

FOR THE PURPOSE OF AMENDING) RESOLUTION NO. 96-2263
THE MTIP TO PROGRAM CMAQ)
FUNDS FOR OPERATION OF) Introduced by
WILLAMETTE VALLEY HIGH-SPEED) Councilor Rod Monroe, Chair
RAIL) JPACT

WHEREAS, Amtrak operates intercity rail service between Eugene, Salem and Portland; and

WHEREAS, This intercity rail service constitutes a critical leg of the Eugene to Vancouver, B.C. Pacific Northwest High-Speed Rail Corridor (the "Cascadia" service); and

WHEREAS, Metro has previously endorsed high-speed rail service within the corridor (Metro Resolution No. 94-1953); and

WHEREAS, The Cascadia service will be discontinued unless additional operating funding is identified; and

WHEREAS, ODOT has identified \$1.3 million of uncommitted Congestion Mitigation/Air Quality (CMAQ) funds allocated to Oregon; and

WHEREAS, ODOT has stated its willingness to increase the Portland area's allocation of CMAQ funds by \$1.3 million contingent on Metro programming the funds in the Metro Transportation Improvement Program (MTIP) to partially fund operation of the Cascadia service through June 30, 1997; and

WHEREAS, The U.S. Secretary of Transportation has stated that the CMAQ funds are eligible for this purpose so long as the funds are identified in both the MTIP and state Transportation Improvement Program (STIP); and

WHEREAS, Amtrak would contribute \$728,500 and the Oregon Department of Justice would contribute \$1 million of Petroleum

Antitrust Settlement Grant funds as match to the CMAQ funds; and

WHEREAS, Use of federal funding to continue current operations would not change emission of air pollutants within any nonattainment or maintenance area (see Exhibit A); and

WHEREAS, It is estimated that discontinuance of the Cascadia service would increase reliance on motor vehicles to satisfy intercity trip demand; and

WHEREAS, Such increase of auto travel would increase emission of Volatile Organic Compounds (VOC) and Carbon Monoxide (CO) inside the Portland Air Quality Maintenance Area (AQMA) which is currently in nonattainment status for these pollutants; and

WHEREAS, It is estimated that continuance of the Cascadia service represents ongoing contribution of only 13 kilograms per day of Oxides of Nitrogen (NOx) emissions in the Portland AQMA from areawide sources; and

WHEREAS, The 1995 Portland-area Conformity Determination Quantitative analysis indicates that this amounts to twenty-four thousands of one percent of the regionwide daily emission of 53,327 kilograms of NOx from mobile sources in 1995; and

WHEREAS, This amounts to an insignificant contribution of NOx emissions in the Portland area; now, therefore,

BE IT RESOLVED:

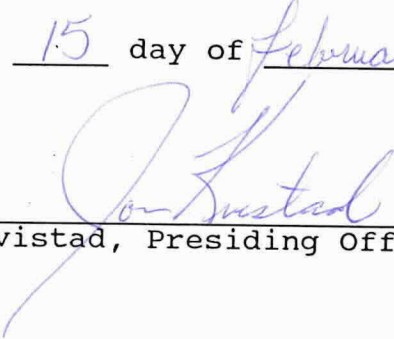
1. That the FY 1996 MTIP is amended to increase the Portland area amount of CMAQ program funding by \$1.3 million.
2. That the Portland area CMAQ program is amended to program \$1.3 million (federal share) to support operation of the

Cascadia intercity rail service through June 30, 1997 provided that all matching fund requirements are met by Amtrak and/or the Oregon Department of Justice.

3. That in the event CMAQ appropriations fall below projected levels, other elements of the regional program shall not be reduced solely to maintain full funding for Cascadia service.


4. That this MTIP amendment is found to be in conformity with ISTEA air quality requirements.

ADOPTED by the Metro Council this 15 day of February, 1996.



Jon Kvistad, Presiding Officer

Approved as to Form:



Daniel B. Cooper, General Counsel

January 4, 1996

Oregon

EXHIBIT A

DEPARTMENT OF
TRANSPORTATION

Mr. Andrew Cotugno
Planning Director
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

OFFICE OF THE
DIRECTOR

FILE CODE:

Subject: Request by Oregon Department of Transportation (ODOT) to amend METRO TIP to include Amtrak's *Cascadia* Train and Bus Services.

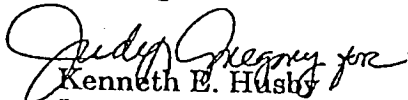
This project will provide funds for continuing intercity rail transportation services between Portland and Eugene which are coordinated with the development of Pacific Northwest High Speed Rail Corridor between Vancouver, B.C and Eugene Oregon.

ODOT has worked closely with US Department of Transportation (DOT), Amtrak, Oregon's congressional delegation, the Governor and local officials to obtain funding to keep the Oregon service operational until June 30, 1997. On December 21, 1995, USDOT Secretary Pena notified the State that national discretionary funds were not available to continue the Oregon service.

We were informed, however, that the Secretary would allow the State to use up to 25% of its annual allocation of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for "experimental pilots". The Secretary concurred that this project could be funded as an "experimental pilot" as allowed under the CMAQ program guidelines issued on July 13, 1995. Under this provision, promising air quality projects that would not normally be eligible can be funded. To use CMAQ funds for this project requires inclusion in the Portland area's Transportation Improvement Program (TIP).

The total cost for the project is \$3,028,500. Amtrak will cover \$728,500 of the project cost. The remainder of the necessary funding will be provided by a \$1 million MDL-150 Petroleum Antitrust Settlement Grant from the Oregon Department of Justice and \$1.3 million of uncommitted Oregon CMAQ funds. Portland's current allocation of CMAQ funds will be increased by \$1.3 million to provide the funding necessary for this project.

A copy of the emissions component of the project proposal submitted for federal funding is enclosed.


Kenneth E. Husby
Interim Director
Enclosure



140 Transportation Bldg.
Salem, OR 97310
(503) 986-3200

DATE: November 3, 1995

TO: Robert Krebs, Service Operation Manager
High Speed Rail Program

FROM: *Misty Fox*
Misty Fox, Air Quality Specialist
Environmental Services

SUBJECT: Pacific Northwest Corridor Train Service
Updated Emission Estimates

Attached are the updated emission estimates for the Pacific Northwest Corridor Train Service. In the original report the emissions for both the north-south Portland to Eugene train routes and the east-west train route were included in the train emission estimates. Since the only change in the train scheduling could be the elimination of one of the north-south routes, only the emission caused by this scheduling change should have been included.

The train service runs through three nonattainment areas. They are Portland, Salem, and Eugene. Each of these urban areas is in nonattainment or maintenance for carbon monoxide (CO). However, Portland is the only area that is in nonattainment for ozone. Nitrogen oxides (NO_x) and volatile organic compounds (VOC) are the reported precursors for ozone.

Under the updated assumptions, The Pacific Northwest Corridor Train Service results in emission reduction for CO and VOC, and emission increase for NO_x. The net CO change for Portland, Salem, and Eugene urban area is a decrease of 43,570 kg/year. Portland has a decrease in VOCs of 3,090 kg/year and a increase in NO_x of 4,860 kg/year.

If you have any questions, I can be reached at 986-3487.

Attachments

wjm

cc: Steve Lindland, w/attachments

Table 1
Carbon Monoxide (CO) Emission Factors in grams/mile

		Speeds		
		50 mph	55 mph	65 mph
Autos	Portland	19.88	19.88	44.39
	Salem	16.16	16.16	38.68
	Eugene	14.86	14.86	36.72
Buses	Portland	1.36	1.41	1.76
	Salem	0.84	0.87	1.10
	Eugene	0.84	0.87	1.09
Train		21.88	19.89	16.83

Table 2
Volatile Organic Compound (VOC) Emission Factors in grams/mile

		Speeds		
		50 mph	55 mph	65 mph
Autos	Portland	2.03	2.00	2.34
	Buses	Portland	0.45	0.44
Train		5.40	4.91	4.15

Table 3
Nitrogen Oxide (NO_x) Emission Factors in gram/mile

		Speeds		
		50 mph	55 mph	65 mph
Autos	Portland	2.27	2.59	3.39
	Buses	Portland	1.74	1.95
Train		493.48	448.62	379.60

Table 4
Carbon Monoxide (CO) Emissions
for Carbon Monoxide (CO) Nonattainment Areas

Source	Portland Emissions (kg/year)	Salem Emissions (kg/year)	Eugene Emissions (kg/year)	Total Emissions (kg/year)
Auto	31,800	10,980	1,640	44,420
Train	390	260	80	730
Bus	80	30	10	120
Train + Bus	470	290	90	850
<i>Savings = Auto - (Train+Bus)</i>	<i>31,330</i>	<i>10,690</i>	<i>1,550</i>	<i>43,570</i>

Table 5
Volatile Organic Compound (VOC) Emissions
for the Portland Ozone Nonattainment Area

Source	Emissions (kg/year)
Auto	3,220
Train	100
Bus	30
Train + Bus	130
<i>Savings = Auto - (Train+Bus)</i>	<i>3,090</i>

Table 6
Nitrogen Oxide (NO_x) Emissions
for the Portland Ozone (O₃) Nonattainment Area

Source	Emissions (kg/year)
Auto	3,930
Train	8,680
Bus	110
Train + Bus	8,790
<i>Gain = Auto - (Train+Bus)</i>	<i>-4,860</i>

ATTACHMENT #3

Please, fill out and submit the following Progress Report as directed in Attachment #2 (Special Provisions). Submit a separate report for each Congestion Mitigation/Air Quality (CMAQ) funded project.

Note: If your project is a park and ride, complete the entire report. Otherwise, complete items 1,2 and any other applicable items.

Project Name: PACIFIC NORTHWEST CORRIDOR TRAIN SERVICE
(as submitted on original prospectus)

PROGRESS REPORT

1. Annual VMT (Vehicle Miles Traveled) Reduction 3,987,400 (VMT)
2. Actual Daily Emissions Reduction in Kilograms/Day (Kg/day).
VOC 8 Kg/day
No_x -13 Kg/day (increase in daily emissions)
CO 119 Kg/day
3. Average daily SOV (Single Occupancy Vehicles) eliminated from peak traffic. Show split between Park and Ride vs. Park and Pooler.
Park and Ride _____ Park and Pool _____
4. Average daily occupancy rate of Park and Ride vs. number of spaces in lot.
Spaces Occupied _____ Spaces in Lot _____
5. Percentage of spaces - Park and Ride vs. Park and Poolers.
Park and Ride _____ Park and Pool _____

Submitting Organization _____		
Prepared By _____	Title _____	
Phone _____	Fax _____	Date _____

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 96-2263 FOR THE PURPOSE OF AMENDING THE MTIP TO PROGRAM CMAQ FUNDS FOR OPERATION OF WILLAMETTE VALLEY HIGH-SPEED RAIL

Date: January 9, 1996

Presented by: Andrew Cotugno

PROPOSED ACTION

Approval of this action would amend the Metro Transportation Improvement Program (MTIP) to increase the region's six-year estimate of Congestion Mitigation/Air Quality (CMAQ) program revenue by \$1.3 million. The additional funds would be provided to the region by consolidation of CMAQ funds originally allocated by the Oregon Transportation Commission to downstate urban areas eligible to expend CMAQ funds. This action would also amend the MTIP to program the \$1.3 million of CMAQ funds to support continued operation of intercity heavy-rail commuter service between Eugene, Salem and Portland. This rail service constitutes one leg of the Eugene to Vancouver, British Columbia High-Speed Rail Corridor. Together with other private and public revenues, the CMAQ funds would maintain operation of the rail service through June 30, 1997.

BACKGROUND

Amtrak presently operates two daily commuter trains between Eugene and Portland. Efforts to secure the \$3.1 million of federal, state and/or private funds needed to continue operations through June 30, 1997 have been unsuccessful. Unless these operating revenues are secured, the rail service will cease. This will also curtail the southerly leg of the Eugene to Vancouver, B.C High-Speed Rail Corridor previously endorsed by Metro in Resolution No. 94-1953.

Amtrak has agreed to provide \$728,500. The Oregon Department of Justice has agreed to provide \$1 million from the Petroleum Antitrust Settlement Grant program. ODOT has identified \$1.3 million of CMAQ funds not currently allocated to projects that can be made available to support the service. USDOT Secretary Pena has concurred that the CMAQ funds can be used for this purpose as an "experimental pilot" as allowed under the CMAQ program guidelines issued July 13, 1995. For this to occur, the project must first be programmed in the MTIP.

The project is consistent with Metro's 1995 Conformity Determination: existing emissions from the train service are reflected in the Oregon Department of Environmental Quality inventory of areawide, non-point sources. Allocation of CMAQ funds to support train operations does not alter the amount of emissions determined by Metro in the Determination to result from mobile (i.e., vehicular, non-rail) sources nor does it alter the amount of

areawide, non-point emissions calculated by DEQ to occur within the Portland AQMA. No net change of emissions would result from allocation of CMAQ funds to operate the train service. Therefore, this action would be regionally insignificant with respect to conformity of the MTIP with the State (air quality) Implementation Plan (SIP).

The project also represents an appropriate allocation of CMAQ funds in that continuation of the train service will confer ongoing air quality benefits in Eugene, Salem and Portland, Oregon's three largest AQMAs. By diverting commuter traffic from auto modes to train travel, the intercity service generates reductions of Carbon Monoxide within these cities. Eugene and Salem are in maintenance status and Portland is in nonattainment status with respect to this pollutant. Additionally, emissions of Volatile Organic Compounds (VOC) will remain lower in Portland with the train service than will occur if the service is discontinued. VOC is one of two reported precursor compounds of Ozone for which the Portland AQMA is in nonattainment status.

Oxides of Nitrogen (NOx) is the second reported precursor of Ozone formation. ODOT estimates that the target train service contributes approximately 13 kilograms per day of NOx to the Portland regional airshed. This compares to 53,237 kilograms per day of mobile-source emissions calculated in Metro's Conformity Determination (i.e., twenty-four thousands of one percent of daily NOx mobile source emissions). This is a *de minimus* non-point source impact and is therefore consistent with state and federal air quality requirements.