



CITY OF
PORTLAND, OREGON

Tom Potter, Mayor
Sam Adams, Commissioner
Randy Leonard, Commissioner
Dan Saltzman, Commissioner
Erik Sten, Commissioner

CITY OF PORTLAND, OREGON
FEDERAL LEGISLATIVE PRIORITIES



FEBRUARY 2007

**CITY OF PORTLAND
2007 FEDERAL AGENDA**

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FISCAL YEAR 2008 APPROPRIATIONS PRIORITIES

I-5/NORTH MACADAM FREEWAY RAMP AND STREET CAPACITY IMPROVEMENTS

This project will provide necessary access ramp improvements from I-5 to the South Waterfront District. The ramp is required to provide additional capacity in the transportation system to accommodate growth in the District, enhance access and improve safety. The existing short-weave ramp system requires traffic to make a dangerous short weave movement to enter the South Waterfront District. The project has regional support and is included in the Joint Policy Advisory Committee on Transportation (JPACT) Appropriations requests.

Project funding consists of Oregon Department of Transportation funding -- out of the OTIA -- of \$15,000,000 of state highway dollars. The City of Portland must match the ODOT funds to secure the OTIA funding for this project. In the FY 2006 Transportation Appropriations Bill, \$2 million was directed to this project. In the recent Transportation Reauthorization Bill (SAFETEA-LU), \$11 million was directed to this project and a pedestrian bridge. In the Senate version of FY 2007 Treasury, Transportation and HUD Appropriations bill, \$2 million was directed to the project and in the House version of the bill \$1 million was directed to the project.

The City is requesting \$5 million from the FY 2008 Transportation and HUD Appropriations bill (Department of Transportation, Surface Transportation Projects).

BRIDGES TO HOUSING

This request would assist in implementing an element of *Home Again: a Ten-Year Plan to End Homelessness in Multnomah County and the City of Portland*. Bridges to Housing is a **regional** effort focused on serving high-need homeless families with children in the four-county metro region: Clackamas, Clark, Multnomah and Washington Counties. It was developed by staff and

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advocates from the four counties and will be administered by the Neighborhood Partnership Fund, with guidance from a Regional Steering Committee. There are three goals:

- To create a sustainable regional program, supported by public/private partnerships, to prevent and alleviate homelessness for high-need homeless families with children;
- To eliminate long-term repeated homelessness in families with children in the four-county region and prevent intergenerational homelessness; and
- To generate systems change by increasing the alignment of housing and services for high-need homeless families.

The Senate version of the FY 2007 Treasury, Transportation, HUD Appropriations bill directed \$800,000 to this project and the House version of the FY 2007 Labor, Health and Human Services, and Education Appropriations bill directed \$250,000 to the project.

The City is requesting funding of \$1.5 million for the Bridges to Housing program. The funds could be sought from the FY 2008 Transportation and HUD Appropriations bill (Department of Housing and Urban Development, Economic Development Initiative) AND/OR for services under the FY 2008 Labor, HHS, Education Appropriations bill.

EAST BURNSIDE/COUCH COUPLET

The Eastside Burnside-Couch Couplet is a critical infrastructure improvement that will serve as a catalyst for area redevelopment and business growth on existing roadways from East 14th Avenue to the Burnside Bridge. Burnside and Couch streets will be realigned into a one-way couplet system, with eastbound traffic in three lanes on Burnside Street and westbound traffic in two lanes on Couch Street. The project has regional support and is included in JPACT's Appropriations requests.

The project would provide relief to the difficult and challenging intersection where East Burnside Street meets Sandy Boulevard and 12th Avenue. It facilitates better pedestrian, bicycle and transit connections across East Burnside Street and creates an environment that supports

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development, jobs, and housing within the Central City while maintaining good access and mobility to downtown Portland.

The total project costs are \$22 million. Local match will come from the Central Eastside TIF District. The project has an earmark of \$5.2 million in the SAFETEA-LU Act. In the House version of the FY 2007 Treasury, Transportation, HUD Appropriations bill, \$500,000 was directed to this project

The City of Portland requests \$2 million from the FY 2008 Transportation and HUD Appropriations bill (Department of Transportation, Surface Transportation Projects).

GREEN STREETS PROGRAM – SUSTAINABLE STORMWATER

The City of Portland has been making an extraordinary investment to mitigate the affects of stormwater run off. Currently, the City is launching a comprehensive Green Streets Implementation Program. The Green Streets Program will reduce impervious surfaces, treat and filter stormwater at its source, reduce demands on the City's collection system, support regulatory compliance and enhance watershed health. A Green Street uses surface vegetated facilities (such as swales and planters) to slow, treat and filter stormwater before discharge to the sewer system. Portland is emerging as a national leader in Green Street design. Portland's experience can provide practical knowledge and benefits for other municipalities that face these challenges. This funding would be used to expand Portland's pilot program into a successful implementation program.

In the Senate version of the FY 2007 Interior Appropriations bill, \$400,000 was directed to Portland's Green Streets program.

The City requests \$1.5 million in funding from the FY 2008 Interior Appropriations bill (Environmental Protection Agency – State, Tribal Assistance Grant).

WILLAMETTE RIVER ENVIRONMENTAL DREDGING

The City has been working closely with the Army Corps of Engineers to develop a critical project to pursue ecological restoration in the Lower Willamette. At the City's request, the

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Corps has broadened its existing environmental dredging feasibility study to encompass the City's ecological restoration objectives. The City agreed to become the local sponsor of this broadly scoped project with considerable local investment.

These funds ultimately will enable the City and its partners to make substantial improvements in the ecological functioning of the Lower Willamette and will have enormous environmental and economic benefits for the Lower Willamette region. The City has made substantial investments as part of the local match obligations.

In FY 2006, Congress appropriated \$160,000 to the Army Corps of Engineers for Willamette River Environmental Dredging in General Investigations funding. In the Senate version of the FY 2007 Energy and Water Appropriations bill, \$250,000 was directed to this project.

The City seeks \$750,000 in additional funding in FY 2008 in the Energy and Water Appropriations bill to continue this effort.

BULL RUN MANAGEMENT UNIT – FY 2008 ROAD DECOMMISSIONING

Since federal legislation in 1996 and 2001 ended commercial logging in the Bull Run Management Unit (BRMU), the road network for timber harvesting is no longer necessary. Currently, the Forest Service cannot fund maintenance of the road network sufficiently and the decay and degradation of the roads, culverts and stream crossings contributes to erosion problems in BRMU and the watershed, which can contribute to negative impacts on water quality.

The City has contributed approximately \$250,000 per year for routine (base budget) road maintenance and \$117,000 per year on road capital improvement projects over the last five fiscal years. The City is investing significant funds in routine road maintenance in FY 2007-2008 and \$7.5 million in capital improvements over a 10-year period to restore damaged roads to a safe, stable condition.

Federal funding would enable the Forest Service to address the remaining 23 miles of roads within the municipal watershed that pose a risk to water quality. The Forest Service has thus far

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decommissioned two thirds of the unneeded roads within the Bull Run watershed. The requested appropriation would allow for completion of this important project. The Large Water Users Coalition and Oregon Natural Resources Council support the City's request for funding.

To protect against future degradation to water quality, the City of Portland seeks \$460,000 in funding for Forest Service road decommissioning in the Bull Run watershed (Forest Service decommissioning fund, Department of Agriculture Appropriations bill).

NEW PRIORITIES ASSUMING FY 2007 EARMARKS OR PROJECTS ARE FUNDED

In December of 2006, the Congressional leadership for the 110th Congress, in conjunction with Appropriations Committee leadership in both chambers, indicated its intention to exclude any Congressionally directed projects from the FY 2007 Appropriations bills (with the exception of the Department of Defense, Homeland Security and the Military Construction Appropriations bills which had already passed). In early February of 2007, the House passed its version of the Continuing Resolution for FY 2007 Appropriations that excluded earmarks. In the event that the FY 2007 earmarks are restored or funded through an alternative mechanism, the City would replace two of its priorities (Bridges to Housing and the I-5/North Macadam Ramp) for the FY 2008 cycle and replace them with the following projects:

WASHINGTON MONROE COMMUNITY CENTER

The Washington Monroe High School, located in a depressed neighborhood, will be the site of the development of a community center. The total development will include owner occupied condominiums, plus rental apartments, recreational space and a parking garage. The development will provide economic development opportunities for the area. The cornerstone of this development will be a community center. The funding for this project will go towards the construction of the community center.

The City seeks \$1,000,000 in funding through the FY 2008 Transportation and HUD Appropriations bill (HUD – Economic Development Initiatives).

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SOUTH PORTAL PROJECT

The South Portal, located at the intersection of Hwy 43 and SW Bancroft Avenue, is one of the three primary vehicular access points into the South Waterfront Urban Renewal District.

The South Portal Study recommends a phased package of street improvements that relocates most of the existing turn movements to a new intersection on Hwy 43 (Macadam) south of the Bancroft intersection, creating new connections to the South Waterfront's collector street network. This request will allow for environmental assessment work to proceed in advance of design engineering.

The City seeks \$2 million in funding through the FY 2008 Transportation and HUD Appropriations bill (Department of Transportation, Surface Transportation Projects).

DOMESTIC VIOLENCE CENTER

Family Justice Centers are comprehensive one stop shops for victims of domestic violence and their children. The mission is to provide victims and their children the help they need to break the cycle of family violence. The Center would provide victims of domestic violence with a single location where they could speak with an advocate, obtain a restraining order, plan for their safety, meet with police and a prosecutor, as well as receive medical assistance, access a chaplain, and obtain transportation, counseling and nutritional advice. The City is beginning a feasibility study that will lay the groundwork for this center.

The City seeks \$2,000,000 in the FY 2008 Commerce, Justice, State Appropriations bill.

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2007 POLICY AND REGULATORY PRIORITIES

EXIT TAX

Currently, there are a large number of affordable units in private ownership across Oregon that are under contract with HUD (e.g., project-based Section 8) or the Rural Development Agency. These contracts will be expiring over the next period of years. Upon expiration, an owner who chooses to sell the property will be required to pay taxes on the accelerated depreciation received on the property during the period of affordability. This is a major tax burden, which will generally be passed on to a purchaser in a sale. This adds to the cost of preserving these units, and presents a major barrier to the sale of the property to a non-profit agency that could continue to operate the property as affordable housing. Senator Smith has prepared legislation that would relieve the exit tax burden on owners of properties now under contract with HUD or the RDA. Under this draft legislation, the owners could avoid recapture on accelerated depreciation if they sold their property under two conditions: the sale must be to a non-profit agency approved by the state housing finance agency, and the property must remain affordable for at least 30 additional years. This would be an elegant way to reduce the local cost of preservation. It would require the federal government to authorize a tax reduction to “for-profit” entities, a tool that has potential to pass in the current administration. With, in essence, a tax cut, the feds could significantly reduce the local cost of purchasing a minimum of 30 additional years of affordability. As a result, there would be more units in non-profit ownership to serve our social housing goals. In addition, this legislation would assist preservation efforts in both urban and rural counties. It is something the City could undertake in partnership with Oregon’s rural counties. The City strongly supports passage of the exit tax legislation.

OMNIBUS AFFORDABLE HOUSING LEGISLATION

The City is supportive of an Omnibus Housing bill that would enhance efforts to increase the availability and capacity of affordable housing, ensure the preservation of affordable housing, and improve the quality of affordable housing. In putting together such a piece of legislation the City will advocate for the following components:

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- **Low Income Housing Tax Credit:** The City will work towards a change in the law and/or applicable regulations so that federal Supportive Housing Program (SHP) funds are not considered a federal subsidy or federal grant for purposes of calculating the amount of Low Income Housing Tax Credit (LIHTC) that would be available to help finance an affordable housing project.

- **National Housing Trust Fund:** A National Housing Trust Fund would be a dedicated source of funding to produce, rehabilitate, and preserve 1.5 million units of housing for people with the lowest incomes. It is now included as a provision in housing legislation introduced by Senator Feingold in the last days of the 109th Congress and reintroduced in the 110th Congress. **The City of Portland urges that Congress pass the National Housing Trust Fund bill.**

- **Portland's Preservation Ordinance:** Since 1988 Portland has had an Affordable Housing Preservation Ordinance, *City Code 30.01.030 et seq* (the Preservation Ordinance). The Preservation Ordinance was passed to make sure that affordable housing within the City remains affordable. The Preservation Ordinance may be nullified unless Congress clarifies that the preemption provisions of the long-dormant Low Income Housing Preservation and Rental Homeownership Act (LIHPRHA) are inapplicable to nonparticipating properties. The City urges the Delegation to co-sponsor legislation to fix the LIHPRHA language so that Portland's Preservation Ordinance will not be subject to legal challenge. **Specifically, to safeguard these laws, Congress should clarify that LIHPRHA's express preemption provision (Section 232) applies only to properties regulated by a LIHPRHA plan of action, or repeal it altogether. Congress should also indicate its intent that state and local preservation initiatives for federally subsidized properties at risk of conversion are not preempted.**

- **HOME:** HUD regulations currently prohibit the use of additional HOME funds on projects that received HOME funding previously, except during the first year after project completion. This prohibition extends throughout the HOME required affordability period, typically 15 years. **The City of Portland would like to work**

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with HUD to change the regulation/legislation to allow use of HOME dollars to restructure and/or rehabilitate projects that were originally funded with HOME during the period of affordability.

- **CDBG:** Over the last several years, HUD has proposed changes to the formula it uses to calculate the entitlements of jurisdictions nationwide and the City's allocation would be severely cut under these scenarios. **The City urges the Congressional Delegation to work to maintain the current funding formula for CDBG.** The City of Portland also seeks a new statutory framework for **CDBG that allows both rehabilitation and new construction** as valid options for affordable housing in community development. Further, in support of the 10-Year Plan to End Homelessness, the City of Portland would like to see **services needed to implement a jurisdiction's adopted 10-Year Plan exempted from the CDBG public services cap.**
- **SECTION 8:** **The City urges the Oregon Congressional Delegation to support full funding for the Section 8 Housing Choice voucher program, to support increases to the program to meet increased need, and to block efforts to cut the program by block-granting it to the states or reducing the appropriation below current service levels.**
- **MCKINNEY AND SHELTER PLUS:** **The City of Portland supports a continued set-aside for Shelter Plus Care funds, additional permanent housing dollars, and an increase in the Emergency Shelter Grant program.**
- **HOUSING CONNECTIONS:** In 2002, the City of Portland launched Housing Connections (www.housingconnections.org), a web-based tool that connects low-income renters with available, affordable, accessible and/or special needs housing. The City would like to make Housing Connections an eligible activity under several HUD programs in order to increase funding opportunities for ongoing local program operations. **The City urges HUD to make web-based housing locators like**

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Housing Connections clearly eligible for funding under programs like CDBG, HOME, and Emergency Shelter Grants.

- **WORKFORCE HOUSING/HOMEOWNERSHIP INCENTIVES:** In the 109th Congress, S 1330 “The Housing America's Workforce Act” was introduced by Sen. Clinton (NY) and co-sponsored by Sen. Smith (OR), Sen. Martinez (FL), Sen. Menendez (NJ), Sen. Durbin (IL), Sen. Reed (RI), Sen. Lieberman (CT) and Sen. Kennedy (MA). A companion bill, HR 3194 was introduced by Representative Velazquez (NY) with 29 co-sponsors. This bill and others like it encourage homeownership through either employer incentives or a mortgage down-payment account tax exemption. **The City supports passage of the Housing America’s Workforce Act in the 110th Congress as well as other legislation to encourage homeownership for those with low and moderate incomes.**

CLIMATE CHANGE AND SUSTAINABLE ENERGY POLICY

Climate Change: The City of Portland is a national leader in taking local action against global warming, first adopting a strategy to reduce carbon emissions in 1993. Since then, Portland and Multnomah County have reduced community-wide emissions by 11.5% per capita. Dozens of high performance green buildings have been built in Portland, transit ridership has increased by 75%, bicycle commuting has quadrupled, and the City has planted more than 750,000 trees and shrubs. These accomplishments have been achieved during a period of strong economic growth, and Portland's experience suggests that reducing carbon emissions can foster local economic development. **The City applauds the direction that Senator Boxer (CA), Chair of the Senate Environment and Public Works Committee, is taking in establishing Subcommittees to consider public and private solutions to global climate change. The City is eager to work with the 110th Congress to ensure that global warming is addressed at all levels of government and the private sector in ways that support new industries and job growth.**

Sustainable Energy Policy: Clean energy presents one of the best opportunities to spark economic development while simultaneously improving environmental quality. There are a number of issues at the federal level that the City will monitor and support:

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- **Federal Business Energy Tax Credit:** The City supports the creation of a federal tax credit to support energy efficiency and on-site renewable energy production that is modeled after Oregon's credit. Such a credit would create significant opportunities for companies to improve their own efficiency while also sparking demand for clean energy services, an important economic development opportunity for Portland businesses. The City of Portland will work with the tax writing committees to seek such a change in tax incentives.
- **Renewable Energy Tax Provisions:** The City of Portland also supports extension of all expiring tax provisions that provide incentives to renewable energy and research and development of alternative energy.
- **Local Solutions:** The City of Portland has passed a local ordinance requiring that gasoline and diesel sold within City limits must contain minimum levels of ethanol and biodiesel. While the City encourages national policy to replicate these types of efforts, the City opposes efforts at the federal level to pre-empt local solutions.

WATER INFRASTRUCTURE

Water Infrastructure Financing and CSO Funding: Recent Congressional initiatives designed to respond to the national crisis in water and wastewater infrastructure financing have made sporadic progress. With control of both the House and Senate shifting to Democrats in the 110th Congress, there may be revived interest in looking at funding mechanisms for this vast nationwide need. **The City of Portland urges Congress (and will work with the Oregon Delegation, national organizations, similarly situated cities and the relevant congressional committees) to enact legislation to establish grant and creative financing opportunities for the back log of infrastructure needs across the country, including the City's own Combined Sewer Overflow program.**

Water Resources Development Act: The Water Resources Development Act (WRDA) authorizes the programs of the Army Corps of Engineers. Should the program be reauthorized in

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the 110th Congress, the City supports authorization for funding for environmental remediation and restoration of contaminated sediments and lands at the United States Moorings facility on the Lower Willamette River. This would advance the City's objective of early remedial action in the Portland Harbor Superfund site and assist with implementation of several River Renaissance Vision Themes.

The City also supports a number of funding requests for WRDA and FY 2008 Appropriations made by the Army Corps of Engineers for projects in the region such as the Lower Columbia Slough, Environmental Dredging in the Lower Willamette, Springwater Wetlands Ecosystem Restoration, Oaks Bottom Ecosystem restoration, Westmoreland Park Ecosystem Restoration, Johnson Creek and others.

Bioswale/Green Streets: The City of Portland is a national leader in creative solutions to combined sewer overflow issues through the use of bioswales and gardens to divert and trap stormwater before it reaches the sewer system. Representative David Wu has expressed an interest in drafting legislation that would encourage similar projects and the City stands ready to aid in this endeavor. The City supports authorization of a program within EPA that would provide \$250 million in grants and technical assistance funds annually to local communities to institute on-the-ground sustainable stormwater programs. The program would enable communities to build multi-objective projects such as ecoroofs, Green Streets, bioswales and rain gardens to manage stormwater at the source using natural systems.

Superfund/Brownfields: The City of Portland supports urban brownfield and Superfund site redevelopment to reduce sprawl, supply land for economic development, and facilitate contaminated site cleanup. The City also supports financing the federal Superfund law to ensure that unfunded liabilities do not prevent the remediation of contaminated sites. The City will work with the Congressional Delegation, appropriate congressional committees and the Environmental Protection Agency to improve the current state of Superfund law and to produce incentives for remediation and redevelopment.

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TELECOMMUNICATIONS

There was significant telecommunications activity in the House and the Senate in the 109th Congress. While we expect that the tone, content and approach of legislation in the 110th Congress to be different, it is very likely that additional legislation impacting the City will be introduced. Additionally, the FCC has opened several proceedings that could directly impact Portland to which we expect and will advocate that Congress address.

In the 110th Congress, the City of Portland will continue to advocate for local government authority in the areas of Right of Way Management, Franchise Fees, and Public Interest Obligations across all telecommunications/information services/cable platforms, IRNE, and a Community's Right to Serve.

The City of Portland supports:

- local government management of public rights-of-way and the ability to charge fair market price for private, for-profit use of these public resources;
- local consumer service protections and consumer education efforts;
- public ownership and development of effective local information infrastructures (IRNE) and institutional networks (I-Nets);
- local authority to develop public, educational and governmental (PEG) access channels, community programming, and related public interest services;
- equal taxation of all communications providers regardless of platform used to deliver services (cable, wireless, internet, wireline, satellite);
- the orderly transition to a truly competitive communications marketplace;
- the right of local jurisdictions to govern land use and regulate zoning for all communications service providers and facilities without unnecessary state intervention; and
- diversity in media and telecommunications ownership and content.

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SAFETEA-LU REAUTHORIZATION

The City of Portland will begin to work towards the reauthorization of the SAFETEA-LU (the highway and transit reauthorization bill) which expires in 2009. The reauthorization presents opportunities in both the policy arena and the project finance arena. The City will work with the region in advancing policy ideas and agendas that improve congestion, provide mobility, ensure access, provide transportation options for all of Portland's citizens, encourage non-vehicular transportation, invest in transit and promote sustainable energy and environmental policies. Likewise, the City will focus with its regional partners on both mega-projects that need tremendous resources such as the Columbia River Crossing and the I-5/405 Loop as well as more local projects that require a substantial amount of federal funding to proceed.

SECURE RURAL SCHOOLS AND COMMUNITY SELF-DETERMINATION REAUTHORIZATION

In the 109th Congress, the Delegation introduced and pushed for passage of the Secure Rural School and Community Self Determination bill. The bill would reauthorize the successful "county payments/timber receipts" law for an additional seven years and would provide 32 of Oregon's 37 country's payments totaling about \$273 million to improve education, strengthen infrastructure and improve forest health. This program and funding was passed to compensate primarily rural counties with extensive federal forests for the loss of timber harvest revenues. The City strongly supports this bill. It is expected that the bill will come up again early in the 110th Congress and move out of the Subcommittee quickly as Senator Wyden will likely be chairing that Subcommittee, but it may run into the same funding offset problem that prevented its passage during the 109th.

EMINENT DOMAIN

The City of Portland urges Congress to use caution when addressing the issue of eminent domain in the wake of the Supreme Court decision in *Kelo v. New London*. Eminent domain can be an important tool for local governments and Congress should examine the issues and potential unintended consequences thoroughly before taking action. Any legislation would need to be considered in light of the recent ballot measure that passed in Oregon limiting the use of eminent domain.

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Environmental Rulemaking

The City is currently challenging EPA's final LT2 rule in federal court. Pending the outcome, it may be desirable to seek a legislative remedy to ensure that EPA does not mandate an inappropriate regulatory solution.

The City will also monitor a number of rulemakings at the federal level such as the Unregulated Contaminant Monitoring Rule 2, the Radon Rule, Total Coliform Rule revisions and possible Distribution System rule. The City will also monitor the short term revisions to the Lead and Copper Rule, which will be finalized in 2007.

2007 NON-APPROPRIATIONS FEDERAL FUNDING PRIORITIES

DOMESTIC VIOLENCE CENTER

Family Justice Centers are comprehensive one stop shops for victims of domestic violence and their children. The mission is to provide victims and their children the help they need to break the cycle of family violence. The Center would provide victims of domestic violence with a single location where they could speak with an advocate, obtain a restraining order, plan for their safety, meet with police and a prosecutor, as well as receive medical assistance, access a chaplain, and obtain transportation, counseling and nutritional advice.

STREETCAR

The City will continue to work in association with the Streetcar Coalition, Metro and others on the Federal Transit Administration's (FTA) regulations governing the newly created Small Starts Program. The City is supportive of the region's Small Starts grant application for funding Eastside Streetcar construction. There is concern that the FTA will not take into consideration the economic development benefits of the project, in addition to the transportation benefits.

UNION STATION

The City will seek to fund some needed improvements to the historic Union Station through an application to the Save America's Treasures grant program at the Department of Interior and will explore other federal grant opportunities that may be appropriate.

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I-5/405 FREEWAY LOOP STUDY

The City will seek grant funding from the Department of Transportation for the I-5/405 Freeway Loop Study. The I-5/405 Freeway Loop is a 40-year old facility and is the hub of the freeway system in the Portland metropolitan area. There is interest in developing a strategic investment plan to identify near-term and long-term improvements to the I-5/405 Freeway Loop. The plan would be used to ensure mobility for state-wide, regional, and City access to and through the facility, which will focus on Portland's Central City access, economic development and urban design needs.

OTHER ISSUES

MANUFACTURING - 21

The Manufacturing-21 Coalition has been established to support the development of a Northwest Center for Manufacturing and Infrastructure Engineering, a key element of the Oregon Business Plan, the metropolitan area's economic development strategy, and a high priority for the Governor and Oregon's Congressional Delegation. The City is supportive of Manufacturing-21's FY 2008 Appropriations requests.

WILLAMETTE RIVER LEGISLATION

The City of Portland supports the work Representative Darlene Hooley is doing to craft legislation that provides funding for and highlights attention to the Willamette River. The City will collaborate with Representative Hooley and the Delegation in developing this legislation and applauds her efforts in this regard.

POST OFFICE RELOCATION

The City is collaborating with the Port of Portland to explore the concept of relocating the downtown Post Office from its current location to the Port of Portland's Portland International Center. The City requires solid, comprehensive data and information concerning the value of the USPS P&DC property and is seeking to develop a disposition strategy for the P&DC, which would receive USPS approval. Further, the City requires a development strategy for the property that reflects a high level of stewardship for future use, developed in cooperation with other public development partners and community stakeholders. The City will continue to work with

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the Port to explore the feasibility of the relocation and will keep the Oregon Congressional Delegation apprised of developments as they occur.

PUBLIC SAFETY AND HOMELAND SECURITY

Fire: The City supports the federal programs that provide funding to EMS and Fire personnel such as the Department of Homeland Security's Metropolitan Medical Response System and the Assistance to Firefighter Grant Program at DHS, as well as the SAFER program. The City urges Congress to support full funding for these valuable programs that provide for emergency response, response personnel safety, disaster preparedness and response, and fire and life safety education for City personnel.

Department of Justice: The City supports full funding for Department of Justice programs like the Justice Assistance Grant program, which funds many programs in Portland such as drug treatment and the Regional Organized Crime Narcotic Task Force. The City also supports full funding for Weed and Seed, Police Corps, GREAT, the COPS programs and the Bulletproof Vest partnership. The City applauds the efforts of the Oregon Congressional Delegation on the issue of methamphetamine. The City supports funding for clean up of methamphetamine labs, prevention and treatment, and for the effects the production of methamphetamine has on children and families residing in the homes where methamphetamine is being manufactured.

Interoperability: The City also supports fully funding local interoperability efforts nationwide. The City supports the fair and equitable allocation of radio spectrum that provides quality frequencies free from interference for all local public safety communication needs. First responders require the ability to communicate effectively with each other, irrespective of jurisdiction or service. Today in Portland, the City has achieved a moderate level of interoperability among first responders. The systems for Portland, and Washington, Clackamas, and Clark Counties all cross responder disciplines and have implemented methods to assure interoperability for mutual aid. However, these systems are all approaching end of life and, without a common plan for replacement, interoperability will diminish until the last system is replaced. Because of the multiple political jurisdictions, federal assistance with the replacement project will be required to assure a single build of the new system to maintain and improve interoperability. Significant federal funding is pending in a number of bills in Congress. It is

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imperative that the criteria include sustainable interoperability and not just be based on the current state of interoperability.

Homeland Security: The City of Portland will participate in the national TOP OFF exercise in 2007. The City is working closely with the Department of Homeland Security on TOP OFF and will keep the Oregon Delegation apprised of our preparations as we move forward. The City of Portland supports risk and population based homeland security funding and full funding for the Urban Areas Security Initiative program, as well as the Emergency Management Planning Grant program.

SAFE COMMUNITIES ACT

The City supports passage of the Safe Communities Act to help avoid hazards, to enhance policy coordination and public information tools improving public safety, and to lower injury and property damage risks to Portland citizens. This legislation was co-sponsored by Congressman Earl Blumenauer in 2006 and is expected to be introduced in 2007. Passage of this legislation would provide program funds to assist the City of Portland and related responders to address needs for advance hazard preparedness using land use planning tools and public outreach to ameliorate the affects from natural disasters.

BENZENE

The City of Portland is concerned about a proposed EPA rule to control benzene emissions in gasoline by allowing refiners to comply with new pollution standards through a flexible banking and trading emissions system. This could result in the Pacific Northwest's air quality being compromised by exposure to a known carcinogen, benzene, because the region receives most of its gasoline from the benzene rich Northern Alaska slope oil supplies. The City is working to create a coalition of other large cities in the Northwest to send a letter to the EPA Administrator protesting the proposed rule and will continue to work with the Oregon and Washington Congressional Delegations on this issue.