



Date: May 26, 2005
To: Policy Committee
Cc: AMPO Membership
From: Debbie Singer
RE: SEVENTH EXTENSION PASSES HOUSE; SENATE TO VOTE THIS WEEK

The House of Representatives passed a 30-day extension of TEA-21 by voice vote yesterday, in attempts to give conferees more time to develop a compromise bill. Now the Senate must vote to pass the extension before the end of the week. Once the Senate vote occurs, the time on the seventh extension of TEA-21 will begin tolling.

While Congress publicly votes on an extension, informal behind-the-scenes discussions have been occurring as key Congressional representatives work out their differences. According to Congressman Don Young (R-AK), Chairman of the House Transportation & Infrastructure Committee and Chairman of the Conference Committee, the House is ready to name its conferees. However, Senate leadership may wait to name them until differences in funding levels are worked out with the House. As a result, the Senate will most likely not name conferees until after the Memorial Day recess.

When Congress returns from the Memorial Day recess, members will have 19 legislative days left to work through more than 2,000 pages of legislative language before the seventh extension expires. Several transportation experts believe that Congress will have a difficult time completing a conference bill prior to the July 4th recess deadline. Many Representatives in the House have expressed frustrations over the Senate's drawn out process in passing the bill and they believe that the Senate should have acted sooner so that the conference committee could have started its' work sooner.

05/26/05

AMPO Memo Form

Watch for little action on a conference bill to take place next week, as legislators spend much of the week in their home states. Conferees should be named early on during the week of June 6th. Following the naming of conferees, legislators are likely to begin working on the bill in earnest.

We will keep you posted with additional information.

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Andy Cotugno - Transportation Alert: House Passes Seventh Extension

From: "Fred Abousleman" <Fred@NARC.org>
To: "Fred Abousleman" <Fred@NARC.org>
Date: 5/26/2005 6:08 AM
Subject: Transportation Alert: House Passes Seventh Extension

Seventh Extension Passed:

The extension bill (HR 2566) passed by voice vote.

The bill would push the total authorized spending on highway programs in fiscal 2005 through June 30 up to \$26 billion, plus an additional \$479 million would be distributed to states to ensure that each gets at least 90.5 cents back on each tax dollar it contributes to the Highway Trust Fund. The extension also increases spending authority for transit and traffic safety programs.

When lawmakers return from Memorial recess, they will have 19 legislative days to work through more than 2,000 pages of legislative language before the short-term reauthorization expires. House and Senate leaders have yet to name conferees. There is some concern that Senator Frist will push for Senate Conferees that are in favor of a smaller bill and support the White House at \$284 billion.

In a related article in US News and World Report this week, it is evident that budget hawks in the White House are opposed to higher spending and that conservative watch groups are urging the President to use his first veto on transportation if necessary.

"Things have been so cozy between the White House and the GOP-led Congress that the president has not had to veto a single piece of legislation in 4 1/2 years. But Bush, concerned about booming budget deficits, is threatening to veto this bill because it contains \$11.2 billion more in spending than he can stomach. A bridge here, an overpass there, and pretty soon you're talking about a real parting of the ways between the White House and Congress."

From US News and World Report

(<http://www.usnews.com/usnews/news/articles/050523/23whitehouse.htm>) (May 24th Print Edition, by Terence Samuel, Paul Bedard, Kenneth T. Walsh and David E. Kaplan)

Fred Abousleman
 Transportation Director
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METRO

Joint Policy Advisory
Committee on Transportation

May 18, 2005

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Multnomah County

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Commissioner
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Don Wagner
District Administrator
Washington State Department
of Transportation

Bill Wyatt
Executive Director
Port of Portland

Dear Members of the 73rd Legislative Assembly:

I am writing to lend our strong support to Senate Bill 71, the *ConnectOregon* proposal currently under consideration by the Legislature. A well-funded multimodal transportation system is vital to Oregon's continued economic recovery, and this initiative will complement the state's previous highway and bridge investments.

The Portland area's role as a transportation hub for the state and the Northwest, where roads, rail, air and marine services and facilities converge, makes improvements in the region's transportation infrastructure especially critical to Oregon's economy. Moreover, our nationally recognized public transit network requires ongoing investment so our growing region can continue to realize the economic, environmental and community benefits it provides.

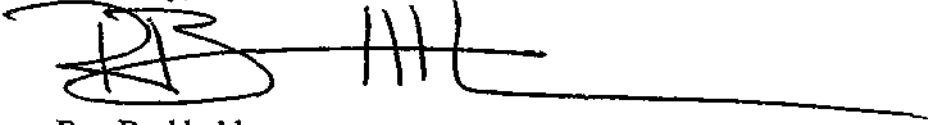
For these reasons, the Joint Policy Advisory Committee on Transportation (JPACT) supports SB 71, the *ConnectOregon* multimodal transportation funding package, and urges its prompt passage. In supporting SB 71, we would like to highlight a few points:

- Public transit is an essential element of a multimodal transportation system. JPACT's support of SB 71 is contingent on the inclusion of public transit projects as eligible recipients of distributions from the Multimodal Transportation Fund created by the bill.
- SB 71 currently calls for a combination of grants and loans. We anticipate very few instances in which loans will be used to develop significant transportation projects. We would urge you to focus SB 71 on grants or to increase the \$100 million cap.
- The amended bill also requires the Oregon Transportation Commission to allocate at least 15%, but not more than 30%, of the available funds to each congressional district. We would urge you to leave the allocations to

the discretion of the Commission so that projects could be evaluated solely on their merit and overall benefit to the state.

Thank you for this opportunity to offer our support for a multimodal transportation package. We look forward to working with you as SB 71 moves through the legislative process.

Sincerely,

A handwritten signature in black ink, consisting of a stylized 'RB' followed by three vertical lines and a horizontal line extending to the right.

Rex Burkholder
JPACT Chair



METRO

**Joint Policy Advisory
Committee on Transportation**

*Rex Burkholder, Chair
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*Rod Park, Vice Chair
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City of Portland*
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Port of Portland*

May 18, 2005

Re: Long-Term Transportation Funding

Dear Members of the 73rd Legislative Assembly:

In January, Metro Council President David Bragdon wrote to the Governor and the leadership of the Legislature on behalf of the local governments of the Portland region and the Joint Policy Advisory Committee on Transportation (JPACT), expressing the region's strong support for increased investment in Oregon's transportation system. In addition to supporting the passage of the Governor's *ConnectOregon* multimodal transportation package, his letter urged the Legislature to make additional investments in the operation, maintenance and improvement of city, county and state roads. Elected and appointed officials from the Bend, Corvallis, Eugene-Springfield, Medford, and Salem-Keizer regions have since joined JPACT in calling for a renewed commitment to addressing the state's transportation needs.

We have written separately to once again urge the passage of *ConnectOregon*. However, enactment of that multimodal package is only the first step. For Oregon to remain competitive in the global economy, it is vitally important that we develop a *comprehensive, long-term* strategy for investing in the state's transportation infrastructure, including our state and local roads.

The passage of the OTIA packages in 2001 and 2003 were welcome developments for which the region remains grateful. However, those achievements followed a decade in which Oregon's population, vehicle miles traveled, automobile registrations and freight volumes all dramatically increased, while the purchasing power of the gas tax, which was last increased by the 1991 Legislature, declined significantly. Oregon continues to fall behind our neighbors in providing the infrastructure needed to compete in the 21st century; for example, only last month, the Washington Legislature passed an \$8.5 billion package of transportation investments.

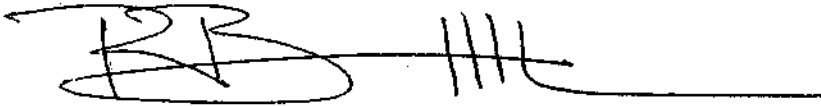
With this in mind, JPACT urges the Governor, the Legislature and the Oregon Transportation Commission to commit to working with the business community, other stakeholders, and especially local governments early in the interim period for the purpose of developing a comprehensive transportation funding package for submission to the 2007 Legislature,

as well as a long-term strategy for investment in Oregon's transportation infrastructure.

In addition, while the passage of legislation identifying new revenues for roads seems unlikely at this late date in the current session, it is possible that some OTIA bridge repair funds may become available for reallocation. JPACT supports House Bill 3415, which would dedicate any reprogrammed funds to the OTC's current list of "projects of statewide significance" and to freight projects that have been evaluated through a public process.

A well-funded transportation system, in the Portland region and across the state, is an essential factor underlying the economic health of our state and the livability of our communities. As always, JPACT stands ready to work with you to support the investments needed to keep Oregon moving.

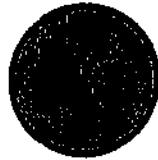
Sincerely,

A handwritten signature in black ink, consisting of a large, stylized 'R' followed by several vertical lines and a horizontal stroke.

Rex Burkholder
JPACT Chair

Attachments:

January 12, 2005 Metro letter to Governor Kulongoski
March 2, 2005 Oregon MPO Consortium letter
Bend Area MPO Resolution
Eugene-Springfield Resolution
Rogue Valley MPO Resolution
Salem-Keizer MPO Resolution



METRO

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TEL 503 797 1540 | FAX 503 797 1793

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 the region'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

March 2, 2005

During the past year, Oregon's six Metropolitan Planning Organizations (MPOs) have founded a new partnership to address Oregon transportation issues of mutual concern. This new alliance is the Oregon MPO Consortium.

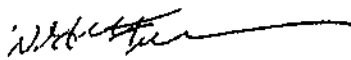
MPOs are designated by the Governor of Oregon under federal regulations as the governing transportation policy makers for major metropolitan areas. In Oregon, more than 2 million of the state's residents live within the six recognized MPOs, with nearly 750,000 of those living outside the Portland region. Together they represents 59 percent of Oregon's population and include 42 cities, including 17 of the state's 20 largest.

Oregon's MPOs are the transportation and economic hub of the state, accounting for most of Oregon's population and economic growth in recent decades. Yet transportation investments in these critical areas are falling behind, especially when compared to competing markets in neighboring states. The resulting impacts on quality of life and economic viability are unacceptable. Reversing the trend will require a concerted effort on all levels, with state, regional and local contributions.

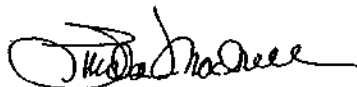
In an historic, unanimous action, Oregon's six MPOs have endorsed the attached funding request of the Oregon Governor and State Legislature for a multi-modal transportation program that includes:

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. A funding package through the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.

We look forward to working with the Governor and Legislature to advance this package, and create new partnerships that address Oregon's transportation needs and create a legacy for Oregon's future.



Mayor Bill Friedman, Chair
Bend Area MPO



Commissioner Linda Modrell, Chair
Corvallis Area MPO



Commissioner Bobby Green, Vice Chair
Eugene-Springfield MPO



Councilor Rex Burkholder, Chair
Portland Metro MPO



Councilor Mike Quilty, Chair
Rogue Valley MPO



Councilor Dan Clem, Vice Chair
Salem-Keizer MPO

BEND METROPOLITAN PLANNING ORGANIZATION

710 NW Wall Street, PO Box 431, Bend, OR 97709

Phone: 541-693-2113 * FAX: 541-385-5519

Date: January 7, 2005
To: BMPO Policy Board
From: Tyler Deke, BMPO Manager
Subject: BMPO Multi-Modal Transportation Funding Concept

Exhibit A to Resolution Number 2005 - 1

The BMPO 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:

The BMPO 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.

2. Non-Road Infrastructure Package:

As all modes of transportation are critical in providing a healthy transportation network and a healthy economy, the BMPO 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 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, the BMPO supports identification of passenger and freight rail, transit, marine and aviation projects that merit public investment.

3. Elderly and Disabled, Bus Replacement and Transportation Demand Management:
The BMPO recommends continued funding within the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.

Elderly and Disabled

Transit providers throughout Oregon are struggling to meet the demand for paratransit services for the elderly and people with disabilities. The cost to provide these services is increasing rapidly. These costs will continue to increase because Oregon's population is aging faster than most other states. By 2025, the U.S. Census Bureau projects Oregon will have the 4th highest proportion of elderly persons in the nation. The BMPO 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

The BMPO 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 recommended 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.

Resolution Number 2005 – 1
Bend Metropolitan Planning Organization Policy Board
For the Purpose of Endorsing a State Transportation Funding Package

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 (OTIA); and

WHEREAS, these acts have provided new transportation investment for the BMPO area; 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, population growth in the region and state continues to outpace the nation, and freight volumes in Oregon are expected to double in the next twenty years; and

WHEREAS, the region, through its local transportation system plans, has identified multiple project and funding needs for all modes of transportation; and

WHEREAS, a large percentage of the needed transportation improvements called for in the local transportation system plans 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 within the BMPO area to jointly seek additional funding for the identified transportation deficiencies;

NOW, THEREFORE, BE IT RESOLVED that the BMPO Policy Board endorses 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 BMPO Policy Committee on this 20th day of JANUARY, 2005.



William Friedman, Chair
BMPO Policy Board

**RESOLUTION NUMBER 2005 – 1
FOR THE PURPOSE OF SUPPORTING A STATE TRANSPORTATION
FUNDING PACKAGE**

WHEREAS, the US Department of Commerce, Bureau of Census has declared that the cities of Corvallis, Philomath and Adair Village, and their adjoining areas in the County of Benton form an Urbanized Area, called the Corvallis Urbanized Area; and

WHEREAS, the Governor of Oregon has designated representatives of said areas, together with a representative of the Oregon Department of Transportation (ODOT), as the Corvallis Area Metropolitan Planning Organization; and

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, 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 Corvallis Area Metropolitan Planning Organization has identified multiple project and funding needs for all modes of transportation; and

WHEREAS, it is in the interest of the region that includes the Corvallis Urbanized Area to seek additional funds for transportation needs of the region and the Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED that the Corvallis Area Metropolitan Planning Organization Policy Board endorses a funding request to the Oregon Governor and State Legislature for a multi-modal transportation program that includes:

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. A funding package through the ODOT budget for elderly and disabled transit service, bus replacement and transportation demand management.

Dated this 21st day of January 2005.

APPROVED:

By:

Linda Modrell, Chair
Corvallis Area MPO Policy Board

ATTESTED:

By:

Ali Bonakdar, Director
Corvallis Area MPO

Resolution Number 2005 – 01
Endorsing a Multimodal State Transportation Funding Package

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 (OTIA); and

Whereas, these acts have provided new transportation investment for the Central Lane MPO area; 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, population growth in the region and state continues to outpace the nation, and freight volumes in Oregon are expected to double in the next twenty years; and

Whereas, the region, through its local transportation system plans, has identified multiple project and funding needs for all modes of transportation; and

Whereas, a large percentage 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 within the Central Lane MPO area to jointly seek additional funding for the identified transportation deficiencies;

Now, Therefore, Be It Resolved that the Metropolitan Policy Committee endorses 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 Metropolitan Policy Committee on this 10th day of February,
2005.

Anne Ballew
Anne Ballew, Chair
Metropolitan Policy Committee

Attest:

George Kloepfel
George Kloepfel
Executive Director
Lane Council of Governments

Exhibit A to Resolution 2005 - 01

The Central Lane MPO intends to seek support from the Governor and the Oregon Legislature for development of a multi-modal transportation finance legislative package, 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.

Each of these three elements is important and the Central Lane MPO strongly recommends funding the three as a complete package. These elements are described in more detail below.

1. Road Infrastructure Package:

The Central Lane MPO 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.

2. Non-Road Infrastructure Package:

As all modes of transportation are critical in providing a healthy transportation network and a healthy economy, the Central Lane MPO 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 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, the Central Lane MPO supports identification of passenger and freight rail, transit, marine and aviation projects that merit public investment.

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

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

Elderly and Disabled Transportation Services:

Throughout the country transit providers are struggling to meet the increased demand for paratransit services for the elderly and people with disabilities. The aging of the "baby boomer" generation purports to further amplify the issue within the next ten to twenty years. Even as one of the most progressive transit properties in the country in regard to accessibility within the fixed-route environment Lane Transit District (LTD) has also experienced growth within the elderly and disabled sector at a per ride cost that is from four to six times greater than the cost of an average bus ride. At the same time operations funding for these services has been stagnant, at best. Cutbacks in human services programs have pushed people off of supported transportation services and reduced the level of cost-sharing between human services and public transit agencies.

In FY93 LTD reached full compliance with the Americans with Disabilities Act and contributed \$203,000 from General Fund revenue to support the local RideSource paratransit service that year. In FY04 the General Fund contribution reached \$914,000. As good as the ADA has been for opening up transportation opportunities previously denied to people who use mobility devices or experience other disabling conditions the cost of meeting the demand has been staggering.

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. The Special Transportation Fund must grow in order to allow transit providers to pursue cost-saving strategies while striving to meet the demand for transportation for people who are unable to transport themselves without some assistance.

Efforts to increase the coordination of transit services with human service programs must continue. Support for demand-management strategies that encourage the creation of a range of service options for people with disabilities is needed. Transit systems should be rewarded for creating integrated rather than segregated transit services.

Bus Replacement

The Central Lane MPO 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 recommended 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.

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

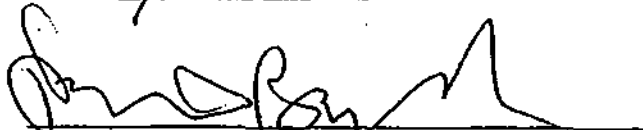
WHEREAS, without additional investment in Oregon's transportation infrastructure, increasing congestion will cost Oregon businesses and motorists tens of millions of dollars each year; and

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*

*Marla 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 ENDORSING 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.

Resolution Number 2005 – 1
Rogue Valley Metropolitan Planning Organization – Policy Committee
Support for Endorsing Regional Priorities for a State Transportation Funding Package

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 Rogue Valley Metropolitan Planning Organization area, 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, 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; and

WHEREAS, the Regional Transportation Plan documents an unfunded need of \$256 million 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 RVMPO area 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

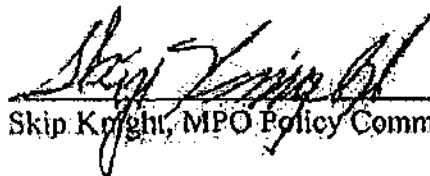
WHEREAS, without additional investment in Oregon's transportation infrastructure, increasing congestion will cost Oregon businesses and motorists tens of millions of dollars each year; and

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

BE IT RESOLVED that the Rogue Valley Metropolitan Planning Organization (RVMPO) Policy Committee endorses 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.
4. A funding package for increased bicycle and pedestrian facilities

ADOPTED by the RVMPO Policy Committee on this 25th day of January, 2005.


Skip Knight, MPO Policy Committee Vice-Chair

Resolution 05-4

Resolution Regarding State Legislative Funding Proposal

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

WHEREAS, the essential backbone of such a system is the interconnected network of roadway facilities that are employed in part of nearly every movement of people and goods in Oregon; and

WHEREAS, the roadway system is composed of three principal segments: freeways and state-wide routes; bridges; and arterial and local streets; and

WHEREAS, the Governor and the Oregon Legislature have effectively begun to address critical shortcomings in transportation facilities through the passage of the Oregon Transportation Investment Acts; and

WHEREAS, the investments that have been made possible by OTIA I, II, and III have been targeted to address the first two segments of the roadway system; and

WHEREAS, there remains a significant funding shortfall in the maintenance, preservation, operation and modernization of the existing city, county, and state roadway facilities; and

WHEREAS, without additional investment in Oregon's total transportation infrastructure, increasing congestion and system deterioration will cost Oregon motorists and businesses millions of dollars annually and make Oregon less livable and economically competitive; and

WHEREAS, the Governor has already indicated that investments in rail, marine, aviation and transit improvements should be included in the state legislative funding proposal;

NOW THEREFORE, BE IT RESOLVED BY THE POLICY COMMITTEE OF THE SALEM-KEIZER AREA TRANSPORTATION STUDY:

THAT the SKATS Policy Committee endorses a state legislative funding proposal for a multi-modal transportation improvement program that includes:

1. A funding package for investments in the remaining segment of the overall roadway system (existing city, county and state roads) to address the critical funding shortfall associated with maintenance, operations and modernization of those facilities.
2. A funding package for investments in transit, rail, aviation and marine improvements.
3. Continuation funding through the ODOT budget for elderly and disabled transit services, bus replacement and transportation demand management activities.

ADOPTED by the Policy Committee of the Salem-Keizer Area Transportation Study on the 22th day February 2005.

**Chair
Salem-Keizer Area Transportation Study
Policy Committee**



METRO

May 26, 2005

The Honorable Ron Wyden
US Senate
516 Hart Senate Office Building.
Washington, DC 20510

The Honorable Gordon Smith
US Senate
404 Russell Senate Office Building
Washington, DC 20510

The Honorable Earl Blumenauer
US House of Representatives
2446 Rayburn H.O.B.
Washington, DC 20515

The Honorable David Wu
US House of Representatives
1023 Longworth H.O.B.
Washington, DC 20515

The Honorable Darlene Hooley
US House of Representatives
2430 Rayburn H.O.B.
Washington, DC 20515

Dear Portland Metro-area Congressional Delegation:

We want to thank you for all the help you have provided us over the past two years with respect to the Transportation Reauthorization bill. Your support for funding levels above that proposed by the Administration and highway funding allocation formulas that work for Oregon is greatly appreciated.

On behalf of JPACT, we have reviewed the most current mark-ups of SAFETEA and TEA-LU and have identified a short-list of key issues for the Portland region. We ask that you consider these issues as you identify your final list of issues for the Conference Committee.

Issue 1: Support Higher Funding Levels: The Senate overwhelmingly approved a bill reflecting higher road and transit funding than the House Bill. We ask that you support the higher funding level. Transportation funding levels in past acts have not kept pace with needs. As a result, the Portland region has a growing backlog of projects and the smallest road modernization program in memory. As Congress adjusts the highway formula to address "donor state" concerns, it is critical that Oregon not be harmed. Oregon is "held harmless" under the current House bill formula and should be added to the Senate bill's Equity Bonus program. Without the protection of these hold harmless provisions, Oregon's share of funding will be reduced to increase funding for donor states.

Issue 2: Strongly Prefer House Bill with respect to New Starts/Small Starts: There are significant differences between the House and Senate provisions on New Starts and Small Starts. As shown below, in each case we prefer the House proposal (as does the New Starts Coalition, the national industry group on New Starts matters):

- Both bills modify the New Starts rating provisions; however, the House Bill generally retains the existing framework. Thus, the House Bill may avoid new rulemaking and the associated delay, while the Senate Bill appears to necessitate such delay.
- Both bills establish a Small Starts program. However, the House Bill includes an eligibility requirement that a project include a significant fixed guideway component, while the Senate Bill has no such requirement. Given FTA's penchant for bus projects, the Senate Bill is likely to result in less Small Starts funding for streetcar projects than the House Bill.
- We also prefer that the House Bill separates the Small Start Program from the New Starts program, as opposed to the Senate Bill which merges the two programs. Because, the Senate Bill (a) allows basic bus projects to access New Starts Funds (as discussed above) and (b) establishes an evaluation process that accelerates bus projects through the FTA process (compared to the more complex light rail projects), the Senate Bill will likely result in Portland's light rail projects being squeezed-out of the New Starts funding program by bus projects.
- The House Bill retains the "exemption" for projects under \$25 million, where the Senate Bill does not.

Issue 3: Grandfather Commuter Rail Project from FTA 'Dear Colleague' Change to FTA Grant Practices: The Commuter Rail Project is at the 60% Final Design stage, the normal point at which Full Funding Grant Agreements (FFGA) are issued, and is rated "Recommended." Historically, projects reaching this stage are issued a FFGA. However, FTA recently issued a 'Dear Colleague' letter announcing that they would not issue FFGA's for projects with a cost-effectiveness index above \$20 (Commuter Rail is about \$24, below the previous threshold of \$25). While this change is universal, it affects only one project in Final Design – the Commuter Rail Project. Language is needed to grandfather the Commuter Rail Project under the FTA practices in effect prior to the issuance of the Dear Colleague Letter.

Issue 4: Authorize Light Rail Projects for Construction: The Commuter Rail Project and South/North Light Rail Project (I-205/Mall LRT, Milwaukie LRT, and I-5 LRT segments) must be "authorized" to allow them to proceed through the FTA process.

Issue 5: Prevent Loss of CMAQ Funds: As a result of EPA rule changes regarding 'air quality maintenance areas (AQMA)' and their relation to the formula for allocating CMAQ funds to states, the Portland Region will lose a share of its CMAQ funds. We have been advised that Senator Bond may offer legislation that holds regions harmless from such losses. Should such language be proposed, we ask that you support it.

Issue 6: Support I-5 Corridor Improvements: The region supports the delegation's effort to secure an Oregon earmark under the House bill's Projects of National and Regional Significance program. The I-5 Corridor is a nationally important freight route and critical to the region's economy. Because it is the backbone of the West Coast's transportation system and gateway to international markets, it is vital to Oregon businesses located throughout the state. An efficient and reliable I-5 Corridor is needed for Oregon to compete in an increasingly global marketplace. Aging bridges, including the Columbia River Crossing, threaten Oregon's productivity and must be modernized to handle growing freight volumes.

Issue 7: Support the Senate Provisions for Metropolitan Planning: The region supports the Senate provisions that provide an adequate funding level to meet the many metropolitan planning mandates and the increased number of new metropolitan planning organizations created after the 2000 census.

Issue 8: High Priority Project Earmarks: Should there be an opportunity to earmark High Priority projects in Conference Committee (in addition to the House earmarks), attached is a compilation of the priorities we requested and the House earmarks.

This has been a long reauthorization process, and we greatly appreciate the time and attention you have paid to our transportation issues. These are vital issues to our community and your assistance is crucial to their successful resolution.

Please call if you have any questions.

Sincerely,

Rex Burkholder
JPACT Chair

Attachment:
Portland Metro Area TEA-21 Reauthorization Project Priority List

Portland Metro Area TEA-21 Reauthorization Project Priorities

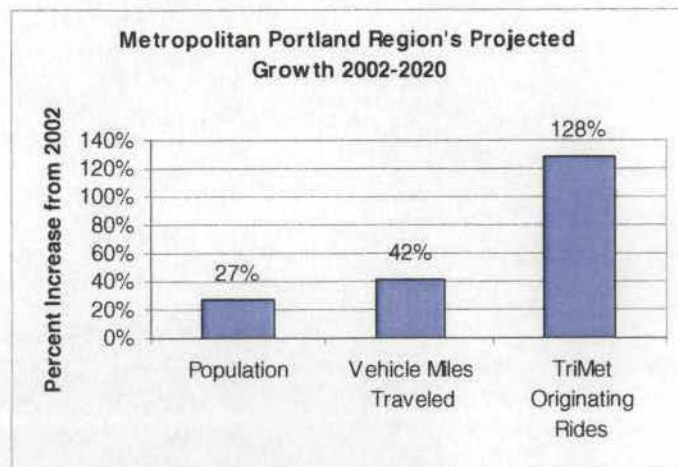
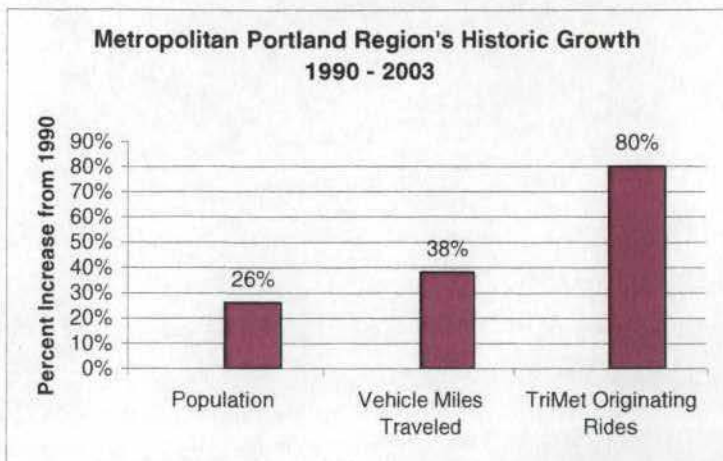
Project Type/ Name	Reauthorization (\$million)	House T & I Committee Earmark
REGIONAL PRIORITIES		
I-5 Trade Corridor		
-I-5: Delta Park to Lombard Widening	\$32.800	\$11.000
-Highway/Transit Columbia Crossing	\$15.000	\$5.000
I-5/99W Connector	\$15.000	\$0.250
Hwy 217: Tuatatin Valley Highway to US 26	\$26.900	\$10.000
Sunrise Project: I-205 to Rock Creek	\$32.000	\$4.000
Columbia Intermodal Corridor		\$12.000
-Ramsey Railroad Yard	\$11.000	
-Air Cargo Access Road	\$9.000	
I-205 Auxillary Lane	\$0.000	\$2.000
ITS Equipment (ODOT)		
SUB-TOTAL	\$141.700	\$44.250
REGIONAL TRANSIT PRIORITIES		
South/North LRT Project Segments	<i>Reauthorization</i>	
-Interstate MAX	Reauthorize	
-South Corridor/I-205	Reauthorize	
-Milwaukie Light Rail	Reauthorize	
-North: Expo to Clark County	Reauthorize	
Wilsonville-Beaverton Commuter Rail Proj.	Reauthorize	
TriMet Bus and Bus Related	\$41.000	\$1.200
SMART Bus - Wilsonville	\$1.900	\$0.300
Portland Streetcar		
-Segment 1: to Lloyd District	Authorize	
-Segment 2: To Central Eastside District	Authorize	
-Segment 3: To South Waterfront	Authorize	
-Segment 4: To Lake Oswego	Authorize	
SUB-TOTAL	\$42.900	\$1.500
LOCAL PROJECT PRIORITIES		
Wilsonville: Boeckman Road -Urban Village	\$3.000	\$1.000
Wilsonville: Barber Street Urban Village Connection	\$3.700	\$3.000
Milwaukie: Lake Road	\$6.000	\$5.000
Gresham: Gresham Civic Neighborhood LRT Station	\$2.700	\$1.400
Gresham: Rockwood Town Center	\$2.000	\$3.000
Oregon City: I-205/Hwy 213 Interchange	\$5.600	\$1.000
Portland: I-5/North Macadam Access	\$15.000	
Portland: North Macadam Access	\$9.000	\$9.000
Portland: Gateway 102nd	\$4.800	\$4.700
Portland: East Burnside Corridor Street Improvements	\$5.000	\$5.700
Multnomah Co.: Sellwood Bridge	\$25.000	\$3.000
Washington Co.: Beaverton Hillsdale/Scholls	\$25.000	
Metro TOD Revolving Fund	\$10.000	
Metro Regional Trail Program - Next Phase	\$5.000	\$6.000
Metro Regional Culvert Retrofit - Phase 1	\$5.000	
SUB-TOTAL	\$126.800	\$42.800
OTHER PROJECTS OF REGIONAL SIGNIFICANCE		
Research		
Designated Portland State University as Federal University Transportation Research Center	\$2.500	
Support for OTA Transit Request		
City of Sandy Transit	\$1.200	
Support for Other Priorities		
I-5 Trade Corridor(WSDOT Share)	\$50.000	\$12.854
SUB-TOTAL	\$53.700	\$12.854

Metropolitan Portland's Transportation Challenges

Region's Growth Creates High Demand for Transportation Infrastructure

After a decade of unprecedented population and employment growth and more growth to come, the metropolitan Portland area must maintain and develop its transportation infrastructure to keep people and goods moving and maintain economic prosperity.

- *During the last decade, growth in travel has far exceeded population growth.* Between 1990 and 2003, the 25 city and 3 county metropolitan area grew by 26%¹, while vehicle travel increased by 38%² and transit rides by 80%.³



- *The use of the transportation system will continue to far exceed population growth well into the future.* By 2020, the population is forecast to increase by another 27%, while vehicle travel is forecast to increase by another 42%⁴, and transit rides to increase by over 128%.⁵
- *Demand for freight movement will continue to increase.* Between 2003 and 2020, the growth rate for heavy trucks is forecast to be higher than that for lighter vehicles, putting an even greater strain on our transportation infrastructure.⁶

Without Transportation Improvements, the Economy will Degrade

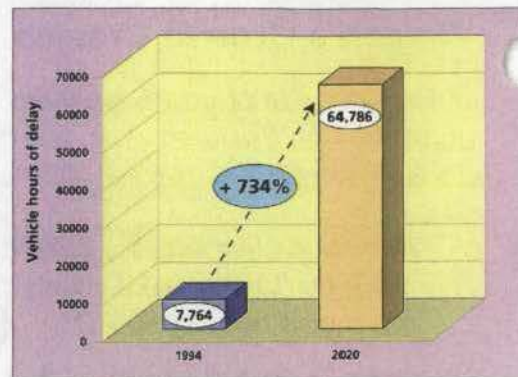
Continued population and employment growth without a significant investment in transportation infrastructure will hurt our economy and degrade our quality of life. Investments in road improvements have a direct relationship to jobs and tax revenues.

- *Oregon's economic health is closely tied to the metropolitan Portland region's ability to move people and freight.* Oregon is highly trade-dependent and uniquely positioned as a gateway to the global economy. Maintaining transportation connections among ports, manufacturing and industrial centers, agricultural regions, and other key locations helps keep Oregon's economy strong⁷.

- Without additional investments, the metropolitan Portland region will experience dramatic increases in congestion. Vehicle hours of delay will grow by 700% to over 60,000 hours per day by 2020. Average travel time will increase by 27% per trip⁸.

**Transportation System Performance
without additional investments**
(percent change from 1994 to 2020)

Average vehicle speed	-24%
Average travel time	+27%
Miles of congested freeway	+146%
Miles of congested arterials	+310%



Forecast Increase in Delay

- Increases in congestion will affect the movement of freight and raise the cost of doing business. By 2020, a typical truck trip will take 11 minutes longer than today, and trucks will make an average of three fewer trips per day.⁹ Today, an hour-long tie-up on I-5 between Salem and Wilsonville at rush hour costs about \$112,000.¹⁰



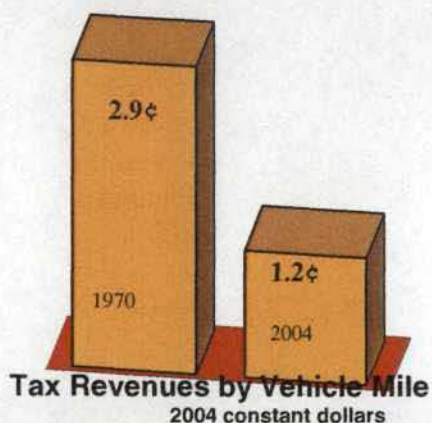
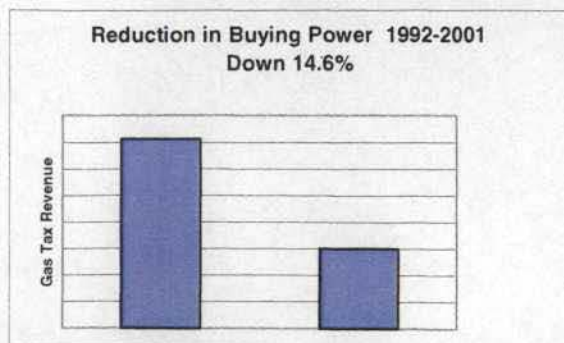
Freight and Business Impacts

- Increased costs for employees and freight
- Typical truck trips take 11 minutes longer in 2020
- The average truck will make 3 fewer deliveries per day - increasing shipping costs.

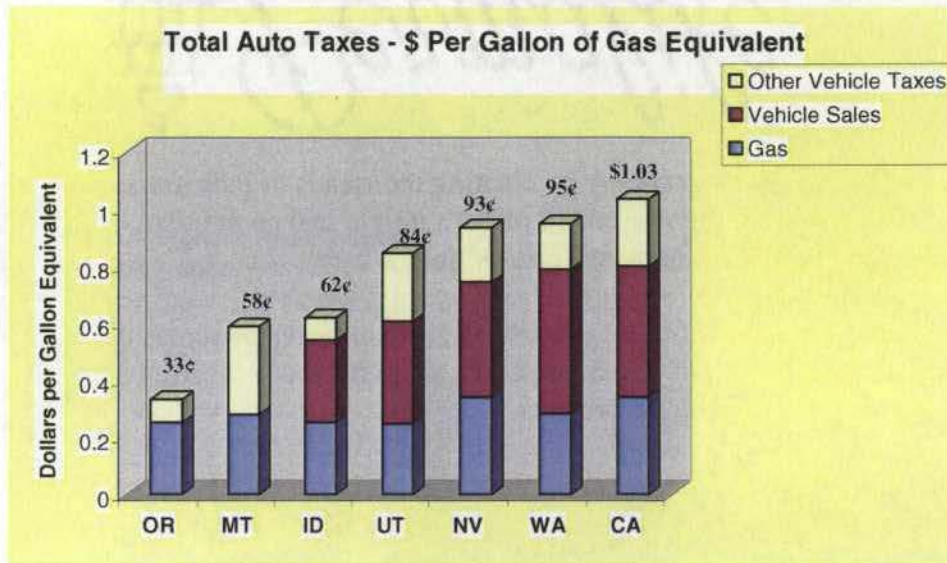
Funding Failing to Keep Up

In real terms, revenue for transportation is declining while the costs of maintaining and expanding the existing system to meet future needs continue to rise, creating an enormous and ever-growing gap.

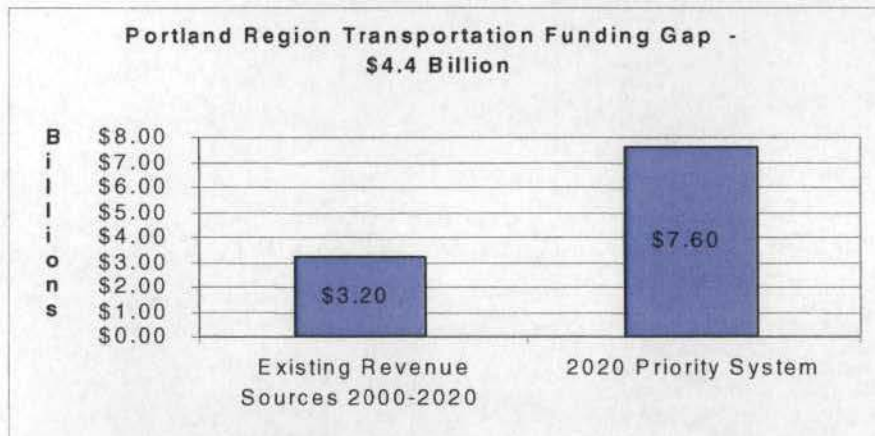
- Inflation and improved fuel economy have reduced the real value of gas tax revenues. Between 1992 and 2001, Oregon gas tax revenues declined in real terms by 14.6%.¹¹ Changes in fuel economy are also reducing the growth of gas tax revenue. Between 1970 and 2004, the average gas-tax revenue per vehicle mile (in constant dollars) has been decreased by more than half.



- ❑ *Transportation costs continue to rise.* In 2004 alone, the cost of paving asphalt increased by 13%, while raw steel prices increased by 30%.¹² One dollar of preservation can save four dollars of deferred maintenance.
- ❑ *Oregon has the lowest taxpayer investment in transportation per mile and per capita on the West Coast.*¹³ Even though the state gas tax in Oregon is similar to other Western states, the total auto related revenues raised in Oregon are substantially lower.



- ❑ *Given the existing revenue and cost situation, the Portland region has forecast a \$4.4 billion plus capital shortfall between 2000 and 2020.*¹⁴



Local Funding Efforts Are Not Enough

Cities and counties in the metropolitan Portland area have approved a variety of local taxes that support the region's transportation system, but these efforts are not enough to keep pace with the region's growth.

- ❑ *Local efforts include: gas taxes (Multnomah County - 3¢ per gallon, Washington County 1¢), property taxes (TriMet and some local jurisdictions have property tax backed bond measures), Washington County's MSTIP, system development charges (SDC) for roads, local improvement districts (LID), transportation utility maintenance fees and frontage improvement agreements.*

Can A Statewide Effort Be Made?

A transportation funding proposal reflecting regional priorities that would provide statewide benefits was unanimously adopted November 17, 2004 by JPACT.

The Joint Policy Advisory Committee on Transportation (JPACT), recommends:

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

The proposed JPACT transportation finance package will:

- ❑ Help jump-start Oregon's economy by creating thousands of jobs immediately and into the future, relieving congestion for the movement of both freight and commuters, thereby saving Oregon businesses and motorists tens of millions of dollars every year.
- ❑ Help maintain thousands of miles of roads that are in disrepair across the state, saving motorists enormous sums of money in vehicle repairs and saving local governments millions of dollars on more costly road reconstruction projects.
- ❑ Help ensure that transit systems across the state can begin to accommodate the ever-increasing demands for alternative modes of travel and better serve the needs of the elderly and disabled.

These needs are not special to the metropolitan Portland area and this solution has strong support throughout the state. All six of the metropolitan areas in Oregon have endorsed a similar transportation proposal.

Sources:

Metro Regional Council
TriMet - TriMet Road Service and Relationship Information Center
Metro 2000 Regional Transportation Plan (RTP)
ODOT - Transportation Review
Metro 2000 RTP
Incentives Institute - *Financing Transportation Finance: A Primer on the Use of*
ODOT Policy and Economic Analysis Group - April 2004
Publication Date: April 2004

Oregon Department of Transportation - HHSN et al.
Federal Highway Administration forecasts of vehicle miles traveled
Federal Highway Administration website
Metro 2000 Regional Transportation Plan (RTP)
Oregon Business Plan
Engineering News-Record - October 2004
Metro 2000 RTP

JPACT represents the 25 cities and urban portions of three counties of the metropolitan Portland area as well as the City of Vancouver, Clark County, the Port of Portland, ODOT, DEQ, WSDOT and TriMet. JPACT members are:

Metro Councilor Rex Burkholder, Chair
Metro Councilor Brian Newman
Commissioner Maria Rojo de Steffey, Multnomah
Commissioner Sam Adams, Portland
Councilor Steve Owen, Fairview
Mayor Royce Pollard, Vancouver
Bill Wyatt, Port of Portland
Matthew Garrett, ODOT
Stephanie Hallock, DEQ

Metro Councilor Rod Park, Vice Chair
Commissioner Bill Kennemer, Clackamas County
County Commissioner Roy Rogers, Washington County
Councilor Lynn Peterson, Lake Oswego
Mayor Robert Drake, Beaverton
Commissioner Steve Stuart, Clark County
Fred Hansen, TriMet
Don Wagner, Washington DOT

For more information contact

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Sources:

- 1 Metro Regional Data Book
- 2 TriMet Fixed Route Service and Ridership Information (audited)
- 3 Metro 2000 Regional Transportation Plan (RTP)
- 4 ODOT, *Transportation Key Facts*
- 5 Metro 2000 RTP
- 6 Brookings Institution, *Fueling Transportation Finance: A Primer on the Gas Tax*
- 7 ODOT, Policy and Economic Analysis Group, April 2004

Publication Date: April 2005

- 8 Oregon Department of Transportation, HPMS data
- 9 Federal Highway Administration forecasts of vehicle miles traveled
- 10 Federal Highway Administration web site
- 11 Metro 2000 Regional Transportation Plan (RTP)
- 12 *Oregon Business Plan*
- 13 *Engineering News-Record*, December 2004
- 14 Metro 2000 RTP

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

May 26, 2005

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

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 Guests: *Olivia Clark, Mattivill, Busse, Garity,*
Alanna Hagner, Matt List, Ron Lapinsky, Joyce Stum,
Jason Tell, Deb Wallace

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<input checked="" type="checkbox"/> <i>Commissioner Jay Waldron</i>	<i>Port of Portland</i>	<i>Jon Kist</i>

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Guests: Marion Hynes, Blode, Deb Wallace

