportive policy and funding proposals in the 2011 legislative session; now, therefore,

BE IT RESOLVED:

1. That the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) adopt the following principles to guide the region’s approach to transportation issues in the 2011 legislative session:

- Jobs and Economic Recovery: The local governments of the Portland metropolitan are committed to partnering with others to support economic recovery through the creation and efficient operation of a robust transportation system.
- Preserve and Expand Local Options: The transportation challenge will require innovative policy and new funding commitments at all levels of government. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority; avoid enacting new limitations or pre-emptions; and explore new structures and authorities that give local governments the flexibility to build, operate and fund transportation systems that support prosperity, livability and sustainability.
- Support Multimodal Investment: Oregon should continue its lottery-backed program of investment in multimodal projects that support freight mobility and transit; identify new, ongoing state funding to support transit, pedestrian, and bicycle facilities; and make a financial commitment to high speed rail project development.

2. That the Metro Council and JPACT endorse transportation funding and policy priorities for the 2011 legislative session as reflected in Exhibit A to this resolution.

ADOPTED by the Metro Council this _____ day of January, 2011.

Tom Hughes, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

2011 Regional Transportation Agenda: Specific Recommendations

<p><u>HB 2001</u> – Defend against any efforts to modify in ways that reverse policy direction or reduce funding or authority for the Portland region or its local governments.</p>
<p><u>Columbia River Crossing</u> – Support state funding approach that recognizes statewide importance of this project.</p>
<p><u>ConnectOregon 4</u> – Support a fourth round of <i>ConnectOregon</i> funding.</p>
<p><u>Mileage-based fee</u> – Support a mileage-based fee on electric and plug-in hybrid electric vehicles to account for impacts from vehicles that generate little or no gas tax.</p>
<p><u>High-speed rail</u> – Support continued development of high-speed rail. Establish a transparent and accountable decision making process that includes regional representation.</p>
<p><u>Transportation Planning Rule</u> – Support rulemaking to remove barriers to implementation of the 2040 Growth Concept.</p>
<p><u>Access management</u> – Support an approach to access management that (a) better balances traffic operations with community and economic development by developing standards that work in an urban environment; (b) improves safety for all modes, including biking and walking, on urban arterials; and (c) embraces the participation of key stakeholders.</p>
<p><u>High-capacity transit</u> – Support state funding to match regional contributions to Southwest Corridor and Lake Oswego Streetcar projects.</p>
<p><u>Dedicated transit funding</u> – Support efforts to identify dedicated funding for public transit.</p>
<p><u>Active transportation</u> – Continue investment of state transportation funds to bicycle and pedestrian facilities outside the road right-of-way by allocating \$2 million to Urban Trail Fund to be distributed through a competitive process.</p>
<p><u>Recreational immunity</u> – Extend legal immunity to property owners who allow the use of trails on their land for transportation purposes.</p>
<p><u>Low-speed greenways</u> – Authorize local governments to facilitate safer walking and cycling by reducing speed limits on low-volume, low-speed neighborhood streets.</p>
<p><u>Climate</u> – Monitor, and support as appropriate, legislation related to the Oregon Sustainable Transportation Initiative, proposals of the Oregon Global Warming Commission related to transportation, and other statewide efforts.</p>
<p><u>Business Energy Tax Credit</u> – Oppose efforts to reduce or curtail use of the BETC for transportation-related conservation measures.</p>

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4223, FOR THE PURPOSE OF ENDORING REGIONAL POLICY AND FUNDING PRIORITIES FOR 2011 STATE TRANSPORTATION LEGISLATION

Date: January 6, 2011

Prepared by: Randy Tucker

BACKGROUND

In these difficult economic times, strategic investment in public infrastructure, particularly transportation infrastructure, offers a way government can act to support private investment and economic recovery. An efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout our state. Moreover, transportation investments that create jobs and contribute to economic prosperity also bring increased revenues to local and state governments, thereby helping to ease the crisis in public budgets.

After years of stagnation in transportation funding, the investments supported by Oregon Transportation Investment Acts (OTIA) I, II and III (2001, 2002, and 2003), by the *ConnectOregon* I, II and III packages (2005, 2007 and 2009), and by the Jobs and Transportation Act (JTA) in 2009 have created jobs, improved safety and helped Oregon respond to important economic opportunities. This is also true for legislative actions supporting capital investments in public transit and authorizing transit agencies to increase operations funding.

To be sure, funding shortfalls remain: a significant backlog of key modernization projects remains unfunded, and local governments continue to lack adequate revenues to maintain the existing system. However, given the recent passage of the JTA, a major new transportation funding package is unlikely in 2011. Nevertheless, there are many actions the Legislature can take to support an efficient, reliable, and sustainable transportation system.

Provisions of Resolution 11-4223: The resolution adopts three high-level principles to guide the region's participation in transportation discussions in 2011:

- Support jobs and economic recovery
- Preserve and expand local options (including revenue raising authority)
- Support multimodal investment

In service of these principles, Exhibit A includes several specific recommendations. Attached to this staff report is an annotated version of Exhibit A that includes brief discussions of many (though not all) of these recommendations; several are self-explanatory.

This annotated version of Exhibit A also includes columns intended to identify which recommendations reflect which of the high-level principles described in the resolution (in many cases one recommendation will reflect more than one principle) as well as which recommendations are primarily funding-related and involve costs to the state vs. which are primarily policy-related. These columns are not part of the final Exhibit A.

Discussion: Metro and local government staff have developed this resolution in response to direction from JPACT. JPACT members share an understanding that the political, economic and budget environments are extremely challenging at the state level. In that context, this agenda focuses on

defending past progress, maintaining existing authority, seeking additional local flexibility, and continuing our region's innovative approach to transportation system development in ways that support economic prosperity, livable communities, and environmental sustainability.

Issues to consider: See attached annotated version of Exhibit A.

ANALYSIS/INFORMATION

1. **Known Opposition:** None (to this resolution). Possible opposition to individual recommendations could come from a variety of sources depending on the specifics of the recommendation. Given the challenging budget climate and the shortage of funding for most transportation needs, recommendations that require funding may generate opposition based on competition for funds.
2. **Legal Antecedents:**
 - Oregon Transportation Investment Acts I, II, and III (HB 2142, 2001; HB 4010, 2002; HB 2041, 2003)
 - ConnectOregon I, II and III multimodal investment packages (SB 71, 2005; HB 2278, 2007; sections 8, 9, and 10 of HB 2001, 2009)
 - Oregon Jobs and Transportation Act (HB 2001, 2009)
 - Metro Council Resolution No. 04-3498, For the purpose of endorsing regional priorities for a state transportation funding package; Resolution No. 07-3764, For the purpose of endorsing regional priorities for state transportation funding legislation; Resolution No. 08-3921, For the purpose of endorsing regional priorities for state transportation funding legislation; Resolution No. 08-3956, For the purpose of endorsing regional priorities for state transportation funding legislation; Resolution 08-4003, For the purpose of endorsing final regional priorities for 2009 state transportation funding legislation
3. **Anticipated Effects:** The proposed resolution establishes policy guidelines for the region's advocacy efforts related to transportation in the 2011 Oregon Legislature.
4. **Budget Impacts:** No direct impacts. Local and regional governments will dedicate existing staff to advocacy.

RECOMMENDED ACTION

Staff recommends adoption of Resolution 11-4223.

Exhibit A to Resolution 11-4223 (staff report version)

**2011 Regional Transportation Agenda:
Specific Recommendations**

Jobs/Economy	Local Options	Multimodal	Policy/\$	
•	•	•	P/\$	<p><u>Issue</u> – Issue description as found in Exhibit A</p> <p>➤ <i>Staff report comments</i></p> <p><u>HB 2001</u> – Defend against any efforts to modify in ways that reverse policy direction or reduce funding or authority for the Portland region or its local governments.</p> <p>➤ <i>Modified since the December JPACT meeting to clarify that this refers specifically to impacts on the Portland region. A bill is expected that would create a legislatively directed process for reallocating any unused dollars from earmarked projects that come in under budget or are not built.</i></p>
•		•	\$	<p><u>Columbia River Crossing</u> – Support state funding approach that recognizes statewide importance of this project.</p> <p>➤ <i>The funding plan for the CRC calls for a state contribution in the range of \$400-450 million, in addition to a regional contribution in the range of \$1.5 billion that would be funded by tolls. (Other contributions are expected from the state of Washington and from the federal government). The language of Exhibit A reflects a regional understanding that the benefits of this investment accrue to the whole state; thus the state’s contribution should not come at the expense of other transportation projects in the region any more than it should come at the expense of other projects around the state. Past transportation funding approaches have reflected this understanding in different contexts:</i></p> <ul style="list-style-type: none"> • <i>OTIA III (2003) allocated \$1.3 billion to ODOT bridge repair statewide and \$300 million to city/county bridge repair; this money was “taken off the top” without regard to the location of the bridges that were repaired and without otherwise affecting the formula for distribution of city and county highway fund dollars.</i> • <i>The 2007 Legislature reserved \$56 million to assist counties suffering from the loss of timber payments; this money, distributed in 2008, came out of the ODOT share of the highway trust fund and did not come at the expense of other funding allocations to cities and counties.</i> • <i>There is a longstanding practice of allotting funds to small cities and small counties off the top of the city/county and ODOT shares of highway fund dollars without affecting the underlying city and county allocations.</i>
•		•	\$	<p><u>ConnectOregon 4</u> – Support a fourth round of <i>ConnectOregon</i> funding.</p> <p>➤ <i>Each of the previous three rounds of Connect Oregon has utilized \$100 million in lottery-backed bonds to support air, marine, rail and public transit projects.</i></p>
•			P/\$	<p><u>Mileage-based fee</u> – Support a mileage-based fee on electric and plug-in hybrid electric vehicles to account for impacts from vehicles that generate little or no gas tax.</p> <p>➤ <i>Added in response to discussion at the December JPACT meeting. This item endorses a recommendation from the Road User Fee Task Force (RUFTF).</i></p>

Exhibit A to Resolution 11-4223 (staff report version)

•		•	P/§	<p><u>High-speed rail</u> – Support continued development of high-speed rail. Establish a transparent and accountable decision making process that includes regional representation.</p> <p>➤ <i>Modified after the December JPACT meeting to eliminate outdated language related to seeking project development funding that has already been secured.</i></p>
•	•		P	<p><u>Transportation Planning Rule</u> – Support rulemaking to remove barriers to implementation of the 2040 Growth Concept.</p> <p>➤ <i>Legislation is expected that would address perceived barriers to economic development posed by the TPR; LCDC and the OTC are also convening soon to consider rule changes.</i></p>
•	•		P	<p><u>Access management</u> – Support an approach to access management that (a) better balances traffic operations with community and economic development by developing standards that work in an urban environment; (b) improves safety for all modes, including biking and walking, on urban arterials; and (c) embraces the participation of key stakeholders.</p> <p>➤ <i>Added in response to discussion at the December JPACT meeting. SB 1024 (2010) led to creation of a stakeholder committee that is working on recommendations that are likely to be considered by the 2011 Legislature, but those recommendations are not yet final. Regional staff recommends adopting these principles to guide our participation in access management policy discussions in the context of either rulemaking or legislation. Issues include addressing the tension between flexibility and consistency in the application of access management standards and finding a satisfactory balance between transportation efficiency, safety, urban function and economic development.</i></p>
•		•	§	<p><u>High-capacity transit</u> – Support state funding to match regional contributions to Southwest Corridor and Lake Oswego Streetcar projects.</p>
•		•	§	<p><u>Dedicated transit funding</u> – Support efforts to identify dedicated funding for public transit.</p>
		•	§	<p><u>Active transportation</u> – Continue investment of state transportation funds to bicycle and pedestrian facilities outside the road right-of-way by allocating \$2 million to Urban Trail Fund to be distributed through a competitive process.</p>
	•	•	P	<p><u>Recreational immunity</u> – Extend legal immunity to property owners who allow the use of trails on their land for transportation purposes.</p> <p>➤ <i>Proposed by the City of Portland at the October JPACT meeting.</i></p>
	•	•	P	<p><u>Low-speed greenways</u> – Authorize local governments to facilitate safer walking and cycling by reducing speed limits on low-volume, low-speed neighborhood streets.</p> <p>➤ <i>Proposed by the City of Portland at the October JPACT meeting.</i></p>
	•	•	P/§	<p><u>Climate</u> – Monitor, and support as appropriate, legislation related to the Oregon Sustainable Transportation Initiative, proposals of the Oregon Global Warming Commission related to transportation, and other statewide efforts.</p>
	•	•	§	<p><u>Business Energy Tax Credit</u> – Oppose efforts to reduce or curtail use of the BETC for transportation-related conservation measures.</p>

Agenda Item Number 4.2

Resolution No. 11-4226, For the Purpose of Endorsing a
Regional Position on the Authorization of a Surface
Transportation Act in the U.S. Congress and Approving Regional
Transportation Priorities for Federal Fiscal Year 2012
Appropriations.

Metro Council Meeting
Thursday, Jan. 20, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING A)	RESOLUTION NO. 11-4226
REGIONAL POSITION ON THE)	
AUTHORIZATION OF A SURFACE)	Introduced by Councilor Carlotta Collette
TRANSPORTATION ACT IN THE US)	
CONGRESS AND APPROVING REGIONAL)	
TRANSPORTATION PRIORITIES FOR)	
FEDERAL FISCAL YEAR 2012)	
APPROPRIATIONS)	

WHEREAS, the House Transportation and Infrastructure Committee of the 111th Congress introduced a new authorization bill entitled the Surface Transportation Authorization Act of 2009; and

WHEREAS, in anticipation of the new authorization bill the Metro Council, with support from the Joint Policy Advisory Committee on Transportation (JPACT), endorsed a comprehensive statement of policy priorities by Resolution No. 09-4016, "For the Purpose of Endorsing a Regional Position on Reauthorization of the Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users" adopted on January 22, 2009; and

WHEREAS, by Resolution No. 10-4124; the Metro Council adopted on February 11, 2010 an endorsement of the Surface Transportation Authorization Act of 2009 and prioritized key sections; and

WHEREAS, the 112th Congress will convene in January, 2011 and is expected to undertake a new initiative to adopt a federal transportation authorization bill; and

WHEREAS, the region has continued to refine both policy and project recommendations based on the adopted policy direction; and

WHEREAS, on _____ JPACT recommended approval of this resolution; now therefore

BE IT RESOLVED that the Metro Council:

1. Encourages Congress to adopt a bold new transportation authorization bill demonstrating a clear commitment to investing in a multi-modal transportation system in support of prosperous and livable metropolitan communities; and
2. Endorses the authorization policy framework as reflected in Exhibit A entitled "Strategic Policy Direction: Invest boldly in transportation to spur economic recovery;" and
3. Endorses the overall project framework as reflected in Exhibit B entitled "Strategic Project Direction: Focus on broadly supported high-priority projects;" and
4. Endorses specific projects to consider for funding through the new authorization bill as reflected in Exhibit C; and
5. Endorses projects to consider for funding through the FY 2012 transportation appropriations bill as reflected in Exhibit D.

ADOPTED by the Metro Council this _____ day of January, 2011.

Tom Hughes, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Strategic Policy Direction: Invest boldly in transportation to spur economic recovery

America's transportation system is running on fumes. It is time for Congress and the Administration to stop limping along, act boldly and adopt a new transportation authorization bill. The Portland metro area, like most parts of the country, is suffering with high unemployment, low job growth and below average wages leading to both negative consequences for the community and difficult budget conditions for public agencies.

Investing in transportation is a key strategy for stimulating economic recovery and will produce both short-term construction jobs and long-term prosperity with the public investment in infrastructure leveraging significantly more private investment in development. This, in turn, will contribute to deficit reduction as economic growth generates healthier tax revenues at both the federal and state levels. Since economic conditions continue to languish at levels not seen since the Great Depression, a strong transportation initiative is called for as a means of creating economic recovery rather than waiting around for the recession to play itself out. While a continued general fund subsidy to the highway trust fund may be a possible short-term action, it is only a stop-gap measure; a real six-year bill should be adopted with increased funding levels to address the nation's extensive immediate needs and build a solid foundation for long-term prosperity.

- **Adopt a six-year Authorization Bill**

The new authorization bill is now more than a year overdue and, at best, will be two years overdue before a new bill is enacted. It is essential that the Congress prioritize adoption of an authorization bill because all aspects of transportation, including planning, programming of funds, construction and reconstruction and operations and management, are long-term initiatives and require more funding stability. It often takes many years to plan, engineer and assemble funds for projects. This is much more difficult and expensive to plan and schedule without funding stability at the federal level.

In addition, the six-year authorization bill plays an important role in setting national transportation policy. Congress must clarify key aspects of policy direction to enable states, regions and local governments to take the necessary steps to implement.

- **Increase the program in the next six-year authorization bill**

There is a clear need to increase the level of funding in the next authorization bill. In the past two years, the level of appropriations has not been supported by Highway Trust Fund receipts and the General Fund has been used to backfill. In addition, there is a clear need to meet increasing multi-modal demands and address a backlog of projects needed to reach a state of good repair. The President's Deficit Reduction Commission has recommended a \$.15 gas tax dedicated to the highway trust fund to eliminate the need for continued subsidy from the General Fund. This is a level sufficient to fully fund existing programs without a general fund subsidy.

- **Protect key existing policy interests**

The past three authorization bills have significantly advanced the region's agenda, particularly with the flexibility provided through the Surface Transportation Program (STP), the Congestion Mitigation Air Quality Program (CMAQ), the Transportation Enhancement Program and the New Starts Program. Through these programs the region has been able to advance an impressive array of projects and programs across all modes in support of the region's 2040

Growth Concept. In the current political climate, it is possible that these or other key programs could be put on the table. Of particular concern is the region's commitment of STP and CMAQ funds through 2027 for construction of the Portland to Milwaukie light rail and project development for Portland to Lake Oswego and the Southwest Corridor. Similarly, the Oregon Transportation Investment Act was predicated on long-term commitments of federal Highway Bridge Repair and Replacement Program funds. It is important that these programs be retained and, if possible, expanded rather than reduced or eliminated in the name of narrowing the scope of national interest.

There is some talk of reducing the federal transportation program down to the funding level supportable by the existing highway trust fund focused on aspects of the bill that are of clear national interest, such as the Interstate system. However, defining this narrow a policy direction in a new authorization bill is misguided since the intercity/interstate components of the system are built and the big demand for expansion are within metropolitan areas. The region should strongly advocate for ensuring the federal program supports a multi-modal urban transportation system and not return to the bias toward funding urban highway expansion.

In addition, talk of reducing the federal transportation program down to the funding level supportable by the existing highway trust fund is coupled with a greater reliance on tolling and Public Private Partnerships to make a more significant funding contribution. However, studies carried out by ODOT indicate that Public Private Partnerships can be a more expensive approach due to the need to build in private sector profits and are only feasible in limited high traffic volume locations. Furthermore, the application of congestion pricing may be an effective tool to manage peak hour congestion, the application in the peak hours do not generate significant amounts of revenue for construction of expanded facilities.

- **Priority authorization bill policy/program direction**

While the Surface Transportation Act of 2009 will die as the 111th Congress adjourns, it provides a template for a new authorization bill to be taken up by the 112th Congress. Programs of interest to the Portland region are:

- Creation of a new Metropolitan Mobility and Access Program
- Significant program improvements and substantial increased funding in the New Starts and Small Starts Programs
- Creation of a new competitive "Projects of National Significance" Program from which the region would seek the federal share supporting the highway elements of the Columbia River Crossing Project
- Creation of a new Freight Improvement Program
- Implementation of a national High Speed Rail Program
- Strong linkage to a climate change policy direction
- Incorporation of a "practical design" directive
- Consolidation of the current Interstate, National Highway System (NHS) and Highway Bridge Repair and Replacement Program (HBRR) into a program to maintain a "Good State of Highway Repair"
- Consolidation of several smaller programs into a new Critical Access (transit) Program
- Consolidation of several smaller programs into a comprehensive Safety Program

- **Other supportive legislative proposals**

Related proposals with strong ties to federal transportation policy and funding should also be supported either through separate legislation, through linkages in the transportation authorization bill, or both. Of particular interest are:

- The Livable Communities Act of 2010, which would formalize the partnership between HUD, DOT and the EPA and support projects that integrate transportation, economic development, housing affordability and environmental concerns.
- The Active Communities Transportation Act (The ACT Act), which would create a competitive funding for more aggressive investment in bike and pedestrian facilities.
- Climate change legislation recognizing the component related to transportation emissions and reconciling transportation and energy policy.

Strategic Project Direction: Focus on broadly supported high-priority projects

The environment for successfully earmarking transportation projects in Congress has deteriorated in recent years and it appears it will deteriorate further in the coming year. Furthermore, in this environment, the region's approach of providing a long list of projects that is not prioritized has not proven successful. The strategy described below calls out those projects/program areas that involve a much broader regional approach, requiring action through both the authorization bill (for both programmatic eligibility and project earmarking) and the appropriations bill. Finally, these projects/programs involve significant activity to develop the projects, are dependent upon broad regional support from stakeholders and are based upon leveraging the federal funding request with state, regional and local funding commitments (including commitments of regionally allocated federal funds such as STP and CMAQ). Since it is not clear what direction the Congress intends to pursue regarding earmarks, it is important that the region finalize its project-specific earmark requests as supplemental requests in the event earmarks are considered.

1. Portland to Milwaukie Light Rail and the HCT Pipeline

The Portland region has aggressively implemented a regional high capacity transit system and the role of the federal government has been very significant to this success. To carry this out, the region has generally followed the approach of keeping a series of projects moving through the "pipeline" from planning to engineering to construction. As one project is built, another can move into the construction phase. In turn, as one moves from engineering to construction, another can move from planning to engineering. By following this "Pipeline" approach, the region has been able to maximize the receipt of federal funds. This has required the region to be disciplined in clearly defining priority corridors, recognizing the system has to be implemented one corridor at a time.

In the authorization bill, it is important that the New Starts program be retained, expanded in funding in recognition of the increased need nationally, and improved in its administration to ensure it recognizes the full array of benefits to mobility, land use, economic vitality, air quality and social equity. In the appropriations bills, incremental funding earmarks are important to match state, regional and local funds to keeping planning and engineering progressing to facilitate advancing each corridor to construction. For the next decade, the region's priorities are clear and federal assistance through earmarks in the authorization bill and appropriations bills will be needed to advance:

- Portland to Milwaukie into construction;
- The New Starts component of the Columbia River Crossing project into construction;
- Portland to Lake Oswego from planning to engineering and then to construction;
- Southwest Corridor into planning, then engineering and finally into construction.

The region's New Starts agenda is also very compatible with and should leverage the Administration's Livable Communities Partnership between USDOT, HUD and EPA and would benefit from passage of the Livable Communities Act of 2010. With this policy direction under development at the federal level, it is important that the region make every effort to demonstrate how federal investment leverages the broader interests relating to land use, the environment and livable communities.

Small Starts – The region should continue to advocate for a Small Starts program, providing a more streamlined approach to smaller, cost-effective rail and bus projects. Within this program, the region will advance segments of streetcar and Bus Rapid Transit projects.

2. **Columbia River Crossing Project**

Implementation of the Columbia River Crossing Project is a significant undertaking involving two states, two MPOs, two transit districts and multiple units of local government. The project is comprised of an integral package of replacing the existing bridge with a new 10-lane structure, reconstructing the interchanges within a 5.5 mile bridge influence area, extending light rail from Portland to Vancouver, Washington, constructing a “world-class” bike and pedestrian system and implementing a comprehensive demand management program including peak-period pricing as both a demand management tool and a financing tool. This project will significantly reduce congestion on the West Coast's most important trade corridor, improve access to the region's two international ports and major industrial areas, reduce the number of crashes on a dangerous section of road, more than double transit ridership, and foster redevelopment opportunities on Hayden Island and downtown Vancouver. The funding strategy for the project entails use of toll revenues, funding from the Oregon and Washington Legislatures and a federal contribution in some form.

In order to bring in additional federal resources without competing with the other regional priorities, it is important to implement a federal legislative strategy to establish a funding program that recognizes the unique national significance of the Columbia River Crossing. At this point three possibilities are emerging to seek a minimum of \$400 million:

- Creation of a Projects of National Significance Program allowing the unique circumstances to be the basis for a competitive grant application;
- Establishment of a national infrastructure bank to take on a share of the revenue risk by providing access to low cost debt financing to be repaid through toll revenues; and/or
- Earmarking by the Oregon and Washington congressional delegations in the authorization bill and multiple appropriations bills.

3. **Sellwood Bridge**

Replacement of the Sellwood Bridge has a preferred alternative and a financing plan and will begin Final Design in early 2011 with expected construction starting in 2012. This critical project is one of the most structurally deficit bridges in the state with a rating of 2 out of 100. The proposed replacement will improve safety, provide an excellent bike/pedestrian facility, accommodate future streetcar, restore bus service and reinforce the Sellwood Main Street.

The financing plan includes substantial commitments from the State of Oregon, City of Portland and Multnomah County with funding provided through the Oregon Jobs and Transportation Act of 2009 and increased vehicle registration fees from Multnomah and Clackamas Counties. The final increment of this complex funding program is needed through federal assistance via the authorization bill, multiple appropriations bills and/or competitive grant solicitation such as the recent TIGER program.

4. **Active Transportation**

The region is pursuing a more aggressive approach to building out its planned bicycle and pedestrian system in support of providing more mobility choices, community livability and environmental sustainability through a comprehensive approach to federal, state, regional and local funding. Because of the diverse set of program objectives, funding is being pursued from sources that are provided for transportation purposes, parks and open spaces and community development. The approach is to follow the "light rail model" and define a set of large-scale increments of the system that provide a complete traveling experience rather than the random small segment associated with a road project. Significant work has been done to define the overall system and the increments of the system that serve as a phasing strategy. This approach provides the region with the basis for a disciplined approach to moving these system increments through a planning, engineering and construction pipeline using multiple funding approaches, including through federal authorization and appropriations earmarks. At the federal level it is particularly important to the region to maintain and increase existing sources through the Surface Transportation Program (STP), the Congestion Mitigation Air Quality Program (CMAQ), and Transportation Enhancements and to expand access to federal funding through the Active Community Transportation Act introduced by Congressman Blumenauer.

5. **High Speed Rail**

Amtrak's Portland to Seattle service is one of the top passenger rail routes in the nation, with four daily roundtrips serving more than 170,000 riders in the third quarter of 2010. Washington has received hundreds of millions of dollars in federal high speed rail funding to improve the corridor, allowing the addition of another train and also improving reliability and reducing travel times.

To reach this corridor's full potential, improvements are also needed on the Oregon portion of the corridor, where the congested Portland "rail triangle" slows the movement of passenger and freight trains and limits the ability to increase the number of passenger trains. The 2003 I-5 Rail Capacity Study developed a series of proposed improvements that would help unclog the rail triangle, benefiting both passenger trains as well as freight trains moving Oregon products to national and international markets. Over the years, a number of these projects have been funded through *Connect Oregon*, congressional earmarks, and Recovery Act formula funds provided to Oregon. ODOT also received funding from the Recovery Act's high speed rail program to develop two key projects in the Portland rail triangle (North Portland Junction - \$19.4 million and Willbridge - \$5.9 million). Continued funding for the High Speed and Intercity Passenger Rail Program will ensure that these two projects and a number of other important improvements can be completed in order to speed the flow of freight and passengers.

Federal funding could also improve service between Portland and Eugene. With just two roundtrips a day, this portion of the Northwest passenger rail corridor serves a smaller number of riders, but ridership has grown by one-third since 2007. ODOT used \$38 million of their Recovery Act funding allocation to acquire a new train set, thereby ensuring service can continue to improve between Portland and Eugene. In addition, ODOT received High Speed Rail funds and is launching a corridor EIS that will determine whether to improve service on the existing Union Pacific mainline, shift to a parallel shortline, or develop a new corridor. When completed, this EIS will offer a vision for how Oregon can improve passenger rail service by increasing the frequency of trains, improving on-time performance, and reducing travel times.

Finally, the City of Portland is in the midst of a multi-year, phased project to upgrade the main Oregon train station, Union Station. A recent grant award of High Speed Rail funding will allow the upgrade to continue to make progress but there is a need for \$35 million to complete the project.

6. TIGER and other grant solicitations

There is a clear trend within USDOT toward more federal highway and transit discretionary grant opportunities as part of a movement away from earmarking. As such, the region should evaluate these opportunities as they become available for implementing this federal strategy and the project priorities adopted by this Resolution. To the extent that future grant criteria allow for competitive project applications, JPACT and the region should consider endorsing specific applications that further this priority direction while not restricting the possibility of applications beyond this set of priorities.

FY 2012 Authorization Priorities

Map Number	Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Purpose	Program Category
Metropolitan Mobility						
	OR 99W/McDonald/Gaarde Intersection	\$5.00	City of Tigard/ODOT	OR-1	PE/ROW/Construction	Metropolitan Mobility
	I-205/Airport Way Interchange	\$10.00	Port of Portland/ODOT	OR-3	Construction	Metropolitan Mobility
	172nd Ave. Improvements (Sunnyside Rd. to 177th Ave.)	\$15.00	City of Happy Valley	OR-3	ROW/PE	Metropolitan Mobility
	OR 213/Redland Road Lane Improvements	\$8.60	City of Oregon City	OR-5	PE/Construction	Metropolitan Mobility
	OR 10 Farmington Rd. at Murray Blvd. Intersection Safety & Mobility Improvements	\$8.00	City of Beaverton	OR-1	ROW/Construction	Metropolitan Mobility
	US 26/Brookwood-Helvetia Interchange	\$25.00	City of Hillsboro	OR-1	ROW/Construction	Metropolitan Mobility
	Bethany Rd./ Westside Trail Overcrossing of Hwy 26	\$7.50	Washington County	OR-1	ROW/Construction	Metropolitan Mobility
	OR10: Oleson/Scholls Ferry Intersection	\$18.50	Washington County	OR-1	ROW	Metropolitan Mobility
	Walker Road: 158th to Murray	\$8.00	Washington County	OR-1	Construction	Metropolitan Mobility
	Farmington Rd.: Kinnaman to 198th	\$30.00	Washington County	OR-1	Construction	Metropolitan Mobility
	Hwy. 99W/Sunset/Elwert/Kruger Intersection	\$2.50	City of Sherwood	OR-1	PE/ROW/Construction	Metropolitan Mobility
	72nd Ave.: Dartmouth St. to Hampton St.	\$13.00	City of Tigard	OR-1	Construction	Metropolitan Mobility
	SW Capitol Hwy: Multnomah to Taylors Ferry	\$10.00	City of Portland	OR-1	PE/Construction	Metropolitan Mobility
Freight						
	I-84/257th Ave. Troutdale Interchange	\$22.00	Port of Portland/ODOT	OR-3	Construction	Freight
	Sunrise System Improvements	\$30.00	Clackamas County/ODOT	OR-3	ROW/Construction	Freight
	Kinsman Road Freight Route Extension Project, Phase I	\$10.50	City of Wilsonville	OR-5		Freight
	Troutdale Reynolds Industrial Park Road Improvements	\$6.00	Port of Portland	OR-3	Construction	Freight
	124th Ave. Extension: Tualatin-Sherwood to Tonquin	\$10.00	Washington County	OR-1	ROW/Construction	Freight
Managing the Existing System						
	Regional Multi-Modal Safety Education Initiative	\$4.50	Metro	OR-1,3,5	Planning/Implementation	Managing the Existing System
System Management						
	I-84 Corridor Intelligent Transportation Systems	\$3.00	City of Gresham/ODOT	OR-3	PE/Construction	System Management
	Regional Arterial Management Program (signal system coordination)	\$12.00	Metro	OR-1,3,5	PE/Construction	System Management
Demand Management						
	Drive Less Save More Marketing Pilot Project	\$4.50	Metro	OR-1,3,5	Marketing	Transportation Demand Management
Transit Oriented Development						
	College Station TOD (at PSU)	\$3.00	PSU/TriMet	OR-1	Construction	Transit Oriented Development
	Gresham Civic Neighborhood Station/TOD/Parking Structure	\$5.00	City of Gresham	OR-3	Acquisition	Transit Oriented Development
	Transit Station Area Connectivity Program to promote transit oriented development	\$20.00	Metro	OR-1,3,5	PE/ROW/Construction	Transit Oriented Development
	Rockwood Town Center	\$10.00	City of Gresham	OR-3	PE/Construction	Transit Oriented Development
Bridges						
	Sellwood Bridge on SE Tacoma St. between Hwy 43 & SE 6th Ave.	\$40.00	Multnomah County	OR-3,5	Construction	Bridges
Transit and Greenhouse Gases						
	TriMet Buses (\$17 million per year/6-years)	\$102.00	TriMet	OR-1,3,5	Acquisition	Transit
	West Metro HCT Bus Rapid Transit Alternatives Analysis		Washington Co./TriMet/Metro	OR-1	AA	Transit
	Central East HCT Bus Rapid Transit Alternatives Analysis		City of Gresham/TriMet/Metro	OR-3	AA	Transit
	Prototype Diesel Multiple Unit (commuter rail vehicles)	\$5.00	TriMet	OR-1,5	Engineer/manufacture	Transit
	Wilsonville SMART Fleet Services Facility	\$7.00	City of Wilsonville/SMART	OR-5	Construction	Transit
	SMART Bus Replacements (\$2.7 million per year/6-years)	\$16.20	City of Wilsonville/SMART	OR-5	Acquisition	Transit
	Wilsonville SMART Offices/Administration Facility	\$1.50	City of Wilsonville/SMART	OR-5	Construction	Transit
	City of Sandy Transit	\$1.50	City of Sandy	OR-3	Acquisition	Transit
	Canby Area Transit	\$1.25	City of Canby	OR-5	Acquisition	Transit
	South Clackamas Transit	\$0.75	City of Molalla	OR-5	Acquisition	Transit
New Starts/Small Starts						
	Portland to Milwaukie - New Starts	\$745.20	TriMet	OR-1,3,5	PE/Final Design/ROW/Construction	New Starts
	Portland to Lake Oswego Streetcar - New Starts or Small Starts	\$275.00	City of Lake Oswego/City of Portland/TriMet	OR-1,5	PE/FEIS/Final Design/Construction	New or Small Starts
	Columbia River Crossing - New Starts	\$850.00	ODOT/WSDOT	OR-3/WA-3	PE/Final Design/Construction	New Starts
	Portland to Tigard and Sherwood/99W/Barbur Blvd. New Starts Alternatives Analysis	\$11.40	Metro/TriMet/Portland/Tigard	OR-1,5	Planning/PE/DEIS/FEIS	New Starts
	Portland Streetcar Planning and Alternatives Analysis	\$5.00	City of Portland	OR-3	Planning/Alternatives Analysis	Small Starts
High Speed Rail						
	North Portland Junction	\$19.40	ODOT	OR-1,2,3,4,5	Final Design/Construction	High Speed Rail
	Willbridge Track Crossover	\$5.90	ODOT	OR-1,2,3,4,5	Final Design/Construction	High Speed Rail
	Union Station Rehabilitation	\$24.00	City of Portland	OR-1	Construction	High Speed Rail

FY 2012 Authorization Priorities (continued)

Map	Project Description	Funding	Sponsor	Congressional	Purpose	Program Category
Walking and Cycling						
	If the Rails-to-Trails Conservancy Proposal is implemented:*					
	Non-Motorized Mobility Strategy (on and off-street bike paths)	\$75.00	Metro	OR-1,3,5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Portland Bicycle Boulevard Project	\$25.00	City of Portland	OR - 1,3		
	If the Rails-to-Trails Conservancy Proposal is not implemented:*					
	Congressional District 1 Trails/Bikepath Program	\$10.00	Washington County & Cities	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Congressional District 3 Trails/Bikepath Program	\$10.00	City of Portland/City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Congressional District 5 Trails/Bikepath Program	\$10.00	Clackamas County & Cities	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Projects under consideration:					
	Multnomah County Jurisdictions**					
	Gresham/Fairview Trail, Phase 4/5	\$6.10	City of Gresham	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Clackamas County Jurisdictions**					
	French Prairie Bike-Ped-Emergency Bridge Over Willamette River	\$12.60	City of Wilsonville	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Springwater to Trolley Trail - 17th Avenue from Ochoco to McLoughlin Blvd.	\$3.20	NCPRD/City of Milwaukie	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Mt. Scott Creek Trail - Mt. Talbert to Springwater Corridor	\$4.60	NCPRD/City of Happy Valley	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Scouter's Mt. Trail - Springwater/Powell Butte to Springwater	\$7.37	NCPRD/Happy Valley	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Phillips Creek Trail - I-205 Trail to N. Clackamas Greenway	\$2.27	NCPRD/Clackamas County	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Monroe Bike Blvd.	\$2.00	City of Milwaukie	OR-3	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Iron Mtn. Bike Lanes - 10th St. to Bryant Rd.	\$3.80	City of Lake Oswego	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Carmen Drive Sidewalk and Bike Lanes from Meadow Rd. to I-5	\$1.70	City of Lake Oswego	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Pilkington Sidewalk and Bike Lanes from Boones Ferry to Childs Rd.	\$5.25	City of Lake Oswego	OR-5	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Washington County Jurisdictions**					
	Council Creek Regional Trail: Banks to Hillsboro	\$5.25	City of Forest Grove	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Tonquin Trail/Cedar Creek Corridor	\$2.50	City of Sherwood	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Fanno Creek Trail Projects	\$1.00	City of Tigard	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
	Westside Regional Trail	\$12.00	Tualatin Hills Parks & Rec. Districts/Washington Co.	OR-1	PE/ROW/Construction	Trails/Bicycle/Pedestrian
Critical Highway Corridors						
	Columbia River Crossing Project	\$400.00	ODOT and WSDOT	OR-3/WA-3	Design/ROW/Construction	Project of National Significance
Boulevards/Main Streets						
	Downtown Milwaukie Station Streetscape	\$5.00	City of Milwaukie	OR-3	Construction	Blvd./Main Streets
	Main Street Ped. & Streetscape Improvements (5th St. to Division)	\$2.20	City of Gresham	OR-3	PE/Construction	Blvd./Main Streets
	102nd Ave. St. Improvement: Project Phase II - NE Glisan to SE Washington St.	\$3.00	City of Portland	OR-3	Construction	Blvd./Main Streets
Parkways						
	Sunrise System: Parkway Demonstration Project	\$30.00	Clackamas County	OR-3	Planning	Parkway
Green Infrastructure						
	Kellogg Creek Bridge Replacement	\$4.00	City of Milwaukie	OR-3	Construction	Green Infrastructure
	Tabor to the River/SE Division St. Reconstruction, Streetscape & Green Infrastructure	\$3.60	City of Portland	OR-3	PE/Construction	Green Infrastructure
Research						
	Oregon Transportation Research & Education Consortium (OTREC)	\$16.00	PSU/UO/OSU/OIT	OR-1,2,3,4,5	Research	Research
<p>*Note: The region is supporting the Rails-to Trails Conservancy's (RTC) proposal to establish a program to invest \$50 million in each of 40 areas to substantially increase biking and walking. Both Metro and Portland have submitted a "Case Statement" to RTC to be a designated area. If this approach is successful, the \$75 million Metro and \$25 million Portland requests would be through this program. If this in not successful, a Bikepath & Trails earmark in each of the Congressional Districts of \$10 million each is requested through the "High Priority Projects" category. The bikepaths and trails listed below are the ones under consideration to be funded depending upon funding level.</p>			<p>**Note: Congressman Blumenauer has proposed the "Active Transportation Act of 2009" to fund projects to provide safe and convenient options to bicycle and walk for routine travel. The program is proposed to be administered on a national competitive basis. The projects listed are under consideration for funding either through these earmarks or through the competitive program if it is created and the region competes successfully.</p>			

FY 2012 APPROPRIATION PRIORITIES
by proposed jurisdiction

Project Description	Funding Request (\$millions)	Sponsor	Congressional District	Source of Federal Funds	Purpose
City of Portland					
NE Columbia Blvd./NE MLK Blvd. Intersection Improvement Project	\$0.50	City of Portland	OR-3	FHWA - Transportation, Community & Systems Preservation (TCSP) Program	Construction
SE Foster Road Safety Enhancements	\$1.30	City of Portland	OR-3	FHWA-Transportation, Community & Systems Preservation (TCSP) Program	Final Design/Construction
Multnomah County & Cities of Multnomah County					
Sellwood Bridge Replacement Project	\$5.00	Multnomah County	OR-3,5	FHWA - Transportation, Community & Systems Preservation (TCSP) Program	Final Design/ROW
US 30/Sandy Blvd Improvements: 185th - 201st Aves.	\$1.97	City of Gresham	OR-3	FHWA - Transportation, Community & Systems Preservation (TCSP) Program	PE/ROW/Construction
Clackamas County & Cities of Clackamas County					
SMART Fleet Services Facility	\$1.00	SMART/City of Wilsonville	OR-5	FTA Section 5309 Bus & Bus Facilities	Design/Construction
Downtown Sidewalk and Pedestrian Improvements - Main St., 5th to 15th St.	\$3.50	City of Oregon City	OR-5	FHWA - Transportation, Community & Systems Preservation (TCSP) Program	Construction
Washington County & Cities of Washington County					
OR 217 Improvements	\$3.00	Washington County	OR-1	FHWA - Transportation, Community & Systems Preservation (TCSP) Program	Construction
Fanno Creek Trail	\$1.00	City of Tigard	OR-1	FHWA - Transportation, Community & Systems Preservation (TCSP) Program	Construction
TriMet					
Portland-Milwaukie Light Rail Project	\$40.00	TriMet	OR-1,3,5	FTA - 5309 New Starts	Final Design/ROW
TriMet Bus Replacement	\$1.60	TriMet	OR-1,3,5	FTA - Section 5309 Bus & Bus Facilities	Acquisition
Metro					
Southwest Transit Corridor (Barbur Blvd./99 W/I-5, Portland to Sherwood)	\$2.50	Metro	OR-1,5	FTA - Section 5339 Alternatives Analysis	AA
Project Development of Regional Active Transportation Corridors	\$2.00	Metro	OR-1,3,5	FHWA - Transportation, Community & Systems Preservation (TCSP) Program	Planning/PE/ROW/Construction
ODOT					
I-5 Columbia River Crossing	\$3.00	ODOT	OR-3/WA-3	FHWA - Interstate Maintenance Discretionary Program	ROW/PE
I-205 Multi-Use Path	\$1.00	ODOT	OR-3,5	FHWA - Transportation, Community & Systems Preservation (TCSP) Program	Design/Construction
Port of Portland					
St. Johns Rail Line Relocation	\$2.00	Port of Portland	OR-3	FRA - 9002 Rail Relocation & Improvement Program	Relocation
U.S. 26 - Helvetia/Brookwood Parkway Interchange Improvement Project	\$2.00	Port of Portland/City of Hillsboro	OR-1	FHWA - Transportation, Community & Systems Preservation (TCSP) Program	Construction

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4226, FOR THE PURPOSE OF ENDORSING A REGIONAL POSITION ON THE AUTHORIZATION OF A SURFACE TRANSPORTATION ACT IN THE US CONGRESS AND APPROVING REGIONAL TRANSPORTATION PRIORITIES FOR FEDERAL FISCAL YEAR 2012 APPROPRIATIONS

Date: January 6, 2011

Prepared by: Andrew Cotugno

BACKGROUND

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. This year's priorities are focused on both the FY'12 appropriations bill and the new six-year authorization bill. This resolution establishes policy and project priorities that will be addressed through the authorization bill and establishes project priorities for the FY'12 appropriations bill. However, from both a policy and a project perspective, the situation in Washington, DC is changing and it is not yet clear in what direction. As a result, the region should prepare for opportunity by defining its priority interests but be nimble in reacting to a changing environment.

The 111th Congress is adjourning and the Surface Transportation Act of 2009 that was introduced to the House Transportation and Infrastructure Committee will lapse as a result. The 112th Congress will be convening in January with new leadership in the House of Representatives and likely a new policy direction. In addition to this shift, the country is recovering from the worst recession in decades that has magnified the budget deficit and the highway trust fund can support a federal transportation program at a level roughly half of what was proposed in the 111th Congress. Finally, there is substantial debate on whether there will even be the opportunity to submit projects for earmarking with many members of congress in favor of eliminating or severely limiting earmarks.

Federal investment in transportation can play a key role in supporting the nation's economic recovery by putting people back to work, facilitating commerce, addressing environmental goals, improving the nation's energy security and restoring the condition of critical infrastructure. However, despite the obvious importance of transportation to the economy, the federal environment for transportation policy and appropriations is shifting and the potential direction is not clear at this time.

From a policy perspective, in January 2009 the region adopted a comprehensive set of priorities for policy making in the reauthorization bill by Resolution No. 09-4016, "For the Purpose of Endorsing A Regional Position on Reauthorization the Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users" (SAFETEA-LU). Later in 2009, the House Transportation and Infrastructure Committee, Subcommittee on Highways and Transit passed a bill, entitled "The Surface Transportation Authorization Act of 2009" (STAA), incorporating most of the policy priorities of the Portland region. In January 2010, the region endorsed as priorities key elements of the STAA by Resolution No. 10-4124. However, the STAA will die at the end of 2010. The region should continue to urge Congress to pass a strong six-year authorization bill that supports economic recovery, cost- and energy-efficient transportation and livable communities.

From a project perspective, the prospect for earmarking is also unclear with the likelihood that there will be fewer opportunities. In addition, as demonstrated by recent grant solicitations, there appears to be a trend toward more competitive grant opportunities. The region has a list of possible project earmarks in the event there are earmarks. However, a project strategy that integrates the region's interests through programmatic change established in the authorization bill with earmarking actions taken in both the authorizations bill and appropriations bill is reflected in this position paper.

Exhibit A to this resolution, entitled: "Strategic Policy Direction: Invest boldly in transportation to spur economic recovery", provides a framework for advocating the region's policy and project interests in the authorization bill. It stresses the importance of adopting the bill and using it as a tool for economic recovery. It identifies both aspects of current legislation that should be continued and proposed changes that could be implemented through the new bill.

Exhibit B to this resolution, entitled: "Strategic Project Direction: Focus on broadly supported high-priority projects", provides a framework for seeking funding for projects, both through programmatic changes in the authorization bill, earmarking through both the authorization and appropriations bill, and possible future discretionary grant opportunities. It incorporates both large projects that involve a multi-year strategy and small projects that can be completed quickly.

Exhibit C to this resolution is the specific authorization project earmark requests. This list is a continuation of the same program of priority projects adopted in 2009 and 2010 with updates to reflect completing certain projects through other funding sources, including Recovery Act funds, and cost changes based upon further project development.

Exhibit D to this resolution is the specific FY 2012 appropriations project earmark requests developed through the following framework:

- Two requests per jurisdiction or group of jurisdictions as follows:
 - Portland
 - Multnomah County and Cities of Multnomah County
 - Clackamas County and Cities of Clackamas County
 - Washington County and Cities of Washington County
 - TriMet
 - Metro
 - ODOT
 - Port of Portland
- Requests in an amount consistent with what can likely be earmarked
- Consistency with interests of member of congress
- Job creation during construction and on-going support of permanent jobs
- Project readiness – funds must be able to be obligated by the end of FY 2012; there are no significant technical, environmental, financial or political hurdles that could hold up obligating funds
- Inclusion in the financially constrained element of the new Regional Transportation Plan
- Support for the region's broader strategy, including the relationship of the project to the region's broader land use and transportation improvement strategy.
- Non-federal funds should be identified.
- Ability to proceed with a partial earmark.
- Likelihood of proposed category to be successfully earmarked.

ANALYSIS/INFORMATION

1. **Known Opposition:** None
2. **Legal Antecedents:** Projects within the region earmarked for federal funding must be consistent with the Regional Transportation Plan, adopted by Resolution No. 10-1241B, “For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with 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.”
3. **Anticipated Effects:** Resolution would provide the US Congress and the Oregon Congressional delegation with the region's priorities for transportation funding policy for use in the federal transportation authorization and appropriation process.
4. **Budget Impacts:** Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 11-12 and later Planning Department budgets. However, most of the funding requests deal with implementation projects sponsored by jurisdictions other than Metro.

RECOMMENDED ACTION

Approve Resolution 11-4226 for submission to the Oregon Congressional delegation.

Materials following this page were distributed at the meeting.



METRO COUNCIL MEETING

Meeting Summary

Jan. 13, 2011

Metro Council Chambers

Councilors Present: Council President Tom Hughes and Councilors Carlotta Collette, Shirley Craddick, Kathryn Harrington, Robert Liberty, Rex Burkholder, and Carl Hosticka

Councilors Excused: None

Council President Tom Hughes convened the regular Council meeting at 2:03 p.m. President Hughes led the Council in a moment of silence for Tucson, Arizona.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

Jesse Beason, Oregon Opportunity Network: Mr. Beason thanked Councilor Liberty for his service to Metro and for his continued work with the Metro Policy Advisory Committee (MPAC) Housing Planning Subcommittee; especially regarding Title 11 and regional housing issues. He expressed support for the MPAC and its subcommittee's proposed changes.

Ken Smelser, 1801 N. Marine Drive, Portland: Mr. Smelser addressed the Council on the Third Bridge Now project as an alternative to the Columbia River Crossing project; he cited project cost and capacity as reasoning. Mr. Smelser also briefly addressed the Portland to Milwaukie light rail project's funding. (Handouts distributed included as part of the meeting record.)

3. OREGON ZOO MASTER PLAN UPDATE

Ms. Kim Smith of Metro, with assistance from the consulting team: Jon Schleuning, SRG Partnership Greg Dykstra, CLR Design and Eric Bode, Atelier Dreiseitl, provided an update on the Oregon Zoo's comprehensive capital master plan. Presenters guided the Council through a set of renderings of the potential improvements to the Zoo's elephant and polar bear exhibits; including information on site and circulation organization, land forms, and waterscapes. (Presentation included as part of the meeting record.)

Council discussion included the proposed Conservation Education Center uses, stormwater runoff and recycling, upcoming master plan workshops, and improved animal habitats.

4. CONSIDERATION OF THE MINUTES FOR JANUARY 6, 2011

Motion:	Councilor Robert Liberty moved to adopt the council minutes for January 6, 2011.
Second:	Councilor Shirley Craddick seconded the motion.

Vote: Council President Hughes and Councilors Collette, Burkholder, Harrington, Craddick, Liberty and Hosticka voted in support of the motion. The vote was 7 aye, the motion passed.

5. ORDINANCES – SECOND READING

5.1 **Ordinance No. 11-1251**, For the Purpose of Amending the Metro Code in Order to Reassign the Duties of the Clerk of the Metro Council.

Motion:	Councilor Carlotta Collette moved to adopt Ordinance No. 11-1251.
Second:	Councilor Kathryn Harrington seconded the motion.

Councilor Collette introduced Ordinance No. 11-1251. If adopted the ordinance would remove the position of “Clerk of the Council” from Metro code. Duties traditionally held by this single position have been reassigned by the Chief Operating Officer to different staff across the department as needed; the council department collectively shares the responsibilities and has incorporated these duties into current workloads. Approval of the ordinance would revise Metro code to accurately reflect current practices.

Council President opened a public hearing. Seeing no comment, the public hearing was closed.

Vote: Council President Hughes and Councilors Collette, Burkholder, Harrington, Craddick, Liberty and Hosticka voted in support of the motion. The vote was 7 aye, the motion passed.

5.2 **Ordinance No. 11-1252**, For the Purpose of Amending Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan.

Motion:	Councilor Liberty moved to adopt Ordinance No. 11-1252A.
Second:	Councilor Carl Hosticka seconded the motion.

Mr. Ted Reid of Metro briefly introduced Ordinance No. 11-1252A which received unanimous support from the Metro Policy Advisory Committee (MPAC) and MPAC Housing Planning Subcommittee. The proposed changes provide specificity to Title 11 regarding how concept plans for new urban areas address the housing needs in local jurisdictions, counties and the region. (Revised Ordinance No. 11-1252A, Exhibit A has been included as part of the meeting record.)

Council President Hughes opened a public hearing on Ordinance No. 11-1252A:

- Mara Gross, Coalition for a Livable Future: Ms. Gross was in support of the proposed changes to Title 11, stating that the changes represent a small, but good step. She supported

MPAC's decision to continue broader discussions on housing affordability in the region; she cited increased housing prices as one reason.

- Jane Leo, Portland Metropolitan Association of Realtors: Ms. Leo expressed the Association's support for the ordinance. She was supportive of MPAC's recommendation to continue the subcommittee to address regional housing and examine Title 7.

Seeing no further comments, the public hearing was closed.

Council thanked Councilor Liberty for his leadership on this issue. Discussion included Metro's Housing Needs Analysis, importance of having the discussion at a community and local level, the region's readiness to have the discussion on housing needs, and next steps.

Vote:

Council President Hughes and Councilors Collette, Burkholder, Harrington, Craddick, Liberty and Hosticka voted in support of the motion. The vote was 7 aye, the motion <u>passed</u> .

6. **RESOLUTIONS**

6.1 **Resolution No. 11-4228**, For the Purpose of Declaring Support for the Vision and Principles of the Multnomah Food Action Plan.

Motion:	Councilor Collette moved to adopt Resolution No. 11-4228.
Second:	Councilor Rex Burkholder seconded the motion.

Councilor Collette introduced Resolution No. 11-4228, which if adopted would express the Council's support for the Multnomah Food Action Plan vision as a step toward achieving a sustainable, regional food system. Councilor Collette briefly highlighted the plan's vision and six guiding principles.

Council supported the resolution. Discussion included the regional importance of this issue and that goals need to be considered in the local context if implemented regionally by other jurisdictions – specifically that some goals may or may not apply to each jurisdiction.

Vote:

Council President Hughes and Councilors Collette, Burkholder, Harrington, Craddick, Liberty and Hosticka voted in support of the motion. The vote was 7 aye, the motion <u>passed</u> .

9. **CHIEF OPERATING OFFICER COMMUNICATION**

Chief Operating Officer Michael Jordan reminded the Council that the Jan. 18 council work session has been canceled.

10. **COUNCILOR COMMUNICATION**

Council discussion included the Regional Flexible Fund Task Force, and legislation on the state and federal transportation priorities and/or projects adopted by the Joint Policy Advisory Committee on Transportation (JPACT).

Members thanked Councilor Liberty for his service on the Council.

11. ADJOURN

There being no further business, Council President Hughes adjourned the meeting at 3:40 p.m. The Metro Council will reconvene for the next regular council meeting is scheduled on Thursday, Jan. 20, 2011 at 2 p.m. at the Metro Council Chambers.

Prepared by,

A handwritten signature in cursive script, appearing to read "K. Newell".

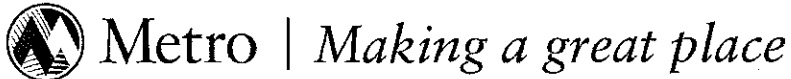
Kelsey Newell, Regional Engagement Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 13, 2011

Item	Topic	Doc. Date	Document Description	Doc. Number
	Agenda	1/13/11	Revised agenda	11311c-01
2.0	Testimony	N/A	Portland to Milwaukie light rail article and handout on the Third Bridge Now project distributed by Ken Semsler	11311c-02
3.0	PowerPoint	1/10/11	<i>Oregon Zoo Comprehensive Capital Master Plan</i> presentation provided by Kim Smith and Consulting Team	11311c-03
4.0	Minutes	1/6/11	Council minutes for January 6, 2011	11311c-04
5.2	Exhibit	1/13/11	Revised Ordinance No. 11-1252A, Exhibit A	11311c-05
6.1	Resolution	N/A	Resolution No. 11-4228	11311c-06
8.0	Resolution	N/A	Resolution No. 11-4223	11311c-07
8.0	Resolution	N/A	Resolution No. 11-4226	11311c-08

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COUNCILOR ROBERT LIBERTY, DISTRICT 6

January 13, 2011

Council President Tom Hughes
Metro Council
600 NE Grand Ave
Portland, OR 97232

Dear President Hughes:

As you know, I have accepted the position of Director of the Sustainable Cities Initiative at the University of Oregon.

I hereby resign my position representing District 6 on the Metro Council effective January 15, 2011 at 12:00am.

I have enjoyed my six years with Metro, and I wish you and the other councilors the best in your future endeavors.

Sincerely,

Robert Liberty
Metro Councilor, District 6

cc Kelsey Newell, Clerk of the Council
Daniel B. Cooper, Metro Attorney

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ORGANIZING THE) RESOLUTION NO. 11-4229
METRO COUNCIL AND CONFIRMING)
COMMITTEE MEMBERS) Introduced by Council President
) Tom Hughes

WHEREAS, the Metro Charter, Chapter IV, Section (5) directs the Council to adopt an annual organizing resolution for the orderly conduct of Council business; and

WHEREAS, the Metro Charter and Chapter 2.01 of the Metro Code directs the Metro Council at its first meeting after the first Monday in January each year to elect a Deputy Council President for the ensuing year; and

WHEREAS, the Metro Charter and Chapter 2.01 of the Metro Code also directs the Metro Council to establish such committees as the Council deems necessary for the orderly conduct of Council business; and

WHEREAS, Chapter 2.01 of the Metro Code provides that the Deputy Council President be elected by the affirmative vote of a majority of the Council; and

WHEREAS, Chapter 2.01 of the Metro Code also provides that the Council President appoints committee members and committee chairs subject to confirmation by the Council by Resolution; and

WHEREAS, on January 6, 2011 the Council President nominated Councilor Carl Hosticka, elected by affirmative vote of the majority of the Metro Council by Resolution No. 11-4225, to serve as the Deputy Council President for 2011; and

WHEREAS, the Council President has appointed Councilors to chair and serve as members or alternates on those committees, commissions and boards as set forth in the attached Exhibit A for 2011, and the remaining Councilors wish to confirm those appointments; and

WHEREAS, the Council President has also designated Councilors to serve as liaisons or representatives of the Council for various functions, organizations and issues determined to be related to carrying on the orderly business of the Council as also set forth in attached Exhibit A; now therefore

BE IT RESOLVED:

1. That the Metro Council confirms the appointments of Councilors as set forth in the attached Exhibit A, and approves of the designation of Councilors to serve as liaisons or representatives of the Council as also set forth in Exhibit A.

ADOPTED by the Metro Council this 20th day of January 2011.

Tom Hughes, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney
Alison Kean Campbell, Deputy Metro Attorney

Exhibit A
Resolution No. 11-4229

METRO COUNCIL ASSIGNMENTS

OBLIGATION ASSIGNMENTS	METRO OBLIGATION i.e. Appointments, Formal Liaisons, IGAs, State/Federal Requirements	COMMITMENT	COUNCILOR ASSIGNMENT
1-Metro Policy Advisory Committee (MPAC)	Liaison role	Meets at 5pm on the second and fourth Wednesdays of the month, other meetings as needed	Hosticka Harrington Craddick
2-Ex Officio's to Zoo Foundation Board	Agreement with OZF	Meets every 3 months	Craddick Collette
3-Oregon Zoo Bond Citizen's Oversight Committee	Liaison role	Meets quarterly	Craddick
4-Joint Policy Advisory Committee on Transportation (JPACT)	Federally-mandated/MPO	Meets at 7:15am the second Thursday of the month; other meetings as needed	Collette (Chair) Harrington (Vice-Chair) Burkholder
4a-JPACT Alternate	Same	As needed	Craddick
5-Bi-State Coordination Committee	IGA *JPACT subcommittee	Usually meets the third Thursday of the month	Hughes
6-Metro Central Enhancement Committee	Metro Code *District 5 duty	Meets no less than two times during calendar year funding cycle calendar year	Burkholder
7-Metro North Portland Enhancement Committee	Metro Code *District 5 duty	Meets no less than two times during fiscal year funding cycle	Burkholder
8-Transit Oriented Development (TOD) Steering Committee	Metro Resolution	Meets the second Thursday of every month	Collette
9-MERC Liaison	Liaison role/Metro code	Meets the first Wednesday of the month	Burkholder
10-Visitor Development Fund Board (VDF)	IGA	Meets quarterly	Hughes Craddick
11-Travel Portland Board	Agreement	Meets every other month	Craddick

12-Nature in Neighborhoods Capital Grant Program/Selection Committee	Metro resolution/ project liaison role		Hosticka Craddick
13-Southwest Washington Regional Transportation Council	IGA	Meets the first Tuesday of the month	Burkholder
14-East Metro Connections Plan Steering Committee	FEIS/DEIS, Metro Resolution *District 1 duty	Meets quarterly	Craddick
15-Portland Milwaukie Light Rail Steering Committee	FEIS/DEIS		Collette
16-Lake Oswego to Portland Transit Project Steering Committee	FEIS/DEIS	Meets quarterly	Collette
17-Natural Areas Program Performance Oversight Committee	Liaison role	Does not hold regularly scheduled meetings	Harrington
18-Metro Audit Committee	Required by Metro code/Metro Council ordinance	Meets twice annually	Harrington
19-Oregon City Metro Enhancement Committee	IGA *District 2 duty	Meets as needed	Collette

EXTERNAL REQUESTS OR OPTIONAL	COMMITMENT	COUNCILOR ASSIGNMENT
1-Oregon Zoo Bond Advisory Group LIAISON ROLE	Meets quarterly	Hosticka Craddick
2-Regional Emergency Management Group (REMG) LIAISON ROLE		Hosticka
3-Nature in Neighborhoods Nature-Friendly Practices LIAISON ROLE		Collette
4-Sellwood Bridge Public Stakeholder Committee	Will meet three times during the current public process to review the work of the CAC, and provide a recommendation to the Multnomah Board of County Commissioners.	Collette
5- PSU Institute for Metropolitan Studies Board	Meets quarterly	Hosticka Hughes
6-CRC Project Sponsors Council *gubernatorial appointment	Meets as needed, but no more than once a month, or every other month	Burkholder
7-ODOT Policy Group	Meets quarterly	Burkholder
8-Oregon Metropolitan Planning Organization Consortium	Met quarterly in 2010, future dates TBA	Collette (current Vice Chair)
9-Congestion Pricing Advisory Committee (ODOT)	Future meetings TBA	Hughes
10- Target Rulemaking Advisory Committee (TRAC)	Meets approximately twice a month	Collette
11-Statewide Transportation Strategy Policy Committee	Meets every other month with the possibility of every month in the near future	Burkholder
12-Greenlight Greater Portland/Regional Partners		Hughes LAUNCH TEAM Harrington (alt.)
13-Liaison to Legislature	Project liaison, ongoing	Hosticka