

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

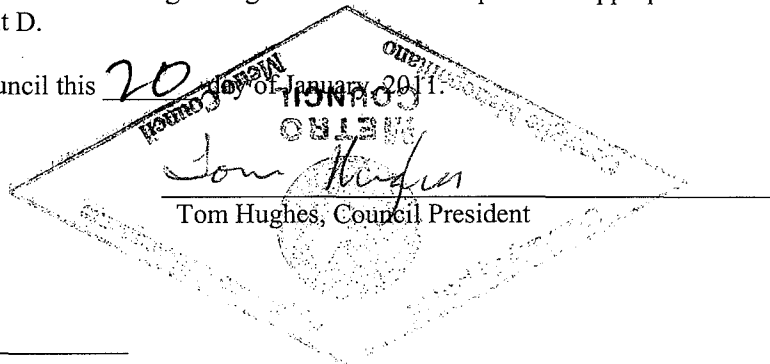
WHEREAS, the region has continued to refine both policy and project recommendations based on the adopted policy direction; and

WHEREAS, on January 13, 2011 JPACT recommended approval of this resolution; now therefore

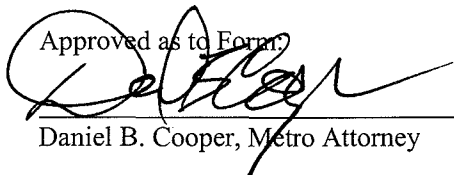
BE IT RESOLVED that the Metro Council:

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 20 day of January, 2011.



The image shows the official seal of the Metro Council, which is diamond-shaped with the words "METRO COUNCIL" and "SOUTH FLORIDA" around the perimeter. In the center, there is a signature of Tom Hughes. Below the signature, the text "Tom Hughes, Council President" is printed. The seal is stamped over the adoption date.

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.