

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ESTABLISHING A)	RESOLUTION NO. 02- 3189
TRANSPORTATION INVESTMENT TASK)	
FORCE TO RECOMMEND PRIORITY)	Introduced by Mike Burton; Executive Officer
TRANSPORTATION IMPROVEMENTS AND A)	
FINANCING STRATEGY FOR THE METRO)	
REGION)	

WHEREAS, the region has been growing at historic rates and is expected to continue to grow in population and jobs; and

WHEREAS, investment in the transportation infrastructure of the region has not kept pace with this growth; and

WHEREAS, the transportation system is a vital component of a healthy economy and a livable region; and

WHEREAS, Metro's Regional Transportation Plan has identified a need of more than \$7.6 billion in transportation projects to adequately serve the 2040 Growth Concept; and

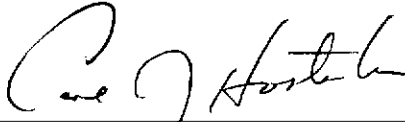
WHEREAS, existing sources of transportation revenue are forecast to meet less than half of this need; and

WHEREAS, the Metro Council recognizes the need to address the need for additional multi-modal transportation investment in the Metro region; and

WHEREAS, a task force of private sector representatives and public officials, guided by the Regional Transportation Plan, can provide an effective means to develop and advocate for a critical list of transportation projects and a financial strategy to implement those projects; now, therefore;

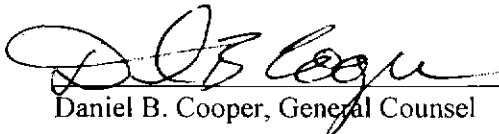
BE IT RESOLVED; the Metro Council endorses the creation of the Transportation Investment Task Force, as described in Exhibit A, whose purpose is to recommend a set of critical transportation improvements and a financial implementation strategy for those projects and programs.

ADOPTED by the Metro Council this 6th day of June, 2002



 Carl Hosticka, Presiding Officer

Approved as to Form:



 Daniel B. Cooper, General Counsel



Transportation Investment Task Force

The Charge

The Metro Executive Officer's charge to the Transportation Investment Task Force is to propose a package of transportation projects, programs and matching funding proposals for critical elements of Metro's Regional Transportation Plan. The projects may include road, transit, bicycle, pedestrian or demand management components separated into packages that have different funding sources or mechanisms. This may result in a recommendation to the Council or other governments to place a measure on the ballot. It would also include recommendations for a strategy for the next legislative session as well as identifying local public or public/private initiatives to enhance transportation funding.

Using the RTP as its framework, the task force will have sole responsibility for recommending the list of projects and funding mechanisms. The task force will also decide whether to develop a strategy for funding the entire shortfall contained in the RTP or the most critical elements of the plan. Metro's staff and an independent consultant will provide technical and administrative support for the task force.

Timeframe

The task force will commence in July 2002 and report its recommendation to the Metro Executive Officer no later than December 1, 2002. The Executive Officer will forward the report of the task force to the Metro Council for their consideration in time for the Oregon legislature's 2003 session. If the task force recommends a regional ballot measure, it would not be submitted to voters before 2003.

Membership

The task force will be comprised of private and public sector representatives with an interest in transportation issues. Task force members will be expected to:

- analyze the current status of transportation projects, plans and financing mechanisms in the Metro region,
- provide information to and receive feedback from various constituencies, agencies and interests in the region regarding critical transportation projects, programs and financing mechanisms,
- prioritize transportation projects and financing mechanisms that could be implemented within the next several years,
- effectively assist in the implementation of the committee recommendations.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 02-3189, FOR THE PURPOSE OF ESTABLISHING A TRANSPORTATION INVESTMENT TASK FORCE TO RECOMMEND PRIORITY TRANSPORTATION IMPROVEMENTS AND A FINANCING STRATEGY FOR THE METRO REGION

Date: May 2, 2002

Prepared by: Richard Brandman

BACKGROUND

The region has been growing at historic rates but the investment in the transportation system to accommodate that growth has not occurred. During the 1990's, Metro's population increased by more than 250,000 people and the daily vehicle miles traveled by our growing population increased by more than 25 percent to approximately 26 million miles per day.

Meanwhile, there has not been an increase in revenues to adequately finance expansion of the transportation system to meet the growing population nor even to adequately maintain the system that exists today. The end result is the following:

- Today, more than 14 percent of the region's freeways are congested during the peak hour. If nothing is done, the percent will increase to more than 38 percent by 2020.
- The hours of delay on the road system due to congestion will cost the freight industry more than \$35 million every year and motorists more than \$255 million per year.
- Roadways are crumbling and bridges are failing. More than \$100 million per year is required to bring the backlog of necessary repair projects to a tolerable level.
- While transit ridership is increasing, it cannot grow at a rate that would achieve the region's transportation goals without increases in revenues for more buses and expansion of the rail system.
- The total requirement to achieve the region's goals for new projects is \$7.6 Billion over 20 years, or more than \$380 million per year. Less than half that amount is expected to be available given current revenue sources.

To address these issues, the Metro Executive Officer is recommending the creation of a Transportation Investment Task Force. The charge to the Transportation Investment Task Force is to propose a package of transportation projects and matching funding proposals for critical elements of Metro's Regional Transportation Plan. The projects may include road, transit, bicycle, pedestrian or demand management components separated in packages that have different funding sources and mechanisms. This may result in a recommendation to the Council or other governments to place a measure on the ballot. It would also include recommendations for a strategy for the next legislative session as well as identifying local public or public/private initiatives to enhance transportation funding.

Using the Regional Transportation Plan (RTP) as its framework, the task force will have sole responsibility for recommending the list of projects, programs and funding mechanisms. The task force will also decide whether to develop a strategy for funding the entire shortfall contained in the RTP or the

most critical elements of the plan. Metro's staff and an independent consultant will provide technical and administrative support for the task force.

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ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** The anticipated actions of this task force would help implement federal (Transportation Efficiency Act for the 21st Century), state (Oregon State Transportation Plan and Transportation Planning Rules) and regional (Regional Transportation Plan) transportation planning policies and regulations.
3. **Anticipated Effects** A transportation task force would be formed and, using the Regional Transportation Plan for guidance, would recommend a set of transportation projects and programs with associated financing mechanisms to the Metro Council.
4. **Budget Impacts** The fiscal year 2002-03 budget includes \$50,000 for consultant services related to administering the task force. The fiscal year 2002-03 budget includes \$43,000 for staff time related to implementation of Regional Transportation Plan finance which would be used for staff activities related to the task force.

RECOMMENDED ACTION

Adopt Resolution 02-3189 to support creation of the Transportation Investment Task Force.