

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT) Retreat
Date: Friday, May 22, 2009
Time: 8:00 a.m. to 2 p.m.
Place: Oregon Zoo, Skyline Room

Action Requested:

- Agree on recommended approach for refining investment priorities
- Agree on funding threshold for “state” RTP investment strategy

7:45 AM	REGISTRATION/SIGN-IN	
8:00 AM	WELCOME/INTRODUCTIONS <i>Update on Making the Greatest Place initiative, overview of today's agenda and actions and how today's decisions will inform future discussions and action.</i>	Carlotta Collette, Chair Mike Jordan, Facilitator
8:15 AM	APPROACH FOR BUILDING RTP INVESTMENT STRATEGY <i>Presentation on recommended approach to refine investment priorities, integrating federal, state and regional policies with local aspirations and RTP-related efforts.</i>	Kim Ellis
8:30 AM	<u>IPACT ACTION ON APPROACH</u> <ul style="list-style-type: none">• Confirm recommended approach to guide staff development of draft RTP investment strategy.	Mike Jordan, Facilitator
9:30 AM	BREAK	
9:45 AM	TRANSPORTATION FINANCE CHALLENGES AND IMPLICATIONS FOR REFINING FINANCE ASSUMPTIONS <i>Presentation on funding challenges, current RTP assumptions, what's new or on the horizon and potential funding options to consider moving forward.</i>	Andy Cotugno
	OVERVIEW OF ROAD-RELATED FUNDING OPTIONS <i>Presentation on revenue raising potential of different road-related capital and OMP funding scenarios.</i>	Andy Cotugno
10:00 AM	<u>IPACT ACTION ON ROAD-RELATED OM&P FUNDING OPTIONS</u> <ul style="list-style-type: none">• Table discussions on willingness and appetite to consider options presented moving forward.• Report back to larger group and direction on threshold and options.	Mike Jordan, Facilitator
10:45 AM	<u>IPACT ACTION ON ROAD-RELATED CAPITAL FUNDING OPTIONS</u> <ul style="list-style-type: none">• Table discussions on willingness and appetite to consider options presented moving forward.• Report back to larger group and direction on threshold and options.	Mike Jordan, Facilitator
11:45 AM	BREAK	

12:00 PM	WORKING LUNCH	Andy Cotugno
	OVERVIEW OF TRANSIT FUNDING OPTIONS <i>Presentation on revenue raising potential of different transit capital and OMP funding scenarios.</i>	
12:15 PM	<u>IPACT ACTION ON TRANSIT FUNDING OPTIONS</u> <ul style="list-style-type: none"> • Table discussions on willingness and appetite to consider options presented moving forward. • Report back to larger group and direction on threshold and options. 	Mike Jordan, Facilitator
1:00 PM	<u>IPACT ACTION ON FUNDING THRESHOLD FOR STATE RTP</u> <ul style="list-style-type: none"> • Confirm funding threshold to guide size of draft RTP investment strategy to be developed by staff. 	Mike Jordan, Facilitator
1:45 PM	<u>RECAP OF JPACT ACTIONS AND SHARE REMAINING THOUGHTS</u> <ul style="list-style-type: none"> • Confirm today's actions and direction to staff on: <ul style="list-style-type: none"> • Approach for refining investment priorities • Funding threshold for state RTP investment strategy 	Mike Jordan, Facilitator
2:00 PM	THANK YOU & ADJOURN	Carlotta Collette, Chair

*For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.*

Materials following this page were distributed at the meeting.



Metro | *People places. Open spaces.*

May 22, 2009

To: JPACT Members and staff

Welcome to the JPACT retreat at the Oregon Zoo.

First, let us say a big "Thank You" for spending this extra time together -- on a Friday before Memorial Day weekend, no less. We look forward to a brisk and engaging program today in order to give everyone the opportunity to contribute ideas and make this a valuable exercise for you.

We're coming together today to:

- Confirm the approach and timeline for prioritizing investments for the state Regional Transportation Plan (RTP);
- Agree on what additional financing tools the region should consider pursuing to address unmet maintenance and capital needs; and
- Agree on how large a state RTP investment strategy to which the region should aspire.

An important component of Metro's Making the Greatest Place initiative, the RTP is an updated blueprint for a sustainable transportation system. By linking land use and transportation, it can best protect the environment and support the region's economy, while staying true to the regional vision embodied in the 2040 Growth Concept.

However, it's no secret that a lack of money for infrastructure and other pressures have put us in a tough spot. Therefore, in order to accomplish its goals, the RTP needs an investment strategy that reflects public values, supports the aspirations of our communities, and is fiscally sound. Today we will provide important guidance that will size and shape that investment strategy.

After today -- and throughout the summer -- Metro will continue working with you and your staffs to refine ideas and develop a draft project list and financing strategy to release for public comment by September 15. In conjunction with JPACT and MPAC, the Metro Council will approve the RTP by resolution by the end of 2009, with the intent to adopt a final RTP by ordinance by June 2010.

Again, thank you for attending today's retreat. We are very pleased to have so many committed partners to help us shape a critical building block of our region's livability and economic health. Have a great Memorial Day weekend.

Sincerely,

Carlotta Collette,
Metro Councilor, District 2
JPACT Chair

Kathryn Harrington,
Metro Councilor, District 4

Rex Burkholder
Metro Councilor, District 5

Rod Park,
Metro Councilor, District 1



REVISED

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Regional Transportation Plan

Recommended Approach to Refine Investment Priorities

*Linking transportation to land use, the
economy and the environment*

Kim Ellis, RTP Project Manager
JPACT Retreat | May 22, 2009

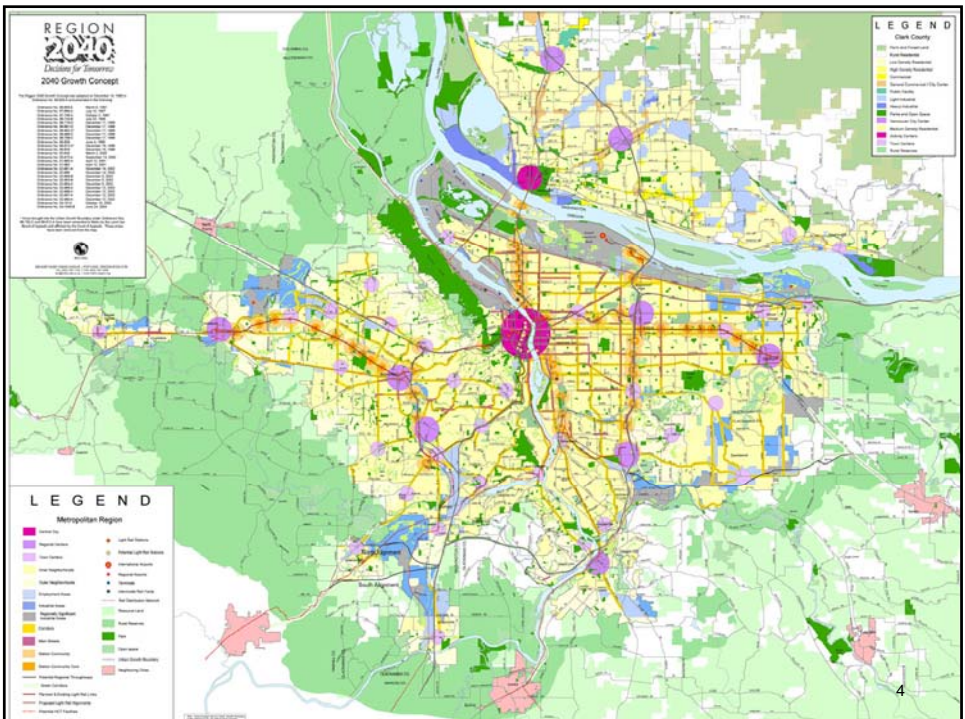


Direction needed today



**Confirm recommended
approach and timeline
for developing state RTP
investment strategy**

Building blocks to refine priorities



Aspirations – a starting point for local and regional actions



- Leverage local and regional investments
- Align your RTP investment priorities with your aspirations

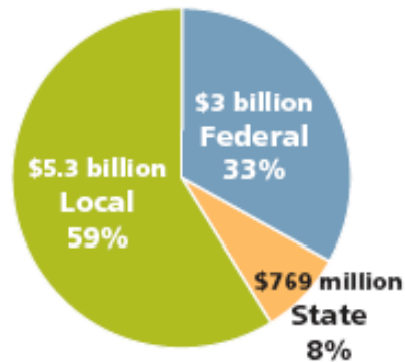
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Using the 2007 RTP
as a starting point
for refining priorities

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Local governments are funding an increasing share of the system

(Capital revenue by source)

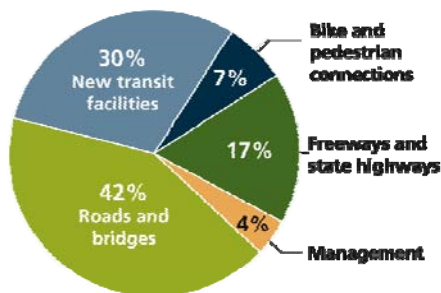


Source: 2035 Regional Transportation Plan

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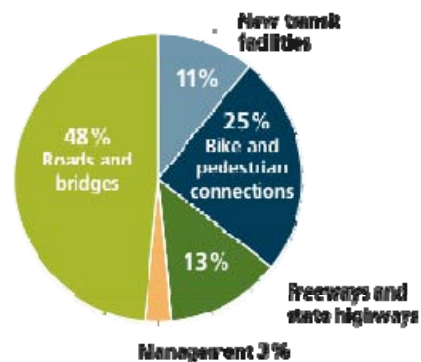
2007 Federal RTP Priorities

BY COST OF PROJECTS



Capital cost assumption in 2035 RTP = \$9.07 billion

BY NUMBER OF PROJECTS

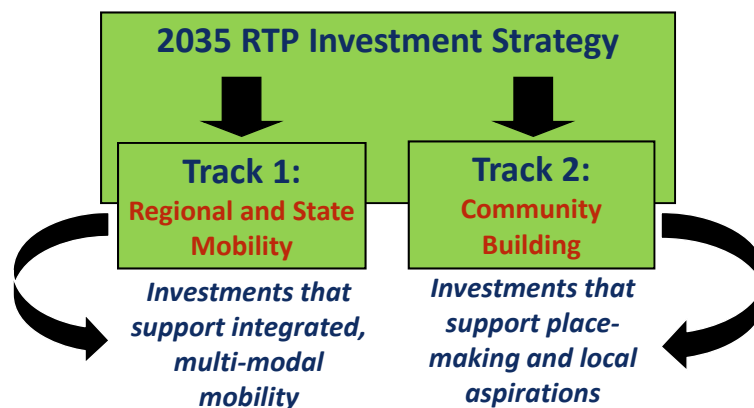


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Recommended approach and checklist of considerations

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✓ Investment Strategy Framework



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✓ **MPAC/JPACT investment priorities**

- On-going maintenance of existing system
- Target investments in centers, corridors and employment/industrial areas
- Increase emphasis on land use, management, transit and active transportation
- Focus throughway investments on existing system to address safety and support freight mobility and access
- Improve and protect throughway interchanges and upgrade arterials that provide access to industry

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✓ **State policies that direct the RTP**



- Be “adequate” to support adopted land use
- Include a finance strategy
- Increase walking, biking and transit
- Reduce drive alone trips
- Reduce VMT per person
- Meet statewide mobility goals
- Reduce greenhouse gas emissions

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✓ Update Federal priorities to respond to new information



- Local aspirations
- New plans and studies

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✓ Is the system fully optimized?



Examples of system optimization in Tigard:

- Meet on-going maintenance needs
- Access management and traffic signal timing on OR 99W
- Arterial traveler information and adaptive signal systems for OR 99W, and Hall Boulevard
- More freeway detection on OR 217 to enhance travel information and incident management efforts

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✓ Can we better manage demand?



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Carpool **Match** NW.org
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Examples of demand management in Tigard:

- Transit-supportive land uses in centers and corridors
- Expanded partnerships with Westside Transportation Alliance
- Carpool/vanpool programs and other employer services
- High occupancy tolls lanes on OR 217

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✓ Are we adequately addressing deficiencies?



Examples of projects that address deficiencies in Tigard:

- Streetscape retrofits in downtown
- Reconstruct substandard Fanno Creek trail segments
- Widen arterials such as Greenburg Rd.
- All day WES service
- OR 217 braided ramps and 72nd Ave. interchange upgrade
- Grade separate rail crossings

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✓ Are we adequately improving connectivity?



Examples of projects that improve connectivity in Tigard:

- Arterial overcrossings of OR 217
- New collector and arterial connections
- Complete Westside, Fanno Creek and Red Electric trails
- High capacity transit connection to Tigard via Barbur/OR 99W

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How should we measure success?

A few examples to consider...

- Job creation - Increase the number of new jobs in centers and employment/industrial areas by XX%
- Safety - Reduce crashes, injuries and fatalities by 50%
- Reliability - Reduce delay per capita by 10%
- Travel - Reduce VMT per capita by 10%
- Greenhouse gases - Reduce carbon dioxide emissions by 40%
- Active transportation - Triple walking, biking and transit trips

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Recommended process and timeline

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Local coordinating committees take lead role



- Coordinate project list changes
- Work with cities to maintain balance between projects and funding threshold
- Provide forum for land use and trails staff to participate in discussions

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Timeline



June – Direction and startup

July – Project list updated

August – Compile draft plan

Sept. – Dec. – Public comment and action

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Questions



Do you support the approach and timeline?

Do you have other direction you would like to provide staff?

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<u>Past RTP Funding Assumptions</u>	<u>Past Funding History</u>
<p>Road, Street, Highway Operations, Maintenance & Preservation –</p> <ul style="list-style-type: none"> • Increase state gas tax and weight-mile tax the equivalent of 1-cent per year <p>16-cents in 16 years</p>	<p>8.35-cent equivalent in 16 years (52%)</p> <p>In 2001, OTIA 1&2 increased titling and other misc. vehicle fees and associated truck weight-mile taxes to produce \$35.6 m. per year of which 50% went to ODOT bridge and pavement rehab. and replacement or the equivalent of a .6-cent gas tax increase.</p> <p>In 2003, OTIA 3 increased titling and other misc. vehicle fees, the heavy and light vehicle registration fee and associated truck weight-mile taxes to produce \$100 million per year of which 80% plus bonding against existing revenues went to the following:</p> <ul style="list-style-type: none"> • \$1.3 b. ODOT bridge • \$.3b. local bridge • \$.361 local OM&P • Equivalent of a 2.75-cent gas tax increase <p>In response to the need for OM&P funding, the following local governments have implemented local street utility fees and/or local gas taxes:</p> <ul style="list-style-type: none"> • Tualatin • Wilsonville • Lake Oswego • Milwaukie • Tigard • Hillsboro • Oregon City <p>Pending in the 2009 Legislature, the Oregon Jobs and Transportation Act proposes to increase gas taxes, vehicle registration fees, and other misc. vehicle fees and associated truck weight-mile taxes to produce \$136.5 million in revenues to local governments or the equivalent of a 5-cent gas tax increase.</p>

<p>Road, Street, Highway Modernization</p> <ul style="list-style-type: none"> • Increase the state vehicle registration fee and weight-mile tax the equivalent of \$15 per year every 8 years <p>\$30 VRF increase in 16 years</p>	<p>\$22.62 equivalent in 16 years (75%)</p> <p>In 2001, OTIA 1&2 increased titling and other misc. vehicle related fees and associated truck weight-mile taxes to produce \$35.6 million per year of which 50% went to ODOT modernization or the equivalent of a \$3.12 per year vehicle registration fee increase.</p> <p>In 2003, OTIA 3 increased titling and other misc. vehicle fees, the heavy and light vehicle registration fee and associated truck weight-mile taxes to produce \$100 million per year of which 20% plus bonding against existing revenues went to a \$500 m. ODOT modernization program. This is the equivalent of a \$3.50 per year vehicle registration fee increase.</p> <p>Pending in the 2009 Legislature, the Oregon Jobs and Transportation Act proposes to increase gas taxes, vehicle registration fees, and other misc. vehicle fees and associated truck weight-mile taxes to produce \$136.5 million in new revenues to ODOT of which 67% is dedicated to modernization and includes \$284 million for projects in the Metro region. This is the equivalent of a \$16 per year vehicle registration fee increase.</p>
<p>Transit Operations & Maintenance</p> <ul style="list-style-type: none"> • Increase transit service hours 1.5% per year 	<p>Increased payroll tax from .62% to .72% Increased transit service hours by 3.5% per year since 1993</p>
<p>Transit Expansion</p> <ul style="list-style-type: none"> • Westside MAX • South/North LRT • Frequent Bus routes 	<p>Since 1993, the region has implemented:</p> <ul style="list-style-type: none"> • Westside MAX • Airport MAX • Interstate MAX • I-205 MAX • Westside Express Service (WES) • Streetcar • Added 16 Frequent Bus routes
<p>Freight & Multi-Modal</p>	<p>Connect Oregon 1&2 at \$100 m. each</p>

2035 Regional Transportation Plan

Road-Related Funding Scenarios

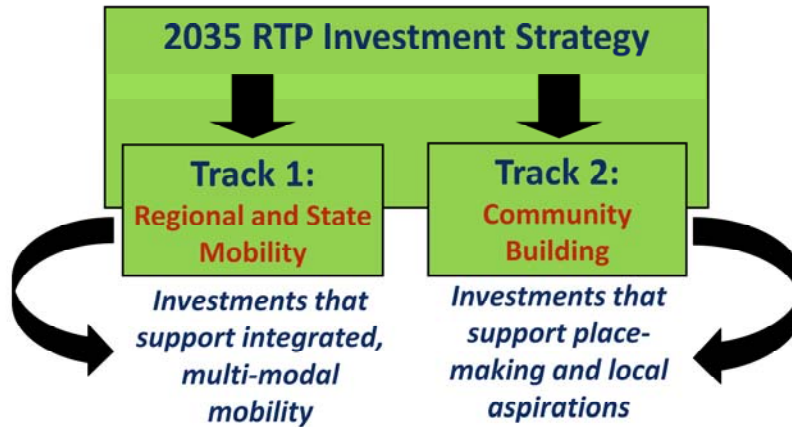
Road-Related OM&P Funding Scenarios

- **Baseline – Existing Revenues** – This includes existing local share of 24-cent gas tax, \$27/per vehicle registration fee, and weight mile tax for OM&P, plus existing local gas taxes and street utility fees.
- **Option 1 – 2009 State Package** – This assumes increased resources, including a 2-cent gas tax increase, vehicle registration fee increase from \$27/year to \$81/year plus weight-mile tax increase (the portion available to Metro region). All of the new revenue distributed to the cities and counties as part of the 50-30-20 formula is assumed to go towards OM&P.
- **Option 2 – 2009 State Package + RTP Financially Constrained Revenues** – This option builds on Option 1, adding a 1-cent/year increase in the state gas tax starting in 2011 as was assumed as part of the financially constrained RTP.
- **Option 3 – 2009 State Package + Local Street Utility Fee (SUF)** – This option builds on Option 1, adding a local street utility fee phased in over time to equal the gap between OM&P costs and revenues.
- **Option 4 – 2009 State Package + Regional SUF** – This option builds on Option 1, adding a regional street utility fee that would be enacted in 2011 to fully fund the annual OM&P costs and releasing state highway trust fund resources to capital.

Road-Related Capital Funding Scenarios

- **Baseline – Existing Revenues** – This includes ODOT share of State Highway Trust Fund dedicated to modernization (1-cent), SDCs, urban renewal, assumed federal earmarks, Regional flexible funds, and Federal Bridge funds. This removes the VRF increase (\$380.3 million) and Damascus SDCs (\$318 million) from the financially constrained RTP level, and lowers the amount of available revenue for roadways from \$6.4 billion to \$5.64 billion.
- **Option 1 – 2009 State Package + Columbia River Crossing (CRC)** – This assumes an increase in revenues equal to the original draft of the Governor's Jobs and Transportation Act. Because all of the city and county revenue was assumed as part of the OM&P funding scenarios, this option includes a portion to the Metro region of the \$100 million for ODOT modernization and freight bottlenecks, as well as a portion of the \$150 million for Connect Oregon III, about \$100 million for the Metro region. This option also adds in the amended CRC with toll and state revenue assumption equal to roughly \$3 billion for only the roadway portion. The transit revenue discussion is being handled separately. This also increases the RTP project costs in the amount of \$3 billion as the full CRC project was never part of the RTP project investment pool. This is reflected as the bar for the total cost of the RTP illustrative road-related projects increases from \$12 billion to \$15 billion.
- **Option 2 – Growth Pays (System Development Charges)** – This option builds on Option 1 with an increase in SDCs to bring all jurisdictions up to the same level as the highest jurisdiction (\$7,000). This amounts to an increase of revenue of \$1,983.4 million.
- **Option 3 – Road User Fees at the state and regional/local level** – This option builds on Option 1 with an assumption of both a state and regional/local funding package every 8 years increasing VRF or gas taxes or VMT fees such that every 4 years one or the other is implemented. This adds about \$3 billion in new revenue.
- **Option 4 – Tolling** – This builds on Option 1 adding toll revenues to help fund selected bridge and freeway projects (I-205 - \$425 million, OR 217-\$341 million, and Sellwood-\$105 million). This adds about \$871 million in new revenue.
- **Option 5 – Shift local share of State Highway Trust Fund to Capital** – This builds on Option 1 and adds all of the gas tax revenue that is diverted from OM&P Option 4 (Regional SUF). This adds \$4,372 million in new revenue.

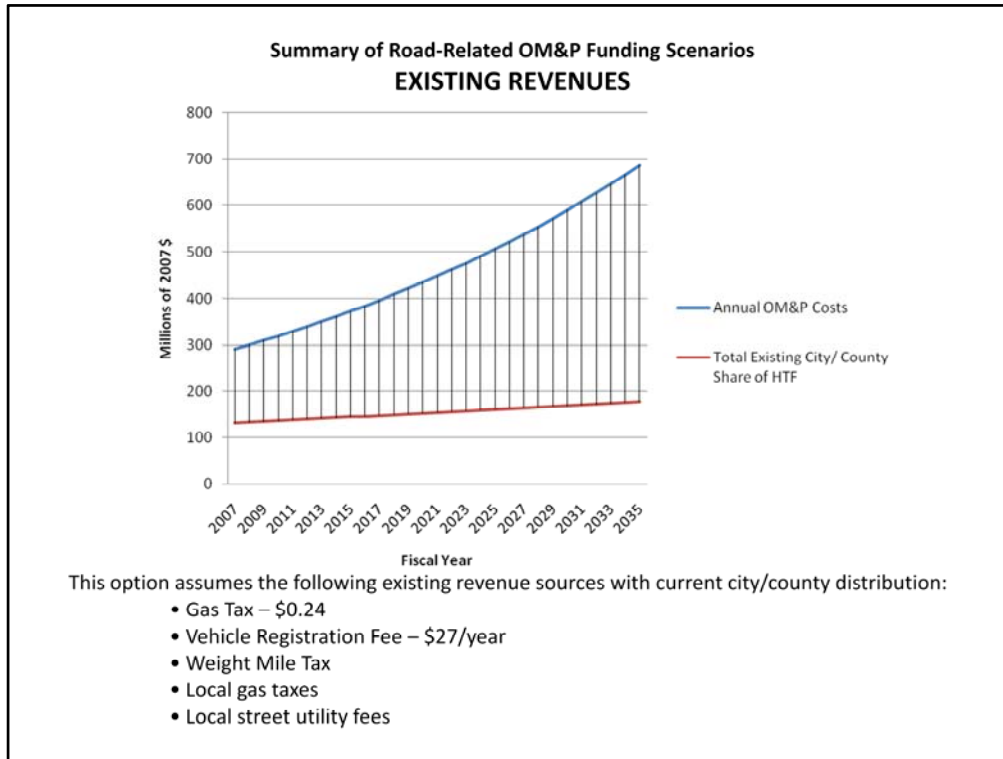
✓ Investment Strategy Framework



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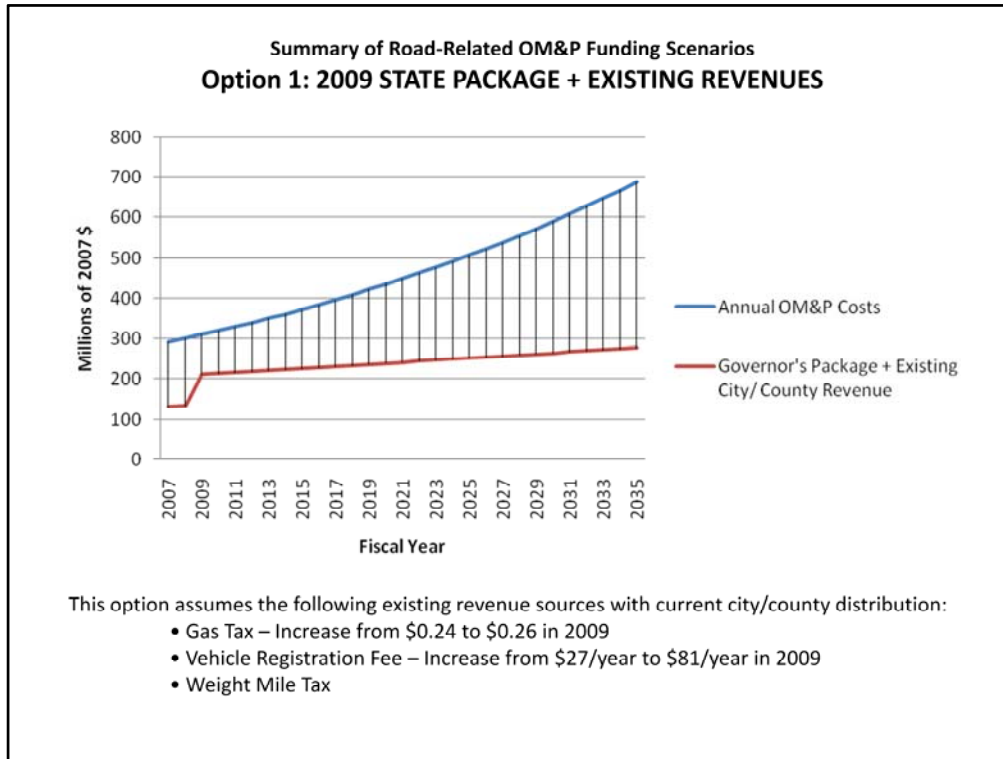
For the past year we have focused on defining the transportation needs. To do this, we have adopted a broadened view of Mobility Corridors to include parallel arterial, transit and trails (Track 1). In addition, we have recognized the importance of making the right kind of transportation investments to leverage the Community Building aspirations of the region and local governments, whether they be centers development, shovel-ready industrial lands or others aspirations (Track 2). Across both Tracks, it is important to includes roads and streets, transit, system management and demand management, freight access and bike/ped. facilities.

However, all these needs far exceed existing resources and likely exceed the fiscal capacity of the region to raise new funds. There is a need for a consensus on direction from JPACT on what existing resources can fund and what aspirational level the RTP should be based upon. With general direction, we will work with local staffs to develop the specifics for further review.

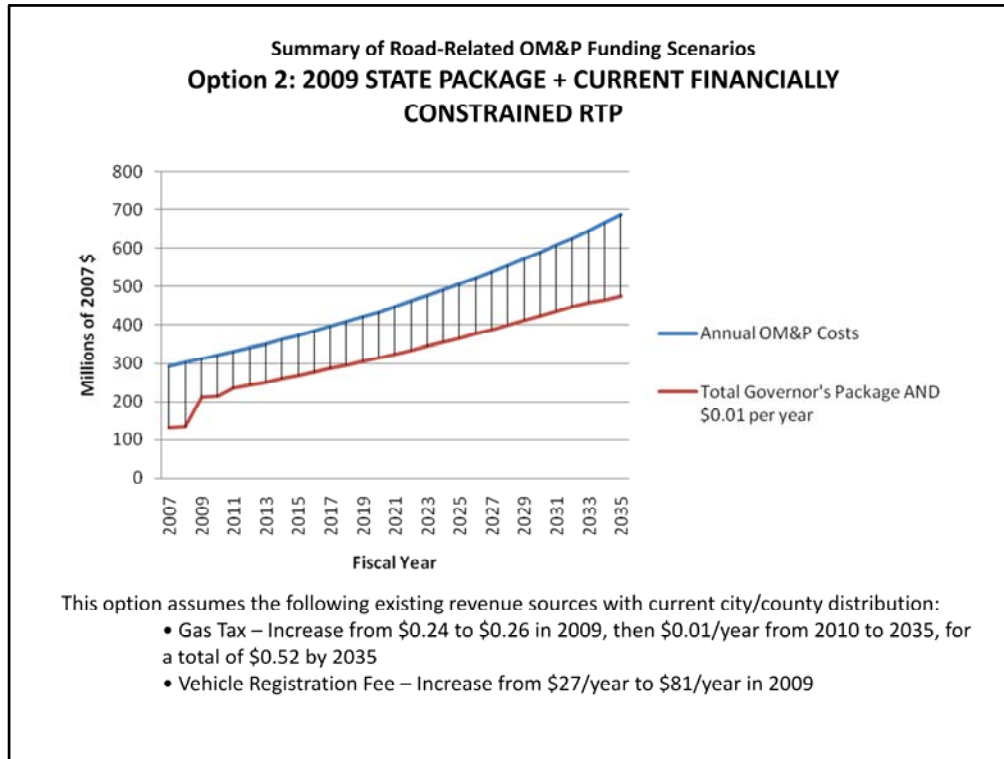


Assuming existing funds available to cities and counties that can be used for OM&P are used for OM&P, including state shared highway trust fund revenues, local gas taxes and local street utility fees:

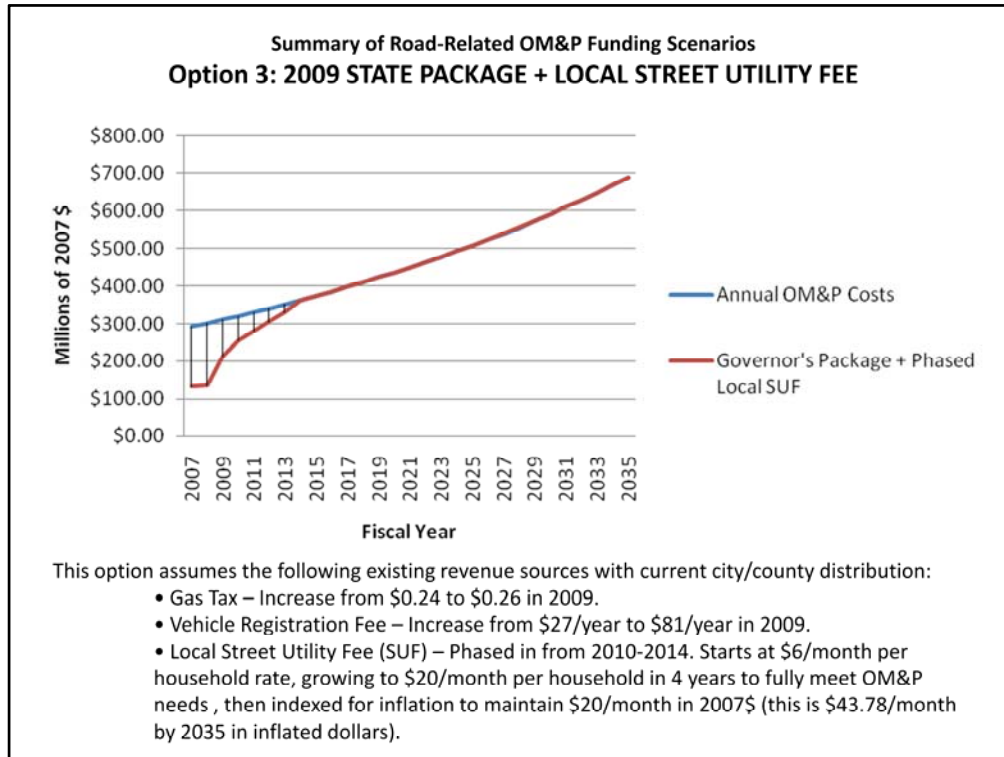
1. There is a significant funding shortfall producing a growing backlog of deferred maintenance needs;
2. The revenue base grows at about 1% per year while the costs grow at a rate of at least 5% per year increasing the unfunded gap.



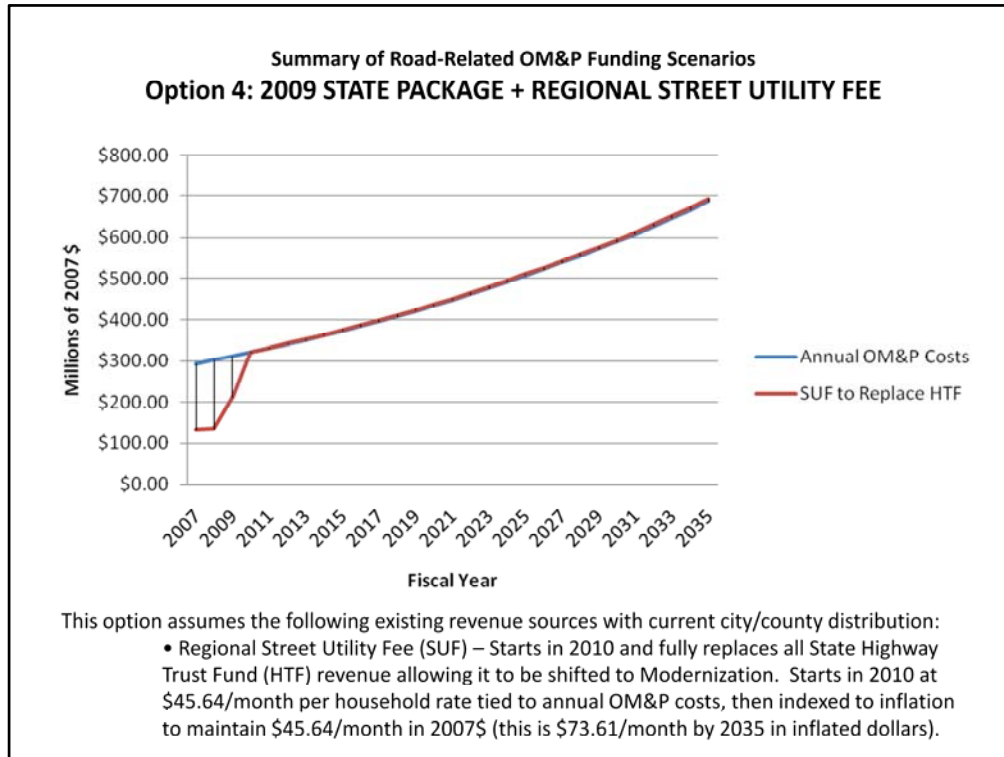
1. The addition of the 2009 state package (assuming the 50/30/20 split) produces increased resources for cities and counties that if fully used for OM&P would substantially narrow the gap;
2. However, thereafter the gap continues to grow because the increase relies upon revenues that inflate at about 1% per year while costs grow at a rate of at least 5% per year.



1. The expressed regional policy has been to pursue a 1-cent gas tax increase from the Legislature each year (for a 25-cent increase in 25 years) to meet the city/county OM&P need;
2. If added to the 2009 Legislative package, it would substantially close the gap and continue to grow with inflation.
3. The region's success rate at meeting this goal is 52%.
4. As a result of insufficient action at the state level, an increasing number of local governments have implemented local street utility fees and local gas taxes to meet this need.



1. The region could chose to abandon the policy of pursuing gas tax increases at the state level and leave this resource for future modernization funding.
2. If the region chose to do this through a street utility fee, it would need to start with an amount of roughly \$6/month per household and be phased in to \$20/month per household to fully meet the need with an equivalent assessment on commercial and industrial property.
3. If it were indexed to inflation, this \$20/month rate in 2007\$ would inflate to \$43.78 in 2035 \$.
4. Since this would be implemented by individual jurisdictions, the result would be a wide range of actions with different rates addressing different levels of OM&P spending.



1. The region could chose to abandon the policy of pursuing gas tax increases at the state level and leave this resource for future modernization funding.
2. In addition, the region could chose to fully fund the city/county OM&P need through a uniform regional street utility fee and in the process free up existing state highway trust fund resources to be shifted to Modernization.
3. If the region chose to do this through a regional street utility fee, it would need to start with an amount of roughly \$45/month per household with an equivalent assessment on commercial and industrial property.
4. If it were indexed to inflation, this \$45/month rate in 2007\$ would inflate to \$73.61/month in 2035 \$.
5. Since this would be implemented on a uniform basis for the entire region, the result would be application of a uniform solution throughout the region.

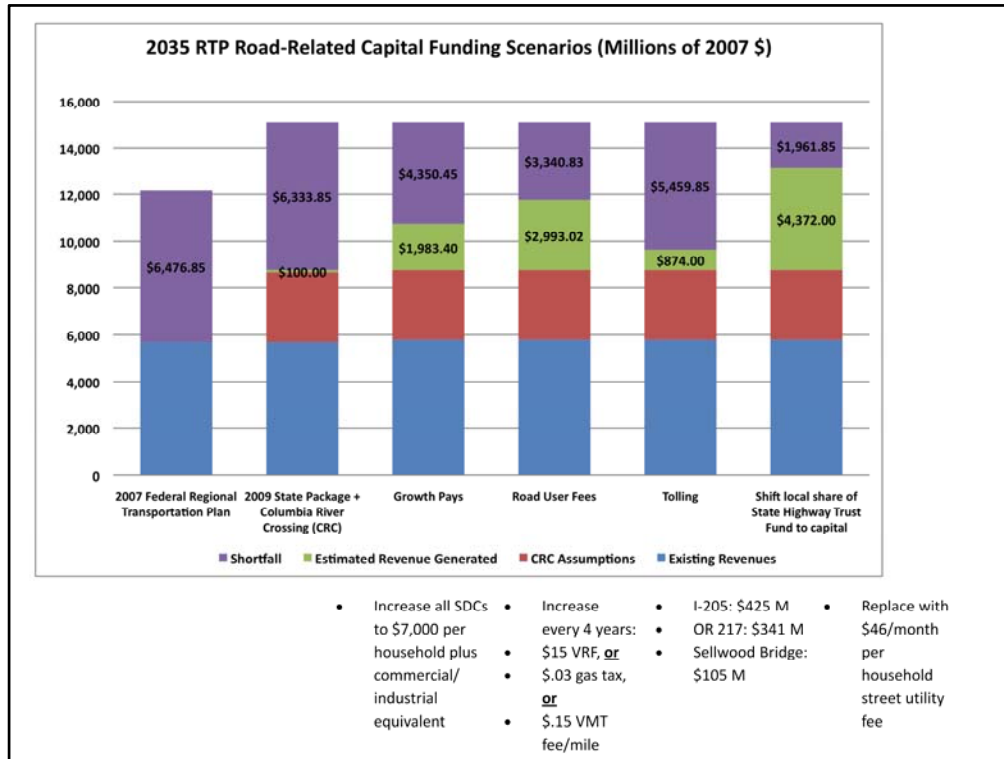
Questions & Choices

1. At what level should the region fund road-related OM&P?

- Each city and county is on their own
- Keep pace with inflation
- Address the backlog and keep pace with inflation

2. From what source(s) should the region fund road-related OM&P

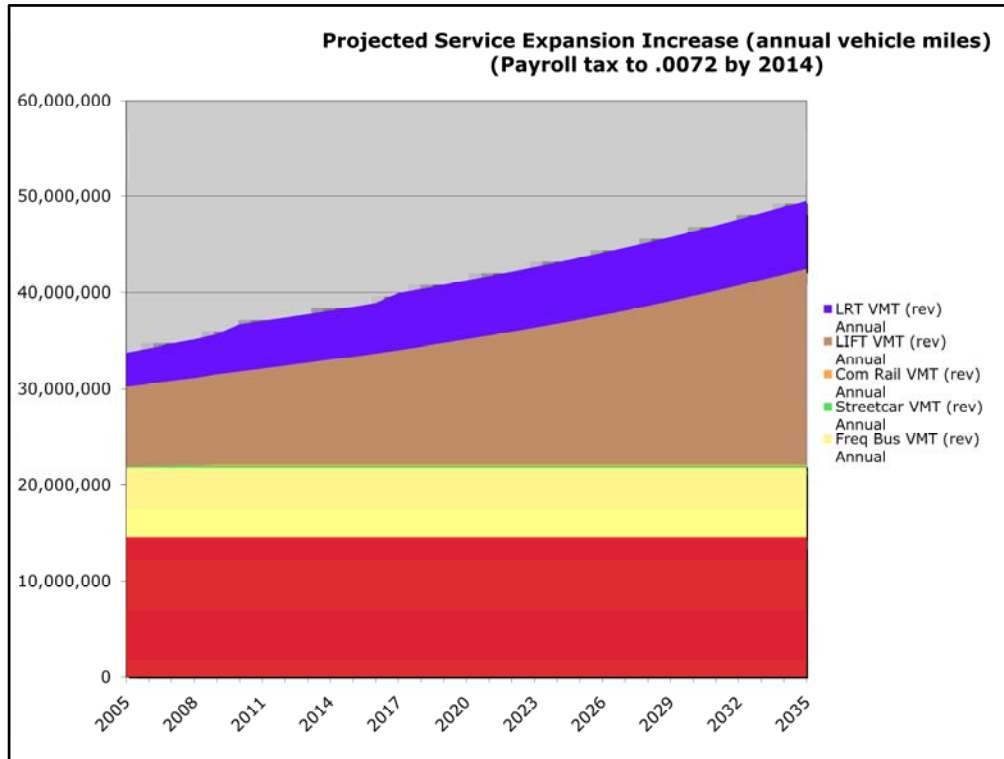
- State gas taxes
- Local street utility fees
- Regional street utility fees
- A combination



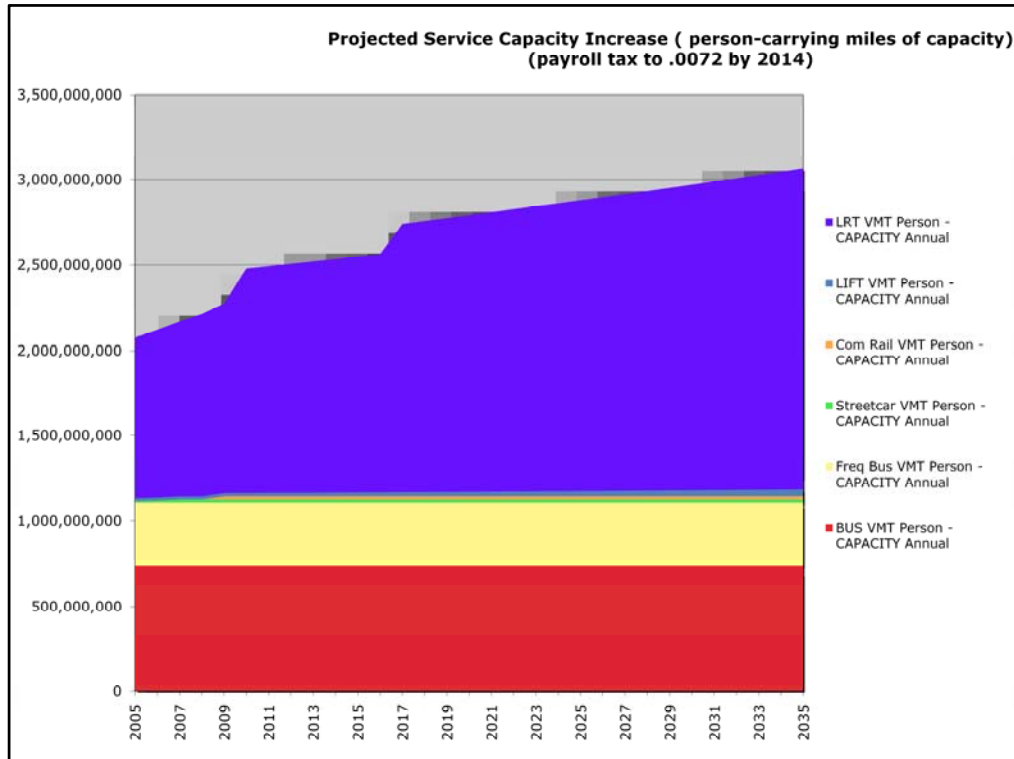
1. Baseline Option - While the cost of total needs is still a moving target, existing resources are sufficient to fund less than half of the total needs.
2. Option 1 - The 2009 state package will provide an important \$100 – 300 million for Modernization therefore requiring a sustained future effort.
3. Option 2 - If growth is expected to pay more of the cost, an additional \$2 billion could be raised by increasing SDCs throughout the region to the highest level now being levied (about \$7000/house).
4. Option 3 - If traditional user fees are expected to pay more of the cost, an additional \$3 billion could be raised by seeking an increase at the state level of \$15/year on the vehicle registration fee or 3-cents on the gas tax every 8 years followed by a like amount at the regional or local level every 8 years.
5. Option 4 - If tolls are employed, for the 3 projects that have been studied, there is a potential for raising nearly \$900 million.
6. Option 5 - If the regional street utility fee is implemented at the regional level to fully fund city/county OM&P, it would free up over \$4 billion from the existing highway trust fund for Modernization.

Questions & Choices

1. **What aspirational road/street/highway/bike/ped. modernization & management funding level should the RTP be based upon?**
 - Equal to the historical record
 - 25%, 50%, 100% increase over the historical record
2. **What sources and at what price points should be pursued?**
 - Traditional road user fees
 - Growth fees
 - Tolls
 - Shift OM&P to a regional street utility fee and divert existing highway trust fund revenues
 - A combination



1. Revenues for transit operations controls how much the system can be expanded.
2. The good news is transit revenues tend to go up with inflation and employment growth (unlike the gas tax)
3. Growth in transit O&M revenues will allow the bus system to expand by 1% per year and allows the addition of Milwaukie LRT but is significantly impacted by major growth in services to elderly and disabled (a federal mandate)




1. Added LRT service dramatically increases passenger capacity
2. Added service for elderly and disabled provides very little added passenger capacity at very high cost

Planning for transit in the region

Assumed Projects to 2035 for .0072 Scenario

LRT	Milwaukie
Streetcar	OMSI-Broadway Bridge
Commuter Rail	No service increase
LIFT	3% growth in service annually
Frequent Bus	No increase in miles. 1% annual increase in hours to account for growth and congestion
Regular Bus	No increase in miles. 1% annual increase in hours to account for growth and congestion

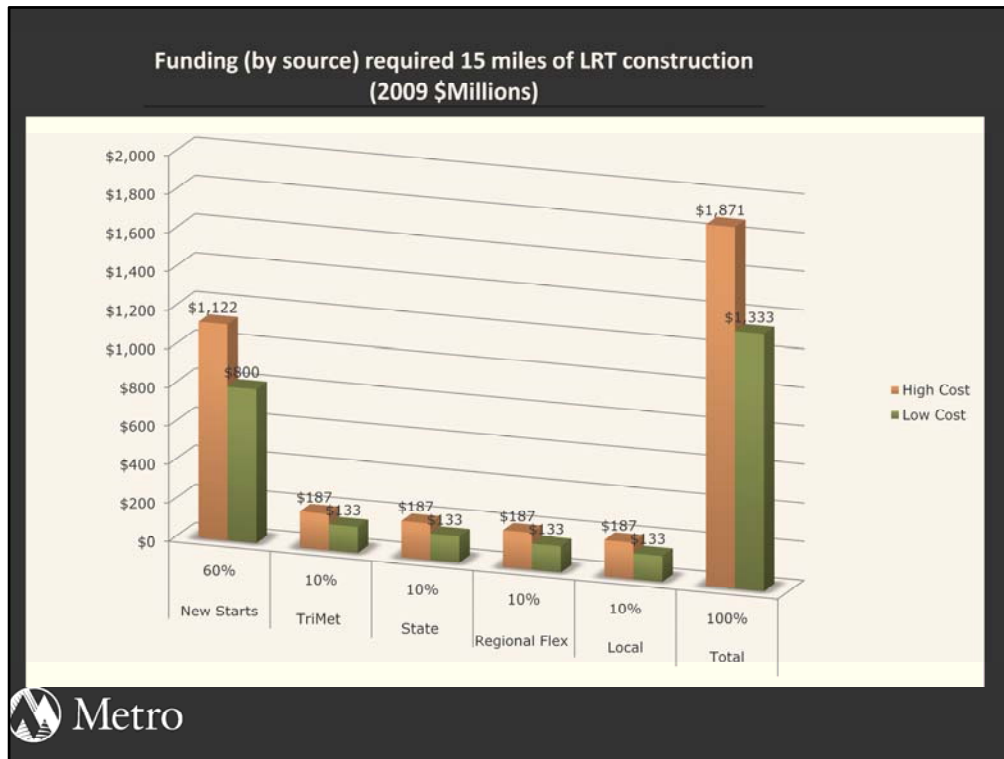
Projected Annual Ridership Growth
 Approx 2% based on service expansion projections and 1.34% annual employment growth


Metro

1. The existing funding base allows increased bus service to grow at 1% per year to compensate for crowding and traffic congestion.
2. It allows for the addition of Milwaukie LRT and Eastside Streetcar
3. But, our desires are for more

Planning for transit in the region					
Potential value of .0082 payroll tax above .0072					
	Operating Cost	One-Way Miles Supported	AWD Veh Miles for \$*	Passenger Mile Capacity	Additional AWD Boardings
100%	LRT	26	4,184	1,113,036	37,483
OR					
100%	Freq Bus	148	11,264	574,485	29,320
OR					
60%	LRT	15	2,511	667,821	22,490
40%	Freq Bus	59	4,506	229,794	11,728
100%	Total	75	7,016	897,615	34,218

1. Our ability to expand the transit system depends on raising new funds for O&M.
2. If you increased the payroll tax .1% it would allow increased LRT and/or bus operations
3. If you put it all into LRT, you could operate 26 more route-miles of double track LRT, deliver over 1 million passenger miles of capacity and attract over 37,000 added daily riders
4. If you put it all into Frequent Bus service, you could operate 148 more route-miles of service, deliver over 500,000 passenger miles of capacity and attract 29,000 added daily riders
5. You would want to give a bit more weight to LRT expansion because there is a better ridership return on investment but expanded Frequent Bus service should be included for those areas where LRT expansion is not feasible
6. Based upon the ridership return on investment, one scenario is a 60/40 split providing 15 route miles of LRT and 75 route miles of Frequent Bus service



1. If you expand the operation of the LRT system by 15 miles, you need a capital funding plan to implement that
2. LRT construction ranges from \$90 to 125 million per mile or \$1.3 to 1.9 billion for 15 miles
3. The region has been quite successful at securing discretionary FTA New Starts funding and a strategy based upon 60% funding is worth considering.
4. Past practice on local match has varied by project. If you maintain an intent to seek funds from all past approaches, a 10% contribution, equating to \$133 to \$187 million, from each of the following would be needed:
 - TriMet
 - State
 - Regional Flexed Funds
 - Local

Planning for high capacity transit in the region

Questions

1. **At what level should the region pursue expansion of transit operating funds?**
 - Payroll tax increase of .1%? .2%?
2. **For what purpose should the operating funds be increased?**
 - Expanded HCT service
 - Streetcar
 - Expanded Frequent Bus service
 - A combination
3. **What capital funding strategy should be pursued for HCT local match (assuming 60% FTA New Starts)?**
 - TriMet
 - State
 - Regional Flex
 - Local



Historical LRT Funding Shares

	FTA New Starts	TriMet GO Bonds and other Funding Commitments	Lottery Bonds & other State Funding Commitments	FHWA Flexed Funds	Local	Total
Banfield LRT & Highway		33%	21%	45%	1%	100%
Westside LRT	65%	17%	14%	2%	1%	100%
Airport LRT		22%		14%	64%	100%
Interstate LRT	74%	11%		7%	9%	100%
Clackamas/Mall LRT	60%	5%	4%	11%	19%	100%
Commuter Rail	50%	33%		10%	7%	100%
Milwaukie LRT	60%	2%	18%	5%	15%	100%
Weighted Total	59%	12%	6%	10%	13%	100%

High Capacity Transit Ranked Corridors (5-19-09)
Based on technical analysis

Tier	Corridor	Description	Miles	Capital Cost		Annual O&M Cost
				High (\$M)	Low(\$M)	
Near Term Regional Priority Corridors	10	Portland to Gresham via Powell	14.35	\$ 1,743	\$ 1,582	\$ 11,231,728
	11	Portland to Sherwood via Barbur	14.61	\$ 2,314	\$ 1,930	\$ 10,379,530
	34	Beaverton to Wilsonville	15.82	\$ 2,073		\$ 9,583,121
Next Phase Regional Priority Corridors	8	CTC to Oregon City via I-205	6.01	\$ 649	\$ 570	\$ 4,104,307
	17	Sunset Transit Center to Hillsboro via Hwy 26	12.66	\$ 1,357	\$ 659	\$ 8,694,876
	28	Clackamas Town Center to Washington Square via I-205/217	21.37	\$ 2,338	\$ 1,394	\$ 14,291,265
	29	Clackamas Town Center to Washington Square via RR ROW	15.41	\$ 1,706	\$ 1,574	\$ 11,586,225
	32	Beaverton to Hillsboro via TV Highway	10.52	\$ 1,541	\$ 1,382	\$ 6,509,533
Developing Regional Priority Corridors	9	Park Ave to Oregon City via McLoughlin	6.4	\$ 801	\$ 683	\$ 4,393,063
	12	Hillsboro to Forest Grove extension	6.24	\$ 860	\$ 860	\$ 4,198,012
	13	Gresham to Troutdale extension	4.04	\$ 722	\$ 616	\$ 2,652,421
	17D	Tanasborne extension	4.15	\$ 557	\$ 508	\$ 2,956,383
	13D	Troutdale to Damascus	13.23	\$ 1,744	\$ 1,638	\$ 8,524,330
Regional Vision Corridors	16	Clackamas Town Center to Damascus	6	\$ 942	\$ 809	\$ 4,012,196
	38S	Sherwood to Tualatin	4.15	\$ 496		\$ 2,608,174
	43	Downtown Portland to Yellow Line via St. Johns	10.86	\$ 1,070	\$ 550	\$ 9,075,005
	54	Troutdale to St. Johns via US 30	18.93	\$ 2,129	\$ 1,663	\$ 13,655,739
Total:			184.75	\$ 23,040	16418.125	128455907.6
Per Mile:				125	89	695,296

Road-Related Operations, Maintenance & Preservation Funding Choices Worksheet

Funding Source (This column summarizes the funding source used in each scenario)	Scenario (This column summarizes the assumptions used in each scenario as a starting point for discussion)	Price Point (Fill in what your table feels would be the desired level)	Comments (Fill in what <u>tradeoffs</u> and <u>policy issues</u> your table identified during the small group discussion)
State gas tax	Option 2: \$0.01 per year		
Local street utility fee to fund the gap in OM&P	Option 3: Phased in from \$6 to \$20 per house, indexed to inflation		
Regional street utility fee to fully fund OM&P	Option 4: \$45 per house, indexed to inflation		

Road-Related Capital Funding Choices Worksheet

Funding Source (This column summarizes the funding source used in each scenario)	Scenario (This column summarizes the assumptions used in each scenario as a starting point for discussion)	Price Point (Fill in what your table feels would be the desired level)	Comments (Fill in what <u>tradeoffs</u> and <u>policy issues</u> your table identified during the small group discussion)
System development charges	Option 2: \$7,000 per house		
<u>State level</u> <ul style="list-style-type: none"> Gas tax Vehicle registration fee 	Option 3a: (alternates with 3b) \$0.03 every 8 years; <u>OR</u> \$15 every 8 years		
<u>Regional/local level</u> <ul style="list-style-type: none"> Gas tax Vehicle registration fee 	Option 3b: (alternates with 3a) \$0.03 every 8 years; <u>OR</u> \$15 every 8 years		
Tolling	Option 4: \$874 million		
Regional street utility fee shifts gas tax to capital	Option 5: \$45 per house to allow \$4.5 billion to shift to capital		

Transit Funding Choices Worksheet

Funding Source (This column summarizes the funding source used in each scenario)	Scenario (This column summarizes the assumptions used in each scenario as a starting point for discussion)	Price Point (Fill in what your table feels would be the desired level)	Comments (Fill in what <u>tradeoffs</u> and <u>policy issues</u> your table identified during the small group discussion)
Operations, maintenance and preservation level			
Payroll tax	0.1%		
Service expansion			
	High capacity transit: 60%		
	Frequent bus: 40%		
High capacity transit local match sources			
FTA New Starts	60%		
State	10%		
TriMet	10%		
Regional flexible funds	10%		
Local	10%		

Transportation Finance Small-Group Discussion Questions

The following questions are a starting point for the small-group discussions on transportation finance choices. Your table recorder will fill out the yellow funding worksheet for your table based on the group's discussion. You may also turn in this handout and funding worksheet with your individual responses.

Road-related Operations Maintenance and Preservation (OMP)

- Q1. At what level should the region fund road-related OMP?**
- a. each city and county is on their own
 - b. keep pace with inflation
 - c. address the backlog and maintenance and keep pace with inflation
- Q2. From what source(s) and at what "price points" should the region fund road-related OMP?**
- a. state gas taxes
 - b. local street utility fees
 - c. regional street utility fees
 - d. what combination

Road-Related Capital

- Q1. What aspirational road/street/highway/bike/pedestrian modernization and management funding level should the state RTP be based upon?**
- a. Equal to the historical record
 - b. 25%, 50%, 100% increase over the historical record
- Q2. What source(s) and at what "price points" should be pursued?**
- a. Traditional road user fees
 - b. Growth fees
 - c. Tolls
 - d. Shift OM&P to a regional street utility fee and divert existing highway trust fund revenues to capital investments
 - e. A combination

Transit-Related Capital and OMP

- Q1. At what level should the region pursue expansion of transit operating funds?**
- a. Payroll tax increase of 0.1%? 0.2%?
- Q2. For what purpose should the operating funds be increased?**
- a. Expanded high capacity transit (HCT) service
 - b. Expanded streetcar service
 - c. Expanded frequent bus service
 - d. A combination
- Q3. What capital funding strategy should be pursued for HCT local match (assuming 60% FTA New Starts)?**
- a. TriMet
 - b. State
 - c. Regional Flex
 - d. Local



2035

REGIONAL TRANSPORTATION PLAN

www.oregonmetro.gov

Investing in a transportation system for the 21st Century

The Regional Transportation Plan (RTP) is a long-range blueprint to guide how we plan for and invest in the transportation system in the Portland metropolitan region. The RTP directly reflects the public's values by prioritizing which transportation investments will build sustainable communities through multi-modal choices, a vital economy and a healthy environment. It also will be key in implementing the region's desire to guide growth into existing urban communities and preserve natural areas. This current update will be completed by June 2010.

LIVING IN INTERESTING TIMES

The last time the region came to agreement on a Regional Transportation Plan, the work and the assumptions we used were based on challenges and needs of the previous century. The times now demand that we come to a new agreement based on today's needs and challenges.

A LOT HAS CHANGED SINCE 2000

Accelerating global climate change (and transportation's contribution to the situation), long-term population growth, demographic shifts (an aging population), the continuing decline of federal and state funding, and unpredictable energy prices and supply make for a vastly different environment.

EXPECTATIONS ARE HIGH

In the context of these challenges, the public's expectations – for quality of life, walkable communities, increased safety and environmental stewardship – create the demand for more sustainable transportation practices, and efficient urban form that reduces the overall need to travel as far or as frequently. In addition, our region's business and economic sectors expect an affordable and reliable transportation system to move goods and services.

VALUES SHAPE 21ST CENTURY SYSTEM

Metro began this work by conducting public opinion research and focus groups with public and private sector leaders, community groups, business and freight interests, and individual residents of the region. What we heard was that people strongly supported using transportation investments and improvements to support their core community values, such as equity and access to multi-modal choices for everyone, environmental stewardship, freight mobility, improved public health, and financial responsibility to prioritize what projects we can fund.



For more information

Visit www.oregonmetro.gov/ RTP and click on "2035 RTP Update"

Send e-mail to rtp@oregonmetro.gov

Attend ongoing Metro Advisory Committee meetings



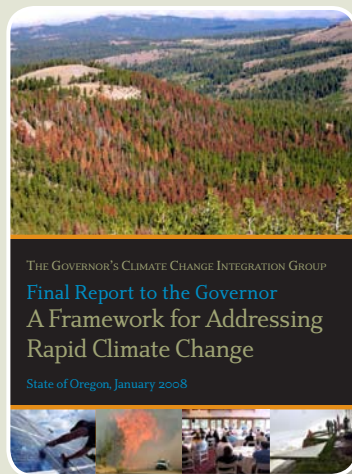
What's new? . .



“Our more compact land use patterns enable the region’s residents to live closer to key destinations, drive shorter distances, and make more use of transit, biking and walking. That reduced travel saves the region’s residents more than a billion dollars a year in spending on cars and fuel, and about 100 million hours a year traveling, compared to the average American.”

Joe Cortright
Economist, Impresa, Inc.

Linking land use and transportation to address climate change – We have a better understanding of how our transportation and land use choices affect carbon emissions. Metro now has data that shows how transportation options in existing and developing areas would better connect residents to their communities.



Greenhouse gas goals adopted by the the state of Oregon

Short-term:

by 2010, stop increases in greenhouse gas emissions

Medium-term:

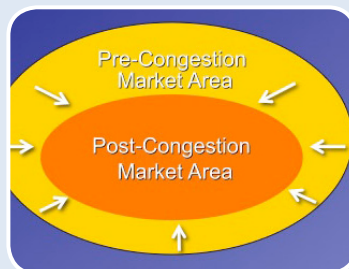
by 2020, reduce greenhouse gas emissions to 10 percent below 1990 levels

Long-term:

by 2050, reduce greenhouse gas emissions to 75 percent below 1990 levels

Addressing the importance of increased economic globalization on freight needs

– Metro sought the expertise of freight and commerce interests to address those needs with the formation of the Freight Task Force. The task force’s expertise has contributed considerably to our knowledge base and ensured that this vital part of the regional economy is integrated in the transportation decision-making process.



Calculating the impacts of congestion

– Metro partnered with the Port of Portland and the Portland Business Alliance on the Cost of Congestion Study, which helped re-frame the transportation conversation by showing the economic importance of reducing congestion.

Congestion hurts market access

Increasing congestion shrinks the delivery market that a business can reliably serve within any given time period.

What's different?

Studying the next move in transit

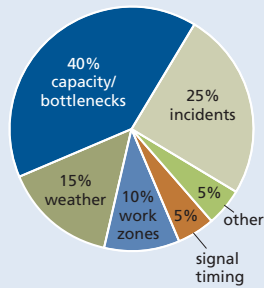
– Since July 2008, Metro has been working with local jurisdictions and community members on a High Capacity Transit System Plan. That work has identified 15 corridors for potential transit expansion as well as ways to improve system operations, such as increasing the speed of light rail through downtown Portland.

Expanding our high capacity transit system



This spring, Metro launched its build-a-system tool, which allows users to construct their preferred transit lines within a limited budget. Metro received more than 550 responses, which will help the region plan where the next transit lines go. Visit this tool at: oregonmetro.gov/go/inplaces

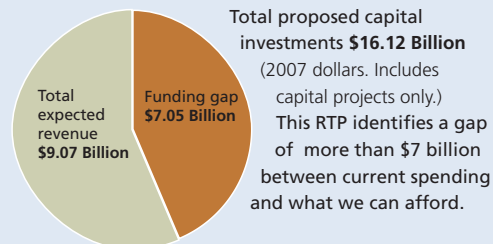
Causes of congestion



Identifying smart ways to manage congestion and reduce traffic delay

– Metro has looked at how cost-effective advanced technologies can increase system reliability, mobility and safety. These technologies, such as timed traffic signals and more and better electronic traveler information, make the existing system work better at a fraction of the cost of building new capacity-related projects.

Capital funding gap



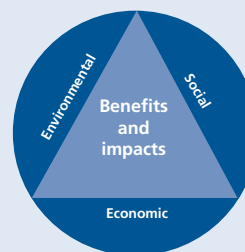
Changing the lens through which transportation decisions are made

– This RTP update expands our consideration of how land use and transportation affect one another, and explore the best options for the environment, the region's economy and the aspirations of our communities.

Looking at innovative approaches to transportation funding

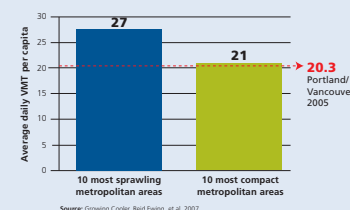
– Metro and its partners are looking for opportunities to connect use of the transportation system to its funding, because current sources are not keeping pace with needs. The RTP is helping prioritize basic needs and identify stable sources of funding.

Outcomes-based evaluation framework



Measuring success – We're getting a more complete and accurate picture of how our transportation system as a whole is performing by looking at more than the traditional measurements, such as peak capacity of the highway system at rush hour. Now we're analyzing how land use patterns and alternative modes are influencing actual mobility, trips saved, and reduced commuting distances.

Vehicle miles traveled per capita: compact development vs. sprawl



“Through cooperation and coordination, the local governments of the Metro region have created a long term transportation investment plan that integrates improving air quality and addresses energy resource issues.”

Lynn Peterson
Chair, Clackamas
County Commission

“Metro has worked closely with the trucking and shipping operators here and this RTP reflects a better understanding of how our industry works and how freight investments can fit into the larger region's planning.”

Corky Collier,
Executive Director,
Columbia Corridor
Association

Metro

People places. Open spaces.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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For more information

about RTP milestones, accomplishments, and what's on the horizon, visit

www.oregonmetro.gov/RTP
and click on "2035 RTP Update"

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Accomplishments to date

In 2006, Metro kicked-off this RTP update with a call to embrace these challenges as an opportunity to meet community needs. Metro began technical research to get a clearer understanding of what types of investments encourage sustainable growth and job creation into existing urban centers, along transit corridors, and in employment areas.

In 2007, Metro commissioned a scientific public opinion survey, which confirmed that the new goals and policies reflected regional values and priorities.

In March 2007, Metro, MPAC and JPACT endorsed the new goals and policies.

In December 2007, the Metro Council, MPAC, and JPACT approved the federal component of the RTP, which included these new policies and a transportation system that satisfied federal requirements and timelines.

In 2008, Metro modeled five different transportation investment scenarios to explore how they may achieve desired outcomes.

Reference: The implications of making the same transportation investments as we've always done.

Connectivity: How improving street connectivity affects congestion.

High Capacity Transit: How extended transit service and availability affect travel choices and housing patterns.

Throughways: The effect of increased highway mobility, with or without congestion pricing, on congestion, peoples' auto usage, as well as where jobs and housing locate.

Management: How increasing the direct costs of using the transportation system affects travel patterns, choices and overall system performance.

The results will help shape which mix of investments, such as timed traffic signals, expanded intersections, widened roads, new transit lines, or added bike lanes can best deliver the best balance of affordability and ability to meet everyone's needs.

THE PARTNERS RESPONSIBLE FOR THE RTP UPDATE

The federal government recognizes the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) as the designated authority to adopt the RTP. One entity cannot adopt an RTP without the other. Because the RTP update is also a land use action under state law, the Metro Policy Advisory Committee (MPAC) also has a role in approving the state component of the RTP update.

- Metro, as the federally mandated Metropolitan Planning Organization for the region, is responsible for developing the RTP every four years.
- JPACT is a committee of elected officials and transportation agency officials that make recommendations to the Metro Council on transportation needs in this region.
- MPAC is a 27-member committee of local government representatives and citizens that consults with Metro on policy issues.

MOVING TOWARD ADOPTION NEXT YEAR

In 2009, the Metro Council, JPACT and MPAC will decide how best to invest limited transportation funds to achieve our goals.

After working with the region's leadership to develop a draft, the Metro Council and JPACT will open the plan up for public comment in September, and consider adoption by resolution by the end of the year. Following an air-quality analysis and formal documentation the Metro Council and JPACT are scheduled to consider final adoption of the RTP in June 2010.

AFTER THE FINAL ADOPTION OF THE RTP

The adoption of the updated RTP will lead to a number of local and regional transportation planning activities and on-the-ground projects. Metro staff will provide technical assistance to local communities as they update their plans to be consistent with the RTP. In partnership with the Oregon Transportation Research and Education Consortium, staff will update local technical assistance tools and institute ongoing monitoring of the transportation system.