

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING)
PORTLAND REGIONAL FEDERAL)
TRANSPORTATION PRIORITIES FOR)
FFY 2002 APPROPRIATIONS)

RESOLUTION NO. 01-3034A
Introduced by Councilor 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

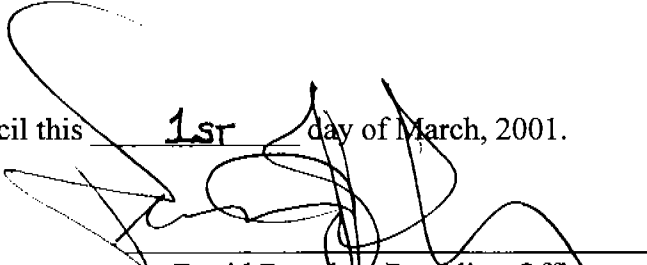
WHEREAS, Metro has annually developed a listing of federal transportation funding and regulatory priorities for submittal to the Oregon Congressional delegation, and

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

BE IT RESOLVED,

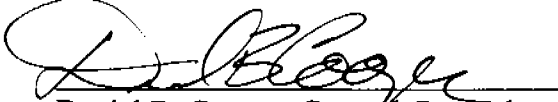
The Metro Council approves Exhibit A of this resolution, entitled "Portland Regional Federal Transportation Priorities" and directs that it be submitted to the Oregon Congressional delegation.

ADOPTED by the Metro Council this 1st day of March, 2001.



David Bragdon, Presiding Officer

Approved as to Form:



Daniel B. Cooper, General Counsel



Portland Regional Federal Transportation Priorities

It is important that Metro and its partners on JPACT articulate its federal transportation priorities to the congressional delegation. These priorities should be in the context of the FFY 2002 Appropriations Bill and anticipate a new six-year Authorization Bill starting in FFY 2004. A full position paper on the new six-year Authorization Bill will follow.

The region's priorities are described below:

I. 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: Interstate MAX is Segment #1 of the South/North Corridor. Tri-Met recently signed a Full-Funding grant agreement with the Federal Transit Administration and construction is under way. The project is seeking an appropriation of a minimum of \$70 million in Section 5309 "New Start" funds as required in the Full-Funding Grant Agreement.

The first year appropriation for Interstate MAX was \$7.5 million for the FY 2001. Future appropriations are anticipated to complete the project at \$70 million in FFY 2002 and 2003 and \$70 million in FFY 2004 and \$41 million in FFY 2005. If appropriations do not keep pace with this schedule, the consequence is a higher interest cost to the region. 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 other projects.

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- For the FY 2002 federal transit appropriations bill, seek up to \$7.0 million of Section 5309 "Bus" funding by working with the Oregon transit community to establish a list of statewide bus appropriations requests which produces this amount of funding for South Corridor improvements. This would allow the region to complete the Milwaukie Transit Center (\$.35 million) and construct a Milwaukie Park-and-Ride (\$2.65 million) and Clackamas Town Center Transit Center (\$4.0 million).

- C. COMMUTER RAIL:** The Washington County Commuter Rail Project is the region's priority for authorization for construction in this FY 2002 Appropriation Bill.

The region is committed to pursuing the Washington County Commuter Rail. Federal environmental requirements have been met and Preliminary Engineering is underway and scheduled to be complete by Summer 2001. Project implementation is scheduled to begin in March 2002. The project's finance plan calls for the first increment of federal Section 5309 "New Starts" appropriations in FY 2003.

- II. Other Major Regional Priorities:** The following projects are also high priority in the next fiscal year.

- A. I-5 TRADE CORRIDOR:** In the Portland/Vancouver region, Oregon and Washington are continuing their collaborative effort to address the transportation needs of the I-5 corridor from I-84 in Oregon to I-205 in Washington.

Governors John Kitzhaber of Oregon and Gary Locke of Washington have appointed a 28-member Task Force that is charged with developing a bi-state strategic plan on how to manage and improve transportation and freight mobility in the I-5 corridor between Portland and Vancouver. The strategic plan will address freeway, transit, heavy rail, and arterial street needs in the corridor. The plan will also address how to manage demand for transportation in the corridor. This public planning effort is funded with a \$2 million grant from FHWA's National Corridor Planning and Development Program. The grant is matched with \$500,000 each from the Washington and Oregon Departments of Transportation. The strategic plan is expected to be complete by the fall of 2002.

Based on the strategic planning effort, the region anticipates that federal funding will be sought through the reauthorization of TEA-21. Funding could be requested from the National Corridor Planning and Development program, other transportation programs or "High Priority Project" earmarks. Funding may also be sought through the Water Resources Development Act, as appropriate, for improvements to structures crossing the Columbia River.

- B. 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 and Chief's Report on the project. Congress appropriated \$4.5 million for construction in the FFY 2001 Energy and Water Appropriations Act, but construction cannot begin until the National Marine Fisheries Service approves a new Biological Opinion. Whether the sponsoring ports will seek additional construction appropriations in FFY2002 depends upon the schedule for completing the Biological Opinion.

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Multnomah County is implementing a \$200 million, 20-year rehabilitation program for the historic Willamette River Bridges. Approximately \$20 million has been secured through Federal Highway Bridge funds and Highway “Demo” funds to complete six of the seven phases of the Broadway Bridge rehabilitation. The Broadway Bridge is a critical link for the freight system between the eastside industrial area and central Portland. Maintaining this bridge is vital to the transportation system in the Portland region. The last component of the rehabilitation is to paint the bridge above deck. This work will preserve the structure and avoid more costly repairs later.

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Typically, Congress has not earmarked highway projects except when a new six-year Authorization Bill is adopted (although earmarking did occur in the FY 2001 Appropriations Bill). The following requests for FY 2002 earmarks (in the event they are undertaken) are part of a regional strategy to begin developing priority projects to better take advantage of earmarking opportunities in the next authorization bill.

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Clackamas County, in cooperation with Oregon City, ODOT and Amtrak, has selected Oregon City as the location for a new Amtrak station in the south portion of the metropolitan region to complement 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 700-foot long platform, relocation of a rail depot, lighting and adjacent parking for a total of \$1.5 million. Oregon City is proceeding to implement Phase I of this project this year. This funding would allow Phase 2 to be completed.

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- G. INTERSTATE MAX REVITALIZATION PROGRAM (TCSP):** Metro is seeking a \$1 million Congressional earmark for the Kenton Feed and Seed project.

Metro, the city of Portland, and Tri-Met are working together to develop a revitalization plan for Interstate Avenue in conjunction with Interstate MAX. Associated with that is the recent establishment of an urban renewal district by the City of Portland 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.

H. INTELLIGENT TRANSPORTATION SYSTEM: The region is supporting a single \$4.25 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.
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I. STARK STREET BOULEVARD (181st – 197th): The City of Gresham is seeking a \$1 million Congressional earmark for this endeavor.

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.

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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 1 1/2 – 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. For FY 2002, \$700,000 of HUD funding is being sought to complete the final design to Riverplace.

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- L. WILSONVILLE PARK-AND-RIDE** – South Metro Area Rapid Transit (SMART) requests \$1.54 million of Section 5309 funding for the construction of a park-and-ride facility and transit center adjacent to the Commuter Rail terminus. Wilsonville is pursuing funding for land acquisition through the MTIP process.

Wilsonville's location along the I-5 Corridor between Portland and Salem makes it an important employment center for commuters traveling north and south. Increasing commuter traffic into and out of Wilsonville calls for improved access and connectivity to regional public transportation. Currently, Wilsonville lacks facilities that offer convenient transfer connections. A park-and-ride facility and transit center near Commuter Rail would allow access to regional bus and rail services from a centralized hub and thereby reduce vehicle trips into the city and metropolitan area.

- M. JOBS ACCESS/REVERSE COMMUTE** – The region requests \$1.8 million in FY 2002 Jobs Access/Reverse Commute funds to be earmarked for the Portland metropolitan region. This request equals the funding approved in the FY 2001 transportation appropriations act and will allow the continuation of Jobs Access/Reverse Commute projects initiated in Washington, Clackamas and Multnomah counties with the FY 2001 funds.

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STAFF REPORT

FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FFY 2002 APPROPRIATIONS

February 8, 2001

Presented by: Councilor Monroe

DESCRIPTION

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 Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing three projects within the next three to five years at the same time: Interstate MAX, South Corridor Transit Improvement Program, and Washington County Commuter Rail.

Oregon and Washington are continuing to work 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) construction of an Amtrak station in Clackamas County, 4) community revitalization work related to the Interstate MAX line, 5) enhancing the state's and C-Tran's Intelligent Transportation System (ITS) initiatives, and 6) park-and-ride projects for both C-Tran and Wilsonville SMART.

Existing Law

Under federal law, funding is earmarked to specific projects and programs. This position paper identifies the priorities of Metro and the region for those earmarks. To the extent we are successful, these earmarks will enable Metro to implement those aspects of the Regional Transportation Plan.

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 01-02 Transportation Department budget. However, most of the funding requests deal with projects sponsored by jurisdictions other than Metro.

MGH:rmb

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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 _____ day of 2001.

David Bragdon, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

Portland Regional Federal Transportation Priorities

It is important that Metro and its partners on JPACT articulate its federal transportation priorities to the congressional delegation. These priorities should be in the context of the FFY 2002 Appropriations Bill and anticipate a new six-year Authorization Bill starting in FFY 2004. A full position paper on the new six-year Authorization Bill will follow.

The region's priorities are described below:

I. 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: Interstate MAX is Segment #1 of the South/North Corridor. Tri-Met recently signed a Full-Funding grant agreement with the Federal Transit Administration and construction is under way. The project is seeking an appropriation of a minimum of \$70 million in Section 5309 "New Start" funds as required in the Full-Funding Grant Agreement.

The first year appropriation for Interstate MAX was \$7.5 million for the FY 2001. Future appropriations are anticipated to complete the project at \$70 million in FFY 2002 and 2003 and \$70 million in FFY 2004 and \$41 million in FFY 2005. If appropriations do not keep pace with this schedule, the consequence is a higher interest cost to the region. 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 other projects.

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 that are a part of an overall South Corridor improvement project. The South Corridor project will be the region's #1 priority for Section 5309 "New Start" authorization and funding in the next six-year Authorization Bill.

- For the FY 2002 federal transit appropriations bill, seek up to \$7.0 million of Section 5309 "Bus" funding by working with the Oregon transit community to establish a list of statewide bus appropriations requests which produces this amount of funding for South Corridor improvements. This would allow the region to complete the Milwaukie Transit Center (\$.35 million) and construct a Milwaukie Park-and-Ride (\$2.65 million) and Clackamas Town Center Transit Center (\$4.0 million).

- C. COMMUTER RAIL:** The Washington County Commuter Rail Project is the region's priority for authorization for construction in this FY 2002 Appropriation Bill.

The region is committed to pursuing the Washington County Commuter Rail. Federal environmental requirements have been met and Preliminary Engineering is underway and scheduled to be complete by Summer 2001. Project implementation is scheduled to begin in March 2002. The project's finance plan calls for the first increment of federal Section 5309 "New Starts" appropriations in FY 2003.

- II. Other Major Regional Priorities:** The following projects are also high priority in the next fiscal year.

- A. I-5 TRADE CORRIDOR:** In the Portland/Vancouver region, Oregon and Washington are continuing their collaborative effort to address the transportation needs of the I-5 corridor from I-84 in Oregon to I-205 in Washington.

Governors John Kitzhaber of Oregon and Gary Locke of Washington have appointed a 28-member Task Force that is charged with developing a bi-state strategic plan on how to manage and improve transportation and freight mobility in the I-5 corridor between Portland and Vancouver. The strategic plan will address freeway, transit, heavy rail, and arterial street needs in the corridor. The plan will also address how to manage demand for transportation in the corridor. This public planning effort is funded with a \$2 million grant from FHWA's National Corridor Planning and Development Program. The grant is matched with \$500,000 each from the Washington and Oregon Departments of Transportation. The strategic plan is expected to be complete by the fall of 2002.

Based on the strategic planning effort, the region anticipates that federal funding will be sought through the reauthorization of TEA-21. Funding could be requested from the National Corridor Planning and Development program, other transportation programs or "High Priority Project" earmarks. Funding may also be sought through the Water Resources Development Act, as appropriate, for improvements to structures crossing the Columbia River.

- B. 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 and Chief's Report on the project. Congress appropriated \$4.5 million for construction in the FFY 2001 Energy and Water Appropriations Act, but construction cannot begin until the National Marine Fisheries Service approves a new Biological Opinion. Whether the sponsoring ports will seek additional construction appropriations in FFY2002 depends upon the schedule for completing the Biological Opinion.

- C. WILLAMETTE RIVER BRIDGE FUNDING:** Multnomah County is seeking an additional \$20 million in Bridge Discretionary funds to complete the painting of the historic Broadway Bridge.

Multnomah County is implementing a \$200 million, 20-year rehabilitation program for the historic Willamette River Bridges. Approximately \$20 million has been secured through Federal Highway Bridge funds and Highway “Demo” funds to complete six of the seven phases of the Broadway Bridge rehabilitation. The Broadway Bridge is a critical link for the freight system between the eastside industrial area and central Portland. Maintaining this bridge is vital to the transportation system in the Portland region. The last component of the rehabilitation is to paint the bridge above deck. This work will preserve the structure and avoid more costly repairs later.

- D. REGIONAL HIGHWAY PROJECTS:** The limited availability of state modernization funds is delaying the construction of highway projects in the Portland region for years, if not decades. Federal earmarks will be needed if priority projects are to move forward in a timely fashion consistent with the Region 2040 Growth Concept and economic development needs.

Typically, Congress has not earmarked highway projects except when a new six-year Authorization Bill is adopted (although earmarking did occur in the FY 2001 Appropriations Bill). The following requests for FY 2002 earmarks (in the event they are undertaken) are part of a regional strategy to begin developing priority projects to better take advantage of earmarking opportunities in the next authorization bill.

- The region supports the following requests if there is an opportunity to earmark federal funds in the FY 2002 Transportation Appropriations Bill beyond the normal program categories for highway projects. The Port of Portland requests \$2 million for right-of-way acquisition for the “Columbia-Killingsworth Eastend Connector.” Clackamas County requests \$3 million for Preliminary Engineering for “Sunnyside Road” and \$10 million for Preliminary Engineering for the “Sunrise Corridor – Phase 1.” Multnomah County requests \$2 million for Preliminary Engineering for the “242nd Avenue Connector.” Washington County is requesting \$1.5 million for Preliminary Engineering of the Sunset Highway eastbound climbing lane from Hwy. 217 to Sylvan. The City of Portland is seeking \$1.0 million for Preliminary Engineering of Sandy Boulevard to convert it from a state highway to a boulevard.
- The region is not requesting federal funding in FY 2002 for the “I-5 Delta Park – Lombard” project which, in addition to the ones listed above, is a likely priority for earmarking in the next authorization bill.

- E. AMTRAK SOUTH STATION:** The region is seeking capital funding of \$750,000 federal matching funds for a new Amtrak station.

Clackamas County, in cooperation with Oregon City, ODOT and Amtrak, has selected Oregon City as the location for a new Amtrak station in the south portion of the metropolitan region to complement 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 700-foot long platform, relocation of a rail depot, lighting and adjacent parking for a total of \$1.5 million. Oregon City is proceeding to implement Phase I of this project this year. This funding would allow Phase 2 to be completed.

- F. HIGH SPEED RAIL:** Passenger rail 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. The region supports efforts to secure federal appropriations for improvements in the Corridor. The region also urges the Congressional delegation to support the Amtrak bond proposal introduced last year in the Senate. The proposal will be considered again this year.

- G. INTERSTATE MAX REVITALIZATION PROGRAM (TCSP):** Metro is seeking a \$1 million Congressional earmark for the Kenton Feed and Seed project.

Metro, the city of Portland, and Tri-Met are working together to develop a revitalization plan for Interstate Avenue in conjunction with Interstate MAX. Associated with that is the recent establishment of an urban renewal district by the City of Portland 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.

H. INTELLIGENT TRANSPORTATION SYSTEM: The region is supporting a single \$4.25 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.
- 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.

I. STARK STREET BOULEVARD (181st – 197th): The City of Gresham is seeking a \$1 million Congressional earmark for this endeavor.

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 and an earmark of \$1 million is requested.

J. CENTRAL CITY STREETCAR: The City of Portland is seeking \$700,000 of HUD funding in FY 2002 for this project.

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 1 1/2 – 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. For FY 2002, \$700,000 of HUD funding is being sought to complete the final design to Riverplace.

K. C-TRAN TRANSIT PROJECTS:

- **I-5 TRADE CORRIDOR PARK-AND-RIDE:** C-Tran requests \$1.0 million of Section 5309 funding for the construction of the proposed 99th Street Transit Center/Park-and-Ride. Final design and construction are anticipated to commence in 2001.
- **INTELLIGENT TRANSPORTATION SYSTEMS (ITS):** Request \$1.5 million of Section 5309 planning funds for C-Trans’s Automated Vehicle Locator (AVL) project. This system includes components of a computerized bus dispatch system, mobile data systems for both fixed route and paratransit operations, global positioning systems for the deployment of automated vehicle location technology, signal priority treatment for transit, and customer information systems such as real-time arrival kiosks at transit centers.

- L. WILSONVILLE PARK-AND-RIDE** – South Metro Area Rapid Transit (SMART) requests \$1.54 million of Section 5309 funding for the construction of a park-and-ride facility and transit center adjacent to the Commuter Rail terminus. Wilsonville is pursuing funding for land acquisition through the MTIP process.

Wilsonville’s location along the I-5 Corridor between Portland and Salem makes it an important employment center for commuters traveling north and south. Increasing commuter traffic into and out of Wilsonville calls for improved access and connectivity to regional public transportation. Currently, Wilsonville lacks facilities that offer convenient transfer connections. A park-and-ride facility and transit center near Commuter Rail would allow access to regional bus and rail services from a centralized hub and thereby reduce vehicle trips into the city and metropolitan area.

COMMUNITY PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 00-3034, FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FFY 2002 APPROPRIATIONS

Date: February 21, 2001

Presented by: Councilor Monroe

Committee Recommendation: At its February 20 meeting, the Committee considered Resolution No. 00-3034 and voted unanimously to send the resolution to the Council for adoption. Voting in favor: Councilors Atherton, Bragdon, Burkholder, Hosticka, McLain and Monroe, and Chair Park

Background: A group of local and regional elected officials and agency representatives annually visit Washington, D.C. for the purpose of presenting the region's federal transportation funding priorities to members of the Oregon and Washington Congressional delegations and federal transportation officials. Prior to this trip, a position paper is prepared for review and adoption by JPACT and the Metro Council. The paper identifies the specific projects for which funding is being sought and the rationale or need for the funding. In recent years, the paper also has expressed support for various projects in Clark County, Washington.

The proposed resolution seeks Council approval for the position paper that would be used by the group scheduled to visit Washington D.C. in early March.

Committee Discussion: Councilor Monroe presented the resolution for committee consideration. He noted that the annual visit to Washington by local officials has been critical in achieving needed funding for major transportation projects throughout the region. The position paper allows the delegation to speak with one voice and demonstrate regional support for the proposed projects. He noted that the paper has been unanimously adopted by JPACT and that the committee had reviewed the proposed paper at an earlier meeting. He encouraged those that might have minor problems with some of the specific projects to take a regional view of the transportation needs of the entire metropolitan and support the resolution.

Committee members had no questions or issues related to the resolution.

STAFF REPORT

FOR THE PURPOSE OF APPROVING PORTLAND REGIONAL FEDERAL TRANSPORTATION PRIORITIES FOR FFY 2002 APPROPRIATIONS

February 8, 2001

Presented by: Councilor Monroe

DESCRIPTION

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 Portland region is pursuing an aggressive agenda to implement a high-capacity transit system. This effort involves implementing three projects within the next three to five years at the same time: Interstate MAX, South Corridor Transit Improvement Program, and Washington County Commuter Rail.

Oregon and Washington are continuing to work 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, 5) community revitalization work related to the Interstate MAX line, 6) enhancing the state's and C-Tran's Intelligent Transportation System (ITS) initiatives, and 7) park-and-ride projects for both C-Tran and Wilsonville SMART.

Existing Law

Under federal law, funding is earmarked to specific projects and programs. This position paper identifies the priorities of Metro and the region for those earmarks. To the extent we are successful, these earmarks will enable Metro to implement those aspects of the Regional Transportation Plan.

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 01-02 Transportation Department budget. However, most of the funding requests deal with projects sponsored by jurisdictions other than Metro.

MGH:rmb

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Staff Report to Resolution No. 01-3034