

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, Feb. 14, 2013
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

- | | | | |
|----------------|-----------|--|---|
| 7:30 AM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Carlotta Collette, Chair |
| 7:32 AM | 2. | CITIZEN COMMUNICATIONS ON JPACT ITEMS | Carlotta Collette, Chair |
| 7:35 AM | 3. | UPDATES FROM THE CHAIR & COMMITTEE MEMBERS | |
| | | • Update on the 2013 Legislature | |
| | | • Metropolitan Transportation Improvement Program (MTIP) Regional Flexible Fund Schedule | Ted Leybold, Metro |
| | | • ODOT Region 1 State Transportation Improvement Program (STIP) Update | Jason Tell, ODOT Region 1 |
| | | • TriMet Challenges and Choices | Neil McFarlane, TriMet |
| | | • Corridor Project Updates: | |
| | | ○ Tualatin Valley Highway | |
| | | ○ SW Corridor | |
| | | ○ East Metro Connections Plan | |
| 7:40 AM | 4. | * CONSIDERATION OF THE MINUTES FOR JAN. 10, 2013 | |
| 7:45 AM | 5. | * Resolution No. 13-4412: Endorsing a Regional Position on Federal Transportation Policy – <u>APPROVAL REQUESTED</u> | Andy Cotugno, Metro |
| 8:05 AM | 6. | JPACT’s Annual Washington, DC Trip – How to Present the Region – <u>INFORMATION/DISCUSSION</u> | Andy Cotugno, Metro
Olivia Clark, TriMet |
| 8:15 AM | 7. | ** Resolution No. 13-4413: Designation of Region’s Special Needs Transit Funding Administrators – <u>APPROVAL REQUESTED</u> | Ted Leybold, Metro |
| 8:35 AM | 8. | # Columbia River Crossing (CRC) Project Update – <u>INFORMATION</u> | Heather Wills, CRC |
| 9 AM | 9. | ADJOURN | Carlotta Collette, Chair |

Upcoming JPACT meetings and trips:

- The final prep meeting for JPACT Washington, DC trip participants is Monday, Feb. 25 at 5 p.m. at the Metro Regional Center, Council Chamber.
- The JPACT Washington, DC trip is scheduled for March 6-7, 2013.
- The next regular JPACT meeting is scheduled for March 14, 2013 from 7:30 to 9 a.m. at the Metro Regional Center, Council Chamber.

Continued on back...

* Material available electronically.

** Material will be distributed in advance of the meeting.

Material will be provided at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.

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2013 JPACT Work Program

2/7/13

<p><u>January 10, 2013</u></p> <ul style="list-style-type: none">• Regional legislative priorities – Action• Federal legislative priorities – Information/ Discussion• Comments on STIP Project Narrowing – Information• Air Quality Conformity - Information	<p><u>February 14, 2013</u></p> <ul style="list-style-type: none">• Transition of Federal Special Needs Transit Funding and Designation of Region’s Fund Administrator – Action• Federal legislative priorities – Action• Columbia River Crossing Project Update – Information• JPACT’s Annual Washington, DC Trip – How to Present the Region –Information <p>Final Prep Meeting for JPACT Washington, DC Trip Participants Feb. 25, 2013 at 5 p.m. Metro Regional Center, Council Chamber</p>
<p><u>March 14, 2013</u></p> <ul style="list-style-type: none">• Climate Smart Communities Scenarios project update/discussion including presentation of community investment-based framework to shape choices in 2013 <p>Annual JPACT Washington, DC Trip March 6-7, 2013</p>	<p><u>April 4, 2013</u></p> <ul style="list-style-type: none">• 2035 RTP Amendments – Information <p>Atlanta Best Practices Trip April 9 -12, 2013</p>
<p><u>May 9, 2013</u></p> <ul style="list-style-type: none">• Transit funding and the MTIP Process – Information <p>Joint MPAC/JPACT Climate Smart Communities Summit Spring 2013</p>	<p><u>June 13, 2013</u></p> <ul style="list-style-type: none">• Regional Active Transportation Plan – Information
<p><u>July 11, 2013</u></p>	<p><u>August 1, 2013</u></p> <ul style="list-style-type: none">• Recommendation to STIP Committee on ODOT Enhance projects – Action• Local Coordinating Committee RFFA Public Hearings Summaries – Information
<p><u>September 12, 2013</u></p> <ul style="list-style-type: none">• RFFA projects – Action	<p><u>October 10, 2013</u></p>

<u>November 14, 2013</u>	<u>December 12, 2013</u>
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Parking Lot:

- Regional Indicators briefing
- Hole-in-the Air Rulemaking – Review Comment Letter
- RFFA Step 1 Region-wide program briefings



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

January 10, 2013

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Lisa Barton-Mullins
Carlotta Collette, Chair
Shirley Craddick
Nina DeConcini
Denny Doyle
Charlie Hales
Kathryn Harrington
Donna Jordan
Diane McKeel
Paul Savas
Neil McFarlane
Roy Rogers
Jason Tell
Bill Wyatt

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.
Metro Council
Metro Council
Oregon Department of Environmental Quality
City of Beaverton, representing Cities of Washington Co.
City of Portland
Metro Council
City of Lake Oswego, representing Cities of Clackamas Co.
Multnomah County
Clackamas County
TriMet
Washington County
Oregon Department of Transportation, Region 1
Port of Portland

MEMBERS EXCUSED

Jack Burkman
Shane Bemis
Deborah Kafoury
Steve Stuart
Don Wagner

AFFILIATION

City of Vancouver
City of Gresham, representing Cities of Multnomah Co.
Multnomah County
Clark County
Washington State Department of Transportation

ALTERNATES PRESENT

Lisa Barton-Mullins
Bart Gernhart
Dean Lookingbill

AFFILIATION

City of Gresham, representing Cities of Multnomah Co.
Washington State Department of Transportation
City of Vancouver

STAFF: Andy Cotugno, Alison Kean Campbell,, Colin Deverell, Kim Ellis, Elissa Gertler, Tom Kloster, Evan Landman, Robin McArthur, John Mermin, Kelsey Newell, Ramona Perrault, Randy Tucker.

1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Chair Carlotta Collette called the meeting to order at 7:32 a.m. and declared a quorum. She recognized new members and congratulated elected officials whose terms have begun since JPACT last met.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

Mr. Ron Swaren shared photos of double-decker buses used by transit agencies in Everett, Washington and Ottawa, Canada. He suggested that this type of bus could be used as a flexible, lower-cost alternative for mass transit in suburban areas.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

There were none.

4. CONSIDERATION OF THE MINUTE S FOR DEC. 13, 2012

MOTION: Mr. Jason Tell moved and Metro Councilor Kathryn Harrington seconded to adopt the minutes for Dec. 13, 2012 with no corrections.

ACTION TAKEN: With all in favor, motion passed.

5. Resolution No. 13-4402: Regional State Legislative Priorities – APPROVAL REQUESTED

Mr. Randy Tucker of Metro presented on the regional legislative priorities for the 2013 legislative session. Every two years, JPACT adopts a state transportation legislative agenda, and then sends it to the Metro Council for approval. Regional cities, counties and agencies began to consider items for inclusion in the list of legislative priorities last summer. A memo was discussed at length with the JPACT finance committee in October, presented to JPACT in November, and a proposed agenda discussed in December. No objections were heard at that time, but the committee decided to wait for the new members to join the panel before getting approval.

The region’s approach to transportation issues in the 2013 legislative session will be guided by the three following principles:

- Jobs and economic recovery, supported through the creation and efficient operation of a robust transportation system.
- Support multimodal investment by identifying new, ongoing state funding to support both existing freight mobility and transit capital projects, as well as transit operations and pedestrian and bicycle facilities.
- Preserve and expand local options, removing existing restrictions on local and regional revenue-raising authority and avoiding enacting now limitations or pre-emptions. The Legislature should also explore new structures and authorities giving local governments the flexibility to build, operate and fund transportation systems.

The agenda also includes three specific recommendations; first, to commit to fund the full Columbia River Crossing project; second, to support a fifth round of ConnectOregon funding; and third, to support the creation of a permanent funding stream for non-highway transportation. Full details are included in the staff report.

JPACT member discussion included:

- The committee asked Mr. Tucker to address the issue of preemption. They asked whether there was any sense that if a vehicle registration fee was implemented, there might be a

statewide preemption preventing local governments from raising their fees. Mr. Tucker acknowledged that this is a danger the region should be concerned about, and noted that the lobbyists feel that it could be problematic. He is looking to JPACT for direction on how to address this issue.

- Commissioner Paul Savas recalled an ODOT presentation on the CRC at the November Association of Oregon Counties meeting. Mr. Savas said that he thought that it would be helpful to have ODOT make a presentation to JPACT about how the project stands today. Chair Collette suggested that a presentation on the CRC could be added to the agenda in February, because of how the project has been prioritized by the Governor and key legislators.
- Councilor Donna Jordan pointed out that while it is out of the arena of transportation, talking about local funding invites a discussion of compression. Compression affects local communities, impacts abilities to do maintenance, which in turn can change which projects jurisdictions might seek funding for. Metro Councilor Kathryn Harrington commented that the Metro Council has made this a top legislative priority.

MOTION: Mayor Denny Doyle moved and Mayor Charlie Hales seconded to adopt the regional legislative priorities.

ACTION TAKEN: With all in favor and two abstained (DeConcini, Savas), motion passed.

6. Federal Legislative Priorities – INFORMATION/DISCUSSION

Mr. Andy Cotugno of Metro presented on the draft federal legislative priorities, and requested feedback from JPACT prior to a resolution next month. The presentation outlined broad principles for member feedback, to be brought before JPACT as a resolution at the next meeting.

Mr. Cotugno delivered a set of broad principles for JPACT members to consider and reviewed a list of regional accomplishments that relate to federal programs.

Mr. Cotugno suggested that JPACT emphasize the role of transportation as investment in the economy during this time of budget uncertainty. There is strong evidence of the connection between job creation and transportation investment, and investment in transportation is investment in the economy in general.

A more robust source of revenue for transportation projects is needed as the gas tax weakens due to increased fuel efficiency standards and increased use of electric vehicles. This has required jurisdictions at different levels to draw on general funds to pay for transportation projects, including the federal government. In the short term, Mr. Cotugno recommended that JPACT support raising the gas tax as a temporary stop-gap while the Congress considers implementing a carbon tax in the long term. Either a gas tax or a carbon tax would limit the need for general fund subsidies for transportation. The historic 50/50 transportation funding split between state and federal governments is eroding, and the federal government should do its part to support that partnership. Additionally, Oregon has made strides towards realizing a workable VMT fee as an eventual replacement for the gas tax, and JPACT should encourage the

federal government to make a similar commitment to study and develop the institutional and technical mechanism to establish national consistency.

JPACT member discussion included:

- Chair Collette explained that the message and form of the legislative priorities would be a bit different this year. Unlike previous years, where JPACT presented a list of requests for funding, this year will take the form of a policy conversation. Chair Collette requested JPACT input on whether it is still worthwhile to go to Washington, D.C., in March, and asked the committee to discuss their policy priorities.
- Mr. Dean Lookingbill raised the issue of the lack of a connection between land use, community development and transportation in the priorities list. USDOT and HUD have coordinated efforts during the Obama administration, but it remains to be seen whether that sort of policymaking will persist in years to come. The Metro region has national credibility in the coordination of land use and transportation, and this may be an opportunity to move in the direction the administration the administration is leaning.
- Mr. Neil McFarlane noted that due to the lack of earmarks in this bill, there has been a transition to a different, big-picture conversation.
- Chair Collette said that is may be an opportunity to revisit topics like bikes, sustainability and investment that have been off the table in recent years. This reauthorization could be the time to talk about why it has been so effective in this region, telling the story and letting the rest of the nation know that we are here as a model.
- Members discussed whether there might be other people, such as lobbyists, that would be beneficial to invite on the trip. Traditionally this has been known as the JPACT trip, but as we work regionally to blend transportation and land use, this might be a good opportunity to expand from the “transportation team” to a wider group of regional stakeholders. Commissioner Diane McKeel suggested reaching out to elected officials who would be present in Washington D.C. at that time for meetings of the National Association of Counties and League of Cities.
- JPACT members noted that while the legislative agenda presented here was conceptually interesting, there is a need to make it clearer exactly what the region will be requesting. Metro Councilor Kathryn Harrington said that this is in-line with federal staff’s desired to talk at the policy level, and that the document is headed in the right direction.

7. State Transportation Improvement Program Application

Mr. Jason Tell of ODOT presented on the State Transportation Improvement Program (STIP) for 2015-2018. STIP is ODOTs budget of federal funds distributed for capital improvements. ODOT is not entering the process for the 2016-2018 allocations.

Unlike previous STIP iterations, there are fewer discreet categories. Instead, as much of the money as possible is available, and the goal is to match priorities to the money. The 2016-2018 STIP has \$66 million to spend in the “enhance” category. The committee is chaired by Bill Wyatt, and first met December 19th.

The committee's primary assignment is to come up with a list of projects that add up to 150% of the \$66 million "enhance" budget. January 25th is the deadline for jurisdictions to submit their 150% lists. On March 15th, the committee will submit a combined list to the Oregon Transportation Commission (OTC). Between then and October 5th, ODOT will go through a public consultation process and develop recommendations to the OTC to use to develop a draft 100% STIP. In 2014, the draft STIP will be published and another round of comment will last through that year.

JPACT member discussion included:

- Members requested clarification regarding how the new criteria would be applied. Because this iteration of the STIP allows a wider range of projects, ODOT was concerned that one set of hard criteria would be too daunting for some projects and might stifle good ideas. Instead, they are relying on a discussion of the merits of the project, from which a decision on what is right for the regional transportation system will emerge. The projects considered should have already been through the planning stage, and have their respective merits well articulated.
- Chair Collette asked whether ODOT would be applying additional criteria after the 150% list. Mr. Tell said that the commission will likely take a "wait and see" approach to how they narrow to the 100% list.
- Councilor Harrington noted that in this STIP process, the onus is on local jurisdictions to provide clarity about projects and articulate the criteria they used. Mr. Tell agreed, and added that the use of hard criteria can sometimes encourage people to write an application more focused on criteria keywords than on providing a compelling reason for a project on its merits. Mr. Savas observed that this approach allows a greater degree of customization for local jurisdiction. However, if criteria was later developed and then retroactively applied, this could disadvantage projects after the fact.
- Councilor Donna Jordan stressed the importance of thinking regionally and looking across jurisdictional lines to determine how different projects can complement one another. The OTC is trying to stress looking at the system across boundaries, and ODOT has produced maps and other materials to show the interconnections, and hopes through the process to leverage federal grant funds to lead to more than the \$66 million STIP.
- Chair Collette encouraged STIP members to be present for this process. Representatives from each jurisdiction may be called upon to defend their projects, and this is an opportunity both to secure funding and to be a part of the conversation with people from around the region and in more outlying areas in the neighboring counties.
- Mr. Ted Leybold of Metro updated the group on the MTIP process. The solicitation packet and applications for Step 2 and Step 3 of the Regional Flexible Funds process are now available online, and are due by March 15. After the applications are received, Metro will provide technical analysis and summary for public comment, coordinating with the STIP process so that all projects can receive comment at the same time. Final decisions on projects selected for funding will be made in the fall.

8. Air Quality Conformity – INFORMATION

Ms. Nina DeConcini of DEQ and Mr. Tom Kloster of Metro presented on the upcoming chance that the region may be out of conformity with EPA air quality standards. In the 1970s, Portland violated Clean Air Act standards for carbon monoxide up to one in three days. While there has not been a violation since 1984, the region has committed to Transportation Control Measures (TCMs): increasing transit service over time, and adding to bicycle and pedestrian facilities. Every MTIP cycle, the categories for bike, pedestrian and transit service are tracked to determine if the level of investment conforms to the regulations. This is calculated as a 5-year rolling average. The region has overspent on the bicycle and pedestrian sides; the challenge now is on the transit side. TriMet's recent service cuts have taken a toll on the calculation used to determine that compliance. While they are now on a trajectory of modest growth, service cuts made during the recession are likely to push the transit TCM out of compliance with EPA standards. If the region lapses out of conformity with these regulations, strict financial penalties may be imposed. Under federal rules, TPAC is the main committee that will be consulted in this process.

Mr. Kloster explained three options to resolve this problem:

- Defer action until September and determine whether TriMet's numbers are out of conformity based on the release of the agency's annual service schedules. TriMet does not recommend deferring action based on their current predictions, and this approach could leave the region unable to reconcile the conformity issue in time for the 2014 RTP update.
- Revisit allocations in MTIP to shift funding to transit side, which risks a negative financial impact to other transportation investments.
- Undergo a TCM Substitution under EPA rules that allow regions to substitute an equivalent or greater reduction strategy to replace an existing TCM.

JPACT member discussion included:

- Ms. Robin McArthur of Metro explained that federal funds are at risk if there is a lapse in TCM conformity. Additionally, the RTP that will be adopted next year must conform, as does the 2015-2018 MTIP.
- Commissioner Roy Rogers asked what percentage of the problem comes from car travel. Ms. DeConcini explained that vehicle emissions are a large percentage, but as cars have gotten cleaner and cities have introduced mitigation strategies like signal synchronization, that has become a smaller issue.
- Mr. McFarlane of TriMet commented that over the past five years, TriMet has added service and capacity through the green line, transit mall project and streetcar. They are falling behind the net increase, but are not at a full deficit. Currently, TriMet has the opportunity to fix service problems, but is not in a position to add new service. TriMet projects a status quo position with the current labor agreement, and will continue to face financial problems related to union employee healthcare and retirement benefits. The agency is working to move back to a trajectory of modest service growth in their union and legislative proposals.
- Mr. Savas noted that the metric of compliance with the air quality regulations is investment, rather than actual measurements of concentrations of any dangerous byproducts. He

advocated for the TCM substitution option, and suggested looking at the three measures in aggregate rather than individually.

9. ADJOURN

Chair Collette adjourned the meeting at 8:53 a.m.

Respectfully submitted,



Evan Landman
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 10, 2012

The following have been included as part of the official public record:

ITEM	Document type	Doc Date	Document Description	Document No.
8.	Powerpoint	1/10/2013	Air Quality Conformity and Transportation Control Measures (TCMs)	011013t-01

Materials following this page were distributed at the meeting.



The State of TriMet **Contract Reform Needed to Fund Service**

“Save Our Service”

Approaching TriMet's Service Crisis

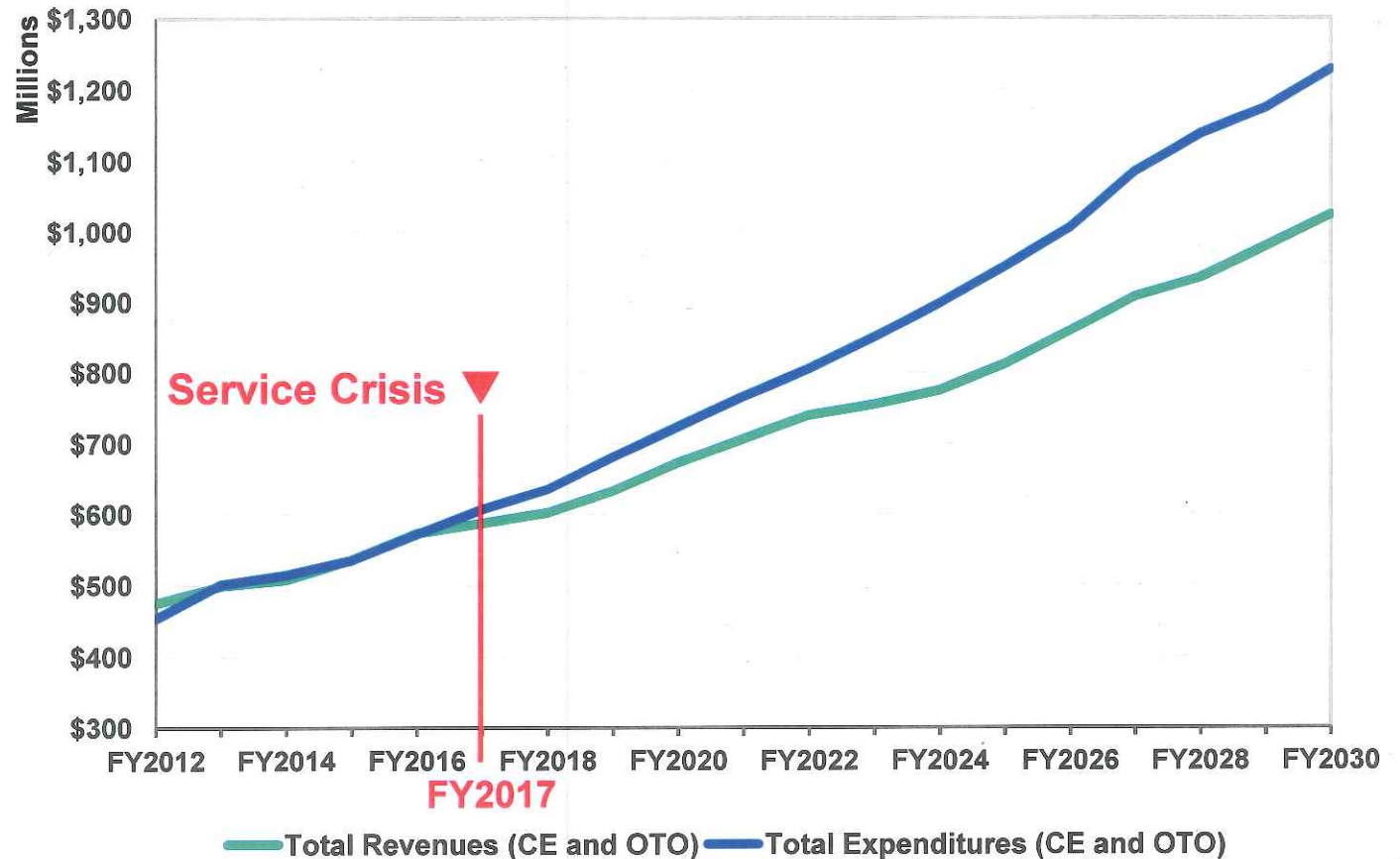
Projected Post Arbitration Revenue Expenditure Imbalance

Revenue-expenditure imbalance:

- (\$19) million 2017
- (\$48) million 2020
- (\$142) million 2025
- (\$200) million 2030

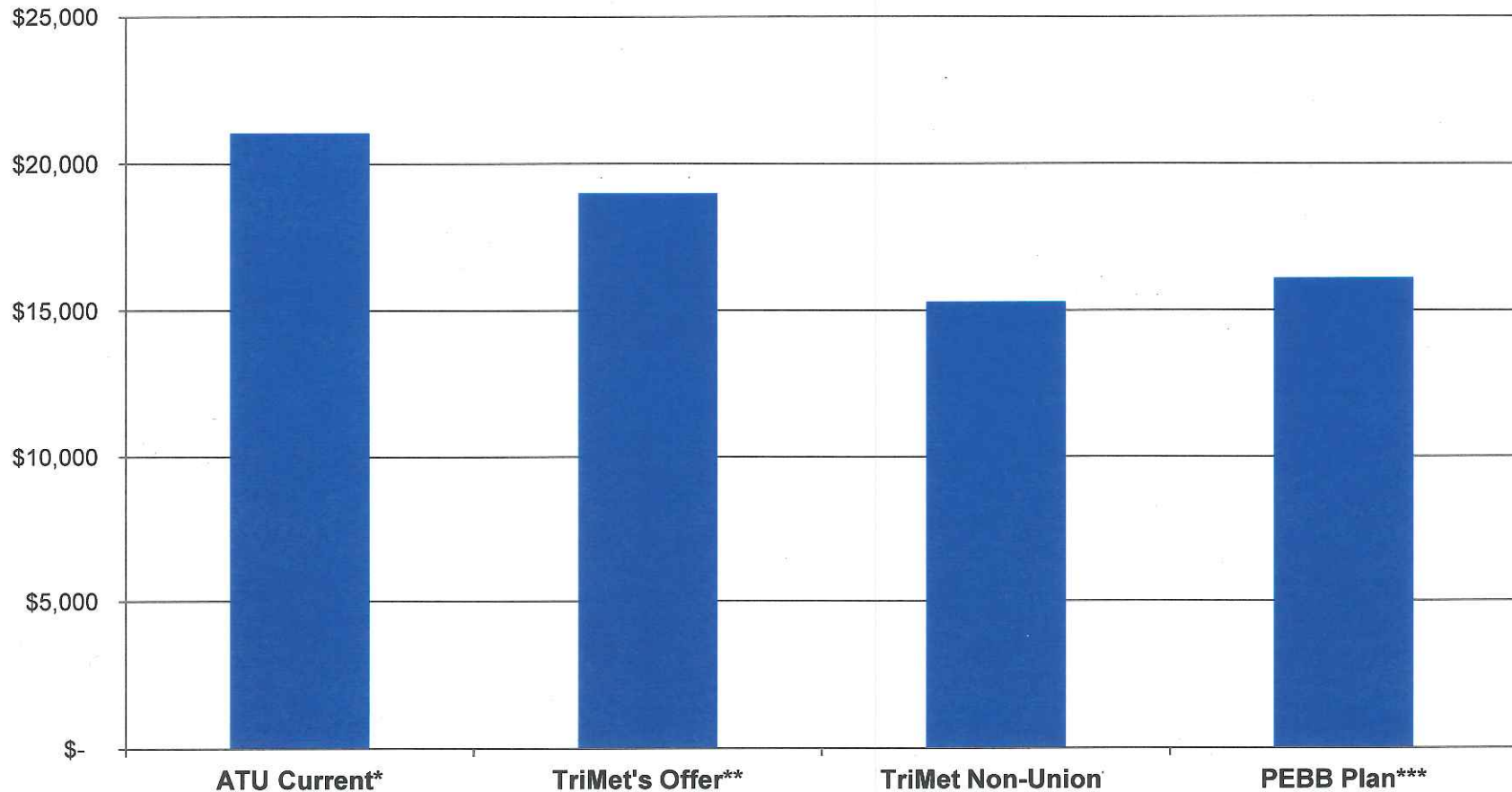
An Imbalance Ahead: Our expenditures are greater than our revenues.

Status Quo: Total Revenues and Expenditures



Comparing Medical Benefits

Weighted Annual Average PPO Plan - 2013 Rates



This graph assumes Public Employees Benefit Board (PEBB) PPO rates would apply to TriMet's union employees

*TriMet's 2013 PPO Rates 90%/10% co-insurance, \$150/\$450 deductible plan design

** Mercer - TriMet 2014 Plan Options - Regence less 10% to determine 2013 Rates

*** Public Employees Benefit Board (PEBB) 2013 Rates applied to TriMet

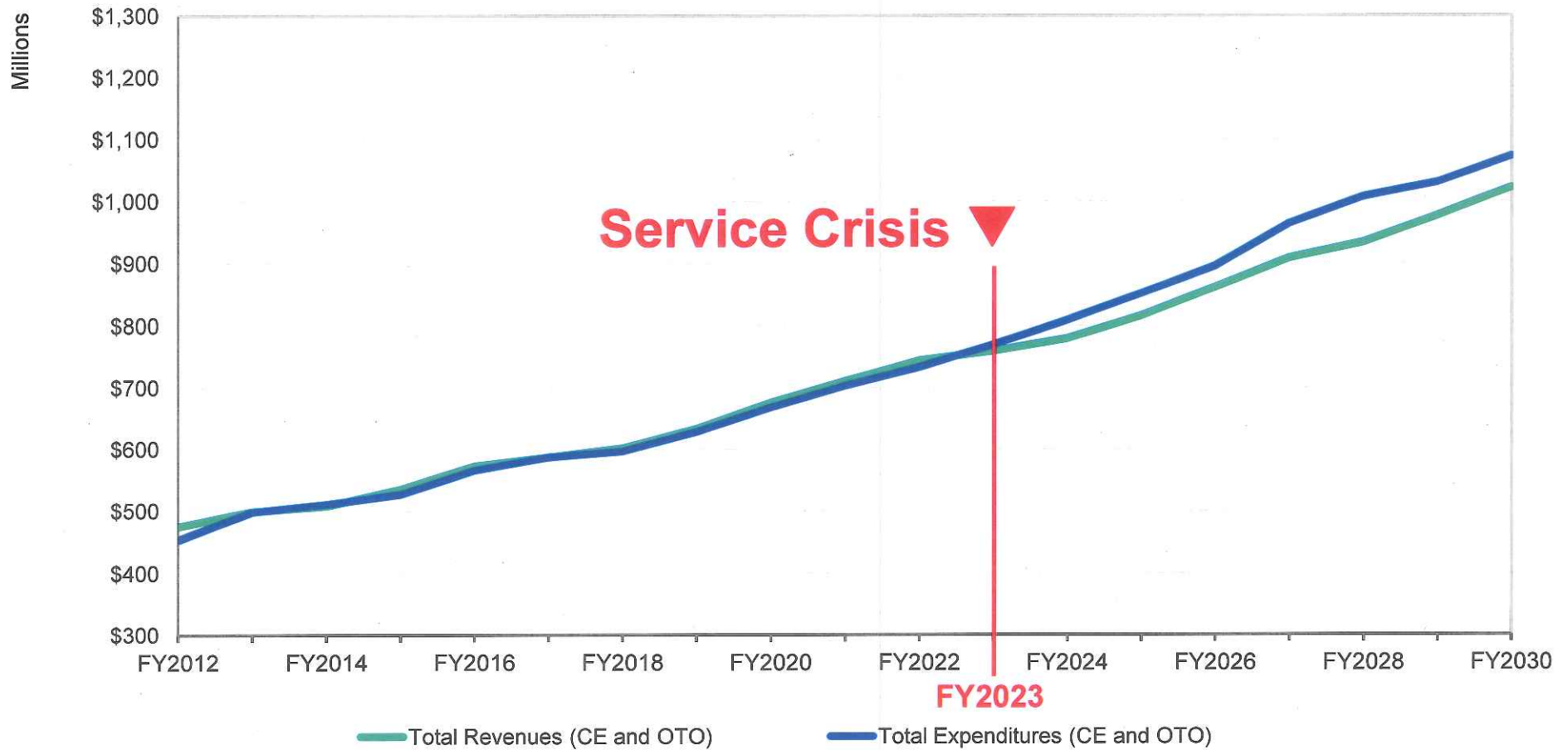
Contract Reform Proposed

trimet.org/newcontract

- ATU – same health care plan as non-union
- Reduce retiree medical: new hires & not vested
- 2% wage increase
- Work rule changes:
 - Attendance
 - Direct Hires

Current TriMet Contract Offer: Delays TriMet's Service Crisis

Recommended: Total Revenues and Expenditures



TriMet's Service Crisis

2015 (FY)

- 1.750M bus service hours
- 79 bus lines
- 5 light rail lines
- 1 commuter rail line

— 2015 Weekday Service

2015 weekday system: all of today's lines & Portland Milwaukie Light Rail

TriMet's Service Crisis

2020 (FY)

- **Cut 34%***
(compared to today)
- **49 weekday
lines cancelled
(or equivalent)**

— 2020 Weekday Service

*of bus service or the equivalent

TriMet's Service Crisis

2025 (FY)

- **Cut 70%***
(compared to today)
- **63 weekday
lines cancelled**
(or equivalent)

— 2025 Weekday Service

*of bus service or the equivalent



ANNUAL REPORT 2012 • 2013

AN UPDATE FOR OUR RIDERS
AND THE COMMUNITY

INSIDE:

Looking back: Budget challenges and choices re-cap • *p.3*

Where we're at: Making transit better and more efficient • *p.4*

What's next: Labor contract reform is critical to avoid service cuts • *p.8*



From the General Manager

Dear Reader,

2012 was a year of big challenges and tough choices at TriMet. With ridership at an all-time high, we faced a \$12 million budget shortfall—the result of a lagging economy, an expected reduction in federal funding, and skyrocketing employee health care costs.

The bulk of closing that gap came from a fare increase, the end of free MAX service downtown, some administrative cuts, and some cuts to service. But we're not out of the woods, yet.

TriMet won't be financially stable until we can rein in the cost of health care benefits for our union employees and retirees. Without a change to our labor contract, health care costs will consume nearly half of our operating revenue from payroll taxes by 2020. We have already cut \$43 million in costs over the last three years, without any contribution from the union.

The more we pay in health care, the less service we can provide. It's that simple.

With this in mind, our priorities for 2013 are three-fold:

1. Achieve a financially sustainable labor contract that is fair to employees, riders and taxpayers,
2. Make smart investments that reduce costs and improve efficiency, and
3. Improve the quality of our existing service.

The bottom line: We must return the agency to a stable financial condition so we can focus on providing more service and better service that meets the needs of our growing region. It will take some time to get there, but I'm confident that we will get there.

Our region depends on TriMet. We provide 9 million rides each month, getting people where they want and need to go. Transit connects people to jobs and school, and brings shoppers to businesses. And it eliminates 211,000 car trips each day, which means less traffic congestion and less air pollution. All of this helps keep our local economy healthy and strong, and it's one reason why the Portland area is consistently praised as one of the best places to live in the country.

We're proud to help connect people with their community. Thank you for your continued support, and thank you for riding!

Sincerely,

Neil McFarlane, General Manager
Line 43, 12 and 17 Rider

Budget Challenges & Choices Re-Cap

2012 CHANGES HELPED PRESERVE SERVICE

Faced with a \$12 million budget shortfall caused by declining payroll tax revenue, expected cuts in federal funding and increasing employee health care costs, we made some tough choices last year to keep buses and trains on the street.

Fare increase and "go-anywhere" fares: Riders told us that they could tolerate a fare increase if it meant fewer cuts to service. In September 2012, the Adult All-Zone fare went up 10 cents, the Adult 2-Zone fare 40 cents and the Youth fare 15 cents. At the same time, we got rid of the obsolete fare zone system, making it simpler and easier for everyone to ride TriMet.

Ending the Free Rail Zone: We also ended the Free Rail Zone in September. Like many riders, we were sad to see it go, but this change helped us preserve essential bus and rail service.

Administrative cuts: We made further cuts to administrative programs and support staff, mostly non-union employees.

Minor service cuts: On 17 bus lines where service overlapped with other lines, we reconfigured the routes to make them more cost-effective. On eight lines, service now begins later in the morning and/or ends earlier in the evening, with reduced frequency at times of the day when ridership is lower.

Discounts for low-income riders: In addition to our existing reduced fares for seniors, youth and people with disabilities, we set aside \$1 million for a low-income fare discount program.

Did the fare and service changes affect ridership?

MAX ridership decreased 7 percent in the last quarter of 2012 compared to the previous year, likely due to the fare increase and ending the Free Rail Zone. However, bus ridership increased 2.9 percent and WES increased 8.9 percent during that same period.

Did it close the budget gap?

Yes, for now. No additional service cuts or fare increases (other than a scheduled LIFT Paratransit fare increase) are expected in this fiscal year. But we're still facing the ongoing threat of unsustainable health care benefits for our union employees and retirees. If we do not reform our labor contract, we will be forced to dramatically cut service and/or raise fares starting in 2016–17. *See page 8.*

Making Transit Better and More Efficient

Budget challenges will continue until we can reform our labor contract (see page 8), but we are taking steps now to ensure that TriMet remains an attractive choice for riders in the years to come.

- Improving **efficiency**
- Making service more **cost-effective**
- Making smart investments to **reduce long-term costs**
- Making transit **easier and more appealing** for riders



No more zones

September 2012

Fares went up in September 2012, but we also made some big improvements to the fare system. We got rid of the obsolete and confusing zone system and switched to simpler “go-anywhere” fares—making the system easier to use for everyone. This makes things easier for riders and operators, and better reflects how people use the transit system today (that is, *regionally* rather than *Downtown-focused*). Most other transit agencies have already moved to this so-called “flat fare” model.



Value pricing on day passes

September 2012

Also in September, we introduced new value pricing for 1-Day Passes at just twice the cost of a single ticket. The Adult day pass remains at a low \$5, and there is a new day pass option for Honored Citizens (\$2) and Youth (\$3.30). It is convenient and affordable for round trips or all-day travel, and reduces the need to buy multiple tickets.



Mobile ticketing for smartphones

Summer 2013

Riders with iPhones and Android phones will soon be able to buy and use TriMet tickets instantly on their phone—anywhere, at any time. With TriMet’s new mobile ticketing app, there are no paper fares to keep track of and no need to carry cash, count exact change or find a ticket machine. Plus, riders can store multiple tickets on their phone for future use.



TriMet is one of the first U.S. transit agencies to offer mobile ticketing on smartphones. It’s the first step toward a fully electronic fare collection system, where riders will be able to pay their fares using smartphones, smartcards, debit/credit cards, pre-paid cards, and possibly other contactless devices.

2-hour bus transfers

Summer 2013

We are improving the way we issue bus transfer receipts, so that all transfers are valid for a full two hours (like MAX and WES tickets). By summer 2013, all buses will be retrofitted with dash-mounted thermal printers, allowing operators to print out a two-hour transfer or day pass at the push of a button. The easy-to-read receipts will look more like other TriMet tickets, with an expiration time and foil security strip. This will make transfers consistent and predictable for riders, and more efficient for operators.



Better fare enforcement

Ongoing

In 2011, to address riders’ concerns about riders not paying their fares on MAX, we shifted our focus from education to enforcement. Riders caught without a fare now get a \$175 citation and/or exclusion from the system—even first offenders. Our FY2013 budget provided for 10 more inspectors on top of the six we hired in FY2012. As of January 2013, we have the equivalent of 26 full-time employees checking fares, in addition to Transit Police officers.

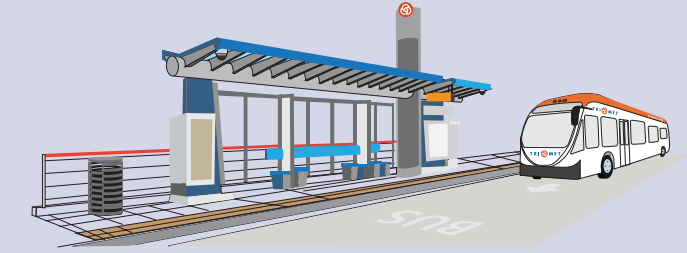


Planning for future high-capacity transit When funding becomes available

Bus Rapid Transit (or “BRT” for short) is one of the high-capacity transit options being considered for the Powell-Division corridor and the Southwest Corridor (which runs north-south from Portland to Sherwood and east-west from Lake Oswego to Beaverton). These areas are priorities in Metro’s 30-year High-Capacity Transit System Plan.

BRT includes some of the same features as light rail, such as frequent service, traffic signal priority, fewer stops, faster travel times, and distinctive vehicles and stations. For Powell-Division, it could take the form of an “express” version of our existing Frequent Service bus lines, and

be up and running within four to eight years. For the Southwest Corridor, we’re considering a more MAX-like treatment, with dedicated lanes for buses, and more substantial stations.



Improving pedestrian safety and access to transit stops

Ongoing
We are working with our regional partners to identify places where sidewalk and crosswalk investments will provide safer and more comfortable access to transit.

Enhancing service information with arrival screens at MAX stations

2013-2015
Over the next three years, we will install arrival screens at the remaining MAX stations that do not already have them. This will allow us to provide service and safety alerts to more riders and further increase access to real-time arrival information.

Making our bus tracking system more accurate and reliable

Spring 2013
New federal standards required an upgrade to our bus dispatch radio system, which tracks vehicle locations and provides a communications link between buses and our dispatch center. At 30 years old, the radios were unreliable and difficult to repair. The new system, which should be in place on all buses by spring 2013, is also expected to provide more frequent location updates and identify canceled trips. For riders, this should result in more reliable arrival times in TransitTracker, and fewer “ghost buses.”

New buses improve comfort and efficiency



In 2012, we began re-investing in our bus fleet by replacing 55 of our oldest buses. The new buses, made in California by Gillig, are designed for better comfort, reliability, efficiency and safety. We plan to replace 70 more buses in 2013, and about 40 more each year after that.

- ✓ low floors for easy boarding
- ✓ easy-to-read overhead signs
- ✓ easy-to-clean vinyl seats
- ✓ automatic snow chains
- ✓ turning lights on the mirrors
- ✓ more fuel-efficient

How can TriMet afford new buses if there’s a budget shortfall?

The buses we are replacing are well beyond their useful life of 15-16 years, and as such, they have higher maintenance costs. We delayed purchasing new buses as we weathered the last two recessions. We now have one of the oldest fleets in the country, and these buses are too costly and unreliable to maintain.



Opening in 2015, the Portland-Milwaukie light rail line will travel 7.3 miles between Portland State University, inner Southeast Portland, Milwaukie and Oak Grove in north Clackamas County. As of February 2013, construction is 35 percent complete.

With 1 million new residents expected in the region and nearly 100,000 new jobs expected in the project corridor by 2030, the Portland-Milwaukie Light Rail Transit Project will provide an efficient high-capacity transit option to underserved communities in the congested McLoughlin Boulevard corridor.

Cost-effective and efficient: When complete, MAX Orange Line will cost \$1.20 per ride (net of fares) to operate. For comparison, our bus service cost is \$2.95 per ride overall and \$1.57 per ride on Frequent Service lines.

Short-term economic benefits: The project is helping our economy now by creating jobs. To date, 4,970 jobs have been created. We estimate a total of 14,500 jobs will be created by the time the new line opens. Out of the 363 firms that are working or have completed work on the project, 105 are disadvantaged business enterprise (DBE) firms.

How can TriMet afford to build a new MAX line?

The federal government is paying for half of the \$1.49 billion project cost, with funding from state, regional and local partners making up the rest. TriMet will contribute less than 5 percent of the construction costs. No money is being taken away from existing bus and rail service to build the new MAX line.

What's Ahead: Avoiding a "Service Crisis"

LABOR CONTRACT REFORM IS CRITICAL

TriMet and its labor union, Amalgamated Transit Union Local 757 (ATU), have a responsibility to riders and taxpayers to bring employee and retiree health care costs under control so that we can restore—and eventually grow—transit service in the Portland area.

About 87 percent of TriMet employees belong to the Amalgamated Transit Union Local 757 (ATU).

The next and subsequent labor contracts will largely determine TriMet's long-term financial health, as skyrocketing benefit costs for union employees and retirees threaten our ability to maintain transit service at existing levels.

Other issues, such as absenteeism policies and outdated work rules, also need to be reformed to cut unnecessary costs and improve efficiency and service quality.

As we begin negotiations for a new labor contract with the ATU, we have proposed solutions to the union leadership that will help rein in these costs.

Our proposal would bring health care costs down while maintaining a fair and competitive benefit package that is more in line with that of other public employees.

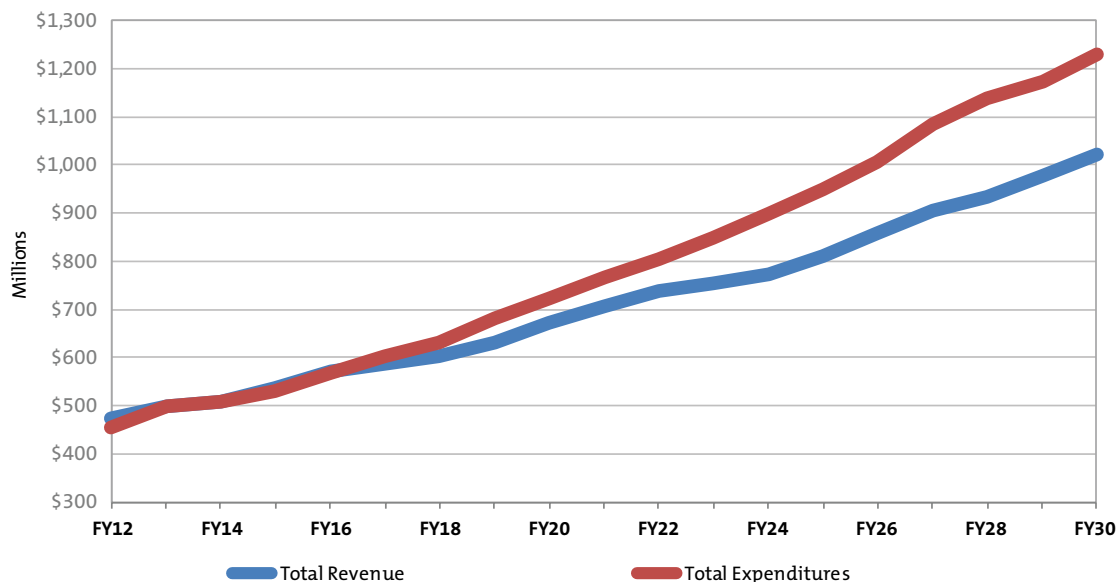
We can all agree that our labor contract needs to be fair to employees, riders and taxpayers alike. *Relatively small changes made now will make a big difference to TriMet's long-term financial health.*

The good news is that we have a brief window of time to address this problem before riders will feel its effects. But if we don't act now to correct the course we're on, we will be forced to cut more service or raise fares starting in 2016–17.

Labor contract facts

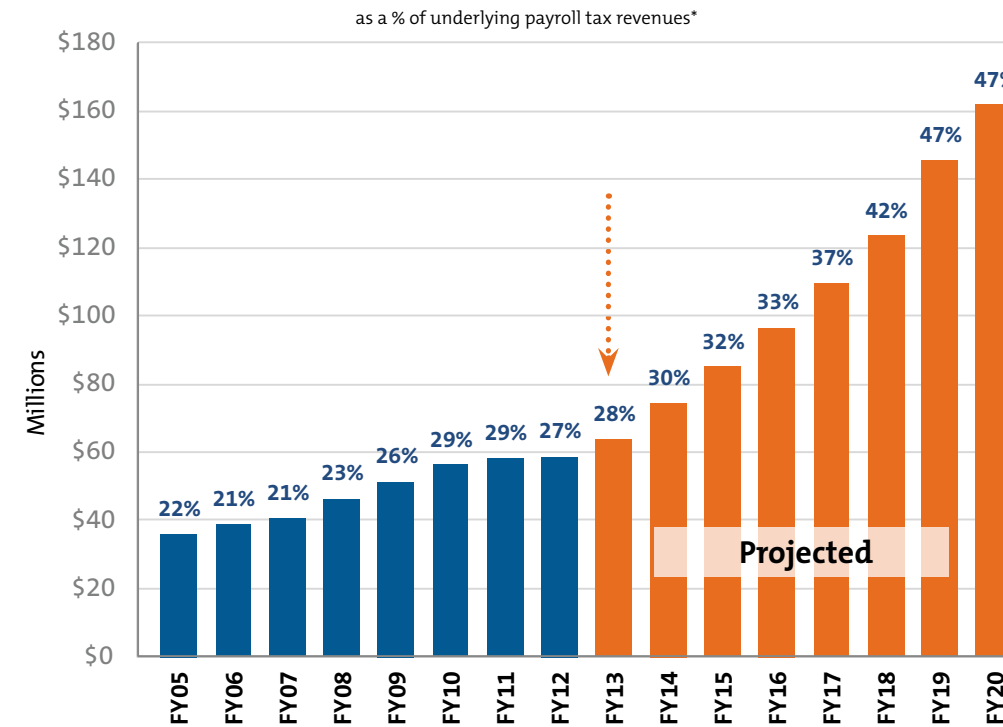
- TriMet ATU members' benefits are among the most generous and expensive in the country.
- TriMet pays 73% more than the average for family medical insurance, among peer transit agencies.
- Total compensation for TriMet operators is 36.9% above average, among peer transit agencies.

TriMet's Revenue and Expenditures



We anticipate a \$15–17 million budget shortfall in FY2017, increasing annually to \$195–\$200 million in FY2030. The primary driver is the cost of union retiree health care benefits, which is growing at compound annual rates of 15–18 percent per year.

Employee and Retiree Health Care Costs

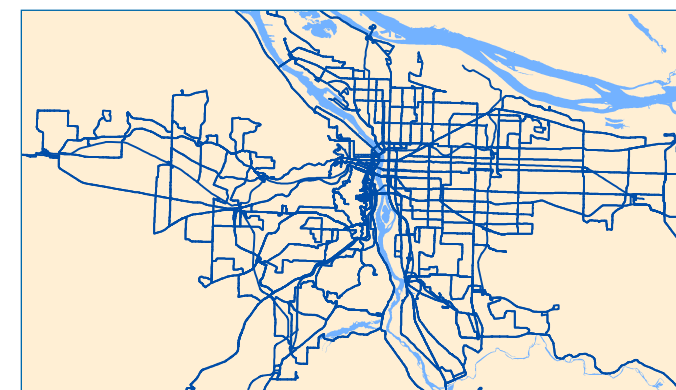


By 2020, health care benefits for employees and retirees will consume nearly half of our operating revenue from payroll taxes. TriMet and the ATU must bring these costs under control so that we can restore—and eventually grow—transit service in the Portland area to meet the rising demand.

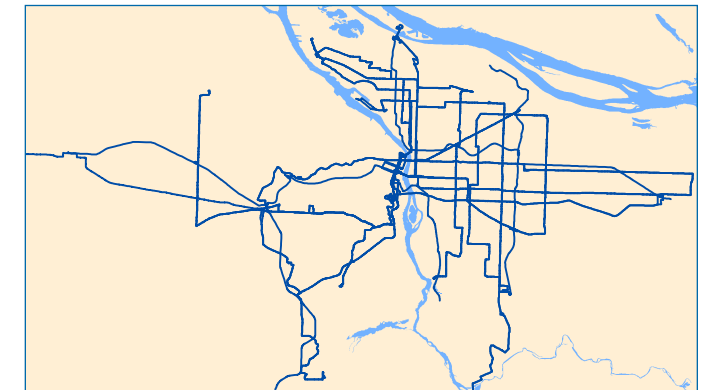
*status quo trend post-arbitration

TriMet in 2025: a bleak picture

On our current path, by 2025, we would need to either cut bus service by 70 percent (along with 1,100 union jobs and 125 non-union jobs over time), or raise the price of an Adult 2-Hour Ticket to \$8.50 (versus \$3.35 adjusted for inflation).



2015 weekday service (current service + MAX Orange Line)



2025 weekday service (70% service reduction)

The maps above illustrate the magnitude of service cuts needed to balance revenues and expenditures if no changes are made to TriMet's labor contract with the ATU. The cuts are based on ridership productivity. Lines with the lowest boarding rides per vehicle hour would be canceled first in this scenario. Actual proposals for service cuts would be developed in consultation with the public and would require public hearings before adoption.

Transit connects the dots

TriMet helps make the Portland area one of the best places to live in the country.



We want your feedback

Do you have questions or comments about the topics in this Annual Report?

We want to hear from you:

trimet.org/annualreport



Riders: Join our Rider Panel to add your voice!

You can help make your transit system better by previewing and testing new products and services, taking surveys and providing feedback on topics of interest to riders.

trimet.org/riderpanel

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING A) RESOLUTION NO. 13-4412
REGIONAL POSITION ON FEDERAL)
TRANSPORTATION POLICY) Introduced by Councilor Collette

WHEREAS, The Congress enacted a two-year transportation authorization bill in 2012 entitled “Moving Ahead for Progress in the 21st Century” (MAP-21); and

WHEREAS, federal transportation legislation is critical to the successful implementation of the region’s adopted plans to achieve the six desired outcomes that define a successful region; and

WHEREAS, it will be essential for the region to actively engage in development of legislation as it continues to evolve; and

WHEREAS, on _____, 2013 the Joint Policy Advisory Committee on Transportation recommended adoption of this resolution; now therefore

BE IT RESOLVED that the Metro Council endorses a regional position on federal transportation policy as reflected in Exhibit A.

ADOPTED by the Metro Council this [insert date] day of [insert month] 2013.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Metro Attorney

Portland Metropolitan Region Federal Legislative Agenda

Transportation supports Economic Prosperity, Community Livability and Environmental Quality in the Portland Region

- The Portland region, including its regional and local governments and transportation service providers, has an ambitious vision for its future development.
- Integration of transportation and land use is a central theme that is essential to the achievement of the region's vision and is reflected in its long-range plans.
- USDOT is an important policy and funding partner in assisting the region to realize its vision and has often acknowledged the Portland region as a model for the country.
- As the US Congress seeks to clarify and focus the federal transportation program, it is important to sustain a strong emphasis on supporting metropolitan areas as the location of the majority of the country's population and economic activity.

Investment in Infrastructure = Economic Prosperity

- Investment in infrastructure, particularly transportation, is critical to the livability and economic success of regions, states and the nation.
- Investment in infrastructure was a successful element of the American Recovery and Reinvestment Act of 2009, producing both short and long-term jobs and contributing to the federal budget. The \$500 million directed to Oregon created or sustained about 6000 jobs.
- The Portland-Milwaukie Light Rail project is currently under construction. Construction is expected to generate 14,500 direct and indirect jobs in the region. TriMet is tracking these jobs; as of January 2013, 4,719 jobs have been generated. To date, more than 343 firms have been hired to work on the project. More than of these 100 firms are Disadvantaged Business Enterprises (DBE) with more than \$75 million under contract. TriMet has aggressively pursued diversity in the project workforce with 23.4 percent of the workforce being people of color and 7.9% being women. The federal government is a 50% partner in the project.
- The Columbia River Crossing project is poised to secure federal grant and loan assistance, which will be leveraged by state resources and tolling to produce significant economic benefits to the region, the states of Oregon and Washington and the nation. Construction is expected to generate nearly 21,000 direct and indirect jobs in the region. Overall net present value of the economic benefits of building the project is \$5.4-7.9 billion. After construction is completed the project is projected to contribute 4,200 added jobs per year to the economy by 2030. The project will facilitate freight access to nearby marine, rail and truck terminals.
- The region has projects with similar benefits ready to compete for discretionary funding such as TIGER or Projects of National Significance.

A More Robust Source of Transportation Revenue is Needed

- As strengthened CAFE standards and increased use of electric vehicles undermine the viability of the gas tax as a long-term revenue source, the “user pays” philosophy will continue to erode and the need for a general fund subsidy to the Highway Trust Fund will continue to grow unless Congress takes action.
- Congress should increase the gas tax in the short term and consider enacting a carbon tax in the long term to eliminate the need for a general fund subsidy and increase investment in the future economic prosperity of regions, states and the nation.
- The gas and oil industry is coming to the conclusion that a stable, rational carbon tax is better than the current patchwork pattern developing globally. As Congress considers development of a carbon tax, recognition of the substantial contribution from the transportation sector must be reflected in the dedication of a portion of this resource back to transportation infrastructure.
- State and local governments, including in Oregon, have stepped up and increased their funding commitments toward transportation. The federal government should respect the partnership and do likewise.
- Oregon has led the country with successful pilot projects for demonstrating a vehicle miles traveled fee as an eventual replacement for the gas tax. The federal government should make a similar commitment by funding large-scale pilot projects in a few states to test technologies and address implementation issues, including privacy concerns and enforcement challenges. These pilots should be aimed at implementing an approach that allows for varying the fee by time of day and location so that it can function as a demand management tool. Once these pilot projects have been completed, the federal government should implement a nationwide program to replace gas taxes with fees based on vehicle miles traveled. The region supports the leadership demonstrated by Congressman Blumenauer to seek legislation directing the Department of the Treasury to develop a VMT fee collection mechanism.

Congress Should Begin in 2013 to Act on Infrastructure Investment

- MAP 21 expires on September 30, 2014. Congressional leaders have indicated a desire to begin working on the next authorization in 2013.
- Even before the transportation committees get to work on reauthorization, there is a potential the revenue committees will begin working on tax reform – both individual and corporate.
- As activity in both of these areas begins, Congress and the Administration should set a target for significant growth in infrastructure investment using traditional and new tax revenue sources and tax incentives as appropriate.

IN CONSIDERATION OF RESOLUTION NO. 13-4412 FOR THE PURPOSE OF ENDORSING A REGIONAL POSITION ON FEDERAL TRANSPORTATION POLICY

Date: February 5, 2013

Prepared by: Andy Cotugno
xt. 1763**BACKGROUND**

The region annually produces a position paper that outlines the views of the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT), a regional body that consists of local elected and appointed officials, on issues concerning transportation funding that are likely to be considered by Congress during the coming year. In the past, the region has adopted a substantial federal authorization position on policy and programmatic changes as well as project earmarking. Last year, after significant delay, Congress enacted a short-term (two year) bill that extended status quo funding levels and no earmarks. In addition, the program structure was revised to consolidate multiple programs into a few broad categories with decision-making delegated to state DOTs and MPOs and new emphasis on performance measures and accountability rather than multiple categories of projects tied to specific funding amounts in specific programs.

This year, while USDOT will undertake significant rulemaking to implement MAP-21, transportation is not likely to be a major focus of attention in Congress. There will, however, be significant attention in Congress to cutting the deficit. As the need for a general fund subsidy to the Highway Trust Fund grows, deficit reduction efforts could create more pressure to generate new transportation revenues. Congress considered the possibility of cutting the program down to the level that can be supported by the Highway Trust Fund as part of MAP-21 development and chose to extend status quo funding levels instead.

Transportation funding faces its own fiscal cliff in 2015. By then, the trust fund is projected to be running a \$13 billion annual deficit, slashing funds to state and local transportation agencies and delaying numerous projects. The main source of highway trust fund revenue (federal taxes on motor fuels) keeps falling as drivers log fewer miles and increasingly opt for more fuel-efficient cars and trucks. Ultimately, Congress must raise new or increased fees and taxes just to avoid decreased revenue due to fuel efficiency and reduced vehicle travel. The gas and diesel taxes have not been increased since 1993. Another option could be to change the tax to a % of motor fuel prices, replacing today's 18.4-cent per gal for gas and 24.4-cent for diesel.

As part of this debate, it will be important for the region to articulate the following basic messages:

1. Transportation supports economic prosperity, community livability and environmental quality in the Portland region
2. Investment in infrastructure = economic prosperity
3. A more robust source of revenue for transportation is needed
4. Congress should begin in 2013 to act on infrastructure investment

The local and regional governments of the Portland metropolitan area and the State of Oregon have worked together for many years to build a prosperous, sustainable and livable region. Here is a summary of current efforts to creatively address a number of significant transportation and community development issues.

PROJECT CONSTRUCTION AND FINANCING

- **Eastside Streetcar:** The full Eastside Streetcar loop is up and running.
- **Portland-Milwaukie Light Rail:** The Portland-Milwaukie light rail line is under construction and progressing on schedule and on budget.
- **Sellwood Bridge:** After receiving a TIGER grant to complete the funding plan, the Sellwood Bridge is under construction—making two major Willamette River crossings being built at the same time.
- **I-5 Bridge over the Columbia River:** The Columbia River Crossing has a federal Record of Decision and a strong federal rating for New Starts and TIFIA funding, and has initiated the investment grade toll revenue analysis for bond rating purposes. The project is Governor Kitzhaber's highest transportation priority for funding from the 2013 Oregon Legislature with a favorable recommendation from the Legislative Oversight Committee. In addition, it is considering the creation of a Community Enhancement Fund to improve the livability of neighborhoods affected by the project and a Mobility Council to monitor the performance of the project across modes and suggest potential operational improvements. Upon completion of the funding commitments by the Oregon and Washington Legislatures, federal funding commitments will be important to secure.

~~Support is requested for the Portland metropolitan region's efforts to secure federal funding for construction of a new I-5 bridge between Oregon and Washington, including:~~

~~Columbia River Crossing – The Columbia River Crossing represents the most important transportation investment in the Portland metropolitan region in a generation, providing benefits to the economy, the environment and the safety of the traveling public. JPACT and the Metro Council urge the Legislature to commit the state's share of the project finance plan as follows:~~

- \$850 million New Starts Grant from the Federal Transit Administration (FTA);
 - Transportation Infrastructure Finance and Innovation Act (TIFIA) loan of up to \$1 billion from the Federal Highway Administration (FHWA);
 - Congressional reauthorization and funding for FHWA Projects of National And Regional Significance, and a \$400 million grant appropriation for the I-5 Bridge Crossing.
- **TIGER projects:** Last year, the region came to Washington, DC with a prioritized list of candidate TIGER projects and a united message about the region's top priority. Due to the competitiveness of the program, the region was not successful but the application of the rigorous TIGER prioritization criteria proved to be a useful undertaking. As suggested by USDOT, the region is now considering funding the top three proposed TIGER projects through the on-going development of the Metropolitan Transportation Improvement Program. Following a significant commitment of funds from the Oregon Jobs and Transportation Act, this would represent the final funding commitment allowing several hundred million dollars of multi-modal transportation investments to proceed in the US 26/Brookwood industrial area near Intel, the Sunrise System in the Clackamas industrial area near United Streetcar and the Troutdale/Reynolds industrial area near FedEx. The region continues to support funding for the highly competitive TIGER program and are confident in applying for highly prioritized regional projects in the future.

REGIONAL AND CORRIDOR PLANS:

- **East Metro Connections:** The East Metro Connections project has identified and endorsed a single set of priorities for circulation between I-84 and US 26 with a multi-modal agreement linked to accomplishing their land use plan.
- **Southwest Corridor:** Using FTA New Starts Alternative Analysis funding, the Southwest Corridor Study is under way addressing the I-5/Hwy 99W corridor. It is integrating updated local land use plans into a common corridor-wide vision with high capacity transit improvements defined within a multi-modal context and linked to broader community investments.
- **Powell-Division corridor:** The region has initiated an HCT corridor project in the Powell-Division corridor between downtown Portland and Gresham with the expectation to take advantage of the Small Starts and Bus Rapid Transit features of MAP-21.
- **Climate Smart Communities:** The region is developing a plan to reduce carbon emissions from light vehicles to meet state greenhouse gas reduction targets. The region has adapted the state's GreenStep model, which USDOT has adopted for use nationally and has begun to adapt for use in other states and regions. Upon completion, we anticipate providing a model for the country of an approach to meeting land use and transportation objectives while also reducing greenhouse gases.
- **Regional Active Transportation Plan:** The region is nearing completion of an Active Transportation Plan identifying a tiered list of priority projects that will complete the regional spine of a seamless green network of on- and off street pathways and districts connecting the region and integrating walking, biking and public transit.
- **I-5/Rose Quarter:** ODOT and the City of Portland have developed a joint land use/transportation plan for the Rose Quarter area. This projects envisioned in the plan will help foster redevelopment of the area, improve local street and bicycle/pedestrian connections across I-5, and ease one of the nation's worst freight bottlenecks where I-5, I-405, and I-84 converge.
- **Aloha-Reedville/Tualatin Valley Highway:** The Aloha-Reedville/TV Highway planning process is integrating a HUD Livable Communities planning grant with FHWA funds to address challenging community development and transportation issues in one of the most diverse and low income sections of Washington County.
- **I-5 industrial access:** Washington County, ODOT, Metro, Tualatin and Wilsonville have defined the preferred access route from I-5 into a very significant industrial land base.
- **Oregon Passenger Rail Study:** The region is participating with ODOT in the Oregon Passenger Rail study, which includes addressing the full federal NEPA requirements, to develop improved passenger rail service between Eugene and Washington State as part of the federally designated Pacific Northwest High Speed Rail Corridor. In order to implement conclusions for this corridor, it will be important for Congress to adopt a reauthorization to the Passenger Rail Investment and Improvement Act (PRIIA), especially the High Speed Intercity Passenger Rail account.

MAP-21 IMPLEMENTATION:

- **Regional Transportation Plan:** The region has adopted into the Regional Transportation Plan a definition of expected outcomes with performance indicators to track progress. As the USDOT

establishes national requirements for performance measures to implement MAP-21, our regional transportation plan can serve as a model for the nation.

- **Regional Safety Plan:** The region has adopted its first ever Regional Safety Plan encompassing the full street and highway system and integrating traditional infrastructure improvement priorities with education and enforcement. As the USDOT implements the Safety program in MAP-21 with a requirement to comprehensively address the roads, streets and highway system, our regional transportation safety plan can serve as a national model.
- **New Starts/Small Starts:** Capital investments to improve transit are a significant priority for the region. Proposed changes in administrative rules are important to meeting the direction set in MAP-21. It will be important for the Congress to fund the program at the level authorized to ensure projects can be implemented.
- **New Planning Mandates:** MAP-21 includes substantial new MPO planning requirements for which there is a diminishing source of federal planning funds.
- **State of Good Transit Repair:** TriMet is implementing the new MAP-21 requirements linked to funds targeted at maintaining the vehicles and facilities in good repair.
- **Statewide Transportation Improvement Program (STIP):** Under the STIP Enhance category, ODOT is taking advantage of the new federal highway funding structure by providing more flexibility to select multi-modal improvements taking into account regional priorities rather than prioritizing statewide based on modal silos.

ANALYSIS/INFORMATION

1. **Known Opposition:** Increasing federal transportation funding is controversial and intertwined with the larger federal budget debate.
2. **Legal Antecedents:** Planning and policy conclusions developed through corridor and area plans must be adopted into the Regional Transportation Plan as a prerequisite for implementation. Federal funding to implement specific projects must be included in the Metropolitan Transportation Improvement Program.
3. **Anticipated Effects:** This action establishes a common regional message to the Oregon Congressional Delegation.
4. **Budget Impacts:** Travel expenses to Washington DC are the primary expense. Federal funds cannot be used for lobbying the federal government.

RECOMMENDED ACTION

Recommend adoption of Resolution No. 13-4412.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DESIGNATING) RESOLUTION NO: 13-4413
TRIMET AND SMART AS THE RECIPIENT)
FOR FEDERAL TRANSIT ADMINISTRATION)
5310 – SPECIAL NEEDS TRANSPORTATION)
FUNDS)

WHEREAS, MAP-21 establishes a new method for allocating Federal Transit Administration (FTA) 5310 Special Needs Transportation funds which directly goes to Metropolitan Planning Organizations (MPO) based on the region’s population of elderly and disabled persons; and

WHEREAS, under MAP-21 for large urban areas, the Governor must consult with local officials and designate an agency or agencies to be responsible for disbursing FTA 5310 funds; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) is the federally designated MPO for the region; and

WHEREAS, JPACT and the Metro Council is the consultation body for the Governor with local officials; and

WHEREAS, in consultation, TriMet has been identified as designated recipient for FTA 5310 funds and already has designated recipient status for other FTA funds; and

WHEREAS, in consultation, SMART has been identified as a direct recipient for FTA 5310 funds; and

WHEREAS, TriMet and SMART have come to an agreed upon partial appropriation of FTA 5310 funds for fiscal year 2013; and

WHEREAS, TriMet administers and governs over the state’s Special Transportation Fund (STF) and convenes a Special Transportation Fund Advisory Committee (STFAC) to coordinate special needs transportation issues in the region; now therefore,

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to designate TriMet and SMART to be the region's recipients of FTA 5310 Special Needs Transportation Funds.

ADOPTED by the Metro Council this ____ day of February 2013.

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Metro Attorney

STAFF REPORT

FOR THE PURPOSE OF DESIGNATING TRIMET AND SMART AS THE RECIPIENT FOR FEDERAL TRANSIT ADMINISTRATION 5310 – SPECIAL NEEDS TRANSPORTATION FUNDS

Date: February 11, 2013

Prepared by: Grace Cho

BACKGROUND

The recently approved federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21) changed how large urban areas with populations of over 200,000 will now receive Federal Transit Administration (FTA) Section 5310 Special Needs Transportation funds. Using a formula allocation method, 60% of the Section 5310 funds are now apportioned to urbanized areas with population over 200,000. The amount each urban area receives will be based on the number of seniors and individuals with disabilities within the region. The following is the agreed upon partial apportionment of 5310 funds between TriMet and SMART.

Total FY13 Partial Apportionment:

TriMet - \$554,542

SMART - \$ 7,656

The Governor, in consultation with local officials, must designate which agency will be responsible for disbursing FTA 5310 funds. For the Portland metropolitan region, the MPO is the consultation body for the Governor. In consultation, TriMet has been identified the designated recipient and SMART has been identified as the direct recipient of 5310 funds. As the recipients of these funds, TriMet and SMART will administer the distribution of these funds at the local level. These agencies already have designated recipient status for other FTA funds and previously provided the documentation necessary to demonstrate the agencies have the legal and administrative capacity to be responsible for federal transit funds. As required by law, TriMet and SMART will need to work in coordination with the MPO in the project selection process for use of Section 5310 funds to enhance mobility of seniors and those with disabilities.

In addition, TriMet is the governing body for the state's Special Transportation Fund (STF) programs, which fund transportation for elderly and people with disabilities. TriMet administers the planning process that all projects funded with state STF and 5310 funds must be derived from a Coordinated Human Services / Public Transportation Plan and administers the committee (the Special Transportation Fund Advisory Committee or STFAC) which coordinates special needs transportation issues in the region.

Metro and TriMet will also update their Memorandum of Understanding for carrying out planning activities to clarify agencies responsibilities related to the administration of these funds.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Prior to MAP-21, special needs transportation funds came from two different FTA funding programs: 5316 – Job Access and Reverse Commute (JARC) and 5317 – New Freedom. With the implementation of MAP-21, these two funds were combined into the 5310 – Special Needs Transportation funding program. In previous allocations of FTA's 5316 JARC and 5317 New Freedom funds, JPACT and the Metro Council designated TriMet as the recipient for the region.

- 3. Anticipated Effects** Adoption of this resolution will authorize TriMet and SMART to receive federal transportation funds through FTA's 5310 program and to continue planning efforts, coordination, administration, and operation of transportation projects and programs for elderly populations and people with disabilities in the region.
- 4. Budget Impacts** There are no impacts for Metro's current budget. However, Metro must take action to concur TriMet as the designated recipient and SMART as the direct recipient as the Section 5310 fund recipient to enable the allocation of these funds to the region.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 13-4413.

I-5 Bridge Replacement Project

Joint Policy Advisory Committee on Transportation
Heather Wills and Patricia McCaig
February 14, 2013



A project of national significance

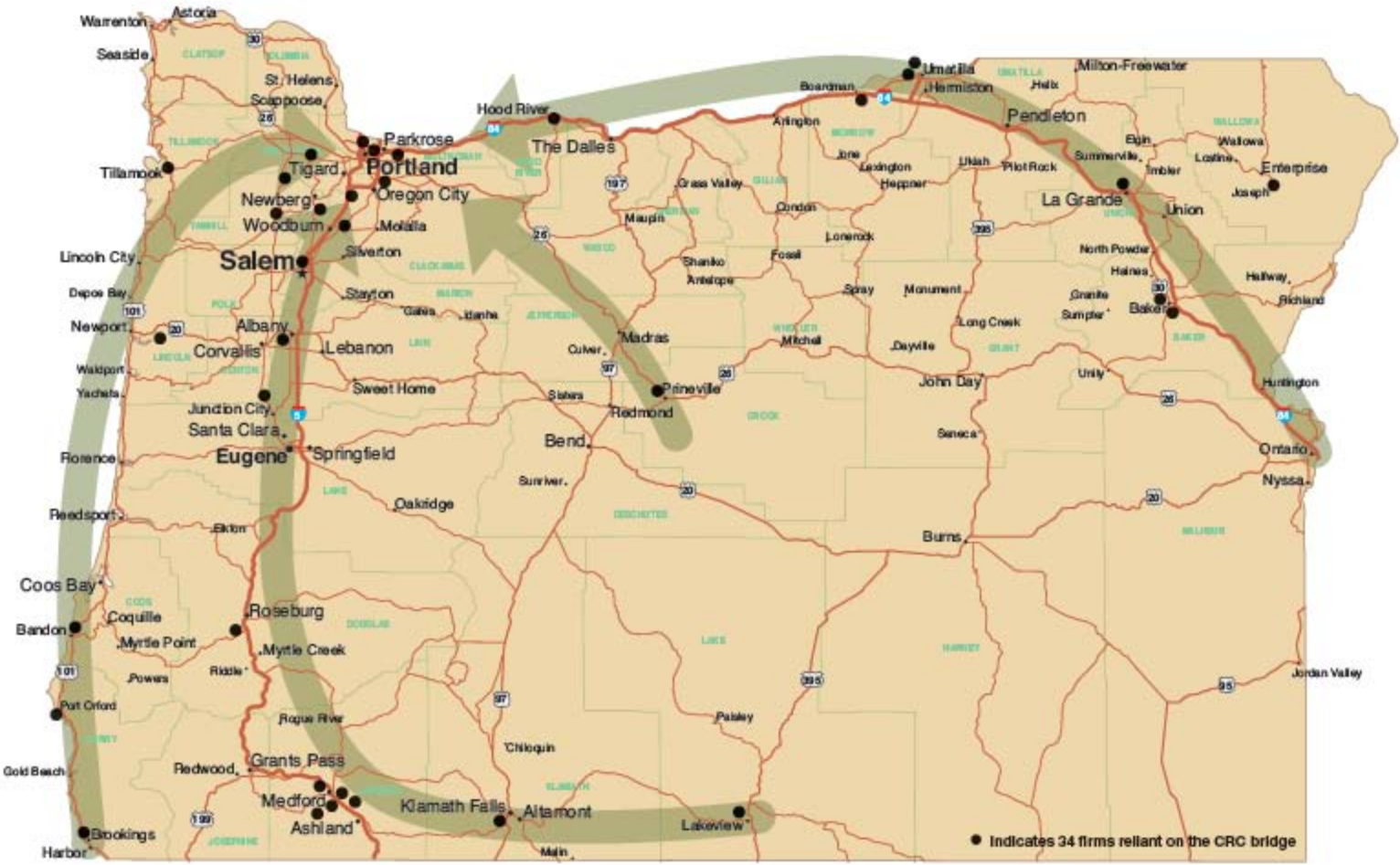
- **Critical link between Canada and Mexico dependent on an old, vulnerable bridge**
- **Connects interstate system with access to deep water shipping, up-river barging, two ports, two water-level rail lines, and air transport.**
- **One of the worst freight bottlenecks in the nation**
- **\$40 billion in freight crosses bridge; \$71 billion by 2030**



Oregon truck flows

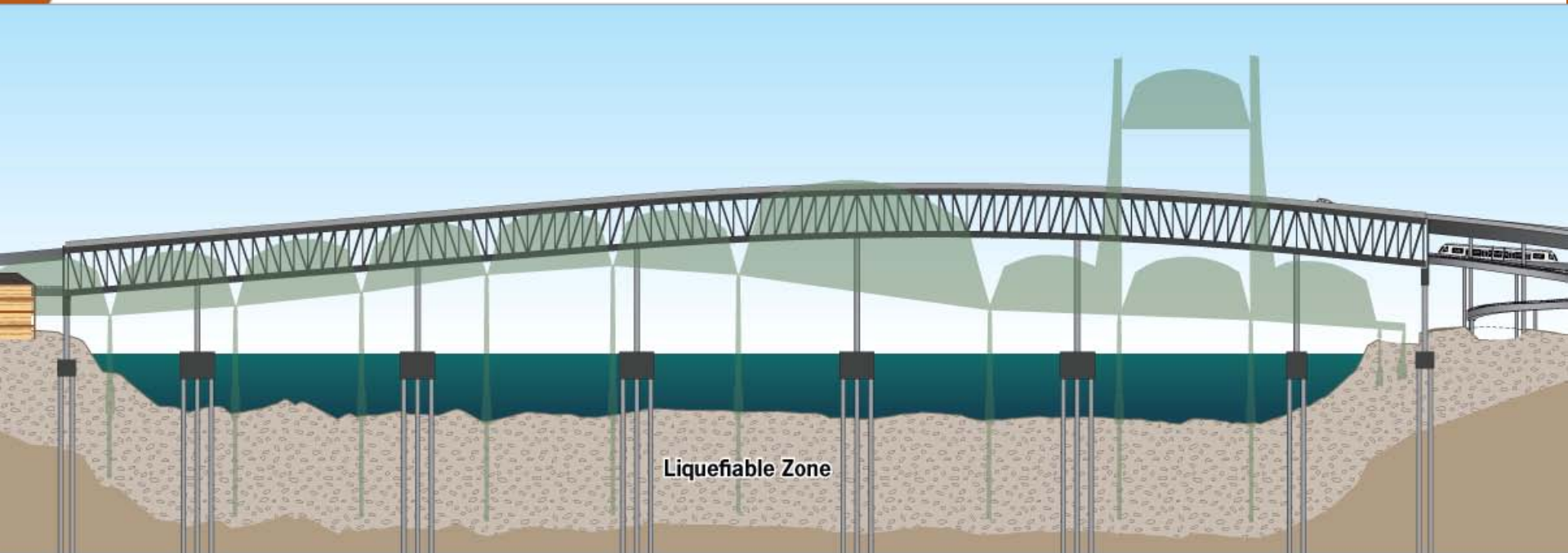


Oregon business depends on transportation





Seismic stability



**Illustrations, not to scale. Exaggerated vertical proportion of*

I-5 bridge project area



Long-term solution



- **Replace I-5 bridge**
- **Improve safety and capacity in 5-mile corridor and interchanges**
- **Connect light rail to Vancouver**
- **Improved pedestrian and bicycle connectivity**

Project construction cost estimates and fund sources



Oregon Roadway and Interchanges	Cost	Funding Source
Oregon Roadway and Interchanges Total	\$595 million	State and/or federal funds

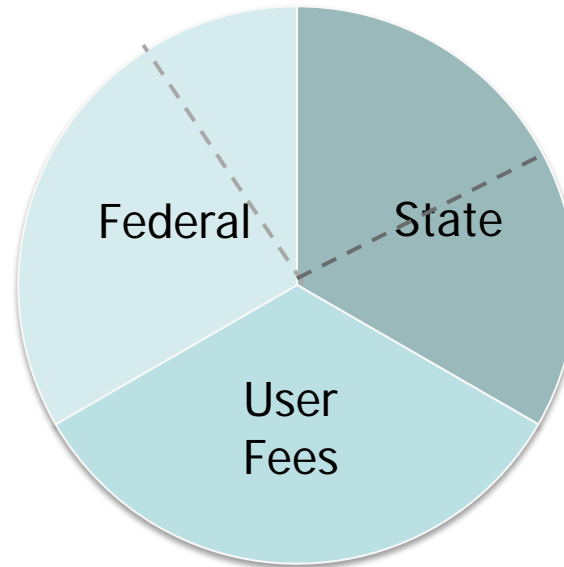
Columbia River Bridge and Approaches	Cost	Funding Source
Columbia River Bridge and Approaches Total	\$1.2 billion	Tolls and State or Federal funds

Light Rail Transit Extension	Cost	Funding Source
Light Rail Transit Extension Total	\$850 million	FTA New Starts

Washington Roadway and Interchanges	Cost	Funding Source
Washington Roadway and Interchanges Total	\$435 million	State and/or Federal Funds

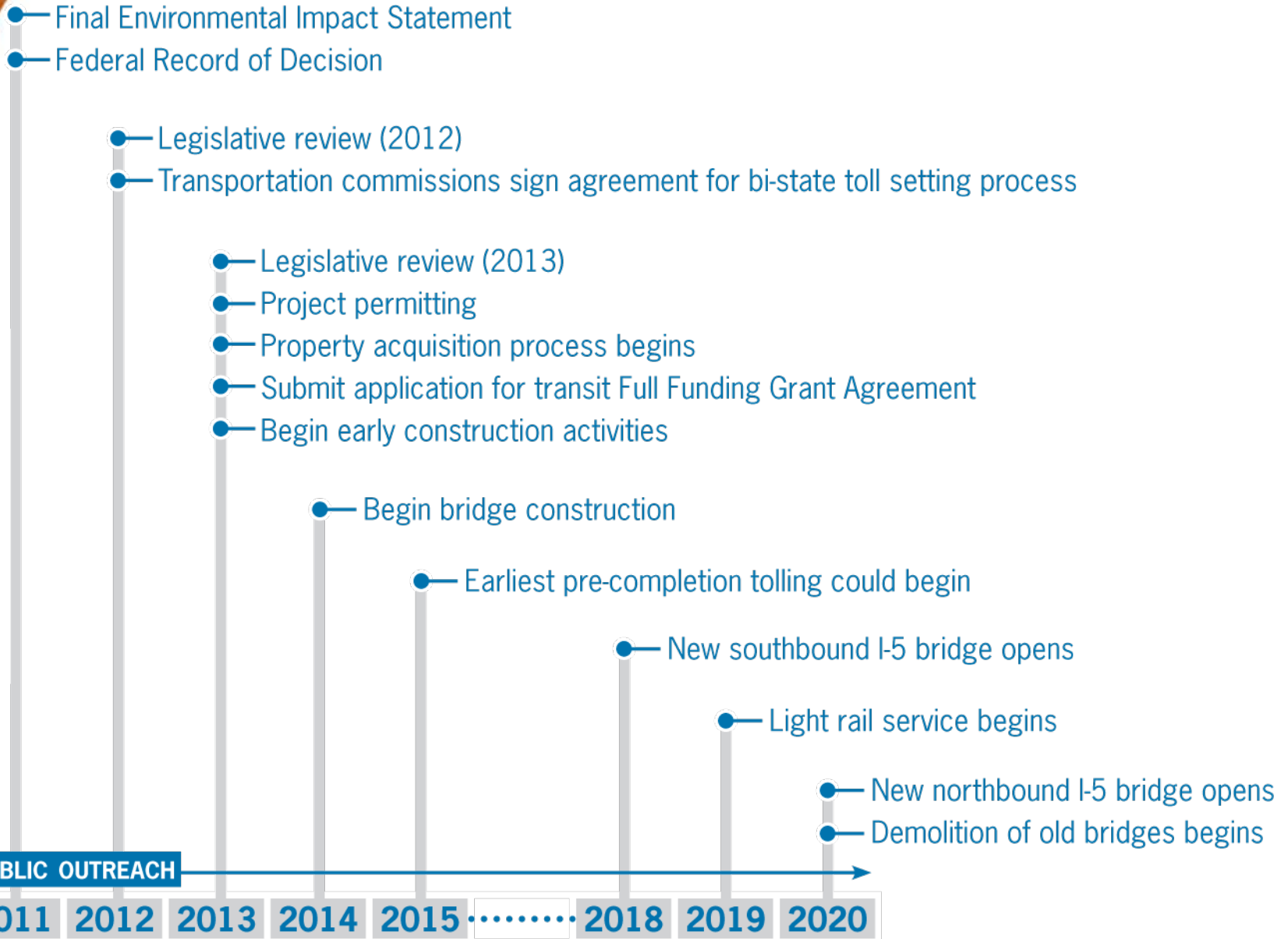
Targeted Columbia River Crossing Funding Sources	Amount (billions)
FTA New Starts (light rail).....	\$0.85
FHWA.....	\$0.4
Tolls.....	\$0.9 - \$1.3
OR/WA.....	\$0.9
TOTAL FUNDING SOURCES	\$3.05 - \$3.45

Funding sources



Federal	User Fees	State
FTA (\$850 M) FHWA (\$400 M)	Toll revenue (\$900 M - \$1.3 B) TIFIA (loan to leverage tolls)	Washington (\$450 M) Oregon (\$450 M)

Project schedule



Project Updates

- **Community enhancement fund**
- **Bridge permit**
- **Oregon legislature**

Columbia River **CROSSING**

700 Washington Street, Suite 300
Vancouver WA, 98660

Washington 360-737-2726

Oregon 503-256-2726

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