

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING ) RESOLUTION NO. 00-2892 ~~A~~  
PORTLAND REGIONAL FEDERAL ) Introduced by Councilor Monroe  
TRANSPORTATION PRIORITIES )

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for and develop the region's transportation infrastructure, and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding, and

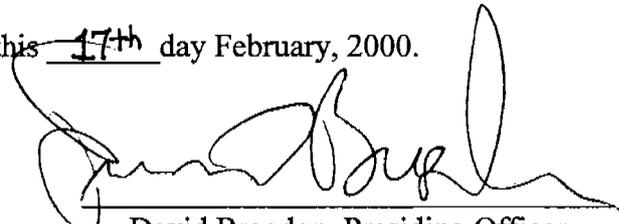
WHEREAS, Metro has annually developed a listing of federal transportation funding and regulatory priorities for submittal to the Oregon Congressional delegation, and

WHEREAS, JPACT has approved Exhibit A to this resolution, entitled, "Portland Regional Federal Transportation Priorities," NOW, THEREFORE,

BE IT RESOLVED,

The Metro Council approves Exhibit A of this resolution, entitled "Portland Regional Federal Transportation Priorities" and directs that it be submitted to the Oregon Congressional delegation.

ADOPTED by the Metro Council this 17<sup>th</sup> day February, 2000.



David Bragdon, Presiding Officer

Approved as to Form:



Daniel B. Cooper, General Counsel

**Portland Regional Federal Transportation Priorities**

1. **HIGH-CAPACITY TRANSIT:** The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing three projects within the next 3-5 years at the same time: Interstate MAX, South Corridor Transit Improvement Program and Washington County Commuter Rail.
  - A. **INTERSTATE MAX:** The immediate priority for federal project and funding approval is Segment #1 of the South/North Corridor, the construction of Interstate MAX from the Rose Garden to the Expo Center. Local and regional approvals and funding commitments are in place, the Final EIS and Record-of-Decision have been approved by the Federal Transit Administration. Federal funding actions are anticipated as follows:
    - With approval of the Record-of-Decision, the region is now seeking FTA approval of a Full Funding Grant Agreement. Approval by the House and Senate “Authorizing” Committees is an essential step in this process.
    - The project is seeking an authorization of \$257.5 million in Section 5309 “New Start” funds in the Full-Funding Grant Agreement.
    - The first year appropriation of \$66 million to Interstate MAX in the FY 2001 appropriations bill is essential to ensure the project starts construction on schedule. Future appropriations are anticipated to complete the project at \$70 million in FFY 2002 and 2003 and \$51.5 million in FFY 2004. If appropriations do not keep pace with this schedule, the consequence is a higher interest cost to the region due to increased borrowing. If appropriations are dramatically short of this schedule (i.e., half or less of the annual funding need), the interest cost implication to the region would likely jeopardize the project.
  - B. **SOUTH CORRIDOR TRANSIT IMPROVEMENT PROGRAM:** The South Corridor is Segment #2 of the South/North Corridor. The region will incrementally implement improvements in the South Corridor as an overall project is redefined in order to be prepared to request authorization for an overall corridor improvement program in the reauthorization to TEA-21, as follows:
    - Beginning with the FY 2001 federal transit appropriations bill, seek \$2-5 million per year of Section 5309 “Bus” funding by working with the Oregon transit community to establish a statewide bus appropriations request which produces this amount of funding for South Corridor improvements.
  - C. **COMMUTER RAIL:** The region is committed to pursuing the Washington County Commuter Rail Project after the planning and environmental studies are complete under the streamlined provisions of the FTA New Starts program for projects under \$25 million, as follows:
    - Using Regional STP funds, the region is now involved in the FTA Alternatives Analysis process to qualify the project for implementation under the New Starts program.
    - Seek \$1,000,000 in New Starts preliminary engineering funds for Commuter Rail in the FY 2001 transit appropriations bill from the eight- percent set aside for alternative analysis and preliminary engineering.

2. **I-5 TRADE CORRIDOR:** The Bi-State Region is developing a strategy for the I-5 Corridor from I-84 in central Portland to I-205 in Clark County under the FHWA "Borders and Corridors" program as follows:
  - The region, through ODOT and WSDOT, was successful in securing a "Borders and Corridors" grant to define an I-5 Trade Corridor improvement strategy. Phase 1, to define a strategic direction, is nearly complete. The grant will allow Phase 2 to define the corridor improvement program and financing strategy and provide the basis for funding phases of improvement through the "Borders and Corridors" program.
  - The region will pursue funding for incremental phases of the I-5 Trade Corridor improvement program in FFY 2001, 2002 and 2003 appropriation for selected stand-alone improvements as the Trade Corridor Study continues its Phase II activities, within the context of the multi-modal strategy accepted in Phase I. In FFY 2001, \$2 million is requested to carry out Preliminary Engineering for the I-5/Delta Park project.
  - It is anticipated that authorization of the overall improvement strategy will be sought through the next authorization bill, expected to be adopted by 2003 for the period FFY 2004-2009. Specific funding could be committed to this improvement program from the "Borders and Corridors" program, the Highway "Demo" program and/or the Federal transit programs.
  - Associated with the I-5 freeway corridor may be improvements needed to the railroad bridge across the Columbia River. It has capacity limitations that constrain the ability of the two railroad companies to expand traffic, add rail spurs into the West Hayden Island area and accommodate added High-Speed Rail service from Eugene to Seattle and Vancouver, B.C. In addition, the location of the railroad lift-span causes a high frequency of lifts on the I-5 Columbia River Bridge. The scope of needed improvements is still being determined and could involve a public-private partnership with the railroad companies. Authorization of federal funds may be sought through the Water Resources Development Act and/or as a Highway "Demo" project in the next reauthorization of TEA-21.
  - In addition, improvements throughout the Columbia Corridor to improve truck access may be appropriate to earmark in the reauthorization of TEA-21 as Highway "Demo" projects. The Port of Portland may be requesting partial funding for the West Hayden Island bridge connection to Rivergate to access this marine terminal expansion.
3. **COLUMBIA RIVER CHANNEL DEEPENING:** In 1999, Congress authorized the deepening of the Columbia River Channel to 43 feet and the Corps of Engineers completed a Final EIS on the project. The Corps issued a Chief's Report in December, 1999 approving the project and agreed to undertake ecosystem restoration activities to address the endangered species listing for salmonids in the Columbia River. The sponsoring ports are seeking \$4 million in the FFY 2001 Energy and Water Appropriations Act to begin construction of the project.
4. **WILLAMETTE RIVER BRIDGE FUNDING:** Multnomah County is implementing a \$200 million, 20-year rehabilitation program for the Willamette River Bridges. To date, Federal Highway Bridge funds, STP funds, CMAQ funds and Highway "Demo" funds have been committed to this program. Pending an increase in state and/or local funds to provide the local match, earmarking in the next reauthorization of TEA-21 will be sought from either Highway "Demo" funds or Bridge "Discretionary" funds.

5. **FAA REAUTHORIZATION:** Congress has repeatedly attempted to adopt a reauthorization of the Federal Aviation Act but has only adopted short-term extensions of the existing act due to contentious issues. One of these issues is the eligibility of aviation funds (both federal and local) to be used on ground access projects. Since Airport MAX is already under construction and is partially funded with Portland International Airport "Passenger Facility Charges" (PFCs), it is essential that this source not be precluded by a change in the FAA Act. Another contentious issue is the House-approved increase in the PFC cap from \$3 to \$6. This increase is necessary to help PDX and other airports finance capital projects required to accommodate growing passenger traffic.
6. **AMTRAK SOUTH STATION:** Clackamas County, in cooperation with ODOT and Amtrak, is now going through a process of siting a new Amtrak station in the south portion of the Metro region to compliment existing stations in downtown Portland and Vancouver, Washington. This station is part of an incremental strategy to upgrade high-speed rail service between Eugene, Portland, Seattle and Vancouver, B.C. The overall project will entail construction of a 1500-foot-long platform, a small station structure, lighting and adjacent parking for a total of \$750,000 to \$1,000,000. The region will be seeking capital funding through Amtrak and will seek the support of the Congressional delegation in this endeavor.
7. **INTERSTATE MAX REVITALIZATION PROGRAM (TCSP):** Metro, the City of Portland and Tri-Met are working to develop a revitalization plan for Interstate Avenue in conjunction with Interstate MAX. Associated with that is consideration by the City of Portland of establishing an urban renewal district to provide a portion of the funding towards both the light rail and redevelopment. Under the FHWA Transportation and Community and System Preservation (TCSP) Pilot Program, funding could be provided to accelerate this redevelopment program. It is expected that the urban renewal district will not provide sufficient funds to meet all the needs in the corridor and will not generate much revenue in the early years. As such, TCSP funds could be used to initiate several redevelopment projects, thereby serving as a catalyst for further redevelopment. As this creates new private investment, tax increment financing resulting from this investment will provide the funding for further redevelopment projects in the future and help establish the cash-flow for the funding contribution toward the light rail construction itself. Funding would be used for such activities as land acquisition and public street and pedestrian improvements that facilitate specific redevelopment projects. Metro will be submitting an application through the FHWA solicitation process for FFY 2001 funding and will seek Congressional support for this endeavor.
8. **HIGH SPEED RAIL:** Passenger Rail Service is an important component of the state's transportation system. As one of eight designated high-speed rail corridors in the nation, the Pacific Northwest Passenger Rail Corridor is eligible for federal funding. Recent appropriation bills have earmarked Section 1103 funds for rail/highway crossings and other capital improvements in these corridors. The region supports efforts to secure further appropriations of this funding for improvements in the Pacific Northwest Corridor.
9. **INTELLIGENT TRANSPORTATION SYSTEM:** The region is supporting a single \$6.5 million "State of Oregon" earmark for the following ITS initiatives:
  - **TransPort** – The TransPort project is a multi-agency project in the Portland region that is integrating each agency's transportation system into a regional system to enhance traffic and transit management and traveler information.
  - **Commercial Vehicle Information Systems and Networks (CVISN)** – ODOT is implementing electronic credentialing and permitting for commercial vehicles.

- California-Oregon Advanced Transportation Systems (COATS) – This rural ITS project is applying ITS technology to rural issues in a bi-state area covering Southern Oregon and Northern California.
- Transit Trip Planning – This project will begin integrating transit information from Oregon transit providers into a statewide transit trip planning system.

**10. CENTRAL CITY STREETCAR:** The 130-acre North Macadam District is the last major undeveloped area within the City of Portland's core. This largely unimproved area presents a unique opportunity to create a new neighborhood that will attract and accommodate jobs and housing in the Central City, furthering efforts to preserve our region's natural and agricultural resources. To take advantage of the opportunity presented, challenges to development posed by poor transportation access and circulation, inadequate infrastructure, and areas of soil contamination must be responded to and overcome.

The extension of the Central City Streetcar into this district is critical to provide the necessary transit service to accommodate the 8,500 to 10,000 jobs and 1,500 to 3,000 housing units expected to develop during the next 20 years. This 1½-mile extension is from Portland State University where the ongoing streetcar project terminates into the North Macadam District. It is estimated to cost \$45 million, including rolling stock. Tax Increment Financing and private contributions through a Local Improvement District are identified to provide \$37.5 million leaving \$7.5 million as yet unfunded. Although this project is not intended to compete for FTA "New Starts" funding, it could qualify for other DOT, EPA or HUD categories.

**11. STARK STREET BOULEVARD (181 - 197th):** Congress authorized \$1 million in TEA-21 "High Priority" funds for pedestrian improvements that support Gresham's revitalization of the Rockwood Town Center with transit-oriented development and access. The project retrofits a dangerous, auto-dominated arterial into a boulevard that safely accommodates pedestrians, bicyclists, and transit users. The project links the central commercial area with area employers and services, as well as three heavily used MAX stations. The TEA-21 funds provide full project design, but only fund construction from 181st to 190th. Additional funds of up to \$2 million are needed to build the full project to 197th and address the massive, hazardous intersection of Stark/Burnside/MAX. Under the FHWA Transportation and Community and System Preservation (TCSP) Pilot Program, supplemental funding could be provided to complete the entire project within two years. Gresham anticipates applying for these funds through the FHWA solicitation process and will seek the support of the delegation.

**12. TEA-21 UPDATE:**

A. **Technical corrections:** Congress may reopen TEA-21 to make technical corrections. If so, this is both an opportunity to advance some issues of interest to the Portland region or a risk that we lose ground on changes not in our interest. If a reopening does occur, it is important to pay attention to the following issues:

- Most provisions of TEA-21 are very positive to the Portland region and are important to preserve in the event of a reopening. In particular, changes in the funding formulas adopted in TEA-21 are generally favorable to Oregon and we would be concerned about actions that shift funding away from Oregon. In addition, provisions dealing with funding flexibility and the role of the metropolitan planning organization are important to maintain.

- When TEA-21 was adopted, 10 original states, including Oregon, that set up State Infrastructure Banks under ISTEA were prohibited from capitalizing the bank with any further federal funds. Conversely, four new states were given the right to set up and capitalize infrastructure banks. Language allowing the original 10 State Infrastructure Banks to continue to capitalize the banks with federal funds would be helpful.
- During the TEA-21 debates and again with the FFY 2000 Appropriations Bill, various forms of minimum and/or maximum transit funding appropriations were considered. Either a minimum guarantee or a maximum cap would be detrimental to the ability of the Portland region to receive appropriations for Interstate MAX.
- TEA-21 included establishment of “firewalls” between transportation appropriations and other aspects of the federal budget. In upcoming years, as receipts to the federal Highway and Transit Trust Funds grow, it is important to maintain these firewalls.

B. **Future Policy Issue** – FHWA’s Office of Freight Management and Operations recently completed an evaluation of impediments to efficient freight flows. Consideration is being given to creating a funding category for improvements on “Intermodal Connectors,” a classification within the National Highway System. The region has an interest in influencing this as it develops because of the importance of freight to the region’s transportation system.

The Portland region is supportive of the following requests for Sec. 5309, “Bus” funding, from C-TRAN to the Washington Congressional delegation.

- 13. OPERATIONS AND MAINTENANCE FACILITY:** In 1999, Congress authorized \$.9 million for design and construction for expansion of the C-TRAN transit operations and maintenance and facility in Clark County Washington. The current facility was designed for 100 buses and is now at critical capacity supporting 180 vehicles. C-TRAN is currently leasing space at an adjacent site to meet existing parking demand. The agency is seeking \$11 million to complete the project.
- 14. INTERSTATE 5 (I-5) PARK-AND-RIDE FACILITY:** C-TRAN is currently in the process of acquiring property for a park-and-ride facility in one of the nations designated Trade Corridors, Interstate 5 (I-5). Currently the agency operates with 600 park and ride spaces along I-5. The I-5 corridor will require 3,000 spaces in the next 15 years. Additional funds of \$2 million are required to construct the new facility which will double the existing capacity in southwest Washington to 1200 spaces.
- 15. INTELLIGENT TRANSPORTATION SYSTEMS (ITS):** C-TRAN provides transit services in one of the fastest growing counties in the country. The agency is seeking \$2.2 million T-21 funds for phased deployment of an Intelligent Transportation System (ITS) program. A recently completed a system-wide technology assessment outlines the use of bus dispatch and mobile data system to increase the effectiveness of the agency. The project for SW Washington will be coordinated with the Oregon ITS project and with other Washington jurisdictions.

## TRANSPORTATION PLANNING COMMITTEE REPORT

### CONSIDERATION OF RESOLUTION NO. 00-2892A, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES

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Date: February 9, 2000

Presented by: Councilor Kvistad

**Committee Recommendation:** At its February 8 meeting, the committee considered Resolution No. 00-2892 and voted unanimously to send the resolution, as amended to the Council with a do pass recommendation. Voting in favor: Councilors Kvistad and McLain and Chair Monroe.

**Existing Law:** Metro and our regional partners annually collaborate to develop a position paper that address the region's federal funding and regulatory needs for the coming year. This document is then delivered to the Oregon Congressional delegation to solicit their assistance in achieving the goals set forth in the position paper.

**Committee Issues/Discussion:** Andy Cotugno, Transportation Planning Director, presented the staff report. He noted that the proposed resolution would approve the draft federal transportation priorities document attached as Exhibit A. He noted that the committee agenda packet included Draft #7 of the proposed document. Since the printing of the packet, amendment language has been proposed by Clackamas County and CTRAN, the transit agency in Clark County. Cotugno then referenced a proposed Draft #8, which includes the proposed amendment language and the department staff recommendation concerning the proposed changes. This draft was provided to the committee members at the start of the meeting.

Cotugno indicated that JPACT had reviewed an earlier draft and was scheduled to review Draft #8 at its February 10 meeting. The committee determined that it would review and act on the Draft #8 proposal, as submitted by Mr. Cotugno and if the document is further amended by JPACT, the amendments would be addressed by the full Council when it considers the resolution.

Cotugno explained that the paper addresses a wide range of funding priorities. These include deepening the Columbia River shipping channel, Willamette River bridge improvements, high-speed rail and an extension of the downtown streetcar system.

The issue that has been the subject of the most debate has been the language related to funding requests for three transit corridors: 1) IMAX, 2) South Corridor, and 3) Washington County commuter rail. Cotugno noted that seeking funding for three separate corridors during the same 5-7 year funding period represents an aggressive agenda. But, he indicated that the timing and structuring of the funding requests should improve the region's ability to obtain the necessary funding.

He explained that IMAX funding has been specifically included in the President's proposed budget. Funding for the South Corridor Transportation Alternative Study has already been allocated and funding for the initial transit improvements totaling \$3.5 million would be included in the state package of \$16 million for transit improvements. Additional funding for the Washington County commuter rail project would be timed to coincide with the completion of feasibility and environmental assessment work.

Cotugno indicated that there has been lengthy discussions between Washington and Clackamas Counties concerning the document's language related to the prioritization and timing of funding for the South Corridor and Commuter Rail projects. Draft #8 includes language proposed by Clackamas County and the staff's recommendations concerning this language. He indicated that the two counties were still in discussions concerning this proposed language.

The committee endorsed the staff recommendation to approve the proposed amendment language related to high capacity transit on pages 1 and 2 of Draft #8. Staff and the committee then agreed that no amendment should be made related to the commuter rail project (Draft #8, page 3).

Cotugno then reviewed a proposed amendment submitted by CTRAN (Draft #8, page 8). He noted that CTRAN would be seeking funding for several Clark County projects through the Washington Congressional delegation. This purpose of the proposed amendment is to list these projects and indicate that the Portland region is supportive of these funding requests. The committee endorsed the proposed amendment.

Councilor Kvistad requested that additional language be added to the proposed statement of support for the deepening of the Columbia River Channel (Draft #8, page 4). He indicated that the intent of his language would be to recognize that the region was sensitive to the environmental concerns of the fishing interests and communities along the lower Columbia related to the proposed dredging project. The committee approved the amendment language.

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 00-2892A, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES

February 3, 2000

Presented by: Councilor Monroe

#### Purpose

The Region annually produces a position paper that outlines the views of Metro and its regional partners concerning transportation policy and funding issues that are likely to be considered by Congress during the coming year.

The proposed position paper addresses several critical regional transportation issues. The South/North Corridor is divided into its two segments: Interstate MAX and the South Corridor. The paper identifies potential funding sources and requests support from the delegation to obtain specified amounts from these sources. Support also is solicited for New Starts funding related to the Washington County Commuter Rail project.

Oregon and Washington are working to develop a cooperative strategy to address the transportation needs in the I-5 Trade Corridor. The paper outlines the federal funding needs and sources for continuing this work and requests support for obtaining these funds. Other interstate issues include Columbia River Channel Deepening and High-Speed Rail.

Other issues and funding needs addressed in the paper include: 1) extending the Central City streetcar system into the North Macadam area, 2) Willamette River bridge funding, 3) reauthorization of the Federal Aviation Administration as it relates to the use of passenger facility charges for the Airport MAX, 4) construction of an Amtrak station in Clackamas County, and 5) community revitalization work related to the Interstate MAX line.

#### Budget Impact

Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 00-01 Transportation Department budget. However, most of the funding requests deal with projects sponsored by jurisdictions other than Metro.

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING ) RESOLUTION NO. 00-2892A  
PORTLAND REGIONAL FEDERAL ) INTRODUCED BY COUNCILOR  
TRANSPORTATION PRIORITIES ) ROD MONROE

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for, and develop the region's transportation infrastructure, and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding, and

WHEREAS, Metro has annually developed a listing of federal transportation funding and regulatory priorities for submittal to the Oregon Congressional delegation, and

WHEREAS, the Metro Council desires to exercise greater involvement in the development of state and federal legislative agendas, and

WHEREAS, JPACT has approved Exhibit A to this resolution, entitled "Portland Regional Federal Transportation Priorities", therefore

BE IT RESOLVED,

The Metro Council approves Exhibit A of this resolution, entitled "Portland Regional Federal Transportation Priorities" and directs that it be submitted to the Oregon Congressional delegation.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_ 2000

\_\_\_\_\_  
David Bragdon, Presiding Officer

**DRAFT #10**  
**Portland Regional Federal Transportation Priorities**

- HIGH-CAPACITY TRANSIT:** The Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing three projects within the next 3-5 years at the same time: Interstate MAX, South Corridor Transit Improvement Program and Washington County Commuter Rail. The strategy presented below is designed to recognize the current status of development of each of these projects and establish an approach that *may be* feasible within the federal funding requirements that apply. The strategy recognizes that the South/North corridor is the region's top priority but acknowledges that the Interstate MAX (*segment #1*) project is ready to go while the South Corridor Transit Improvement Program (*segment #2*) requires definition. It also recognizes that the Washington County Commuter Rail project may be relatively easy to advance under the federal provisions that streamlines the process for projects requesting less than \$25 million. *It is important to clarify that the region's immediate and short-term goal is to maximize federal new start transit funding for IMAX over the next five years so that the project can be completed prior to the next major transportation reauthorization bill and so that borrowing costs are reduced. It is the region's long-standing goal to provide transit service south to Clackamas County so that regional transportation, land use and livability goals can be achieved. Therefore, along with maximizing federal funding support for IMAX, the region would like to advance a series of projects in the South. Federal support for Washington County Commuter Rail will also be pursued in a manner that does not jeopardize federal support for both segments of the region's highest priority -- the South/North corridor. The Portland region will work to ensure that the south corridor project will be this region's number one priority for authorization when Congress considers the follow-on bill to TEA-21. With these goals in mind,* this paper establishes the overall approach for the next 3-5 years, through the remainder of TEA-21 and into the next transportation authorization period. It defines a very specific request for Federal Fiscal Year 2001. As the projects and funding commitments evolve, future regional actions will define specifically what is requested for specific future fiscal years.

**Proposal: Substitute above amendment with the following:**

**It is important to clarify that the region's immediate goal is to maximize federal new start transit funding for IMAX over the next five years. Furthermore, it is one of the region's long-standing goals to provide transit service south to Clackamas County so that regional transportation, land use and livability goals can be achieved.**

**Therefore, the region would like to advance a series of projects in the South. Finally, federal support for Washington County Commuter Rail will be pursued in a manner that recognizes the region's highest priority – the South/North Corridor. The Portland region will work to ensure that the South Corridor Transit Improvement Program will be this region's number one priority for authorization when Congress considered the follow-on bill to TEA-21. With these goals in mind,**

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NOTE: The *italic and underscored* language on pages 1, 2, 3 and 4 has been requested by the Clackamas County Board of Commissioners. The **bold** language on page 8 has been requested by C-TRAN.

- A. INTERSTATE MAX:** The immediate priority for federal project and funding approval is Segment #1 of the South/North Corridor, the construction of Interstate MAX from the Rose Garden to the Expo Center. Local and regional approvals and funding commitments are in place, the Final EIS and Record-of-Decision have been approved by the Federal Transit Administration. Federal funding actions are anticipated as follows:
- With approval of the Record-of-Decision, the region is now seeking FTA approval of a Full Funding Grant Agreement. Approval by the House and Senate "Authorizing" Committees is an essential step in this process.
  - The project is seeking an authorization of \$257.5 million in Section 5309 "New Start" funds in the Full-Funding Grant Agreement.
  - The first year appropriation of \$66 million to Interstate MAX in the FY 2001 appropriations bill is essential to ensure the project starts construction on schedule. Future appropriations are anticipated to complete the project at \$70 million in FFY 2002 and 2003 and \$51.5 million in FFY 2004. If appropriations do not keep pace with this schedule, the consequence is a higher interest cost to the region due to increased borrowing. If appropriations are dramatically short of this schedule (i.e., half or less of the annual funding need), the interest cost implication to the region would likely jeopardize the project.
- B. SOUTH CORRIDOR TRANSIT IMPROVEMENT PROGRAM:** The South Corridor is Segment #2 of the South/North Corridor. The region will incrementally implement improvements in the South Corridor as an overall project is redefined in order to be prepared to request authorization for an overall corridor improvement program in the reauthorization to TEA-21, as follows:
- Beginning with the FY 2001 federal transit appropriations bill, seek \$2-5 million per year of Section 5309 "Bus" funding by working with the Oregon transit community to establish a statewide bus appropriations request which produces this amount of funding for South Corridor improvements.
  - Program these funds for transit projects that can be constructed on a stand-alone basis, such as transit centers and park-and-rides, until such time as an overall corridor improvement is approved by the Region and the FTA and a Letter of No Prejudice (LONP) can be secured.
  - Fund Preliminary Engineering and environmental studies aimed at securing FTA approval of an overall corridor improvement from discretionary appropriation and available regional funds.
  - At the completion of environmental studies, seek a Letter of No Prejudice (LONP) from FTA for the corridor improvement program.

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- After completion of environmental studies (*scheduled for FFY 2002*), seek federal funds for the South Corridor Improvement Program. Pursue federal authorization as the region's top transportation priority of the overall corridor improvement program in the next authorization bill (starting FFY 2004) from Federal Transit "New Starts," Federal Transit "Bus," and/or Federal Highway "Demo" funds.

**Proposal: Adopt amendment shown above.**

- While seeking federal funds, use local funds committed to the South Corridor program by Tri-Met and Clackamas County to construct elements of the overall corridor improvement and have such funds apply as local match, under the Letter of No Prejudice, to any federal dollars which are secured.
- *South Corridor will be Tri-Met's next priority (after Interstate Max and Airport Max) for operating expenditures, no additional operating commitments will be made without a secure operations plan for South Corridor.*

**Proposal: Drop amendment shown above based upon Tri-Met's intent to commit separately.**

- C. **COMMUTER RAIL:** The region is committed to pursuing the Washington County Commuter Rail Project under the streamlined provisions of the FTA New Starts program for projects under \$25 million, as follows:

- Using Regional STP funds, the region is now involved in the FTA Alternatives Analysis process to qualify the project for implementation under the New Starts program.
- Seek \$1,000,000 in New Starts preliminary engineering funds for Commuter Rail in the FY 2001 transit appropriations bill from the eight-percent set aside for alternative analysis and preliminary engineering.
- At the completion of planning and environmental studies, seek FTA approval of the Commuter Rail Project.
- After completion of environmental studies, seek federal funds for the Commuter Rail. The region will seek New Start Funds of up to \$25 million during federal fiscal years 2001-2003 depending on the status of the Interstate MAX Full-Funding Grant Agreement.

**Proposal: Substitute above amendment with the following:**

- **After completion of environmental studies, seek federal funds for the Commuter Rail. The region will seek New Start Funds**

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**of up to \$25 million as soon as possible, depending on the status of the Interstate MAX Full Funding Grant Agreement.**

- *It is the region's goal to advance commuter rail as far as possible without impairing I-MAX and South Corridor funding. Since it is the region's goal to prepare the South Corridor for a significant federal authorization post-TEA-21, if additional financial resources for commuter rail are needed at the same time the region is pursuing an authorization for Segment #2 of the South/North Corridor, the region believes that other non-transportation federal funds should be sought for the commuter rail project.*

**Proposal: Drop amendment shown above.**

2. **I-5 TRADE CORRIDOR:** The Bi-State Region is developing a strategy for the I-5 Corridor from I-84 in central Portland to I-205 in Clark County under the FHWA "Borders and Corridors" program as follows:
  - The region, through ODOT and WSDOT, was successful in securing a "Borders and Corridors" grant to define an I-5 Trade Corridor improvement strategy. Phase 1, to define a strategic direction, is nearly complete. The grant will allow Phase 2 to define the corridor improvement program and financing strategy and provide the basis for funding phases of improvement through the "Borders and Corridors" program.
  - The region will pursue funding for incremental phases of the I-5 Trade Corridor improvement program in FFY 2001, 2002 and 2003 appropriation for selected stand-alone improvements as the Trade Corridor Study continues its Phase II activities, within the context of the multi-modal strategy accepted in Phase I. In FFY 2001, \$2 million is requested to carry out Preliminary Engineering for the I-5/Delta Park project.
  - It is anticipated that authorization of the overall improvement strategy will be sought through the next authorization bill, expected to be adopted by 2003 for the period FFY 2004-2009. Specific funding could be committed to this improvement program from the "Borders and Corridors" program, the Highway "Demo" program and/or the Federal transit programs.
  - Associated with the I-5 freeway corridor may be improvements needed to the railroad bridge across the Columbia River. It has capacity limitations that constrain the ability of the two railroad companies to expand traffic, add rail spurs into the West Hayden Island area and accommodate added High-Speed Rail service from Eugene to Seattle and Vancouver, B.C. In addition, the location of the railroad lift-span causes a high frequency of lifts on the I-5 Columbia River Bridge. The scope of needed improvements is still being determined and could involve a public-private partnership with the railroad companies. Authorization of federal funds may be sought through the Water Resources Development Act and/or as a Highway "Demo" project in the next reauthorization of TEA-21.
  - In addition, improvements throughout the Columbia Corridor to improve truck access may be appropriate to earmark in the reauthorization of TEA-21 as Highway "Demo" projects. The Port of

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Portland may be requesting partial funding for the West Hayden Island bridge connection to Rivergate to access this marine terminal expansion.

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4. **WILLAMETTE RIVER BRIDGE FUNDING:** Multnomah County is implementing a \$200 million, 20-year rehabilitation program for the Willamette River Bridges. To date, Federal Highway Bridge funds, STP funds, CMAQ funds and Highway "Demo" funds have been committed to this program. Pending an increase in state and/or local funds to provide the local match, earmarking in the next reauthorization of TEA-21 will be sought from either Highway "Demo" funds or Bridge "Discretionary" funds.
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6. **AMTRAK SOUTH STATION:** Clackamas County, in cooperation with ODOT and Amtrak, is now going through a process of siting a new Amtrak station in the south portion of the Metro region to compliment existing stations in downtown Portland and Vancouver, Washington. This station is part of an incremental strategy to upgrade high-speed rail service between Eugene, Portland, Seattle and Vancouver, B.C. The overall project will entail construction of a 1500-foot-long platform, a small station structure, lighting and adjacent parking for a total of \$750,000 to \$1,000,000. The region will be seeking capital funding through Amtrak and will seek the support of the Congressional delegation in this endeavor.
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## **12. TEA-21 UPDATE**

A. **Technical corrections:** Congress may reopen TEA-21 to make technical corrections. If so, this is both an opportunity to advance some issues of interest to the Portland region or a risk that we lose ground on changes not in our interest. If a reopening does occur, it is important to pay attention to the following issues:

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- When TEA-21 was adopted, 10 original states, including Oregon, that set up State Infrastructure Banks under ISTEA were prohibited from capitalizing the bank with any further federal funds. Conversely, four new states were given the right to set up and capitalize infrastructure banks. Language allowing the original 10 State Infrastructure Banks to continue to capitalize the banks with federal funds would be helpful.
- During the TEA-21 debates and again with the FFY 2000 Appropriations Bill, various forms of minimum and/or maximum transit funding appropriations were considered. Either a minimum guarantee or a maximum cap would be detrimental to the ability of the Portland region to receive appropriations for Interstate MAX.
- TEA-21 included establishment of "firewalls" between transportation appropriations and other aspects of the federal budget. In upcoming years, as receipts to the federal Highway and Transit Trust Funds grow, it is important to maintain these firewalls.

B. **Future Policy Issue** – FHWA's Office of Freight Management and Operations recently completed an evaluation of impediments to efficient freight flows. Consideration is being given to creating a funding category for improvements on "Intermodal Connectors," a classification within the National Highway System. The region has an interest in influencing this as it develops because of the importance of freight to the region's transportation system.

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**The Portland region is supportive of the following requests for Sec. 5309, "Bus" funding, from C-TRAN to the Washington Congressional delegation.**

- 13. OPERATIONS AND MAINTENANCE FACILITY:** In 1999, Congress authorized \$9 million for design and construction for expansion of the C-TRAN transit operations and maintenance and facility in Clark County Washington. The current facility was designed for 100 buses and is now at critical capacity supporting 180 vehicles. C-TRAN is currently leasing space at an adjacent site to meet existing parking demand. The agency is seeking \$11 million to complete the project.
- 14. INTERSTATE 5 (I-5) PARK-AND-RIDE FACILITY:** C-TRAN is currently in the process of acquiring property for a park-and-ride facility in one of the nations designated Trade Corridors, Interstate 5 (I-5). Currently the agency operates with 600 park and ride spaces along I-5. The I-5 corridor will require 3,000 spaces in the next 15 years. Additional funds of \$2 million are required to construct the new facility which will double the existing capacity in southwest Washington to 1200 spaces.
- 15. INTELLIGENT TRANSPORTATION SYSTEMS (ITS):** C-TRAN provides transit services in one of the fastest growing counties in the country. The agency is seeking \$2.2 million T-21 funds for phased deployment of an Intelligent Transportation System (ITS) program. A recently completed a system-wide technology assessment outlines the use of bus dispatch and mobile data system to increase the effectiveness of the agency. The project for SW Washington will be coordinated with the Oregon ITS project and with other Washington jurisdictions.

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## **Staff Report**

### **IN CONSIDERATION OF RESOLUTION NO. 00-2892, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES**

January 11, 2000

Presented by: Councilor Monroe

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#### **Purpose**

Resolution No. 00-2892 would approve a position paper entitled "Portland Regional Federal Transportation Priorities" for submittal to the Oregon Congressional delegation.

#### **Background**

Metro annually produces a position paper that outlines the views of the agency and its regional partners concerning transportation planning, regulatory and funding issues that are likely to be considered by Congress during the coming year. Historically, the paper has been reviewed by JPACT and the council's Transportation Planning Committee prior to being delivered to the Congressional delegation by Metro elected officials in February or March.

This year, the Council is acting to become more directly involved in the development and pursuit of the agency's federal and state legislative agendas. As result, the Presiding Officer has directed that the federal transportation priorities position paper be formally adopted by the full Council as a resolution.

The proposed position paper addresses several critical regional transportation issues. The south/north corridor is divided into its two segments: Interstate Max and the South Corridor. The paper identifies potential funding sources and requests support from the delegation to obtain specified amounts from these sources. Needed regulatory approvals also are identified. Support also is solicited for new starts funding related to the Washington County Commuter Rail Project.

Oregon and Washington are working to develop a cooperative strategy to address the transportation needs in the I-5 trade corridor. The paper outlines the federal funding needs and sources for continuing this work and requests support for obtaining these funds. Other interstate issues include Columbia River channel deepening and high speed rail.

Other issues and funding needs addressed in the paper include: 1) extending the Central City streetcar system into the north Macadam area, 2) Willamette River bridge funding, 3) reauthorization of the Federal Aviation Administration as it relates to the use of passenger facility charges for the Airport MAX, 4) construction of an Amtrak station in Clackamas County and 5) community revitalization work related to the Interstate MAX line.

#### **Budget Impact**

Metro is involved in planning related to several of the projects included in the priorities paper and must approve many of the requested funding allocations. Failure to obtain funding for one or more of the projects could affect the FY 00-01 Transportation Planning department budget.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING ) RESOLUTION NO. 00-2892  
PORTLAND REGIONAL FEDERAL ) INTRODUCED BY COUNCILOR  
TRANSPORTATION PRIORITIES ) ROD MONROE

WHEREAS, the Metro Council desires to exercise greater involvement in the development of state and federal legislative agendas, and

WHEREAS, the Portland metropolitan region relies heavily on various federal funding sources to adequately plan for, and develop the region's transportation infrastructure, and

WHEREAS, Metro must comply with a wide variety of federal requirements related to transportation planning and project funding, and

WHEREAS, Metro has annually developed a listing of federal transportation funding and regulatory priorities for submittal to the Oregon Congressional delegation, and

WHEREAS, JPACT has approved Exhibit A to this resolution, entitled "Portland Regional Federal Transportation Priorities", therefore

BE IT RESOLVED,

The Metro Council approves Exhibit A of this resolution, entitled "Portland Regional Federal Transportation Priorities" and directs that it be submitted to the Oregon Congressional delegation.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_ 2000

\_\_\_\_\_  
David Bragdon, Presiding Officer

**DRAFT #4**  
**Portland Regional Federal Transportation Priorities**

1. **THE SOUTH/NORTH CORRIDOR is the region's top priority.** The immediate priority for federal approval and funding is Interstate MAX to the north which is the first segment of the South/North corridor. The second segment is a bus improvement program in the South Corridor.
  - A. **INTERSTATE MAX:** The region will expedite Segment #1, the construction of Interstate MAX from the Rose Garden to the Expo Center. Local approvals and funding commitments are in place, the Final EIS has been approved and a Record-of-Decision by the Federal Transit Administration is pending. Federal funding actions are anticipated as follows:
    - Upon approval of the Record-of-Decision, FTA approval of a Full Funding Grant Agreement will be sought. Approval by the House and Senate "Authorizing" Committees is an essential step in this process.
    - The project is seeking an authorization of \$257.5 million in Section 5309 "New Start" funds in the Full-Funding Grant Agreement.
    - The first year appropriation of \$66 million to Interstate MAX in the FY 2001 appropriations bill is essential to ensure the project starts construction on schedule. Future appropriations are anticipated to complete the project at \$70 million in FFY 2002 and 2003 and \$51.5 million in FFY 2004. If appropriations do not keep pace with this schedule, the consequence is a higher interest cost to the region due to increased borrowing. If appropriations are dramatically short of this schedule (i.e., half or less of the annual funding need), the interest cost implication to the region would likely jeopardize the project.
  - B. **SOUTH CORRIDOR:** The region will pursue Segment #2, the South Corridor Project, as follows:
    - Beginning with the FY 2001 federal transit appropriations bill, seek \$2-\$5 million per year of Section 5309 "Bus" funding by working with the Oregon transit community to establish a statewide bus appropriations request which produces this amount of funding for South Corridor improvements.
    - Program these funds for transit projects that can be constructed on a stand-alone basis, such as transit centers and park-and-rides, until such time as an overall corridor improvement is approved by the Region and the FTA and a Letter of No Prejudice (LONP) can be secured.
    - Fund Preliminary Engineering and environmental studies aimed at securing FTA approval of an overall corridor improvement from discretionary appropriation and available regional funds.
    - At the completion of environmental studies, seek a Letter of No Prejudice (LONP) from FTA for the corridor improvement program.
    - After completion of environmental studies, seek federal funds for the South Corridor Improvement Program. Pursue federal authorization as the region's top transportation priority of the overall corridor improvement program in the next authorization bill (starting FFY 2004) from Federal Transit "New Starts," Federal Transit "Bus," and/or Federal Highway "Demo" funds.

- While seeking federal funds, use local funds committed to the South Corridor program by Tri-Met and Clackamas County to construct elements of the overall corridor improvement and have such funds apply as local match, under the Letter of No Prejudice, to any federal dollars which are secured.
2. **COMMUTER RAIL:** The region will pursue the Washington County Commuter Rail Project as follows:
- Seek \$1,000,000 in New Starts preliminary engineering funds for Commuter Rail in the FY 2001 transit appropriations bill from the eight percent set aside for alternative analysis and preliminary engineering.
  - At the completion of planning and environmental studies, seek FTA approval of the Commuter Rail Project.
  - After completion of environmental studies, seek federal funds for the Commuter Rail. The region will consider seeking New Start Funds of \$25 million.
3. **I-5 TRADE CORRIDOR:** The Bi-State Region is developing a strategy for the I-5 Corridor from I-84 in central Portland to I-205 in Clark County under the FHWA "Borders and Corridors" program as follows:
- The region, through ODOT and WSDOT, was successful in securing a "Borders and Corridors" grant to define an I-5 Trade Corridor improvement strategy. Phase 1, to define a strategic direction, is nearly complete. The grant will allow Phase 2 to define the corridor improvement program and financing strategy and provide the basis for funding phases of improvement through the "Borders and Corridors" program.
  - The region will pursue funding for incremental phases of the I-5 Trade Corridor improvement program in FFY 2001, 2002 and 2003 appropriation for selected stand-alone improvements as the Trade Corridor Study continues its Phase II activities, within the context of the multi-modal strategy accepted in Phase I.
  - It is anticipated that authorization of the overall improvement strategy will be sought through the next authorization bill, expected to be adopted by 2003 for the period FFY 2004-2009. Specific funding could be committed to this improvement program from the "Borders and Corridors" program, the Highway "Demo" program and/or the Federal transit programs.
  - Associated with the I-5 freeway corridor may be improvements needed to the railroad bridge across the Columbia River. It has capacity limitations that constrain the ability of the two railroad companies to expand traffic, add rail spurs into the West Hayden Island area and accommodate added High Speed Rail service from Eugene to Seattle and Vancouver, B.C. In addition, the location of the railroad lift-span causes a high frequency of lifts on the I-5 Columbia River Bridge. The scope of needed improvements is still being determined and could involve a public-private partnership with the railroad companies. Authorization of federal funds may be sought through the Water Resources Development Act and/or as a Highway "Demo" project in the next reauthorization of TEA-21.

- In addition, improvements throughout the Columbia Corridor to improve truck access may be appropriate to earmark in the reauthorization of TEA-21 as Highway "Demo" projects. The Port of Portland may be requesting partial funding for the West Hayden Island bridge connection to Rivergate to access this marine terminal expansion.
4. **COLUMBIA RIVER CHANNEL DEEPENING:** In 1999, Congress authorized the deepening of the Columbia River Channel to 43 feet and the Corps of Engineers completed a Final EIS on the project. A Record-of-Decision has been approved subject to including mitigation actions in the project to address the endangered species listing for salmonids in the Columbia River. FFY 2001 will be the initial year of appropriation from the Water Resources Development Act to allow the project to begin construction.
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AC:rmc

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#### **Budget Impact**

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