



Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, Sept. 3, 2013
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------|--|----------------------------|
| 2 PM | 1. ADMINISTRATIVE/ CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:15 PM | 2. REVIEW OF REVISED COLUMBIA RIVER CROSSING PLAN – <u>INFORMATION / DIRECTION TO STAFF</u> | Andy Cotugno, Metro |
| 3:15 PM | 3. BREAK | |
| 3:20 PM | 4. METRO ATTORNEY COMMUNICATION – <u>INFORMATION</u> | Alison Kean, Metro |
| 3:30 PM | 5. COUNCIL LIAISON UPDATES – <u>DISCUSSION</u> | |
| 4 PM | 6. COUNCIL BRIEFINGS/COMMUNICATION | |

ADJOURN

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Agenda Item No. 2.0

**REVIEW OF REVISED
COLUMBIA RIVER CROSSING PLAN**

Metro Council Work Session
Tuesday, Sept. 3, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: September 3, 2013 **TIME:** 2:15 PM **LENGTH:** 60 minutes

PRESENTATION TITLE: Review of revised Columbia River Crossing Plan

DEPARTMENT: GOVERNMENT AFFAIRS AND POLICY DEVELOPMENT

PRESENTER(S): Andy Cotugno 503-797-1763 Andy.Cotugno@oregonmetro.gov
CRC project staff will also be available for questions.

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To review the proposed change to the scope and funding of the Columbia River Crossing project
- Outcome: Metro Council direction to Metro lobbyist in the event there is a Legislative Special Session dealing with the Columbia River Crossing project

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Metro Council has adopted the following actions related to approving the scope of the Columbia River Crossing (CRC) project:

- [Resolution No. 08-3960B](#): FOR THE PURPOSE OF ENDORSING THE LOCALLY PREFERRED ALTERNATIVE FOR THE COLUMBIA RIVER CROSSING PROJECT AND AMENDING THE METRO 2035 REGIONAL TRANSPORTATION PLAN WITH CONDITIONS
- [Resolution No. 11-4264](#): FOR THE PURPOSE OF CONCLUDING THAT THE CONCERNS AND CONSIDERATIONS RAISED ABOUT THE COLUMBIA RIVER CROSSING PROJECT IN EXHIBIT A TO RESOLUTION NO. 08-3960B HAVE BEEN ADDRESSED SATISFACTORILY
- [Resolution 11-4280](#): FOR THE PURPOSE OF AMENDING THE 1998 LAND USE FINAL ORDER FOR THE SOUTH/NORTH LIGHT RAIL PROJECT AND ADOPTING A LAND USE FINAL ORDER FOR THE EXPO CENTER-HAYDEN ISLAND SEGMENT OF THE PROJECT INCLUDING THE I-5 COLUMBIA RIVER CROSSING BRIDGE AND ASSOCIATED HIGHWAY IMPROVEMENTS
- [Resolution No. 11-4288](#): FOR THE PURPOSE OF AUTHORIZING THE COUNCIL PRESIDENT TO SIGN THE FINAL ENVIRONMENTAL IMPACT STATEMENT FOR THE COLUMBIA RIVER CROSSING PROJECT
- [Resolution No. 13-4402](#): FOR THE PURPOSE OF ENDORSING REGIONAL POLICY AND FUNDING PRIORITIES FOR 2013 STATE TRANSPORTATION LEGISLATION

Key elements of these actions relate to implementing the CRC project as a comprehensive solution, including the bridge replacement, added lanes across the Columbia River, reconstructed interchanges approaching the new bridge, a new local bridge connecting Hayden Island to the mainland, circulation and access improvements in the vicinity of the Marine Drive and Hayden Island interchanges, extension of light rail through downtown Vancouver to a park-and-ride structure adjacent to Clark College, significantly improved bike/pedestrian facilities, tolling as both a financing and demand management tool and mitigation actions to address impacts on the community. In addition, approval actions by the Metro Council have maintained a consistent position that the state funding contribution recognize the statewide significance of the project and not be funded at the expense of other regional priorities.

In December 2011, the Federal Highway Administration and Federal Transit Administration issued a Record of Decision approving the project with a scope consistent with Metro's approvals.

http://www.columbiarivercrossing.org/FileLibrary/ROD/CRC_ROD.pdf

The Governor introduced and the 2013 Legislature approved HB 2800

(<http://www.leg.state.or.us/13reg/measpdf/hb2800.dir/hb2800.en.pdf>) providing a \$450 million funding commitment toward the CRC project to build a project consistent with the federal record of decision with the following conditions:

- That, by September 30, 2013 the State of Washington commit their share of funding sufficient to satisfy the requirements of the Federal Transit Administration Full Funding Grant Agreement and Record of Decision;
- That the funding is predicated on the Federal Transit Administration awarding a Full Funding Grant Agreement of at least \$850 million;
- That the State Treasurer has approved an investment grade analysis of toll financing and a comprehensive project financing plan; and
- That the US Coast Guard has issued a bridge permit.

The Washington Legislature adjourned their regular 2013 session on April 28 with no funding for the CRC project in the regular WsDOT budget. They adjourned their second special session on June 29 after failing to adopt a transportation funding package, thereby not making a funding commitment to the CRC project from either existing revenues or newly imposed revenues.

ODOT is evaluating a project scope that could be implemented in phases, based on state and fiscal realities. The first phase would include:

- \$1.34 billion of toll backed bonds to fund the bridge replacement with only a "touch-down" SR 14 interchange on the Washington side. The bridge would provide the lower deck of the twin structures for the LRT, bike and pedestrian facilities. It would also involve implementing the tolls as both a financing and demand management tool.
- \$850 million of Federal Transit Administration funding for the LRT construction.
- \$450 million of funding from the Oregon Legislature for the reconstructed Marine Drive and Hayden Island interchanges. This would include the local bridge connecting Hayden Island to the mainland and the Phase 1 Hayden Island interchange which is preferred by the community. It could involve delaying certain portions of the local road circulation system.

Improvements to the Washington interchanges north of SR 14 would be postponed until such time as the Washington Legislature provides funding.

This proposal is now under review for its legal and financial feasibility. Metro's approval actions involving inclusion in the Regional Transportation Plan, adoption of the Land Use Final Order, approval of the Locally Preferred Alternative and sign-off on the Final Environmental Impact Statement all relate to project scope, design and mitigation. No action is needed to amend these approvals since the revised proposal impacts the timing and financing of the Washington elements of the project.

Resolution No. 13-4402 endorses the region's legislative priorities including a state funding contribution to the project. This was predicated on a Washington funding contribution which would be delayed in this revised proposal with Washington elements of the project delayed accordingly. It would, however, increase the importance of the toll revenue adequacy since there would not be a Washington State backstop to that funding. This increases the importance of the

State Treasurer's sign-off on the investment grade tolling analysis before toll backed bonds are sold and construction commences.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Metro Council have any direction to the Metro lobbyist in the event there is a Legislative Special Session dealing with the project?

PACKET MATERIALS

- Would legislation be required for Council action ☐ Yes ☒ No
- If yes, is draft legislation attached? ☐ Yes ☐ No
- What other materials are you presenting today?
Links to the Metro approval resolutions are embedded.

Materials following this page were distributed at the meeting.

LEGEND

FOR INFORMATION ONLY -
LINES SHOWN MAY BE REVISED DURING
FINAL DESIGN AND FURTHER ANALYSIS

- COLUMBIA RIVER BRIDGES AND APPROACHES
- MAINLAND CONNECTOR BRIDGE AND APPROACHES
- MARINE DRIVE INTERCHANGE RECONSTRUCTION
- WASHINGTON TRANSIT
- PARK AND RIDE GARAGES
- COLUMBIA RIVER INTERSTATE BRIDGE REMOVAL
- TRANSIT SYSTEMS

DRAFT
8/9/2013

Columbia River
CROSSING



0 200 400 600 800 1000
SCALE IN FEET

	Metro 100% STIP Priorities		Proposed for Funding	Unfunded	Traffic Mobility/ITS	Transit	Freight	Trail	Bike/Ped.
	Mobility/ITS Projects								
E9	OR47:OR8 Intersection Improvements	\$2,341,382	\$2,341,382		x		x		
E61	NE 238th Dr: Halsey St to Glisan St Freight and Multimodal Improvements	\$7,445,416	\$7,445,416		x		x		
E70	I-5 NB: Lower Boones Ferry Exit-ramp	\$1,256,812	\$1,256,812		x				
E71	I-5 SB: Lower Boones Ferry Exit to Lower Boones Ferry Entrance Auxiliary Lane	\$4,416,302	\$4,416,302		x				
E72	OR 224-212 Corridor ITS	\$735,786	\$735,786		x				
E73	OR 99 E Corridor ITS	\$3,086,712	\$3,086,712		x				
E76	US 26 ATMS/ITS	\$3,295,939	\$3,295,939		x				
E81	Columbia_Alderwood_Cully**	\$4,959,856	\$4,959,856		x		x		
E94	OR217: Allen-Denney Southbound Split Diamond*	\$5,330,744	\$1,192,720	\$4,138,024	x				
E62	Sandy Blvd (Fairview City Limits - 210th Ave): Freight & Multi-modal Improve	\$1,725,541		\$1,725,541	x		x		x
E54	Union Mills Rd at OR213 Intersection Improvements	\$808,004		\$808,004	x				
E95	U.S. 26: Cedar Hills Boulevard Interchange Area Improvements	\$1,705,851		\$1,705,851	x				
E11	US 26: Cornelius Pass Road to NW 185th Avenue*	\$1,794,600		\$1,794,600	x				
E53	Otty St- 82nd Ave Realignment	\$2,074,019		\$2,074,019	x				
E57	OR281 Curve Widening	\$2,749,323		\$2,749,323	x				
E67	I-205 SB: I-84 EB Entrance-ramp to Stark/Washington Auxiliary Lane	\$10,053,392		\$10,053,392	x				
	Transit Projects								
E84	Barbur-99W Corridor Safety & Access to Transit (fold in King City sidewalk infill)	\$4,061,180	\$4,061,180			x			x
E86	Highway 8 Corridor Safety & Access to Transit	\$1,448,242	\$1,448,242			x			x
E13	King City Sidewalk Infill	\$913,839		\$913,839		x			x
E37	Sandy Transit Operations Center Phase II Bus Barns	\$510,000		\$510,000		x			
E58	Hood River City Park and Ride	\$219,890		\$219,890		x			
E85	Cornell-Evergreen-229th Corridor Safety & Access to Transit	\$502,488		\$502,488		x			x
E87	Powell-Division Corridor Safety & Access to Transit	\$3,275,145		\$3,275,145		x			x
	Freight Projects								
E32	St. Johns Truck Strategy Phase II	\$3,002,357	\$3,002,357				x		x
E48	Kinsman Road: Boeckman Rd - Barber Street	\$2,230,000		\$2,230,000			x		
	Trail Projects								
E1	Crescent Connection: Cedar Hills Blvd - Denney Road	\$1,268,527	\$1,268,527					x	
E60	Willamette Grnwy Trail: Chimney Park/Kelley Pt Park**	\$5,874,661	\$4,500,000				x	x	
E64	Historic Columbia River Highway State Trail: Shellrock Mountain Crossing	\$5,473,530	\$5,473,530					x	
E69	I-205 Shared Use Path: Pedestrian Bridge at Johnson Creek	\$1,126,956	\$1,126,956					x	
E16	Kellogg Creek Pedestrian/Bicycle Underpass and Multi-use Trail	\$608,651		\$608,651				x	
E42	Fanno Crk Trail: Woodard Park - Grant Ave	\$1,071,429		\$1,071,429				x	
E33	Sullivan's Gulch Trail Undercrossing of I-205	\$1,804,923		\$1,804,923				x	
	Bike/Ped. Projects								
E15	Boones Ferry Rd: Oakridge Rd/Reese Rd - Madrona St	\$4,000,000	\$4,000,000						x
E6	S. Ivy Pedestrian & Intersection Improvements	\$1,751,053		\$1,751,053					x
E7	Wa Na Pa Streetscape Redevelopment	\$1,479,653		\$1,479,653					x
E18	OR Highway 211 Bicycle and Pedestrian Safety Enhancements	\$1,683,911		\$1,683,911					x
E21	Connected Cully	\$2,994,624		\$2,994,624					x
E22	Downtown I-405 Pedestrian Safety and Operational Improvements	\$2,009,952		\$2,009,952					x
E23	N Broadway Safety Crossing Enhancement Project	\$1,010,360		\$1,010,360					x
E29	SE Foster Road Safety and Sidewalk Enhancement Project	\$2,835,468		\$3,835,468					x
E40	US 26: Ten Eyck Rd/Wolf Dr - Vista Loop Sidewalks	\$1,919,119		\$1,919,119					x
E55	AGA Rd: MP 0.0 - 0.3 Bike/Ped Improvements	\$1,489,605		\$1,489,605					x
E74	OR212 at Richey Road: Pedestrian / Bicycle / Trail Improvements	\$597,264		\$597,264					x
	Total	\$108,942,506	\$53,611,717	\$54,956,128					
*	PE only								
**	Phased as defined by applicant								

Oregon's Priorities for Reauthorization of MAP-21

Developed by ODOT, AOC and LOC

Executive Summary

Increase revenue flowing into the Highway Trust Fund: To avoid deep cuts in surface transportation funding and provide adequate levels of federal investment, sustainable long-term revenue will be needed in both the Highway Account and the Mass Transit Account.

Diversify the Highway Trust Fund's revenues and explore replacements for the gas tax: With vehicles becoming more fuel efficient, the gas tax will no longer be a sustainable funding source for transportation. Congress will need to look beyond the fuels tax to diversify and broaden the revenue available for transportation and start the process of transitioning to a replacement for the gas tax, such as a per-mile road use charge.

Preserve Oregon's share of highway and transit funding: Oregon's congressional delegation should ensure that Oregon maintains or increases its current share of funding under the surface transportation programs.

Improve transportation safety: Ongoing funding and federal leadership will be needed to continue driving down the number of fatalities and serious injuries on the surface transportation system.

Focus resources on preserving and rebuilding the existing system: The federal government should adopt a "fix it first" policy and serve as a strong partner in helping states and local governments preserve and rebuild critical transportation assets.

Invest in multimodal solutions to the challenges of freight mobility: To ensure economic vitality, Congress should dedicate funding for freight, providing for strategic investments based on the policy framework created in MAP-21.

Improve public transportation: High gas prices, an aging population, high levels of congestion, and growing concern over global climate change require greater federal investment in all forms of public transportation.

Restore active transportation funding: Congress should reverse the deep cuts MAP-21 made to bicycle and pedestrian programs that help reduce demand on overburdened roads, encourage healthy lifestyles, and reduce emissions.

Preserve funding for federal lands transportation programs: With timber-dependent communities in Oregon struggling, Congress should continue the federal government's role in funding transportation projects that provide access to federal lands.

Updated August 19, 2013 to reflect OMPOC suggestions