

**CITY OF PORTLAND**  
**FEDERAL LEGISLATIVE PRIORITIES**



**2009**

**CITY OF PORTLAND COUNCIL:**

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# **CITY OF PORTLAND**

## **FEDERAL LEGISLATIVE PRIORITIES**

Prepared by the Office of Government Relations:

Dan Bates, Director  
Martha Pellegrino, Lobbyist  
David Barenberg, Lobbyist  
Steffeni Mendoza Gray, Intergovernmental Specialist  
Matt Jaffe, Government Relations Associate  
Lesley Kelley, Business Operations Manager  
Althea Gregory, Executive Assistant



# CITY OF PORTLAND

## 2009 FEDERAL LEGISLATIVE AGENDA

### FISCAL YEAR 2010 APPROPRIATIONS PRIORITIES

- **PORTLAND EASTSIDE STREETCAR LOOP**

Assuming that Congress appropriates and the Federal Transit Administration approves and funds the first phase (\$50 million) of the Portland Streetcar Loop with FY 2009 funds, the City of Portland is requesting the final \$25 million in Small Starts funding from FTA for the Portland Eastside Streetcar Loop. The 3.35-mile extension of the Portland Streetcar will extend service from Downtown and Northwest Portland to the Eastside, connecting to the Lloyd District, Central Eastside and the Oregon Museum of Science and Industry. Local, state and private funds will amount to over \$70 million for a total project cost of around \$150 million.

**The City seeks \$25 million in Small Starts funding to be included in the President's FY 2010 Budget Proposal and a similar amount to be included in the FY 2010 Transportation and HUD Appropriations bill (Department of Transportation, Federal Transit Administration, Small Starts).**

- **POLICE EQUIPMENT**

The City of Portland seeks \$500,000 for an Automated License Plate Recognition (ALPR) system and "in car" (Mobile Video Recorder) cameras. The ALPR system includes four cameras mounted on the light-bar of a patrol car that scan the surrounding area for license plates and capture color and infrared images of each vehicle. Those images are converted into a test file that is then checked against onboard databases of interest (stolen vehicles, wanted felons, AMBER alerts, etc). In the event of a "hit," an audible and

visual alert notifies the officer. A typical shift can log 5,000+ license plates. The Portland Police Bureau currently employs one system. In 25 days of use, the system has recovered 21 stolen vehicles, resulting in seven arrests at an estimated recovered vehicle value of \$101,100. The requested funding would provide eight ALPRs (two per precinct) and eight "in car" cameras. "In car" cameras are used to record video data during traffic stops. These cameras help with prosecution, stolen vehicle identification and police officer accountability.

**The City seeks \$500,000 for ALPR systems and "in car" cameras from the FY 2010 State, Commerce, Justice Appropriations bill (Department of Justice, COPS Technology/Equipment).**

- **SW VERMONT/CAPITOL HIGHWAY/30<sup>TH</sup> AVE INTERSECTION**

The City of Portland seeks \$1.7 million to reconfigure the intersection at SW Vermont/Capitol Highway at 30<sup>th</sup> Avenue, creating a conventional four-way intersection with improved safety and access for pedestrians and bicycles. The major reconfiguration of this intersection includes sidewalks, bike lanes and drainage improvements. The signals will be modernized to facilitate movement by all roadway users. The project improves the operation and safety of this critical intersection.

**The City seeks \$1.7 million for SW Vermont/Capitol Highway/30<sup>th</sup> Avenue intersection from the FY 2010 Transportation and HUD Appropriations bill (Department of Transportation, Surface Transportation Program or Transportation Enhancements).**

- **WALNUT PARK PRESERVATION AND SUSTAINABILITY PROJECT**

The project places Walnut Park, a 38-unit, fully occupied building located in inner N/NE Portland, in the permanent ownership of REACH Community Development Corporation. REACH is a mission-based non-profit organization that will renew the expiring Section 8 contract with HUD and maintain the units as affordable housing for a minimum of 60 years. This federal funding would fund the renovations and rehabilitation of the building with a focus on energy efficiency and reducing carbon emissions.

**The City seeks \$1 million for Walnut Park Project from the FY 2010 Transportation and HUD Appropriations bill (Housing and Urban Development, Economic Development Initiatives).**

- **LOWER WILLAMETTE ECOSYSTEM RESTORATION**

The City of Portland seeks \$750,000 to allow continued participation with the U.S. Army Corps of Engineers in a Lower Willamette River Ecosystem Restoration Feasibility Study. Funding allows the Corps to conduct detailed feasibility analyses of a suite of previously prioritized ecosystem restoration projects on the Lower Willamette River and its tributaries to create high quality fish and wildlife habitat. Among the projects to be funded are: increased interconnected, active channels and open slack water areas; increased shallow sloped, less reinforced shoreline areas, and increased bank vegetation; improved access to tributary streams; and improved sediment and water quality.

The City of Portland has invested more than \$760,000 in local cost share on this project to date. The Port of Portland joins the City in making this appropriations request. The project addresses federal responsibilities under the Clean Water Act, the Endangered Species Act, the Rivers and Harbors

Act, the Comprehensive Environmental Response and Liability Act (Superfund), and the Migratory Bird Treaty. It also provides the groundwork necessary for direct restoration activities under the Natural Resources Damage Assessment that will accompany the Portland Harbor cleanup under CERCLA.

**The City seeks \$750,000 for the Lower Willamette River Ecosystem Restoration Feasibility Study under Section 312 (GI) from the Energy and Water Appropriations bill (U.S. Army Corps of Engineers, Section 312).**

- **COLUMBIA SLOUGH**

The City of Portland seeks \$1.8 million to complete the final phase of a joint project with the U.S. Army Corps of Engineers to restore habitat and improve water quality on the Columbia Slough. This was one of the City's requests in the FY 2009 appropriations process. The project, however, dates back to 2001. The final phase consists of a major culvert replacement where NE 33<sup>rd</sup> Avenue crosses the Slough. The existing culvert, which is too small and too high in the waterway, is a major barrier to flow in the Columbia Slough. Replacing this culvert with a bridge will improve water quality and allow emergent wetland habitat to re-establish itself seasonally.

**The City seeks \$1.8 million in funding from the FY 2010 Energy and Water Appropriations bill (U.S. Army Corps of Engineers, Section 1135).**

- **SE 122<sup>ND</sup> AVENUE SAFETY IMPROVEMENTS**

The City of Portland requests \$2.1 million to construct safety improvements on SE 122<sup>nd</sup> Avenue between SE Raymond and the Springwater Trail. This project is part of a concerted effort to improve infrastructure in outer



Southeast Portland to accommodate increased population and density in the area. The *East Portland Action Plan* calls for improved pedestrian access and safety in the area, specifically identifying SE 122<sup>nd</sup> as a key collector street in need of pedestrian improvements that will include construction of sidewalks and curb ramps. The project also includes green infrastructure elements including street trees and stormwater treatment.

**The City seeks \$2.1 million for SE 122<sup>nd</sup> Avenue from the FY 2010 Transportation/HUD Appropriations bill (Department of Transportation, Surface Transportation Program or Transportation Enhancements).**

### **SURFACE TRANSPORTATION AUTHORIZATION**

The highway and transit authorization bill (SAFETEA-LU) expires September 30, 2009. The reauthorization presents opportunities in both the policy arena and the project finance arena.

#### **CITY PROJECTS:**

- **SW CAPITOL HWY**

The City seeks \$10 million to improve SW Capitol Highway between SW Multnomah Boulevard and SW Taylors Ferry Road as described in the 1998 Capitol Highway Plan. A refinement of the concept plan is underway and funded through Metropolitan Transportation Improvement Program and City funds. The project includes construction of improvements to an existing 2-lane roadway to make it a multimodal corridor with bike lanes, sidewalks, vehicular travel lanes, improved intersections and stormwater treatment.

- **CITYWIDE BIKE BOULEVARDS**

The City seeks \$25 million for over 100 miles (citywide) of bike boulevards. A bike boulevard is a shared roadway on which bicycles and motor vehicles share the space without marked bicycle lanes. Federal funds will fund corridor improvements through traffic signaling, intersection control and traffic-calming devices designed to limit conflicts between automobiles and bikes. The development of this type of network will dramatically boost bicycle use beyond the City's nationally-leading levels. The benefits to the City of bicycle use are dramatic: economic (green dividend, tourism and a significant bicycle industry), environmental, and congestion relief.

- **STREETCAR PLANNING/ALTERNATIVES ANALYSIS**

The City seeks \$5 million for streetcar planning and alternatives analysis. The City will complete its citywide Streetcar System Plan study in March 2009. The release of the study concludes a 2-year technical analysis and public involvement study of a network of potential streetcar corridors. Corridors that demonstrate high ridership, have significant economic development potential and enjoy community support will be recommended as the next streetcar corridors in the City. This funding would allow the City to move towards Alternatives Analysis on several of the recommended corridors. Corridors that are being evaluated include: Burnside/Couch to Hollywood Town Center – NW 24th and Burnside to Hollywood Town Center; MLK Boulevard – MLK/NE Broadway to NE Lombard; Lents Town Center Loop – SE Foster Road to SE 122nd to SE Holgate to SE Foster Road; and Gateway Loop – NE 99th and NE 102nd between NE Halsey and NE Main Street.

Transportation by streetcar offers several opportunities for the City. It reduces vehicle miles traveled and accelerates compact urban design, which

together help reduce carbon emissions significantly. Experience shows that significant economic activity and investment follows streetcar lines, which will produce tremendous benefits to other centers in the City. Finally, the region is the home to the only domestic manufacturer of streetcars – thus both Portland’s own streetcar lines and its efforts to promote streetcars nationally have the benefit of producing well-paying manufacturing jobs in Oregon.

- **PORTLAND TO LAKE OSWEGO STREETCAR**

The City joins its regional partners in seeking \$125 million for the Portland to Lake Oswego streetcar line. The project will extend the existing Portland streetcar from SW Lowell Street in South Waterfront to Lake Oswego. Metro has completed the Alternatives Analysis for the Portland-Lake Oswego Transit project with streetcar selected as the preferred mode. The City urges funding through a reformed Small Starts program or through a new federal streetcar program.

- **BROOKLYN CREEK BASIN/MT. TABOR TO THE RIVER/DIVISION STREET**

The City requests \$3.6 million for this project. Roughly one third of the funds would construct green street projects in targeted combined sewer catchment areas to control stormwater runoff from more than 8 acres of public streets between Mt. Tabor and the Willamette River. The green street improvements are part of a larger comprehensive set of local infrastructure improvements referred to as Mt. Tabor to the River. The remaining funds will reconstruct and repair Division between SE 6<sup>th</sup> and SE 39<sup>th</sup>, improve pedestrian and bicycle accessibility, and construct green infrastructure elements.

- **102<sup>ND</sup> AVENUE/GATEWAY PHASE II**

The City requests \$5 million for Phase II of a project to improve NE 102<sup>nd</sup> Avenue in the Gateway District. The main commercial corridor through the Gateway District of East Portland is NE 102<sup>nd</sup> Avenue. The Gateway District is a Regional Center with a focus on employment and residential growth. The street is a five-lane arterial with limited pedestrian crossings and narrow, substandard sidewalks that serve the heart of the Gateway Business District. The project is the result of many years of effort by the residents and business owners along 102<sup>nd</sup> Avenue – Phase I was completed in the fall of 2008. This project serves as Phase II (102<sup>nd</sup> Avenue from NE Glisan to SE Washington Street) and will widen the existing sidewalks, add additional streetlights and street trees, include additional pedestrian crossings and provide for treatment of stormwater runoff.

- **UNION STATION**

The City requests \$24 million for the rehabilitation of Union Station. The significance of Union Station as a multi-modal transportation center in downtown Portland has greatly increased due to the emergence of a streetcar system in Portland, the Portland Mall Light Rail Project (to be completed in Fall 2009), and the changes to the inter-city passenger bus services over the last 20-years. This request is part of an overall effort to consolidate multi-modal transportation functions along with the existing Amtrak functions into the historic Union Station building.

Union Station, an un-reinforced masonry building listed on the National Historic Register, is a high seismic risk and in need of major rehabilitation. Necessary improvements include but are not limited to major repairs to the tile roof; structural/seismic upgrades; replacement and repair of doors,

windows, and masonry work; hazardous building materials abatement; mechanical and electrical system upgrades; and increased fire protection.

## **REGIONAL PROJECTS THAT THE CITY SUPPORTS:**

- **COLUMBIA RIVER CROSSING (CRC)**

The Interstate Bridge over the Columbia River on I-5 is one of the worst congestion chokepoints on one of the nation's most important trade corridors. The obsolete Interstate Bridge also suffers from inadequate public transportation, poor bicycle/pedestrian facilities, frequent crashes, and an antiquated bridge lift system. The multi-modal project would replace the Interstate Bridge with a more modern structure, extend light rail across the Columbia into downtown Vancouver, fix interchanges, and build a world-class bicycle/pedestrian facility over the river. The Oregon and Washington State Departments of Transportation intend to seek approximately \$400 million from a megaproject program and \$750 million in FTA New Starts funding for the project's transit component.

- **SELLWOOD BRIDGE**

The City supports Multnomah County's \$100 million request for the Sellwood Bridge. The Bridge is the busiest two-lane bridge in Oregon with over 30,000 daily vehicle crossings. The 90-year-old bridge rates very low in federal safety standards due to its age and the geological movement of the Portland West Hills buckling its structure. Weight restrictions have been in place since 2004, reducing freight truck and bus use. Multnomah County completed the Draft Environmental Impact Statement this fall.

- **RAILS TO TRAILS CONSERVANCY**

In SAFETEA-LU, Congress funded the Nonmotorized Transportation Pilot Program, a demonstration effort to promote active transportation for urban mobility in four cities. The Conservancy seeks to increase funding for the Program and the region is seeking to be one of the designated regions to receive funds through the pilot program. A recently convened Blue Ribbon Committee made up of business, civic and elected leaders has developed a \$75 million regional trails request for SAFETEA-LU Reauthorization funds through the pilot program.

**POLICY POSITIONS:**

- **SMALL STARTS REFORM**

*Grow the program* – The Small Starts program, created in SAFETEA-LU, was designed to fund small transit projects such as streetcar and bus rapid transit. There has been significant demand for these funds and Congress should raise the level of funding for small starts.

*Clarify the intent and the methodologies to make rail projects competitive* – Congress should direct the FTA to reform its process and evaluation methodologies to ensure that streetcars and other rail projects that deliver benefits can compete for Small Starts funding.

*Reform the "cost effectiveness" criteria to better measure the benefits of streetcars and other proposed Small Starts rail projects* – Prohibit the use of FTA's current "cost effectiveness" measure as the primary criteria for federal funding. Direct FTA to use multiple measures of project benefits, which better reflect the different purposes for bus

rapid transit and streetcar development – for example, central area circulation vs. commuter services.

*Revise funding levels for a new authorization* – Change maximum federal participation to \$150 million (now \$75 million) and \$300 million total project cost (currently \$250 million) to be eligible.

- **ESTABLISH FAST STARTS PROGRAM**

The City will join other cities around the country in advocating for a one-time authorization for \$400 million in Fiscal Year 2010 for electric rail transportation projects capable of being under construction within 24 months of the passage of the authorization. Projects taking longer than 24 months to be under construction would expect to apply through the Small Starts or New Starts programs. A maximum of \$60 million for any one project would be available.

- **HISTORIC URBAN MULTIMODAL FACILITY PRESERVATION AND USE**

Congress should create a funding stream through which local agencies could rehabilitate and renovate historical urban transit facilities that would continue as multimodal centers. Rather than spending funds to build “new” facilities, in many cases it is the best use of federal funds to preserve existing historical facilities that encourage urban compact design and facilitate redevelopment opportunities in urban centers.

- **GREEN INFRASTRUCTURE**

The City is a national leader in incorporating green infrastructure into its roadway design to manage stormwater runoff. Federal funding for this component of transportation infrastructure is sorely lacking. The City urges Congress to adopt incentives in federal transportation funding for those

projects that incorporate green infrastructure into their design. Moreover, the City urges programmatic funds for green infrastructure facilities connected to transportation infrastructure.

- **URBAN ROADWAY DESIGN AND CONSTRUCTION FLEXIBILITY**

Congress should adopt legislation that directs the Federal Highway Administration to ensure that its urban roadway design and construction rules take into account transportation, safety, economic and land use goals, and can be achieved at the least cost. Present rules tend to require overbuilding of urban roadways.

- **NEW STARTS THRESHOLD**

The City urges Congress to make clear to the FTA that it should allow for more than 50% federal funding for projects. Effective projects should receive the same treatment that highway and other federal-aid projects get, allowing 80% federal funding for projects that meet the other requirements.

- **JPACT POLICY AGENDA**

The City has participated in the regional process to adopt the JPACT Reauthorization Policy Positions.

## **2009 POLICY PRIORITIES**

- **ECONOMIC RECOVERY LEGISLATION**

Congress is considering, in coordination with the Administration, a significant economic recovery package that would include, among other provisions, infrastructure spending for highways, transit, school modernization, public housing, Amtrak, and water and sewer infrastructure projects. The City of



Portland has assembled a list of proposed infrastructure projects that are “ready to go” to illustrate the unmet need that such an infusion of infrastructure funding could fill. The City strongly urges Congress to provide direct funding to metropolitan areas and to provide funding for other urban programs such as the Community Development Block Grant, the Energy Efficiency and Conservation Block Grant, and broadband and wireless infrastructure programs.

- **CLIMATE CHANGE AND SUSTAINABLE ENERGY POLICY**

The City of Portland is a national leader in taking local action against global warming. Since first adopting a strategy to reduce carbon emissions in 1993, Portland and Multnomah County have made significant progress. The City has reduced community-wide emissions by 14% per capita since 1990. Many high performance green buildings are completed or underway in the City, more than in any other city in the country. Transit ridership has increased by over 85% above 1990 levels, bicycle commuting has quadrupled and the City has planted more than 750,000 trees and shrubs. The City has the highest per capita hybrid vehicle ownership in the country. Currently the City is collaborating closely with the Portland + Oregon Sustainability Institute to highlight the importance of green cities, green jobs and clean energy as an economic stimulant. The City is eager to work with the 111<sup>th</sup> Congress to ensure that climate change is addressed at all levels of government and the private sector in ways that support new industries, economic expansion and green jobs.

*Energy Efficiency and Conservation Block Grant:* The Energy Independence and Security Act of 2007 established the Energy Efficiency and Conservation Block Grant program to assist states, local governments and tribes in reducing fossil fuels emissions, reducing total energy use and improving energy efficiency in the transportation, building and “other

appropriate” sectors. The legislation calls for \$2 billion of funding in each of FY 2008 to FY 2012, of which \$1.4 billion is to be made available for local governments. The local government funding is to be allocated to cities with populations of 35,000 or more and counties of 200,000 or more based on a formula taking into account residential and daytime population. If fully funded, Portland would receive \$1 to \$1.5 million per year through FY 2012. This funding would allow the City to expand and accelerate its energy efficiency, renewable energy and related carbon-reduction programs. It is anticipated that Portland’s many clean energy firms will see significant growth because of the funding. To date, no funding has been appropriated for this program. The City urges Congress to fully fund this Block Grant in the economic recovery legislation, ensuring that local governments directly receive funds, and through the regular appropriations process.

*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 tax credit. This 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. A key feature of the Business Energy Tax Credit (BETC) is the pass-through option, which enables a project owner to transfer a tax credit to a pass-through partner in return for a lump-sum cash payment (the net present value of the tax credit) upon completion of the project. This option allows non-profit organizations, schools, governmental agencies and tribes, and businesses with and without tax liability to use the tax credit. The City of Portland will work with the tax-writing committees to seek such a change in tax incentives.

*Portland + Oregon Sustainability Institute:* The City joins the Oregon University System, non-profits and the business community in creating the Sustainability Institute. This project will be the first of its kind in the country and will include a sustainability center that will capture public, private and nonprofit synergies surrounding sustainability. The City will seek federal support for the project and pursue capital and programmatic funding opportunities. Portland is recognized as a living laboratory of innovative urban solutions, and the new institute will advance catalytic and replicable policy and financing strategies to accelerate sustainable development.

- **HOUSING**

*Residual Receipts:* In 2008, Senators Smith and Wyden introduced S. 3275, which would create a pilot program to use funding that has accumulated at HUD, called residual receipts, to preserve affordable housing. The intention is that one of the pilot programs would be in Oregon, which is one of the states that has accrued residual receipts. The City urges Congress to include the provisions of S. 3275 in housing preservation legislation that may move in the 111<sup>th</sup> Congress.

*Mortgage Foreclosure Prevention:* In 2008, Congress passed, and the President signed, the Housing and Economic Recovery Act of 2008, as a response to the subprime mortgage crisis. One of the most notable aspects of the bill was the \$3.9 billion CDBG neighborhood stabilization assistance that allows communities to buy foreclosed homes at a discount and rehabilitate them for resale in order to stabilize neighborhoods. The City received about \$3 million from this fund. The funding, however, is not allowed for use to prevent further foreclosures. The City urges Congress to address the issue of mortgage foreclosure prevention.

*Workforce Housing/Housing Preservation:* The City supports legislation that encourages workforce housing, and will work closely with the Oregon delegation, the House Financial Services Committee, and the Senate Banking, Housing and Urban Affairs Committee on legislation to overhaul and encourage housing preservation efforts.

- **WILLAMETTE RIVER RESTORATION**

*Superfund/Brownfield:* 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. In 2007, Representative Blumenauer introduced H.R. 3636, which would reinstate the financing of the Superfund program through taxation until 2018. The City urges Congress to pass this legislation.

The City will also pursue federal funding opportunities that produce investments in the North Reach that advance environmental protection.

*Water and Wastewater Funding:* Recent Congressional initiatives designed to respond to the national crisis in water and wastewater infrastructure may see further action in the new Congress. The City finds it heartening that water and wastewater infrastructure has been a part of the economic recovery packages that Congress is considering. The City would urge that such funding, however, be delivered directly to cities and not through the state. The City of Portland supports legislation to authorize higher levels of funding for state water pollution control revolving-loan funds, and addressing combined sewer overflows. The City also supports a water trust fund initiative, proposed by

Representative Blumenauer, and additional funding for drinking water infrastructure.

*Green Infrastructure Research:* The City strongly supports legislation crafted in the 110<sup>th</sup> Congress by Representative Wu that would encourage research and funding for some of the creative solutions to combined sewer overflows pioneered by the City of Portland, such as using bioswales and gardens to divert and trap storm water before it reaches the sewer system.

*U.S. Army Corps of Engineers:* The City supports a number of funding requests for the Water Resources Development Act and FY 2010 appropriations made by the Army Corps of Engineers for projects such as: Springwater Wetlands Ecosystem Restoration, Oaks Bottom Ecosystem Restoration, and Westmoreland Park Ecosystem Restoration.

## **2009 POLICY POSITIONS AND PROJECTS**

- **POST OFFICE RELOCATION**

The City and the Portland Development Commission are 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 United States Postal Service has been cooperating with all the partners and there will be continued exploration of the feasibility of the relocation. The City will keep the Oregon delegation apprised of developments as they occur.

- **BULL RUN MANAGEMENT UNIT – ROAD DECOMMISSIONING**

Since federal legislation in 1996 and 2001 ended commercial logging in the Bull Run Management Unit, the portion of the Bull Run road network that was used exclusively for timber harvesting is no longer necessary. Federal funding, through the Legacy Road and Trail Remediation Program in the FY 2008 Interior Appropriations bill, has enabled the Forest Service to decommission 24.5 miles of the remaining 27 miles of roads within the municipal watershed that pose a risk to water quality. The City urges Congress to continue funding this program so that the remainder of the roads may be decommissioned within the water supply drainage and enable work to be done in the adjacent Little Sandy Watershed within the Bull Run Watershed Management Unit.

- **DRINKING WATER**

The City of Portland proposes that federal legislation be introduced to allow the City to continue to use its five open finished drinking water reservoirs for drinking water storage and to allow the City to continue to use Bull Run source water without an additional treatment facility. Such use of these facilities has been prohibited by the federal Long Term 2 Enhanced Surface Water Treatment Rule promulgated in January 2006 under the Safe Drinking Water Act. The City has included drinking water infrastructure needs in the list of “ready to go” projects it has developed for the economic recovery package.

- **TELECOMMUNICATIONS**

The City of Portland continues 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, and IRNE. The City also supports legislation that would allow cities to consider health issues when making cell tower siting decisions. The City also strongly urges Congress, as it crafts an economic recovery package, to include funding for broadband and wireless infrastructure.

The City will join efforts to protect public ownership and development of effective local information infrastructure and institutional networks. This includes opposing or altering legislation that would have the unintended consequences of threatening the City's investment in IRNE.

- **PUBLIC SAFETY**

The City of Portland supports full funding for the COPS Universal Hiring Program. In 1994, the program supported the hiring of 60 officers in Portland and the City received a waiver for the local match. We would urge that the current program should provide the potential for a waiver of matching funds. The City also supports full funding for the Justice Assistance Grant.

- **PARKS**

The City of Portland supports reinvestment in urban parks and efforts to increase recreation and environmental education for the nation's students. The City supports full funding for the Land and Water Conservation Fund and reinstatement of funding for the Urban Parks and Recreation Recovery grant program. The City further supports the PLAY Every Day Act to authorize an index to measure communities' policy, program and environmental barriers to participating in physical activity as well as the No Child Left Inside bill, which would require states to develop environmental literacy plans for K through 12.

- **ARTS**

The City of Portland is proud of its vibrant and robust arts community and supports increased federal funding for the arts. The City urges full funding for the National Endowment for the Arts and increased funding for arts education.

- **FEDERAL NON-DISCRIMINATION IN EMPLOYMENT**

The City is committed to ensuring that GLBT Portlanders have equal rights and benefits in the workplace. The City is supportive of the federal non-discrimination in employment legislation and strongly believes that the legislation should prevent discrimination based on sexual orientation as well as gender identity and expression.

- **THREE PERCENT WITHHOLDING**

Section 511 of the Tax Increase Prevention and Reconciliation Act of 2005 requires state and local governments that spend more than \$100 million on goods and services to withhold 3% of payment to vendors and contractors beginning in 2011. The provision also calls for reporting of all payments to the IRS. The City of Portland views Section 511 as another unfunded mandate that will have severe fiscal consequences. Bipartisan legislation was introduced to repeal this requirement and the City of Portland strongly supports this bill. In 2008 there was also legislation proposed to postpone the implementation of Section 511 until January 2012. The City supports this legislation until a permanent repeal can be accomplished.

- **CHINESE VISA ISSUE**

The City is aware that it is too difficult for Chinese visitors to obtain visas from the U.S. embassy in China. The embassy is understaffed to the point



that it takes months to get a visa or people are unable to get one. Oregon, a close destination, misses out on travel revenue and business synergy. The City will join national efforts to improve the situation.

- **RADIO REPLACEMENT**

The City and its regional partners are replacing their public safety radio system. There remains a significant shortfall in the needed funding. The City will seek federal funding for this project.