



METRO

TRANSPORTATION POLICY ALTERNATES COMMITTEE

April 28, 2006

Metro Regional Center

MEMBERS PRESENT

Scott Bricker
Nancy Kraushaar
Dave Nordberg
Ron Papsdorf
Phil Selinger
Karen Schilling
Lainie Smith
Paul Smith
Ron Weinman
Jonathan Young

AFFILIATION

Citizen
City of Oregon City, representing Cities of Clackamas County
Oregon Department of Environmental Quality (DEQ)
City of Gresham, representing Cities of Multnomah County
TriMet
Multnomah County
Oregon Department of Transportation (ODOT – Region 1)
City of Portland
Clackamas County
FHWA

MEMBERS ABSENT

Frank Angelo
James Castaneda
Brent Curtis
Greg DiLoreto
John Hoefs
Leland Johnson
Susie Lahsene
Dean Lookingbill
Mike McKillip
Mike Williams

AFFILIATION

Citizen
Citizen
Washington County
Citizen
C-Tran
Citizen
Port of Portland
SW Washington RTC
City of Tualatin, representing Cities of Washington County
Washington State Department of Transportation (WSDOT)

ALTERNATES PRESENT **AFFILIATION**

Andy Back
Marianne Fitzgerald
Sorin Garber
Margaret Middleton
Robin McCaffrey

Washington County
Oregon Department of Environmental Quality (DEQ)
Citizen
City of Beaverton, representing Cities of Washington County
Port of Portland

GUESTS PRESENT

Terry Whisler
Cory-Ann Wind
Lidwien Rahman

AFFILIATION

Cornelius
DEQ
ODOT

STAFF

Andy Cotugno, John Gray, Ted Leybold, Jessica Martin, Robin McArthur, Mark Turpel

CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Mr. Andy Cotugno called the meeting to order and declared a quorum at 9:31 a.m.

Mr. Cotugno introduced Mr. John Makler who briefly mentioned a few upcoming trainings.

Mr. Cotugno briefly updated the committee on the Regional Transportation Plan (RTP) update. He noted that approximately 70 people attended the forum last week and a broad spectrum of interests were represented including members of the Metro Council, JPACT, MPAC, MTAC, TPAC MCCI and business and community groups. Mr. Cotugno provided a handout (included as part of this meeting record), which noted the common themes that emerged from the small group discussions. A formal summary of the forum is being prepared and will be posted on Metro's website soon. He noted that the forum input is being used to develop a draft work plan, which is anticipated to be released on May 10th, and then go through Metro's standing committees for comment and review. A joint TPAC/MTAC workshop is planned for May 15th from 2-4pm to discuss the draft work program.

CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

INPUT ON FUTURE AGENDA ITEMS

Due to time constraints, the committee did not discuss future agenda items.

MINUTES OF MARCH 31, 2006 MEETING

ACTION TAKEN: Mr. Paul Smith moved and Mr. Dave Nordberg seconded the motion to approve the March 31, 2006 meeting minutes. Hearing no objections, the motion passed.

RESOLUTION NO. 06-3695, FOR THE PURPOSE OF RECOMMENDING APPROVAL OF THE DRAFT 2006 PORTLAND-VANCOUVER OZONE MAINTENANCE PLAN

Ms. Marianne Fitzgerald and Mr. Mark Turpel appeared before the committee to present Resolution No. 06-3695, which would ensure that federal regulations are met and air quality standards maintained. Ms. Fitzgerald noted that she had given a PowerPoint presentation to TPAC at their last meeting that summarized the purpose and import of the proposed Ozone Air Quality Maintenance Plan for the Portland metropolitan area.

Mr. Turpel noted that he would give an annual update on vmt per capita in the next agenda item. Prior to taking action on the resolution, Chair Cotugno requested the air quality annual update be discussed as some of the information in the air quality update related to the proposed Ozone Plan requirements.

AIR QUALITY ANNUAL UPDATE

Mr. Turpel presented the annual air quality update (included as part of this meeting record). He briefly reviewed the issues of importance to the region that have either come up or likely to be addressed in the coming year. In particular, he discussed the latest data about vehicle miles traveled per capita (vmt/capita) in the region. He noted that a vmt/capita measure had been included in the Carbon Monoxide Air Quality Maintenance Plan and was proposed to be included in the Ozone Air Quality Maintenance Plan as a Transportation Control Measure (TCM). The TCM has a "trigger" of five percent increase in vmt/capita. He stated that the latest vmt/capita data showed a five percent increase. In reviewing the data, he found that the newest data included portions of Wilsonville, Sherwood and Damascus and that the geographic extent of the latest data was different than the historical data and that this could explain the reported increase in vmt/capita.

In finishing his annual air quality report, Mr. Turpel also directed the committee to page four of the report, and noted that there would be a diesel emissions reductions funding forum on May 9th. The forum is expected to kick-off projects that could address some of the air toxics that both federal and state programs have targeted.

With regard to the Ozone Plan, TPAC members suggested that the vmt/capita measure remain substantially as proposed with triggers for reassessment should vmt per capita increase by the five percent trigger or more. However, they also suggested that the additional nominal numbers representing the absolute vmt per capita be deleted so that adjustments in the geography of the area where vmt per capita is measured is not tied to older data based on a smaller urban area.

RESOLUTION NO. 06-3695, FOR THE PURPOSE OF RECOMMENDING APPROVAL OF THE DRAFT 2006 PORTLAND-VANCOUVER OZONE MAINTENANCE PLAN

ACTION TAKEN: Mr. Selinger moved, seconded by Mr. Nordberg to approve Resolution No. 06-3695 as amended. The motion passed. Chair Cotugno directed staff to note TPAC's recommendation about the TCM in a revised staff report for JPACT and Metro Council consideration.

BLUEPRINT FOR BETTER BIKING

Mr. Scott Bricker appeared before the committee and presented the Blueprint for Better Biking Report (included as part of the meeting record). In their quest to develop a vision that increases bicycling, the Bicycle Transportation Alliance (BTA) convened a cabinet of experts on bicycling facilities, programs and policy to serve as their advisory committee. They surveyed over 900 Portland area residents about cycling, met with bicycle planners and researched cost-effective techniques that would attract current and emerging cyclists. Their research identified four major themes including:

- Cycling around cars – cycling in traffic and around automobiles is a top concern of cyclists of all levels and experience.
- Complete Routes – Bicycle lanes and facilities often end, disappear or have key gaps.
- Motorist Behavior – Cyclists feel endangered when motorists speed, run red lights, fail to yield and drive while drunk or talking on cell phones.
- Quality of Facilities – Debris, poor street conditions and lack of clear signs and markings are critical problems cited by many regular cyclists.

The report lists the top 40 projects, with the Sellwood Bridge topping the list. Through their research, they also discovered that the majority of people require low-traffic and no-traffic routes to feel safe and ride more often. The committee briefly discussed the cost effectiveness of taking a more strategic approach in providing improvements on the preferred low-traffic facilities rather than higher traffic facilities.

REGION 1 DRAFT STIP RECOMMENDATION: DRAFT SCHEDULE, PROCESS AND EVALUATION FACTORS

Ms. Lainie Smith and Mr. Ted Leybold appeared before the committee to present information on the proposed STIP Modernization recommendation process. Ms. Smith distributed a STIP informational pamphlet, 2008-11 STIP development timeline and project eligibility criteria and prioritization factor sheet (included as part of this meeting record).

Ms. Smith discussed the process used by ODOT in coming up with the 150% list of modernization projects and how the Oregon Transportation Commission (OTC) eligibility and prioritization criteria were applied.

Next, in order to arrive at a 100% list, ODOT and Metro staff will prepare a matrix applying the OTC prioritization criteria to the projects on the 150% list and to other projects proposed in comments submitted to ODOT during the recent comment period. The staff proposes to apply the criteria that address both the OTC and local prioritization criteria to projects in the Metro area.

Ms. Smith and Mr. Leybold reviewed the STIP timeline, and TPAC & JPACT schedule, noting that the committee will be asked to make a recommendation on the prioritized list of projects. Mr. Leybold noted that if the committee could not reach agreement, a special TPAC meeting would be held.

Mr. Leybold asked committee members to contact him with comments on the evaluation factors or projects on the 150% list, especially if they have additional information on the projects within their jurisdiction.

Mr. Terry Whisler requested that projects that are cut from the 150% be noted as such, but still appear on the list.

AIR QUALITY CONFORMITY CONSULTATION

As the Portland metropolitan area is in maintenance status for CO, an air quality conformity analysis and consultation is required prior to programming new projects into the Metropolitan Transportation Improvement Program. The conformity consultation was presented in coordination with Resolution No. 06-3684 (see below).

RESOLUTION NO 06-3684, FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ADD NEW PROJECTS RECEIVING FUNDING FROM SAFETEA-LU AND FROM AN AWARD OF THE STATE TRANSPORTATION ENHANCEMENTS DISCRETIONARY FUNDS

Mr. Ted Leybold introduced Resolution No. 06-3684 which would add several projects to the Metropolitan Transportation Improvement Program (MTIP). The Portland metropolitan area received several project funding earmarks through the SAFETEA High Priority Project and/or

Transportation Improvements Program funding, an award of discretionary Transportation Enhancements funds, and locally funded projects in the City of Gresham. Mr. Leybold directed the committee's attention to Exhibit A (included as part of this meeting record), which outlines the programming of funds to the proposed additional projects.

Mr. Turpel directed the committee's attention to a copy of an email (included as part of this meeting record) to representatives from the EPA, FTA, DEQ, and TriMet, asking them to comment on an assessment he provided in order to ensure that air quality conformity determinations regulations have been addressed for the projects which may not have been included in the air quality conformed plan or MTIP. Further, he noted that Mr. David Nordberg had inquired about the 190th and Giese Road projects, which, while included in the 2017 air quality test, had not been included in the 2010 test. Mr. Turpel noted that in further investigation of the air quality analysis, these two projects had been included in both the 2010 and 2017 air quality tests and had met the federal and state air quality standards.

Ms. Michelle Eraut with Federal Highways replied to the email that she needed more information for the following projects in order to determine if a regional analysis and conformity determination would be needed:

- Barber Road
- Columbia Corridor Rail
- Macadam Avenue off-ramp
- Gresham Civic LRT Station and Plaza
- 190th Avenue Project
- Giese Road
- Tualatin River Wildlife Refuge Access

The committee discussed amending the resolution by removing the projects listed by Federal Highways but proceeding with the others.

Mr. Ron Papsdorf noted that the Giese Road and 190th Avenue projects were already included in the air quality process. Gresham is poised to annex 540 acres and the Giese Road and 190th Avenue projects are essential to getting there. He added that Gresham is on an aggressive timeline to complete these projects and holding off a month or two could significantly affect them. Mr. Papsdorf requested the conformity determination for the above projects include language that states that while the projects were scheduled for construction in the 2026-2025timefram in the RTP, they were modeled as constructed by 2010in the 2005 MTIP air quality conformity determination.

AIR QUALITY CONFORMITY CONSULTATION

MOTION: Mr. Paul Smith moved and Mr. Phil Selinger seconded the motion to approve the conformity determination.

MOTION TO AMEND: Mr. Papsdorf moved to accept the conformity determination with the added language mentioned above. The motion passed.

RESOLUTION NO 06-3684, FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ADD NEW

PROJECTS RECEIVING FUNDING FROM SAFETEA-LU AND FROM AN AWARD OF THE STATE TRANSPORTATION ENHANCEMENTS DISCRETIONARY FUNDS

ACTION: Mr. Ron Weinman moved and Ms. Karen Schilling seconded the motion to approve Resolution No. 06-3684 as amended. The motion passed.

TRANSPORTATION ENHANCEMENT FUNDS

Mr. Leybold appeared before the committee and provided a brief overview of the Transportation Enhancement (TE) Program. Metro's role in the TE process is to review project applications and apply eligibility criteria to gauge consistency with Metro policies and guidelines. Projects that meet the eligibility criteria will receive a letter of endorsement from Metro that will be submitted with final applications. Additionally, following the public comment period on the eligible project list, JPACT and the Metro Council may decide to engage in a process to prioritize project applications from within the region to submit as input to the State TE Committee and the OTC.

CONNECTOREGON UPDATE

Mr. John Gray appeared before the committee to present an update on *ConnectOregon*, a lottery-bond-based initiative (\$100 million) approved by the Oregon Legislative Assembly to invest in air, rail, marine and transit infrastructure to ensure Oregon's transportation system is strong, diverse, and efficient.

The project applications have been reviewed by four advisory committees (air, rail, freight and public transit), the Area Commissions on Transportation and a specially created Portland metro area committee, as there is not an ACT covering the Portland metro area. This ensures a wide and comprehensive discussion of which projects to recommend to the Oregon Transportation Commission

Mr. Gray distributed the ACT-1 membership roster and the applicant summary ranking.

Chair Cotugno asked if the scoring was consistent. Mr. Gray responded that the criteria and weighting, which was determined by the committee, consisted of five areas of equal weight: Reduces transportation costs, Connects two or modes, A critical link in system, Creates jobs and Other.

He noted that the committee meets next on May 2nd to discuss the initial rating.

The next step in the process is the formation a super ACT. The super ACT membership includes two representatives from each ACT (Metro Council Rex Burkholder and Ms. Ann Gardner, Schnitzer Steel will represent ACT – 1) who will make the final recommendation to the OTC.

ADJOURN

As there was no further business, Mr. Cotugno adjourned the meeting at 11:45p.m.

Respectfully submitted,

Jessica Martin
Recording Secretary