

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING ) RESOLUTION NO. 95-2135  
CONTINUED FUNDING FOR AMTRAK )  
SERVICES ) Introduced by  
Rod Monroe, Chair  
JPACT

WHEREAS, Metro's goal is to promote regionwide livability and transportation mobility through partnerships with the public and private sectors; and

WHEREAS, Metro is the region's Metropolitan Planning Organization working cooperatively through JPACT (the Joint Policy Advisory Committee on Transportation) to decide on future transportation improvements; and

WHEREAS, Metro views transportation, distribution and related services as an engine for prosperity as well as citizen mobility; and

WHEREAS, Increased use of passenger trains will help to reduce America's reliance on imported oil, contribute to our region's economic vitality and enhance our global competitiveness; and

WHEREAS, Local Oregon communities are developing multi-modal facilities to link AMTRAK with regional and interstate transit services; and

WHEREAS, The states of Oregon and Washington have forged a federal/state partnership with AMTRAK and will soon have invested a combined total of \$83 million in state AMTRAK and Freight Mobility Enhancement projects for incremental development of high speed rail; and

WHEREAS, The above improvements will improve facilities and capacities for increased freight traffic providing added relief to highway congestion; and

WHEREAS, AMTRAK President Thomas Downs has instituted major reforms to make AMTRAK more productive and encourage public-private partnerships; and

WHEREAS, Enhancement of AMTRAK services and the development of high-speed rail in the Cascadia Corridor of the Pacific Northwest can promote international tourism (the Two Nation Vacation concept) and reduce the need for auto trips and short-haul flights, extending the useful lives of Interstate 5 and the Vancouver, B.C., Seattle-Tacoma and Portland international airports; and

WHEREAS, Federal investment in AMTRAK has fallen over the last decade while it has increased for highways and airports; and

WHEREAS, States may use federal Highway Trust Fund money as an 80 percent match for a variety of non-highway programs, but are prohibited from using such moneys for AMTRAK projects; now, therefore,

BE IT RESOLVED,

That we urge our state and federal representatives to:

- Maintain federal and state capital investments in the Northwest Rail Corridor;
- Continue AMTRAK services and projected expansions on the Eugene-Portland-Seattle-Vancouver, B.C. rail corridor;
- Encourage and support constructive AMTRAK/state partnerships like those developed by the states of Oregon and

Washington;

- Give states the flexibility to use federal Highway Trust Fund moneys on AMTRAK if they so choose; and
- Include a strong AMTRAK system in any plans for a National Transportation System.

ADOPTED by the Metro Council this 4 day of May,  
1995.

  
Ruth McFarland, Presiding Officer