

# Current Conditions

Refer to attr. summary what UNK said

# Critical Success Factors

# Desired Outcomes

mechanics for building consensus need improvement

the right people aren't at the table for the committee to build buy-in.

define realistic goals not fantasier

adequate discipline or rationalization leads to paranoia jockeying.

no much time to get things done here's the mission to get things done.

regional inequities - barrier to no issues, jurisdictions different stage of development.

mission driven enterprises provides framework for discipline

Define create agreement about role of Comm.

Define sources of funding that the group can get behind vs. local issues

get influencers to the table

Discriminate between fantasies and goals in order to get our act together.

Figure out if we are underfunded or overprescribed.

Set a priority & timeline + focus + discipline.

Stay on course, rapid cycling of decisions

Needs passion investment from business community

What need a strategic plan. Strategic Investment Strategy - then engage business and community leaders to sell.

Ray: Spend more time on tough issues.

Define regional vs. local responsibilities

Define how to collectively fund regional responsibilities

Rob: Who drive energy + how do we get there

7.26.

Clearly defined priorities.

All parties understand the value of investment ROI

Collective ownership of regional system clear about WIFEM

Adapt process to talk through vet the politics and strategic elements of money + project sequence.

Current  
Conditions

Critical  
Success  
Factors

Desired  
Outcomes

We haven't defined  
the bigger objective,  
not just the project

Have to define  
regional program  
otherwise each  
county defaults  
to its share.

Need a highway priority  
statement like I-95.

Regional inequity in  
local tax raising is  
a stumbling block - need  
to talk about.

Fred - what's most vital  
regional function (criteria)  
hitech lifeline → US26  
212 - Wash. Co. main street.  
Port/freight access.

Integrate Finance Committee  
discussion with the whole JEPAC.

Wyatt - JEPAC / MHW does a good job at allocating  
limited resources to projects. But major  
effort for limited \$.  
Too willing to let projects compete.  
Need to focus and say NO.

Kennamer - Don't engage business comm. until we  
can move quickly.

Ray - Govt. is marathon runner - business is sprinter.

14 = 25 m / weight  
ind.

- 1) SB 71 - Connect Oregon - Region Needs to visibly support SB 777
  - 2) AOC 9100 fitting fee - Committee Bill - House.  
\$37m. statewide / year. for 0+ m.  
1/3 / 1/3 / 1/3
  - 3) Bruce Starr - Roads Finance Study.
  - 4) Go after a gas tax.
  - 5) left over OTIA 3 Bridges \$100 - 500 m.  
Westside Bonds.
- Rep. Hunt - changing the formula.

Division

- Int. Travel Mart - Bill Barber - status.
- Unim Sta. - const.
- Pnt. Streetscar. - FTA grant. e-mail Kenie.  
\$1 million OK STP. - de. of RB.

## DRAFT

# PORTLAND METROPOLITAN REGION 2005 LEGISLATIVE SESSION TRANSPORTATION AGENDA STRATEGY

## SITUATION ANALYSIS –

### Strengths

- The Region has effectively worked together to obtain transportation funding at the national level.
- The Region has a high level of knowledge of its needs and strong ownership of the Region's Transportation Plan.
- The Region has 50,000 businesses employing 770,000 individuals with an annual payroll of \$30 billion. This is 43% of Oregon's businesses, 49% of its employees and 56% of its annual payroll.
- In 2002 the Region generated approximately 58% of the state's revenues and received approximately 40% of the state's spending.
- The Region has a shared identity, functions as a single zone for commerce, communication and transportation, and is characterized by social, economic and environmental interdependence.
- The Region has a sufficient number of legislators (15 Senators, 3 republican, 12 democrat) 26 Representatives, 8 republican, 18 democrat) to block but not pass legislation.
- Legislators received little negative public reaction to fee-raising for OTIA.
- Oregon is ranked 47<sup>th</sup> in the nation for taxes and fees invested in transportation infrastructure.

### Weaknesses

- The Region has not selected a method and requested legislation to meet its transportation needs.
- There is no broad-based leadership or clear evidence that transportation is a high priority for the Region.
- The Region does not have a definitive list of highest priority transportation projects with costs, potential sources of funding and a time frame.
- The Region has no published documentation of harm that would result from waiting until 2007 or beyond to raise state or local taxes for funding transportation operations and maintenance needs in the region. Congress is scheduled in the first quarter of 2005 to reauthorize the Transportation Equity Act (TEA-21). It will generate approximately \$284 billion over 6 years. Over 2 billion dollars has been raised by the legislature over the past 4 years (OTIA I, II, III) that is being used to build bridges and roads all over Oregon; there are few places in Oregon where the public does not encounter construction. A relatively large sum of the OTIA III funding package will not be spent in the timeframe expected.

- Support for another transportation package has already been established. The Governor, Port of Portland, and business interests have been working on the Connect Oregon package for over a year. (It does not include maintenance and operations funding for local governments) The Oregon Business Plan, supported by multiple statewide business associations endorsed Connect Oregon at the annual Leadership Summit on December 6, 2004.
- Research regarding the link between investments in transportation facilities and economic development will not be available until May 2005.
- It is unclear when the region could generate funds dedicated to transportation as a match for state funds. In addition to the budget needs of local jurisdictions, there are additional competing needs for funding green spaces, implementing Goal 5 and Measure 37.
- The circumstances that led to successful passage of transportation packages in the 2001 and 2003 legislative sessions have not changed. There is broad opposition to raising taxes for any purpose and the Region has little evidence to demonstrate otherwise. According to the 2002 Values and Beliefs Survey, as well as more recent surveys, transportation and traffic congestion are not the top policy priority for citizens across the region or the state. The likelihood of needing more than one legislative session to obtain a tax increase for use on transportation operations and maintenance is high.
- Additional competing priorities: The impact of Ballot Measure 37 on Oregon's land use system and the transportation system is unclear. The Governor has indicated that there will need to be a source of funds for compensating property owners with land reduced in fair market value by the enforcement of land use regulations. Blanket waivers of land use laws are not likely to occur, but development of some lands previously prohibited by local or state regulations is likely.
- A political reality: In addition to all members of the House the Governor and 11 Senate Democrats will need to run for reelection in 2 years. It is improbable that tax increases for transportation will become part of campaign strategies.

#### Opportunities

- Transportation investment equals jobs: Oregon's economy is recovering more slowly than expected, making job expansion/economic recovery a primary goal of the session. Demonstrating the relationship and time frame between investment in local roads and creation of job growth will be critical to success.
- Approximately 65% of the legislators do not have the experience of the 1997 or 1999 efforts to raise gas taxes. Demonstrating the value of investing in the local transportation system will generate supporters.

#### Threats

- The Region has no clear agreement on its highest transportation or economic development priorities, broad based leadership to develop and implement a plan, or strategic linkages with the state's goals.
- It is unclear whether the League of Oregon Cities (LOC) or Association of Oregon Counties (AOC) can make transportation a top priority because of competing priorities. Based on current estimates of General Fund resources for the 2005/07 period the Governor and Legislature will

need to balance their budget with approximately the same level of funds that were available for the 2003/05 biennium. There is \$2 billion plus in requests for funding beyond what is available. State shared revenues with local governments will be a likely target for balancing the budget. The AOC has introduced legislation to raise title fees. It raises a relatively small amount of revenue and their commitment to it will be contingent on these other factors. The LOC has indicated a reluctance to support transportation legislation at this time; it will be assessed later in the session.

- The 2001 and 2003 legislative session's transportation packages centralized the decision making with the Oregon Transportation Commission and Oregon Department of Transportation. There is a growing perception that this method may be more efficient and effective given the lack of cohesion between local efforts with the state's strategic goals and priorities.
- If the legislature is unwilling to allow a discussion and education process to occur during the 2005 session, it greatly increases the difficulty of creating the necessary momentum in 2007.
- Campaign promises in the 2005/07 election cycle could make discussion of tax increases for local roads impossible next session.

\*\*\*\*\*

#### GOAL – 2005 LEGISLATIVE SESSION

- To gain new transportation funding for maintenance, operations, transit and freight mobility in the 2005 or 2007 legislative session

#### OBJECTIVES –

- Gain support of Governor and Region's legislators for introduction of legislation to raise gas taxes, vehicle registration fees or other funding sources for operations, maintenance and transit.
- Demonstrate the value of transportation investments in the Region for job expansion and economic recovery.
- Demonstrate that transportation needs of the Region will require action in 2005 or 2007 legislature to protect existing investments in facilities and avoid the higher costs of replacing them.
- Support passage of Connect Oregon in 2005 legislative session regardless of response to Region's request for transportation funding.

#### PLAN–

- Metro's Joint Policy Advisory Committee on Transportation (JPACT) adopts a Regional Legislative Agenda for Transportation then, identifies a specific source of revenue and requests bill introduction by regional legislators.
- Identify legislators who will support introduction of legislation and scheduling of hearings for the Region's transportation package.
- Invite all legislators from the Region to a Metropolitan Region Transportation Needs briefing sponsored by the RTC, JPACT, and local governments in the Region. Present them with a list of the desired outcomes from the 2005 session.

- Increase the visible level of community support for additional investments in freight mobility, maintenance, operations and transit.
- Organize a Regional Transportation Coalition (RTC) composed of opinion leaders from public and private interests that will lead the advocacy effort for the Region's transportation plan.

## TASKS-IMMEDIATE

- Identify legislators who will introduce and support Region's legislative agenda.
- Tri-County lobby members meet with each of Region's legislative delegation to determine the needs and issues they or others may have relative to the Region's Transportation Agenda.
- Tri-County Lobby members meet with legislators on Senate and House Revenue and Transportation committees and request a hearing for a number of the Region's leaders to appear and discuss the agenda.
- Tri-County Lobby members brief legislative leaders on the Region's Transportation Agenda and request that a hearing be held in February 2005 for the purpose of briefing the Senate and House Revenue and Transportation Committees.
- Brief representatives of the Oregon Department of Transportation, Oregon Transportation Commission members, and other special interest groups (Oregon Truckers Association, American Automobile Association, Oregon Highway Users Alliance etc.)
- Brief the leadership of Association of Oregon Counties and League of Oregon Cities of Region's intent in 2005 legislative session.
- Tri-County Lobby members prepare and regularly update support/oppose/don't know list of legislators.

## TASKS-SHORT TERM

- Drawing on the Region's local governments and higher education institutions prepare a document that details the Region's transportation needs and the relationship of transportation investments to job growth (what difference will it make if no investments are made in operations, maintenance, transit and freight).
- Brief key reporters about the Region's transportation needs, its value to economic recovery, and the legislative agenda.
- Meet with editors of newspapers in the Region with the goal of editorials supporting the Region's transportation agenda.

- Identify and arrange briefings for the leaders of key business groups (Portland Business Alliance, Oregon Business Council, Westside Economic Alliance, Clackamas Business Alliance, North Clackamas Chamber of Commerce and other Chambers of Commerce etc)
- JPACT and RTC members brief and recruit opinion leaders in the Region, with the goal of gaining their support for the operations, maintenance, transit and freight legislative agenda.
- Identify and arrange briefings for 15 commercial, industrial and institutional users of the Regions transportation system.
- Identify influential community groups and have JPACT and RTC members make presentations on the Region's Transportation Agenda.

## COMMUNICATION TOOLS

- Develop talking points for supporters and a one-page briefing paper for legislators.
- Prepare a letter to the Governor outlining the Region's Agenda.
- Develop a PowerPoint presentation for use in front of legislative committees. Develop a document describing the Region in economic and demographic terms.
- Develop a document describing the Region's statement of purpose.
- Develop an "In My Opinion" letter for co-signing by business executives and elected officials.

## KEY MESSAGES –

- An effective transportation system is one of the most important elements in creating job growth.
- Job creation is the Regions most important function for Oregon's economic recovery.
- It is vital to the Region's economic health that transportation investments in freight mobility are made to retain its role as a distribution point within the global trade network.
- A timely investment in operations and maintenance extends the useful life of transportation facilities.
- The Region has been very effective at planning the transportation system and obtaining federal funds to assist in its development.

2/13/2005

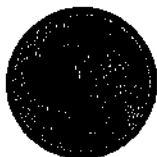


## Transportation Strategy--DRAFT 2/23/05

	Research/Education	compile data describing needs and benefits	Richard Brandman		"Making the Case" document being developed
	Research/Education	complete report on link between transportation, job growth and economic development	contract		In progress but not due for weeks or months
	Research/Education	develop "regional identity" document describing the region in demographic and economic terms	Tri-County Lobby Group members		One-pager produced for January reception
	Research/Education	develop one-page briefing paper for legislators			
	Research/Education	develop PowerPoint presentation for use in legislative hearings			Metro produced and delivered PowerPoint to House Trans Cmte on 1/24/05
11/18/2004	Coalition	adopt JPACT legislative concept	JPACT		done

Coalition	brief key reporters about region's transportation needs and the role of transportation investments and facilities in economic recovery			
Coalition	meet with editorial boards to secure supportive editorials			
Coalition	brief interest groups (Oregon Truckers Association, AAA, Oregon Highway Users Alliance, etc.)			
Coalition	collaborate with other Oregon MPOs			MPOs have adopted resolutions of support
Coalition	identify and arrange briefings for influential community groups			
Coalition	brief AOC and LOC leadership			
Coalition	identify and arrange briefings for 15 commercial, industrial, and institutional users of the region's transportation system			
Coalition	identify and arrange briefings for leaders of key business groups (PBA, WEA, OBC, chambers of commerce)			PBA, WEA committees
Coalition	identify and arrange briefings for leaders of local business groups (PBA, WEA, OBC, chambers of commerce)			
Coalition	brief key reporters about region's transportation needs and the role of transportation investments and facilities in economic recovery			

	Media	develop "in my opinion" letters and column for submission by key public and private sector opinion leaders			
	Advocacy	brief OTC members and ODOT staff			
	Advocacy	organize reception for all legislators for the purpose of presenting concept			Reception held 1/19/05 but light on substance
	Advocacy	meet with each member of regions' delegation to ascertain needs, issues, barriers	Tri-County Lobby Group members		Ongoing
	Advocacy	meet with chairs and members of House and Senate Transportation and Revenue Committees, as well as Ways and Means Transportation Subcommittee	Tri-County Lobby Group members		Ongoing
	Advocacy	prepare and regularly update lists of supporters, opponents, undecideds	Tri-County Lobby Group members		



**METRO**

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## **Council President David Bragdon**

January 12, 2005

Governor Ted Kulongoski  
160 State Capitol  
900 Court Street  
Salem, OR 97301-4047

### **RE: Metropolitan Area Transportation Funding Proposal**

Dear Governor Kulongoski:

In these challenging times characterized by skepticism among many citizens about the ability of government to improve their lives, it is critical that elected officials treat public expenditures as investments in Oregon's future economic health. On behalf of local governments in the Portland metropolitan area, I commend you for your focus on economic recovery and for moving state government in a direction that responds pragmatically to these new realities.

In this spirit, the local governments of the region applaud you for making funding for freight mobility and transit, as embodied in your "Connect Oregon" package, a top 2005 legislative priority. We are pleased to offer our support for your package. Both the Oregon Business Plan and the Regional Economic Development Partners have identified healthy physical infrastructure as a crucial determinant of economic competitiveness. Given the role of this region as a transportation hub for the state and the Northwest, we agree that a robust multi-modal transportation system is essential to Oregon's economic revival.

While we understand the importance of freight and transit, additional investments in the modernization, preservation and maintenance of state and local roads are also vital to Oregon's economy. For this reason, the governments of the metropolitan region have come together to develop our own statewide transportation funding proposal, which you will find attached. Investments in roads, transit, and freight mobility can be mutually reinforcing, and we believe our proposal complements "Connect Oregon" rather than competes with it.

The region's proposal, which we hope you will support, consists of three elements:

- A road infrastructure package;
- A non-road infrastructure package that incorporates "Connect Oregon;" and
- A package of smaller investments in capital assets and programs.

This proposal reflects the priorities of the region and was adopted without dissent on November 17, 2004 by the Joint Policy Advisory Committee on Transportation (JPACT), a 17-member committee of elected and appointed officials that makes transportation policy recommendations to the Metro Council.

The local governments of the region are particularly concerned about the need for additional funding to improve, operate and maintain city, county and state roads. As you know, roads play a complex and vital


role in keeping our economy moving by providing the "last mile" in connections between highways, rail, air and marine distribution facilities, as well as by carrying students to schools, employees to jobs, supplies to businesses, and products to markets. In addition, new roads will be needed to serve existing and developing residential and industrial areas if we are going to grow the Oregon economy.

Substantial progress has been made possible by OTIA I, II and III and the commitment of significant local resources to the maintenance and preservation of our transportation infrastructure. However, the Portland region has not been able to keep pace as rapid growth in population and vehicle miles traveled have outstripped our capacity to respond. This has resulted in a significant project backlog that poses a threat to the economic vitality of the region. We know from having convened a series of summits with our counterparts from the Bend, Medford, Eugene, Corvallis and Salem areas that the state's other urban regions face similar challenges.

Without additional investment in our road system, increasing congestion will cost Oregon businesses and motorists tens of millions of dollars each year. On the other hand, new investments will create thousands of jobs and help spur the state's economic recovery.

The region's legislative agenda reflects our belief that a well-funded transportation system, in the Portland region and across the state, is an essential element of Oregon's investment in a secure economic future. We look forward to joining with you to enact "Connect Oregon," and respectfully request your active support for the region's transportation funding proposal. By advancing a package that includes as many of these elements as possible, we can keep Oregon moving forward.

Sincerely,



David Bragdon  
Metro Council President

cc: Representative Karen Minnis, Speaker of the House  
Senator Peter Courtney, President of the Senate  
Representative George Gilman, Chair, House Committee on Transportation  
Representative Dan Doyle, Co-Chair, Joint Committee on Ways and Means  
Representative Greg Smith, Chair, Ways and Means Subcommittee on Transportation and  
Economic Development  
Senator Joanne Verger, Chair, Senate Committee on Transportation  
Senator Kurt Schrader, Co-Chair, Joint Committee on Ways and Means  
Bruce Warner, Director, Oregon Department of Transportation  
Joan Plank, Government Relations Manager, Oregon Department of Transportation  
Chris Warner, Legislative Director, Office of the Governor

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 3<sup>rd</sup> 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 \_\_\_\_\_ day of \_\_\_\_\_, 2004.

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David Bragdon, Council President

Approved as to Form:

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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  
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Cities of Multnomah County*

*Bill Kennemer  
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*Rod Monroe  
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*Karl Rohde  
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*Maria Rojo de Steffey  
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*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 46<sup>th</sup> in registration fees, 34<sup>th</sup> in title fees and 13<sup>th</sup> 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.

# Senate Bill 71

Printed pursuant to Senate Interim Rule 213.28 by order of the President of the Senate in conformance with pre-session filing rules, indicating neither advocacy nor opposition on the part of the President (at the request of Governor Theodore R. Kulongoski for Department of Transportation)

## SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure as introduced.

Authorizes issuance of lottery bonds for transportation projects. Specifies uses of moneys.  
Sunsets January 2, 2008.  
Declares emergency, effective July 1, 2005.

## A BILL FOR AN ACT

1 Relating to financing for transportation projects; appropriating money; and declaring an emergency.

2 **Be It Enacted by the People of the State of Oregon:**

3 **SECTION 1.** (1) As used in sections 1 to 6 of this 2005 Act, "transportation project" has  
4 the meaning given that term in ORS 367.010.

5 (2) The Lottery Transportation Infrastructure Account is established within the Oregon  
6 Transportation Infrastructure Fund. Earnings on moneys in the account shall be deposited  
7 into the account. Moneys in the account are continuously appropriated to the Department  
8 of Transportation.  
9

10 (3) Notwithstanding ORS 367.015 (4), the department shall use moneys in the Lottery  
11 Transportation Infrastructure Account to provide grants for transportation projects as pro-  
12 vided in sections 1 to 6 of this 2005 Act.

13 **SECTION 2.** (1) Pursuant to ORS 286.560 to 286.580, for the biennium beginning July 1,  
14 2005, the State Treasurer may issue lottery bonds to finance grants and loans for transpor-  
15 tation projects selected under section 3 of this 2005 Act.

16 (2) The use of lottery bond proceeds is authorized based on the following findings:

17 (a) There is an urgent need to improve and expand publicly owned and privately owned  
18 transportation infrastructure to support economic development in this state.

19 (b) A safe, efficient and reliable transportation network supports the long-term economic  
20 development and livability of this state. A multimodal network of public transit and air, rail,  
21 highway and water transportation moves people and goods efficiently.

22 (c) Local governments and private sector businesses often lack financing and technical  
23 capacity to undertake multimodal transportation projects.

24 (d) Public financial assistance can stimulate industrial growth and commercial enterprise  
25 and can promote employment opportunities in this state.

26 (e) Public investment in transportation infrastructure will create jobs and further eco-  
27 nomic development in this state.

28 (3) The aggregate principal amount of lottery bonds issued pursuant to this section may  
29 not exceed the sum of \$\_\_\_\_\_, plus an additional amount established by the State Treas-  
30 urer to pay bond-related costs. Lottery bonds issued pursuant to this section may be issued

NOTE: Matter in boldfaced type in an amended section is new; matter [italic and bracketed] is existing law to be omitted. New sections are in boldfaced type.

1 only at the request of the Director of Transportation.

2 (4) The net proceeds of the lottery bonds issued pursuant to this section shall be depos-  
3 ited in the Lottery Transportation Infrastructure Account established under section 1 of this  
4 2005 Act.

5 **SECTION 3.** (1) The Oregon Transportation Commission shall select transportation  
6 projects to be funded with moneys in the Lottery Transportation Infrastructure Account  
7 established under section 1 of this 2005 Act. In selecting transportation projects, the com-  
8 mission shall give priority to:

9 (a) Transportation projects that facilitate the transfer of people or freight between or  
10 among public transit, highway, air, rail and water modes of transportation; and

11 (b) Transportation projects that improve mobility or travel conditions on two or more  
12 modes of transportation simultaneously.

13 (2) The commission may not:

14 (a) Use more than 25 percent of the total amount of moneys available to the commission  
15 under section 2 of this 2005 Act for any one transportation project selected under this sec-  
16 tion;

17 (b) Provide funding from the Lottery Transportation Infrastructure Account established  
18 under section 1 of this 2005 Act for more than 80 percent of the total cost of a transportation  
19 project, as estimated at the time of selection of the project for funding; or

20 (c) Provide funding under this section for any transportation project that is eligible for  
21 funding with revenues described in section 3a, Article IX of the Oregon Constitution.

22 (3) The commission shall allocate at least 10 percent of the moneys in the Lottery  
23 Transportation Infrastructure Account established under section 1 of this 2005 Act to each  
24 of the following kinds of transportation projects:

25 (a) Aeronautic and airport projects.

26 (b) Marine and port projects.

27 (c) Rail projects.

28 (d) Public transit projects.

29 (4) Within the limits of subsection (2) of this section, once a transportation project has  
30 been selected by the commission, moneys from the Lottery Transportation Infrastructure  
31 Account established under section 1 of this 2005 Act may be used to pay preliminary costs,  
32 including but not limited to surveys, plans and studies to determine the feasibility of the  
33 project, as well as costs of the project, including but not limited to project management costs  
34 and construction costs.

35 (5) The commission may not provide funding for a transportation project under this  
36 section unless the project has been reviewed by an entity described in section 4 of this 2005  
37 Act. However:

38 (a) The commission is not required to follow the priorities established by an entity de-  
39 scribed in section 4 of this 2005 Act;

40 (b) The commission may consider a transportation project that was rejected by an entity  
41 described in section 4 of this 2005 Act; and

42 (c) The commission may request that the appropriate entity described in section 4 of this  
43 2005 Act review a proposed transportation project.

44 **SECTION 4.** (1) The Oregon Transportation Commission shall accept recommendations  
45 regarding funding of transportation projects from the Lottery Transportation Infrastructure

1 Account established under section 1 of this 2005 Act as follows:

2 (a) From the State Aviation Board for aeronautic and airport transportation projects;

3 (b) From the Oregon Economic and Community Development Commission for marine and  
4 port transportation projects; and

5 (c) From advisory committees established by the Department of Transportation for rail  
6 and public transit transportation projects.

7 (2) The Oregon Transportation Commission shall establish an advisory committee on rail  
8 projects and an advisory committee on public transit projects. The committees established  
9 under this subsection may make recommendations to the commission as provided in this  
10 section.

11 (3) In developing recommendations under this section, an entity shall consider the fol-  
12 lowing:

13 (a) Whether a proposed transportation project results in an economic benefit to this  
14 state;

15 (b) Whether a proposed transportation project requires an ongoing commitment of re-  
16 sources from this state;

17 (c) How much of the projected cost of a proposed transportation project can be borne by  
18 the applicants and sponsors of the proposed project; and

19 (d) If the applicants and sponsors are not able to provide more than 20 percent of the  
20 cost of a proposed transportation project, whether that inability is due to economic distress  
21 in the area that would be helped by the proposed transportation project.

22 (4) Any person or public body may propose a transportation project for review by an en-  
23 tity described in this section.

24 **SECTION 5.** At least 20 percent of the cost of a transportation project selected by the  
25 Oregon Transportation Commission under section 3 of this 2005 Act must come from a  
26 source other than the Lottery Transportation Infrastructure Account established under  
27 section 1 of this 2005 Act. The amount that does not come from the Lottery Transportation  
28 Infrastructure Account established under section 1 of this 2005 Act may come from any  
29 private or public source and may be in the form of cash or in-kind contributions.

30 **SECTION 6.** (1) The Oregon Transportation Commission shall transfer moneys for aer-  
31 onautic and airport transportation projects selected under section 3 of this 2005 Act to the  
32 Oregon Department of Aviation, which shall administer the projects.

33 (2) The commission shall transfer moneys for marine and port transportation projects  
34 selected under section 3 of this 2005 Act to the Economic and Community Development De-  
35 partment, which shall administer the projects.

36 (3) Except as provided in subsections (1) and (2) of this section, the Department of  
37 Transportation shall administer all transportation projects that are selected for funding un-  
38 der section 3 of this 2005 Act.

39 **SECTION 7.** Sections 1 to 6 of this 2005 Act are repealed on January 2, 2008.

40 **SECTION 8.** This 2005 Act being necessary for the immediate preservation of the public  
41 peace, health and safety, an emergency is declared to exist, and this 2005 Act takes effect  
42 July 1, 2005.

43

# Senate Bill 777

Sponsored by Senator B STARR; Senators METSGER, WHITSETT, Representatives BEYER, GILMAN

## SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure as introduced.

Establishes Multimodal Transportation Fund to make loans to public bodies and private entities for transportation projects. Authorizes issuance of \$200 million in lottery bonds for fund. Requires that moneys from interest on loans and repayment of principal of loans be deposited into Oregon Transportation Infrastructure Fund.

Sunsets fund on January 2, 2008.

Declares emergency, effective July 1, 2005.

## A BILL FOR AN ACT

1  
2 Relating to transportation financing; appropriating money; and declaring an emergency.

3 **Be It Enacted by the People of the State of Oregon:**

4 **SECTION 1.** (1) As used in sections 1 to 6 of this 2005 Act, "transportation project" has  
5 the meaning given that term in ORS 367.010.

6 (2) The Multimodal Transportation Fund is established separate and distinct from the  
7 General Fund. Earnings on moneys in the Multimodal Transportation Fund shall be deposited  
8 into the Oregon Transportation Infrastructure Fund established by ORS 367.015. Moneys in  
9 the Multimodal Transportation Fund are continuously appropriated to the Department of  
10 Transportation for the purpose described in subsection (3) of this section.

11 (3) The department shall use moneys in the Multimodal Transportation Fund to provide  
12 loans for transportation projects as provided in sections 3 and 4 of this 2005 Act.

13 (4) All moneys received by the department as interest on loans made under this section  
14 and as repayment of principal of loans made under this section shall be deposited into the  
15 Oregon Transportation Infrastructure Fund established by ORS 367.015.

16 **SECTION 2.** (1) Pursuant to ORS 286.560 to 286.580, for the biennium beginning July 1,  
17 2005, the State Treasurer may issue lottery bonds for the purpose of providing funds for the  
18 Multimodal Transportation Fund established by section 1 of this 2005 Act.

19 (2) The use of lottery bond proceeds pursuant to this section is authorized based on the  
20 following findings:

21 (a) There is an urgent need to improve and expand publicly owned and privately owned  
22 transportation infrastructure to support economic development in this state.

23 (b) A safe, efficient and reliable transportation network supports the long-term economic  
24 development and livability of this state. A multimodal network of public transit and air, rail,  
25 highway and water transportation moves people and goods efficiently.

26 (c) Local governments and private sector businesses often lack financing and technical  
27 capacity to undertake multimodal transportation projects.

28 (d) Public financial assistance can stimulate industrial growth and commercial enterprise  
29 and can promote employment opportunities in this state.

**NOTE:** Matter in boldfaced type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted. New sections are in boldfaced type.

1 (e) Public investment in transportation infrastructure will create jobs and further eco-  
2 nomic development in this state.

3 (3) The aggregate principal amount of lottery bonds issued pursuant to this section may  
4 not exceed the sum of \$200 million, plus an additional amount established by the State  
5 Treasurer to pay bond-related costs. The State Treasurer may issue lottery bonds pursuant  
6 to this section only at the request of the Director of Transportation.

7 (4) The net proceeds of the lottery bonds issued pursuant to this section shall be depos-  
8 ited in the Multimodal Transportation Fund established by section 1 of this 2005 Act.

9 **SECTION 3.** (1) Except as provided in subsection (2) of this section, the Department of  
10 Transportation may lend moneys from the Multimodal Transportation Fund established by  
11 section 1 of this 2005 Act to public bodies, as defined in ORS 174.109, and to private entities  
12 for transportation projects.

13 (2) Loans may not be made from the Multimodal Transportation Fund for transportation  
14 projects that could constitutionally be funded by revenues described in section 3a, Article IX  
15 of the Oregon Constitution.

16 (3) The Department of Transportation shall adopt rules:

17 (a) Specifying the process by which a public body or private entity may apply for a loan  
18 under this section; and

19 (b) Prescribing the terms and conditions of loans, including but not necessarily limited  
20 to interest rates and repayment schedules.

21 **SECTION 4.** (1) The Oregon Transportation Commission shall select projects for which  
22 loans will be made from the Multimodal Transportation Fund established by section 1 of this  
23 2005 Act. The commission shall select projects from among those recommended as follows:

24 (a) From the State Aviation Board for aeronautic and airport transportation projects;

25 (b) From the Oregon Economic and Community Development Commission for marine and  
26 port transportation projects;

27 (c) From the Freight Advisory Committee for freight transportation projects; and

28 (d) From advisory committees established by the Department of Transportation for rail  
29 and public transit transportation projects.

30 (2) In selecting projects the commission shall consider:

31 (a) Whether a proposed transportation project results in economic benefit to the state;

32 (b) Whether a proposed transportation project requires an ongoing commitment of state  
33 resources;

34 (c) How much of the cost of the proposed transportation project can be borne by appli-  
35 cants for the loan and sponsors of the project;

36 (d) Whether the proposed transportation project creates construction or permanent jobs  
37 in the state; and

38 (e) Whether the proposed transportation project is ready for construction.

39 (3) The commission may not allocate more than 10 percent of the lottery bond proceeds  
40 authorized by section 2 of this 2005 Act to a single transportation project or to a single  
41 sponsoring entity.

42 **SECTION 5.** (1) The Oregon Transportation Commission shall transfer moneys for aer-  
43 onautic and airport transportation projects selected under section 4 of this 2005 Act to the  
44 Oregon Department of Aviation, which shall administer the projects.

45 (2) The commission shall transfer moneys for marine and port transportation projects

1 selected under section 4 of this 2005 Act to the Economic and Community Development De-  
2 partment, which shall administer the projects.

3 (3) Except as provided in subsections (1) and (2) of this section, the Department of  
4 Transportation shall administer all transportation projects that are selected for funding un-  
5 der section 4 of this 2005 Act.

6 SECTION 6. Any funds remaining in the Multimodal Transportation Fund on January 2,  
7 2008, shall be transferred to the Oregon Transportation Infrastructure Fund established by  
8 ORS 367.015.

9 SECTION 7. Sections 1 to 6 of this 2005 Act are repealed on January 2, 2008.

10 SECTION 8. The repeal of sections 1 to 6 of this 2005 Act by section 7 of this 2005 Act  
11 does not affect the terms or conditions of any loan made to a public body or private entity  
12 under the provisions of sections 1 to 6 of this 2005 Act. Moneys received by the Department  
13 of Transportation on or after the repeal of sections 1 to 6 of this 2005 Act that are interest  
14 on loans made pursuant to sections 1 to 6 of this 2005 Act or are repayment of principal of  
15 such loans shall be deposited into the Oregon Transportation Infrastructure Fund established  
16 by ORS 367.015.

17 SECTION 9. This 2005 Act being necessary for the immediate preservation of the public  
18 peace, health and safety, an emergency is declared to exist, and this 2005 Act takes effect  
19 July 1, 2005.

20

# Senate Bill 865

Sponsored by Senator B STARR

## SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure as introduced.

Requires Department of Transportation to conduct state highway system study for Portland metropolitan area. Requires State Economist to oversee study.

## A BILL FOR AN ACT

1  
2 Relating to highway study.

3 **Be It Enacted by the People of the State of Oregon:**

4 **SECTION 1. (1) The Department of Transportation shall conduct a state highway system**  
5 **study of highway use for the Portland metropolitan area for the period from 1986 through**  
6 **2025. The purpose of the study is to determine:**

7 **(a) All past and committed future financial investments into the transportation system,**  
8 **including all federal, state and local funds;**

9 **(b) The past, current and projected ridership on mass transit and the reduction of high-**  
10 **way use provided by the financial investment into mass transit;**

11 **(c) The projected level of service for freight transportation with the existing highway**  
12 **infrastructure capacity; and**

13 **(d) The percentage reduction in use of single occupancy vehicles that must occur toward**  
14 **alternative modes of transportation to accommodate the projected increase in freight**  
15 **transportation.**

16 **(2) The State Economist of the Office of Economic Analysis of the Oregon Department**  
17 **of Administrative Services shall oversee the study and specifically analyze the projected level**  
18 **of service for freight transportation with anticipated population growth and forecasted**  
19 **growth in the movement of freight, including specific mode splits.**

20 **(3) The Department of Transportation shall develop a request for proposals for the study.**

21 **(4) The Department of Transportation shall appoint a study review team to participate**  
22 **in the study and to examine the data used in the study.**

23 **(5) The study shall be funded by the Department of Transportation.**

24 **(6) The Department of Transportation shall report the results of the study to the**  
25 **Seventy-fourth Legislative Assembly in the manner provided by ORS 192.245 no later than**  
26 **January 31, 2007.**

27





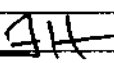

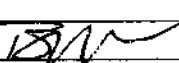
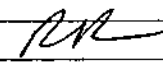


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**NOTE:** Matter in **boldfaced** type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted. New sections are in **boldfaced** type.



**JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
FINANCE COMMITTEE  
SIGN - IN SHEET**

2-24-05

NAME	JURISDICTION	INITIALS
<b>Chair Rex Burkholder</b>	<b>Metro Council</b>	
<b>Vice Chair Rod Park</b>	<b>Metro Council</b>	
<b>Commissioner Sam Adams</b>	<b>City of Portland</b>	
<i>Mayor Tom Potter</i>	<i>City of Portland</i>	
<b>Mayor Rob Drake</b>	<b>City of Beaverton, representing Cities of Washington Co.</b>	
<i>Mayor Lou Ogden</i>	<i>City of Tualatin, representing Cities of Washington Co.</i>	
<b>Mr. Matthew Garrett</b>	<b>ODOT - Region 1</b>	
<i>Ms. Robin McArthur</i>	<i>ODOT - Region 1</i>	
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<i>Mr. Dick Pedersen</i>	<i>Oregon Dept. of Environmental Quality (DEQ)</i>	
<i>Ms. Annette Liebe</i>	<i>Oregon Dept. of Environmental Quality (DEQ)</i>	
<i>Mr. Andy Ginsburg</i>	<i>Oregon Dept. of Environmental Quality (DEQ)</i>	
<b>Mr. Fred Hansen</b>	<b>TriMet</b>	
<i>Mr. Neil McFarlane</i>	<i>TriMet</i>	
<b>Commissioner Bill Kennemer</b>	<b>Clackamas County</b>	
<i>Commissioner Martha Schrader</i>	<i>Clackamas County</i>	
<b>Councilor Brian Newman</b>	<b>Metro Council</b>	
<b>Councilor Steve Owens</b>	<b>City of Fairview, representing Cities of Multnomah Co.</b>	
<i>Councilor Dave Shields</i>	<i>City of Gresham, representing Cities of Multnomah Co.</i>	
<b>Councilor Lynn Peterson</b>	<b>City of Lake Oswego, representing Cities of Clackamas Co.</b>	
<i>Mayor James Bernard</i>	<i>City of Milwaukie, representing Cities of Clackamas Co.</i>	
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<i>Commissioner Tom Brian</i>	<i>Washington County</i>	
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<i>Commissioner Lonnie Roberts</i>	<i>Multnomah County</i>	
<b>Commissioner Steve Stuart</b>	<b>Clark County</b>	
<i>Mr. Peter Capell</i>	<i>Clark County</i>	
<b>Mr. Don Wagner</b>	<b>Washington State Dept. of Transportation (WSDOT)</b>	
<i>Mr. Doug Ficco</i>	<i>Washington State Dept. of Transportation (WSDOT)</i>	
<b>Mr. Bill Wyatt</b>	<b>Port of Portland</b>	
<i>Ms. Susie Lahsene</i>	<i>Port of Portland</i>	
<i>Commissioner Jay Waldron</i>	<i>Port of Portland</i>	

COMMITTEE TITLE JPACT FINANCE

DATE February 24, 2005

NAME

AFFILIATION

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Metro

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TRIMET

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John Gillam

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