

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING) RESOLUTION NO. 04-3498A
REGIONAL PRIORITIES FOR A STATE)
TRANSPORTATION FUNDING PACKAGE) Introduced by Councilor Rod Park

WHEREAS, an efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout the state of Oregon; and

WHEREAS, the Governor and the Oregon Legislature have effectively begun to address critical transportation needs with the passage of the Oregon Transportation Investment Acts; and

WHEREAS, the investments that have been made possible by OTIA I, II, and III will help Oregon respond to both population growth and important economic opportunities; and

WHEREAS, these acts have provided new transportation investment dollars for the Portland metropolitan region, both for new projects and for maintenance of the existing system; and

WHEREAS, the impact of these investments will have a positive impact on the regional economy; and

WHEREAS, Oregon's highway funding per mile is among the lowest of all western states; and

WHEREAS, connecting Oregon's people and businesses with local, domestic and international markets is critical for a healthy economy; and

WHEREAS, Oregon's population growth continues to outpace the nation, and freight volumes in Oregon are expected to double in the next twenty years; and

WHEREAS, the distribution and logistics employment sector accounts for over 11.5% of the jobs in the Portland Metropolitan Statistical Area, placing the region 3rd among all U.S. MSA's; and

WHEREAS, funding for non-highway transportation projects is an appropriate and wise use of state funds; and

WHEREAS, the region has identified multiple project and funding needs for all modes of transportation through its Regional Transportation Plan, which has been adopted by Ordinance No. 00-869A For the Purpose of Adopting the 2000 Regional Transportation Plan; Amending Ordinance No. 96-647C For the Purpose of Adopting a Functional Plan For Early Implementation of the 2040 Growth Concept and Ordinance No. 97-715B For the Purpose of Adopting the Regional Framework Plan and Resolution No. 00-2969B For the Purpose of Adopting the 2000 Regional Transportation Plan as the Federal Metropolitan Transportation Plan; and

WHEREAS, the Regional Transportation Plan documents a need for \$7.8 billion in multi-modal transportation improvements to ensure a vibrant economy and the efficient movement of freight, automobiles and transit; and

WHEREAS, there is a need to build major new facilities to serve high growth areas in the Portland Metro region and throughout the state; and

WHEREAS, approximately one-half of the needed transportation improvements called for in the Regional Transportation Plan remain unfunded; and

WHEREAS, there is also a funding shortfall to maintain, operate and improve the existing city, county and state road system; and

WHEREAS, additional funding to meet these transportation needs will create or sustain thousands of jobs and help stimulate the economy of the region and the state; and

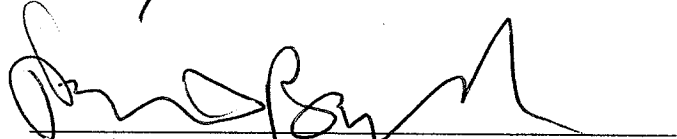
WHEREAS, without additional investment in Oregon's transportation infrastructure, increasing congestion will cost Oregon businesses and motorists tens of millions of dollars each year; and

WHEREAS, it is in the interest of local governments inside Metro to jointly seek additional transportation funding from the 2005 Oregon Legislature; now, therefore

BE IT RESOLVED that the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) endorse a state legislative funding proposal for a multi-modal transportation program as shown in Exhibit "A" including:

1. A funding package for road operations, maintenance and modernization.
2. A funding package for transit, freight and passenger rail, marine and aviation projects.
3. Funding through the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.

ADOPTED by the Metro Council this 18th day of November, 2004.


David Bragdon, Council President

Approved as to Form:


Daniel B. Cooper, Metro Attorney



**Joint Policy Advisory
Committee on
Transportation**

Rod Park, Chair
Metro Councilor

Rex Burkholder, Vice Chair
Metro Councilor

Rob Drake
Mayor, City of Beaverton
Cities of Washington County

Jim Francesconi
Commissioner
City of Portland

Matthew Garrett
Region 1 Manager
Oregon Department of
Transportation

Stephanie Hallock
Director
Oregon Department of
Environmental Quality

Fred Hansen
General Manager
TriMet

Larry Haverkamp
Councilor, City of Gresham
Cities of Multnomah County

Bill Kennemer
Commissioner
Clackamas County

Rod Monroe
Metro Councilor

Royce Pollard
Mayor
City of Vancouver, WA

Roy Rogers
Commissioner
Washington County

Karl Rohde
Councilor, City of Lake
Oswego
Cities of Clackamas County

Maria Rojo de Steffey
Commissioner
Multnomah County

Judie Stanton
Commissioner
Clark County

Don Wagner
District Administrator
Washington State Department
of Transportation

Bill Wyatt
Executive Director
Port of Portland

JPACT Multi-Modal Transportation Funding Concept

JPACT intends to seek support from the Governor and the Oregon Legislature for development of a multi-modal transportation finance legislative package, including:

1. Road Infrastructure Package:

JPACT recommends the adoption of a state road finance package to fund operations and maintenance of the existing system as well as modernization of the road system to address congestion and foster business expansion and economic development. While there has been significant progress through the adoption of OTIA I, II and III, urgent needs remain unfunded. In particular, maintenance and operation of the existing city, county and state road systems have fallen behind, threatening the condition of the existing system. In addition, urban road investments are vital to support economic development and recovery and reduce the backlog of congestion.

Even with the new revenues generated by OTIA I, II and III, Oregon still ranks lowest among western states in per capita and per mile transportation funding. Nationally, Oregon now ranks 46th in registration fees, 34th in title fees and 13th in gas taxes. In addition to considering these traditional funding sources, we support efforts to explore more creative options for meeting our outstanding Highway Fund needs. Such options might include bonding against increased federal funds, indexing the gas tax or instituting a title fee for vehicles added to the statewide fleet.

2. Non-Road Infrastructure Package:

As all modes of transportation are critical in providing a healthy transportation network and a healthy economy, JPACT also recommends the adoption of a funding package to support non-Highway Fund modes of passenger and freight transportation improvements as well as additional investments in transit. While other states have aggressively invested in rail, marine, aviation and transit infrastructure, these modes have received relatively small investments here in Oregon in recent years.

We are therefore encouraged that the Governor, under the banner of “Connect Oregon,” has recently asked the Oregon Transportation Commission to undertake an assessment of the state’s need for investment in its multi-modal transportation system. Because there are multiple projects in each of these modes that would significantly benefit the public and provide economic returns for the state and region, JPACT supports identification of passenger and freight rail, transit, marine and aviation projects that merit public investment.

The region and the state have benefited significantly from past investments in light rail and passenger and freight rail infrastructure, marine terminals, and airports. Additional funding for future projects that support a diverse, efficient and healthy transportation network, including the continued development of the Portland region’s light rail system, is essential in order to address both short-term and long-term economic and livability needs.

3. Elderly and Disabled, Bus Replacement and Transportation Demand Management:

JPACT recommends continued funding within the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.

Elderly and Disabled

Transit providers are struggling to meet the demand for complementary paratransit services for the elderly and people with disabilities. TriMet's annual General Fund contribution to door-to-door (LIFT) operations has increased 484% since FY92, from \$3.1 million in FY92 to \$18.0 million a year in FY04. LIFT operating costs will continue to increase because Oregon's population is aging faster than most other states. In fact, by 2025, the U.S. Census Bureau projects Oregon will have the 4th highest proportion of elderly in the nation. JPACT supports growing the Special Transportation Fund to allow transit providers to pursue cost-saving ideas while continuing to meet the increasing demand for elderly and disabled transportation.

Bus Replacement

JPACT supports growing ODOT's Mass Transit Vehicle Replacement program from \$2 million to \$4 million. Constrained budgets are forcing transit providers across the state to keep high-mileage vehicles in service for up to 25 years even though the FTA standard is 12 years. With 35% of fixed route buses in fair or poor condition statewide, transit providers are experiencing increased maintenance costs and reduced reliability. The situation is equally bad for the paratransit fleet.

Transportation Demand Management

In the 2003-05 ODOT budget, \$1.5 million was committed to support an aggressive effort to promote demand management to encourage reduced reliance on the automobile, thereby decreasing the need for highway expansion. In order to produce the greatest impact, these ODOT resources are coordinated with similar funding commitments from the region. These resources need to be continued.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 04-3498A, FOR THE PURPOSE OF ENDORING REGIONAL PRIORITIES FOR A STATE TRANSPORTATION FUNDING PACKAGE

Date: November 9, 2004

Prepared by: Richard Brandman

BACKGROUND

The Metro Council approved the Regional Transportation Plan in 2000 and a Plan update in 2004. Currently, the Plan calls for \$7.8 billion in multi-modal transportation improvements within the region to meet transportation needs, provide efficient movement of people and goods, autos, trucks and transit and ensure a healthy economy and livable region. However, about 50 percent of these improvements have no identified funding source. This shortfall includes funding to maintain, operate and improve the existing city, county and state road system. Recently, Metro's Transportation Funding Task Force has recommended that Metro address this shortfall with a two-phase strategy. This strategy includes: 1) a legislative package for multi-modal improvements as shown in Exhibit A to the resolution; and 2) proposing a ballot measure for 2006, seeking voter approval.

ANALYSIS/INFORMATION

1. **Known Opposition** There is widespread local government support to take the transportation agenda to the Legislature. It is unknown what the legislature's response would be since the recommendations include an increase in fees or use of lottery proceeds to help implement this package.
2. **Legal Antecedents**

Ordinance No. 00-869A For the Purpose of Adopting the 2000 Regional Transportation Plan; Amending Ordinance No. 96-647C For the Purpose of Adopting a Functional Plan For Early Implementation of the 2040 Growth Concept and Ordinance No. 97-715B For the Purpose of Adopting the Regional Framework Plan; and Ordinance 04-1045A For the Purpose of Amending the 2000 Regional Transportation Plan (RTP) For Consistency With the Interim Federal 2004 RTP and Statewide Planning Goals.
3. **Anticipated Effects** Needed multi-modal projects would be built, many miles of roads would be maintained and added, buses would be replaced and added, elderly and disabled transit would be maintained and improved and transportation demand management programs would be sustained. This activity would also mean thousands of jobs created and economic benefits distributed throughout the State and region.
4. **Budget Impacts** There is no direct impact to the Metro budget.

RECOMMENDED ACTION

Approval of Resolution No. 04-3498A, For the Purpose of Endorsing Regional Priorities for A State Transportation Funding Package.

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REGIONAL PRIORITIES FOR A STATE)
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WHEREAS, the Governor and the Oregon Legislature have effectively begun to address critical transportation needs with the passage of the Oregon Transportation Investment Acts; and

WHEREAS, the investments that have been made possible by OTIA I, II, and III will help Oregon respond to both population growth and important economic opportunities; and

WHEREAS, these acts have provided new transportation investment dollars for the Portland metropolitan region, both for new projects and for maintenance of the existing system; and

WHEREAS, the impact of these investments will have a positive impact on the regional economy; and

WHEREAS, Oregon still has the lowest transportation funding per capita and per mile among all western states; and

WHEREAS, connecting Oregon's people and businesses with local, domestic and international markets is critical for a healthy economy; and

WHEREAS, Oregon's population growth continues to outpace the nation, and freight volumes in Oregon are expected to double in the next twenty years; and

WHEREAS, the distribution and logistics employment sector accounts for over 11.5% of the jobs in the Portland Metropolitan Statistical Area, placing the region 3rd among all U.S. MSA's; and

WHEREAS, funding for non-highway transportation projects is an appropriate and wise use of state funds; and

WHEREAS, the region has identified multiple project and funding needs for all modes of transportation through its Regional Transportation Plan, which has been adopted by Ordinance No.00-869A and Resolution No. 00-2968B; and

WHEREAS, the Regional Transportation Plan documents a need for \$7.8 billion in multi-modal transportation improvements to ensure a vibrant economy and the efficient movement of freight, automobiles and transit; and

WHEREAS, there is a need to build major new facilities to serve high growth areas in the Portland Metro region and throughout the state; and

WHEREAS, approximately one-half of the needed transportation improvements called for in the Regional Transportation Plan remain unfunded; and

WHEREAS, there is also a funding shortfall to maintain, operate and improve the existing city, county and state road system; and

WHEREAS, additional funding to meet these transportation needs will create or sustain thousands of jobs and help stimulate the economy of the region and the state; and

WHEREAS, without additional investment in Oregon's transportation infrastructure, increasing congestion will cost Oregon businesses and motorists tens of millions of dollars each year; and

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Roy Rogers
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Karl Rohde
Councilor, City of Lake
Oswego
Cities of Clackamas County

Maria Rojo de Steffey
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The region and the state have benefited significantly from past investments in light rail and passenger and freight rail infrastructure, marine terminals, and airports. Additional funding for future projects that support a diverse, efficient and healthy transportation network, including the next leg of the Portland region's light rail system, is essential in order to address both short-term and long-term economic and livability needs.

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ANALYSIS/INFORMATION

1. **Known Opposition** There is widespread local government support to take the transportation agenda to the Legislature. It is unknown what the legislature's response would be since the recommendations include an increase in fees or use of lottery proceeds to help implement this package.
2. **Legal Antecedents**
 - Ordinance 03-1024, For the Purpose of Adopting the 2004 Regional Transportation Plan as the Regional Transportation System Plan and the Regional Functional Plan For Transportation to Meet State Planning Requirements.
3. **Anticipated Effects** Needed multi-modal projects would be built, many miles of roads would be maintained and added, buses would be replaced and added, elderly and disabled transit would be maintained and improved and transportation demand management programs would be sustained. This activity would also mean thousands of jobs created and economic benefits distributed throughout the State and region.
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