

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 87-808
FY 1988 UNIFIED WORK PROGRAM TO)	
INCLUDE IMPLEMENTATION OF A)	Introduced by the Joint
PUBLIC/PRIVATE TASK FORCE ON THE)	Policy Advisory Committee
FUTURE OF TRANSIT FINANCE IN THE)	on Transportation
PORTLAND REGION)	

WHEREAS, The FY 1988 Unified Work Program was adopted by Resolution No. 87-754; and

WHEREAS, The Metropolitan Service District is seeking Section 8 Discretionary planning funds from the Urban Mass Transportation Administration for the purpose of initiating a cooperative public/private regional effort to develop transit finance recommendations for the region; and

WHEREAS, This proposal must be reflected in the region's FY 1988 Unified Work Program; now, therefore,

BE IT RESOLVED,

1. That the FY 1988 Unified Work Program is hereby amended to include the proposed program described in Attachment A.

2. That the grant applicant will be Metro with pass-through funding to Portland as the lead agency. Portland will convene the task force and will appoint committee members in consultation with County Commissioners, Metro, Port of Portland, ODOT and Tri-Met. The committee will select the chair.

3. That the proposal is not intended to compete with Tri-Met's grant for the financial analysis related to Sunset Light Rail Transit Preliminary Engineering.

4. That the proposed program is consistent with the continuing, cooperative and comprehensive planning process and is given affirmative Intergovernmental Project Review action.

5. That the Executive Officer is authorized to apply for, accept and execute grants required for this work program.

ADOPTED by the Council of the Metropolitan Service District
this 22nd day of September, 1987.


Richard Waker, Presiding Officer

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09/14/87

ATTACHMENT A

SUMMARY

PUBLIC-PRIVATE TASK FORCE ON FUTURE TRANSPORTATION FINANCE IN THE PORTLAND REGION

PROPOSED UMTA GRANT TO INVOLVE THE PRIVATE SECTOR IN TRANSIT DEVELOPMENT

I. INTRODUCTION

The inauguration of light rail transit services in Portland in September, 1986 represented a major accomplishment for this region. The completion of the Banfield LRT Project and the tremendous public enthusiasm are products of a successful transportation planning effort which began during the early 1970's. However, with the near completion of the Interstate Transfer Program to fund transportation projects in the Metro region, this area must face a new challenge for the 1990's - to identify innovative financial strategies to fund transportation projects. Additional transportation improvements, particularly transit, are needed to accommodate the increasing travel demands generated by the population and employment growth in the Portland Metropolitan area.

Also, this region, like the rest of the country, has experienced tremendous intra-suburban travel growth. Current transit strategies have not been able to keep up with this changing travel pattern. Innovative transit strategies are needed to address the transit needs in low density suburban areas. Suburban transit service will also be needed to feed future LRT lines.

The following is a grant proposal for a "Public-Private Task Force on Future Transportation Finance in the Portland Region." The task force would be composed of business community members and public officials representing the state and local jurisdictions in the Portland region. The task force will review and evaluate future implementation of transportation plans and projects and develop public/private financing options for them.

II. PROBLEM

While several projects enjoy strong support, neither Metro, the City of Portland, Tri-Met nor any other governmental body has been able to piece together an implementation strategy which examines the alternatives for financing, scheduling various phases of the projects, or linking development and highway activity. Developing these strategies is essential to future transportation development in the Portland region.

In 1984, UMTA established its fixed-guideway funding policy which would rate transitway projects according to the percentage of federal funds they require as well as their overall cost effectiveness. As a result, the Portland region must develop innovative financing solutions to assure private sector involvement in this region's strategy to finance transit projects.

Public and private funds must be clearly identified and committed for immediate preliminary engineering needs and for future construction efforts. Gaps between known resources and actual needs must be addressed to determine the feasibility of moving forward on projects. Revenue sources must be evaluated for stability and likelihood of implementation.

Interest and enthusiasm for addressing future transportation needs exist in the Portland community, particularly within the central business community. Private sector leaders are beginning to understand the need to be involved in transportation project development and cost sharing in the years ahead.

The opportunity now exists to examine this region's transit needs and develop solutions through a joint public-private sector partnership. The proposed task force will provide a cohesive framework to guide the future growth with transit investments.

III. TASK FORCE GOAL AND OBJECTIVES

A. Overall Goal Statement

The Task Force's principal mission is to develop a comprehensive program to coordinate transit projects with broader community needs. This will include integrating potential private sector contributions with governmental sources to maximize transit project's impacts on economic development opportunities. The net effect will be to leverage private sector interest in and financial support for transit planning and transit projects.

B. Transportation Planning Objectives

1. Establish a public-private framework or model which can be used to develop financial backing for regional transitway projects. This will be used as a framework to identify local government and private sector financial commitments to demonstrate a stable and dependable source to construct, maintain, and operate the system. The goal will be to identify funding sources which will contribute to a higher percentage of the capital costs. Detail work on each corridor will not be the focus. Instead, it will establish the model and outline, the characteristic and potential for each corridor.
2. Establish a framework to address suburban transit needs. Examine alternative concepts with private sector participation in the delivery of transit service, including being the provider of transit service in suburban areas.

3. Establish a public-private framework to fund incremental transit improvements. This will be used as a framework to identify and construct incremental transit improvements in the region, which are operationally feasible.
4. Establish a framework to improve Tri-Met's operating financial needs. Identify the relationship between Tri-Met's financial condition, the population growth and economic development dependencies in transit in the region's economic and transportation plans. Tri-Met must improve its ability to fund its operating costs in order to expand service to meet the future demands assumed by the region.

IV. MEMBERSHIP

- A. The task force will be convened by Portland as a JPACT Task Force. Portland will appoint the membership in consultation with County Commissioners, Metro, the Port of Portland, ODOT and Tri-Met. The committees will select the chair.
- B. Private sector membership will be drawn from the development community, utilities, financial institutions, employers and others who will be interested in future transportation projects. The Port of Portland, Oregon Transportation Commission, Metro, Tri-Met and C-Tran will each be represented by a board member who also is a member of the business community.
- C. Elected officials on the Task Force will include Counties of Washington, Clackamas, Multnomah, and the City of Portland.

V. TIMING, COST AND AGENCY RESPONSIBILITIES

The Task Force work would be completed in six months. The proposed budget is \$300,000 (\$240,000 federal share), principally for acquiring the professional expertise necessary to assist the decision-making process and conduct the special studies and analyses necessary to address the appropriate issues. Follow-up implementation strategies will require an additional six months.

The grant applicant is Metro with pass-through funding to Portland as the lead agency. The overall study will be regionally staffed with participation by various agencies, including the City of Portland, Metro, Tri-Met and ODOT.

CONSIDERATION OF RESOLUTION NO. 87-808 FOR THE
PURPOSE OF AMENDING THE FY 1988 UNIFIED WORK
PROGRAM TO INCLUDE IMPLEMENTATION OF A PUBLIC/
PRIVATE TASK FORCE ON THE FUTURE OF TRANSIT
FINANCE IN THE PORTLAND REGION

Date: September 14, 1987

Presented by: Andrew Cotugno

PROPOSED ACTION

To amend the FY 88 Unified Work Program to allow Metro to apply for a \$300,000 Discretionary UMTA Section 8 planning grant (\$240,000 federal share) to establish a public/private task force on the future of transit finance in the Portland region.

FACTUAL BACKGROUND AND ANALYSIS

The City of Portland developed a proposed effort to build upon regional transit plans and priorities developed through JPACT. The effort is intended to broaden the business sector's understanding of regional transit needs in order to develop recommendations on public and private finance mechanisms. The effort was designed to be undertaken as a cooperative regional process involving elected officials and business representatives from throughout the region. The study also includes consultant assistance to provide research on alternative service delivery and finance mechanisms.

At the recommendation of TPAC and JPACT, the proposal was revised as follows:

1. Metro would be the grant applicant with pass-through funding to Portland as lead agency.
2. The overall study would be regionally staffed with participation by various agencies, including Metro, the City of Portland, Tri-Met and ODOT.
3. The public/private task force would be established as a JPACT task force to make recommendations on transit finance. Portland will convene the task force and will appoint committee members in consultation with County Commissioners, Metro, Port of Portland, ODOT and Tri-Met. The committee will select the chair.
4. Coordination with local governments would be provided for.

5. Private composition of the task force could be expanded to include employers, not just the development community.

TPAC and JPACT recommended adoption of the resolution with the above amendment. The proposal as defined in the attached resolution includes the above changes.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 87-808 as amended.

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Agenda Item No. 6.1

Meeting Date Nov. 24, 1987

MINUTES OF THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

September 22, 1987
Regular Meeting

Councilors Present: Mike Bonner, Tanya Collier, Tom DeJardin,
Jim Gardner, Gary Hansen, Sharron Kelley,
Corky Kirkpatrick, David Knowles, George
Van Bergen, Richard Waker

Councilors Absent: Larry Cooper, Mike Ragsdale

Also Present: Rena Cusma, Executive Officer
Dan Cooper, General Counsel

Presiding Officer Waker called the meeting to order at 5:35 p.m.

1. INTRODUCTIONS

Executive Officer Cusma introduced Charles Ahlers, the new Executive Director of the Greater Portland Convention & Visitors Association (GPVCA).

2. WRITTEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

None.

3. CITIZEN COMMUNICATIONS TO COUNCIL ON NON-AGENDA ITEMS

None.

4. COUNCILOR COMMUNICATIONS

None.

5. EXECUTIVE OFFICER COMMUNICATIONS

None.

6. CONSENT AGENDA

6.1 Consideration of Resolution No. 87-808, for the Purpose of Amending the FY 1988 Unified Work Program to Include Implementation of Public/Private Task Force on the Future of Transit Finance in the Portland Region

Motion: Councilor Kirkpatrick moved the Consent Agenda be approved. Councilor DeJardin seconded the motion.

Vote: A vote on the motion resulted in all nine Councilors present voting aye. Councilors Bonner, Cooper and Ragsdale were absent.

The motion carried and the Consent Agenda was approved.

8. EXECUTIVE SESSION

Presiding Officer Waker called an executive session at 5:45 p.m. under the authority of ORS 192.660(1)(e), relating to the purchase of real property for the Oregon Convention Center; and also under ORS 192.660(1)(h), for the purpose of discussing litigation matters with General Counsel Cooper regarding the Clackamas Transfer & Recycling Center. All Councilors except Cooper and Ragsdale were present at the session. Richard Owings, Solid Waste Director, was present during the discussion regarding CTRC. The session was held in the Executive Management Conference Room.

Presiding Officer Waker called the meeting back into regular session at 6:05 p.m.

Convention Center Property Aquisition

Motion: Councilor Van Bergen moved, seconded by Councilor DeJardin, to approve the recommendation of the Portland Development Commission relating to the purchase of real property for the Oregon Convention Center.

Vote: A vote on the motion resulted in all ten Councilors present voting aye. Councilors Cooper and Ragsdale were absent.

The motion carried.

Presiding Officer Waker stated that the second item discussed in Executive Session had to do with litigation matters relating to the CTRC and the Council need not take any action on the matter.

7. Consideration of Resolution No. 87-809, for the Purpose of Authorizing Entry into Memorandum of Understanding Negotiations with Systems Contractors Mass Composting and Refuse-Derived Fuel Incineration Systems.

Presiding Officer Waker stated that on September 10, 1987, the Executive Officer announced her recommendation for proposers with which to proceed into negotiations for Memorandums of Understanding to construct resource recovery facilities. On September 15, 1987, the Council Solid Waste Committee heard presentations by three resource recovery project proposers and received public testimony.