

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE ) RESOLUTION NO. 99-2804A  
INTERSTATE MAX LIGHT RAIL TRANSIT )  
PROJECT AND SOUTH CORRIDOR FINANCING ) Introduced by:  
STRATEGY AND AMENDING THE ) Councilor Kvistad, Chair  
METROPOLITAN TRANSPORTATION ) JPACT  
IMPROVEMENT PROGRAM )

WHEREAS, The Metro Council adopted Resolution 96-2442 on January 23, 1997 that committed \$55 million of Regional Surface Transportation Program (STP) funds to the South/North Light Rail Project during the periods of FY 99-2009; and

WHEREAS, Metro and Tri-Met have prepared a Supplemental Draft Environmental Impact Statement (SDEIS) evaluating the Full-Interstate Alignment Alternative (Interstate MAX); and

WHEREAS, Tri-Met requested and Metro is considering through Resolution No. 99-2806 amendments to the South/North Locally Preferred Strategy (LPS) to select the Full-Interstate Alignment Alternative and to define the North Corridor between the Rose Quarter and Expo Center as the first construction segment; and

WHEREAS, Metro Council is considering Resolution 99-2795 that amends the Unified Work Program to add the South Corridor Transportation Alternatives Study to examine and implement selected transit or alternative transportation solutions in the south segment of the South/North Corridor and requires that \$1.5 million of the \$55 million in STP funds be used to fund the South Corridor Transportation Alternatives Study; and


WHEREAS, JPACT unanimously recommends the attached North Corridor Light Rail and South Corridor financing strategy; now, therefore,

BE IT RESOLVED:

That the Metro Council:

1. Endorses the Interstate MAX Light Rail Transit Project and South Corridor Financing Strategy as reflected in Exhibit A.
2. Amends the Metropolitan Transportation Improvement Program accordingly.

ADOPTED by the Metro Council on this 24<sup>th</sup> day of JUNE, 1999.

  
Rod Monroe, Presiding Officer

Approved as to Form:

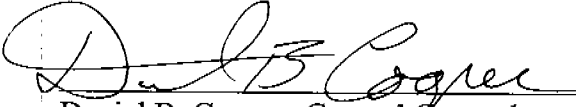
  
Daniel B. Cooper, General Counsel

Exhibit "A"  
North LRT/South Corridor Transit Financing Strategy

1. The region will pursue Federal Transit "New Starts" funding for a North LRT project. The amount to be pursued is estimated at \$257 million, which, in combination with the financing strategy for the Airport LRT and Central City Streetcar projects represents a less than 50% undertaking with "New Starts" funding.
2. The region will pursue Federal Transit funding for South Corridor Improvements. The specific projects are subject to conducting a South Corridor improvement study and defining eligible projects.
3. Metro will modify the commitment of Regional STP funds toward meeting the needs in the corridor as follows:

	<u>Current Allocation</u>	<u>Proposed Allocation</u>
FY '99	\$1.5	\$1.5
FY '00	\$6.0	\$6.0
FY '01	\$6.0	\$6.0
FY '02	\$6.0	\$6.0
FY '03	\$6.0	\$6.0
FY '04	\$6.0	\$6.0
FY '05	\$5.0	\$6.0
FY '06	\$5.0	\$6.0
FY '07	\$5.0	\$6.0
FY '08	\$5.0	\$6.0
FY '09	\$3.5	\$6.0
FY '10	<u>\$0.0</u>	<u>\$6.0</u>
TOTAL	\$55.0 million	\$67.5 million

4. These STP funds will be allocated to meet the corridor needs as follows:
  - A. The first \$1.5 million is allocated toward a South Corridor work program to define the needed improvements in the corridor. Once this work program is complete, it will provide the basis for defining a series of projects to be funded from the various federal, state, regional and local sources. The work program is scheduled for approval by JPACT.
  - B. Up to \$55 million of this STP Flexible Reserve can be accessed by the North LRT project. To the extent the region is successful in securing Federal Transit "New Starts" funds or holding down the cost of the project, these flexible funds can be released to a new STP Flexible Reserve.
  - C. JPACT and the Metro Council commit to developing an STP Flexible Reserve of \$20-30+ million with the initial \$11 million of seed funds coming from the \$6 million per year commitment through FY 2010 described under No. 3 above. Other sources will be pursued to enhance this fund. Upon definition of the South Corridor improvements, it is the Metro Council's intent that this Flexible Reserve first be allocated toward specific South Corridor project elements. Allocation of this Flexible Reserve will take into consideration other federal, state and local funds committed to the South Corridor.

1. The region endorses the following local contributions toward the North LRT project:
  - A. City of Portland - \$30 million
  - B. Tri-Met - \$25 million
  
2. The region endorses the following local contributions toward the South Corridor improvements:
  - A. Clackamas County - \$15 million
  - B. Tri-Met - \$15 million
  
3. JPACT and the Metro Council acknowledges ODOT's commitment for replacement of the structurally deficient viaducts on McLoughlin Boulevard over Division Street (currently estimated at \$23 million). All efforts should be made to integrate this improvement with the scope defined through the South Corridor study. As appropriate, additional STIP funding for expanding the scope of this project to include recommendations from the South Corridor study should be considered.

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 99-2804A FOR THE PURPOSE OF ENDORING THE INTERSTATE MAX LIGHT RAIL TRANSIT PROJECT AND SOUTH CORRIDOR FINANCING STRATEGY AND AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: June 17, 1999

Presented by: Richard Brandman

## PROPOSED ACTION

This resolution would reserve up to \$55 million of Surface Transportation Program funds for the Interstate MAX project and create an STP Flexible Reserve account of \$20-30 million to be allocated first for projects in the South Corridor. The resolution also endorses other local funding commitments to the entire corridor.

JPACT unanimously recommends adoption of this resolution.

## FACTUAL BACKGROUND AND ANALYSIS

On January 23, 1997, the Metro Council adopted Resolution 96-2442 that committed \$55 million in Surface Transportation Program funds as local match for the South/North Light Rail Project. This commitment combined with \$475 million in General Obligation bonds that were to be issued by Tri-Met would have provided the local matching funds to construct a light rail project in the South/North Corridor from the Clackamas Regional Center to Kenton.

In February 1998, through the Locally Preferred Strategy (LPS) decision, the Metro Council defined the segment between the Rose Quarter and Clackamas Regional Center as the first construction segment. The Tri-Met Board referred the original bond measure back to the voters in the November 1998 general election because the definition of the project had changed since the 1994 approval of the project's local funding. The measure was not reapproved.

In response to the defeat of the November 1998 local funding measure for the South/North Light Rail Project, Metro held a series of "listening posts"/public meetings to take comments on what direction the region should pursue to further develop transportation options in the South/North Corridor. Generally speaking, the majority of those commenting at the Listening Post meetings supported the multi-modal emphasis the region has adopted as a tool to maintain livable communities. In Portland and inner Multnomah County, support for continued expansion of the light rail system was strong, particularly to North Portland. Clackamas County residents voiced the strongest support for increased road capacity and bus expansion and the least support for light rail.

A group of business and community leaders presented the idea for a full Interstate Avenue MAX line to the Tri-Met Board on March 24, 1999. The Board felt the line had promise due to its \$114 million reduced cost, zero displacements, generally reduced environmental impacts compared to the South/North alignment in North Portland, and the ability to construct the smaller project with available resources.

At the April 8, 1999 meeting of the Joint Policy Advisory Committee on Transportation (JPACT), Metro and Tri-Met staff were directed to more fully develop the concept of the Interstate MAX light rail line. In addition, Metro staff were directed to prepare a work program that outlines a program to advance non-light rail transit options in the South Corridor. The *South/North Corridor Supplemental Draft Environmental Impact Statement (SDEIS)* which was published in the *Federal Register* on April 30, 1999. The *South Corridor Transportation Alternatives Work Program* was also prepared pursuant to JPACT direction.

Reserving up to \$55 million in STP funds (from the South/North Light Rail Project) for the Interstate MAX project and creating an STP Flexible Reserve fund of \$20-30+ million for South Corridor transportation improvements ensures that the transportation needs of the South/North Corridor will continue to be addressed. More details of the finance plan are described in Exhibit A of the resolution.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE ) RESOLUTION NO. 99-2804A  
INTERSTATE MAX LIGHT RAIL TRANSIT )  
PROJECT AND SOUTH CORRIDOR FINANCING ) Introduced by:  
STRATEGY AND AMENDING THE ) Councilor Kvistad, Chair  
METROPOLITAN TRANSPORTATION ) JPACT  
IMPROVEMENT PROGRAM )

WHEREAS, The Metro Council adopted Resolution 96-2442 on January 23, 1997 that committed \$55 million of Regional Surface Transportation Program (STP) funds to the South/North Light Rail Project during the periods of FY 99-2009; and

WHEREAS, Metro and Tri-Met have prepared a Supplemental Draft Environmental Impact Statement (SDEIS) evaluating the Full-Interstate Alignment Alternative (Interstate MAX); and

WHEREAS, Tri-Met requested and Metro is considering through Resolution No. 99-2806 amendments to the South/North Locally Preferred Strategy (LPS) to select the Full-Interstate Alignment Alternative and to define the North Corridor between the Rose Quarter and Expo Center as the first construction segment; and

WHEREAS, Metro Council is considering Resolution 99-2795 that amends the Unified Work Program to add the South Corridor Transportation Alternatives Study to examine and implement selected transit or alternative transportation solutions in the south segment of the South/North Corridor and requires that \$1.5 million of the \$55 million in STP funds be used to fund the South Corridor Transportation Alternatives Study; ~~and now, therefore,~~

WHEREAS, JPACT unanimously recommends the attached North Corridor Light Rail and South Corridor financing strategy; now, therefore,

BE IT RESOLVED:

That the Metro Council:

1. Endorses the Interstate MAX Light Rail Transit Project and South Corridor Financing Strategy as reflected in Exhibit A.
2. Amends the Metropolitan Transportation Improvement Program accordingly.

ADOPTED by the Metro Council on this \_\_\_\_\_ day of \_\_\_\_\_, 1999.

\_\_\_\_\_  
Rod Monroe, Presiding Officer

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, General Counsel

DU:lmk  
99-2804A.RES.DOC  
6-17-99



Exhibit "A" (Amended)  
North LRT/South Corridor Transit Financing Strategy

1. The Region will pursue Federal Transit "New Starts" funding for a North LRT project. The amount to be pursued is estimated at \$257 million, which, in combination with the financing strategy for the Airport LRT and Central City Streetcar projects represents a less than 50% undertaking with "New Starts" funding.
2. The Region will pursue Federal Transit "~~Bus~~" funding for South Corridor Bus Improvements. The specific projects are subject to conducting ~~completing~~ a South Corridor improvement study and defining eligible projects. ~~It is anticipated at this time that the region will pursue approximately \$35 million.~~
3. Metro will modify the commitment of Regional STP funds toward meeting the needs in the corridor as follows:

	<u>Current Allocation</u>	<u>Proposed Allocation</u>
FY '99	\$1.5	\$1.5
FY '00	\$6.0	\$6.0
FY '01	\$6.0	\$6.0
FY '02	\$6.0	\$6.0
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FY '09	\$3.5	\$6.0
FY '10	<u>\$0.0</u>	<u>\$6.0</u>
TOTAL	\$55.0 million	\$67.5 million

4. These STP funds will be allocated to meet the corridor needs as follows:
  - A. The first \$1.5 million is allocated toward a South Corridor work program to define the needed improvements in the corridor. Once this work program is complete, it will provide the basis for defining a series of projects to be funded from the various federal, state, regional and local sources. The work program is scheduled for approval by JPACT.
  - B. Up to \$55 million of this STP Flexible Reserve can be accessed by the North LRT project. To the extent the region is successful in securing Federal Transit "New Starts" funds or holding down the cost of the project, these flexible funds can be released to a new STP Flexible Reserve.
  - C. JPACT and the Metro Council commit to developing a STP Flexible Reserve of \$20-30+ million with the initial \$11 million of seed funds coming from the \$6 million per year commitment through FY 2010 described under #3 above. Other sources will be pursued to enhance this fund. Upon definition of the South Corridor improvements, it is the Metro Council's intent that this Flexible Reserve first ~~will~~ be allocated toward specific South Corridor project elements. Allocation of this Flexible Reserve will take into consideration other federal, state and local funds committed to the South Corridor.

5. The region endorses the following local contributions toward the North LRT project:
  - A. City of Portland - \$30 million
  - B. Tri-Met - \$25 million
  
6. The region endorses the following local contributions toward the South Corridor improvements:
  - A. Clackamas County - \$15 million
  - B. Tri-Met - \$15 million
  
7. JPACT and the Metro Council acknowledges ODOT's commitment ~~of \$23 million~~ for replacement of the structurally deficient viaducts on McLoughlin Blvd. over Division St (currently estimated at \$23 million). All efforts should be made to integrate this improvement with the scope defined through the South Corridor study. As appropriate, additional STIP funding for expanding the scope of this project to include recommendations from the South Corridor study should be considered.

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 99-2804A FOR THE PURPOSE OF ENDORING THE INTERSTATE MAX LIGHT RAIL TRANSIT PROJECT AND SOUTH CORRIDOR FINANCING STRATEGY AND AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: June 17, 1999

Presented by: Richard Brandman

## PROPOSED ACTION

This resolution would reserve up to \$55 million of Surface Transportation Program funds for the Interstate MAX project and create an STP Flexible Reserve account of \$20-30 million to be allocated first for projects in the South Corridor. The resolution also endorses other local funding commitments to the entire corridor.

JPACT unanimously recommends adoption of this resolution.

## FACTUAL BACKGROUND AND ANALYSIS

On January 23, 1997, the Metro Council adopted Resolution 96-2442 that committed \$55 million in Surface Transportation Program funds as local match for the South/North Light Rail Project. This commitment combined with \$475 million in General Obligation bonds that were to be issued by Tri-Met would have provided the local matching funds to construct a light rail project in the South/North Corridor from the Clackamas Regional Center to Kenton.

In February 1998, through the Locally Preferred Strategy (LPS) decision, the Metro Council defined the segment between the Rose Quarter and Clackamas Regional Center as the first construction segment. The Tri-Met Board referred the original bond measure back to the voters in the November 1998 general election because the definition of the project had changed since the 1994 approval of the project's local funding. The measure was not reapproved.

In response to the defeat of the November 1998 local funding measure for the South/North Light Rail Project, Metro held a series of "listening posts"/public meetings to take comments on what direction the region should pursue to further develop transportation options in the South/North Corridor. Generally speaking, the majority of those commenting at the Listening Post meetings supported the multi-modal emphasis the region has adopted as a tool to maintain livable communities. In Portland and inner Multnomah County, support for continued expansion of the light rail system was strong, particularly to North Portland. Clackamas County residents voiced the strongest support for increased road capacity and bus expansion and the least support for light rail.

A group of business and community leaders presented the idea for a full Interstate Avenue MAX line to the Tri-Met Board on March 24, 1999. The Board felt the line had promise due to its \$114 million reduced cost, zero displacements, generally reduced environmental impacts compared to the South/North alignment in North Portland, and the ability to construct the smaller project with available resources.

At the April 8, 1999 meeting of the Joint Policy Advisory Committee on Transportation (JPACT), Metro and Tri-Met staff were directed to more fully develop the concept of the Interstate MAX light rail line. In addition, Metro staff were directed to prepare a work program that outlines a program to advance non-light rail transit options in the South Corridor. The *South/North Corridor Supplemental Draft Environmental Impact Statement (SDEIS)* which was published in the *Federal Register* on April 30, 1999. The *South Corridor Transportation Alternatives Work Program* was also prepared pursuant to JPACT direction.

Reserving up to \$55 million in STP funds (from the South/North Light Rail Project) for the Interstate MAX project and creating an STP Flexible Reserve fund of \$20-30+ million for South Corridor transportation improvements ensures that the transportation needs of the South/North Corridor will continue to be addressed. More details of the finance plan are described in Exhibit A of the resolution.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE ) RESOLUTION NO. 99-2804  
INTERSTATE MAX LIGHT RAIL TRANSIT )  
PROJECT AND SOUTH CORRIDOR FINANCING ) Introduced by:  
STRATEGY AND AMENDING THE ) Councilor Kvistad, Chair  
METROPOLITAN TRANSPORTATION ) JPACT  
IMPROVEMENT PROGRAM )

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WHEREAS, Metro Council is considering Resolution 99-2795 that amends the Unified Work Program to add the South Corridor Transportation Alternatives Study to examine and implement selected transit or alternative transportation solutions in the south segment of the South/North Corridor and requires that \$1.5 million of the \$55 million in STP funds be used to fund the South Corridor Transportation Alternatives Study; now, therefore,

BE IT RESOLVED:

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1. Endorses the Interstate MAX Light Rail Transit Project and South Corridor Financing

Strategy as reflected in Exhibit A.

2. Amends the Metropolitan Transportation Improvement Program accordingly.

ADOPTED by the Metro Council on this \_\_\_\_\_ day of \_\_\_\_\_, 1999.

\_\_\_\_\_  
Rod Monroe, Presiding Officer

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, General Counsel

DU:lmk  
99-2804.RES.DOC  
6-9-99

Exhibit "A"  
North LRT/South Corridor Transit Financing Strategy

1. The Region will pursue Federal Transit "New Starts" funding for a North LRT project. The amount to be pursued is estimated at \$257 million, which, in combination with the financing strategy for the Airport LRT and Central City Streetcar projects represents a less than 50% undertaking with "New Starts" funding.
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## STAFF REPORT

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Date: June 17, 1999

Presented by: Richard Brandman

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