

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE ) RESOLUTION NO. 99-2809  
METROPOLITAN TRANSPORTATION )  
IMPROVEMENT PROGRAM (MTIP) TO ) Introduced by  
PROGRAM SECTION 5309 FUNDS FOR ) Councilor Jon Kvistad  
REHABILITATION AND EXPANSION OF THE ) JPACT Chair  
POWELL BUS GARAGE )

WHEREAS, Tri-Met has requested amendment of the Metropolitan Transportation Improvement Program (MTIP) to program \$16.5 million of Section 5309 (formerly Section 3) New Start Discretionary funding for rehabilitation and expansion of the Powell Maintenance Facility; and

WHEREAS, Regional priorities were adopted by JPACT at their February 11, 1999 meeting, including this request for Discretionary funding; and

WHEREAS, The anticipated cash flow is: FY 00 - \$0.5 million; FY 01 - \$8.0 million; and FY 02 - \$8.0 million; and

WHEREAS, Tri-Met presented this project to the state congressional delegation as second in priority only to completion of the Westside Light Rail project; and

WHEREAS, Tri-Met anticipates federal appropriation of funds for the project; and

WHEREAS, Tri-Met has stated its intent to pursue the project with general funds in the absence of complete or partial federal assistance; and

WHEREAS, Regionally supported expansion of the bus fleet necessitates expansion of Tri-Met's maintenance capability; and

WHEREAS, Identification of the project in the MTIP and State TIP is needed so that Tri-Met can proceed in a timely fashion on the project without eliminating the potential to receive reimbursement of general fund expenses should an appropriation be forthcoming; and

WHEREAS, Rehabilitation and expansion of such facilities is specifically exempt from regional air quality conformity analysis; now, therefore,

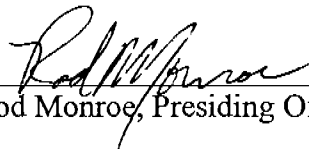
BE IT RESOLVED:

1. The MTIP is amended to reflect programming of \$16.5 million of Section


5309 funds for rehabilitation and expansion of the Powell Maintenance Facility.

2. Staff is authorized to coordinate programming of the funds with Tri-Met and ODOT personnel with respect to phase of work and anticipated year of obligation.

ADOPTED by the Metro Council this 5<sup>th</sup> day of AUGUST, 1999.

  
Rod Monroe, Presiding Officer

Approved as to Form:

  
Daniel B. Cooper, General Counsel

99-2809. Res.Doc  
TW:lmk  
6/29/99

## TRANSPORTATION PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 99-2809, FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PLAN (MTIP) TO PROGRAM SECTION 5309 FUNDS FOR REHABILITATION AND EXPANSION OF THE POWELL GARAGE

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Date: July 27, 1999

Presented by: Councilor Kvistad

**Committee Recommendation:** At its July 20 meeting, the Committee considered Resolution No. 99-2809 and voted 2-0 to send the resolution to the Council with a do pass recommendation. Voting in favor: Councilors Atherton and Vice-Chair Bragdon. Chair Kvistad was excused.

**Committee Issues/Discussion:** Andy Cotugno, Transportation Planning Director, presented the staff report. He noted that proposed improvements in the region's transit system will require expansion of Tri-Met's Powell Garage. The resolution would endorse Tri-Met's intent to seek federal funds for the proposed expansion and make the necessary changes in the MTIP that are needed to receive the requested federal funds. He explained that it may take 1-2 years for a determination to be made concerning Tri-Met's funding request.

Cotugno noted that it is Tri-Met's intent to proceed with the project immediately using its own general fund resources. By including the project in the MTIP, Tri-Met would be eligible to seek reimbursement for already expended funds if federal approval were granted in a future year. The total estimated cost of the project is \$16.5 million and would be scheduled over the next three fiscal years (\$500,000 in the current fiscal year for initial design and engineering work).

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 99-2809 FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO PROGRAM SECTION 5309 FUNDS FOR REHABILITATION AND EXPANSION OF THE POWELL BUS GARAGE

June 29, 1999

Presented by: Andrew C. Cotugno

#### PROPOSED ACTION

Approval of this resolution would amend the MTIP to allocate \$16.5 million of Section 5309 (formerly FTA Section 3 "New Start") funds for design and construction of rehabilitation and expansion of maintenance facilities housed at Tri-Met's Powell Bus Garage.

TPAC has reviewed this amendment and recommends approval of Resolution No. 99-2809.

#### BACKGROUND AND ANALYSIS

The region has committed to expansion of transit service as part of its overall strategy to reduce dependence on and demand for single occupant auto travel and the consequent demand for new road construction. To meet these goals, Tri Met has steadily increased the size of its bus fleet, including a significant increment of new additions to the fleet recently approved in the Priorities 2000 allocation. Maintenance and housing of these vehicles requires expansion and rehabilitation of the existing Powell Bus Garage. This action was Tri Met' second highest priority communicated to the state congressional delegation for earmark of Section 5309 funds in the upcoming transportation appropriation bill; (completion of Westside funding was the first highest priority).

Tri-Met has requested programming of funds in anticipation of a Section 5309 appropriation. The expected schedule for obligation of the funds is as follows:

FY 00	\$0.500	for design
FY 01	\$8.000	for construction
FY 02	\$8.000	for construction

Tri-Met already owns the needed property so no new right-of-way will be required. Additionally, this type of improvement to transit facilities is specifically exempted from regional air quality conformity analysis in controlling regulations. If the region does not succeed in winning an earmark in the current appropriation process, it is Tri-Met's intent to proceed with the project using their own general funds. (The MTIP would be technically amended to reflect the appropriate fund type.) However, by showing the project in the MTIP as an approved regional project, Tri-Met would be able to seek federal reimbursement of any general fund incurred expenses if an earmark is secured in future year appropriations.