



METRO

TEL 503-797-1916 FAX 503-797-1930

MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

DATE: June 30, 2006

TIME: 9:30 A.M.

PLACE: Rooms 370A/B, Metro Regional Center

9:30	Call to Order and Declaration of a Quorum	Andy Cotugno
9:30	Citizen communications to TPAC on non-agenda items	Andy Cotugno
9:35	* Approval of May 26, 2006 Minutes	Andy Cotugno
9:35	Future Agenda Items <ul style="list-style-type: none"> • TriMet Annual Service Plan (July) • RTO Vanpool Program Update (August) • Willamette River Bridges (anytime) • Cost of Congestion Update • Damascus Concept Plan • Freight Data Collection • New Look Updates • Columbia River Crossing Updates 	Andy Cotugno
9:40	Value Pricing Update – <u>INFORMATION</u>	Jim Whitty, ODOT
10:00	* Resolution 06-3713, For The Purpose of Adopting The Eastside Transit Alternative Analysis Locally Preferred Alternative, Located Within The Portland Central City– <u>RECOMMENDATION TO JPACT REQUESTED</u>	Ross Roberts
10:20	Regional Travel Options Program Updates <ul style="list-style-type: none"> * ➤ Resolution 06-3717 For The Purpose of Endorsing Regional Support of the "Plug-In" Partners National Campaign– <u>RECOMMENDATION TO JPACT REQUESTED</u> # ➤ RTO Evaluation Report – <u>INFORMATION</u> 	Pam Peck Dr. Jennifer Dill, PSU
10:50	# Elderly & Disabled Transportation Plan and Land Use Study – <u>INFORMATION</u>	Phil Selinger & Lynn Peterson
11:10	# Diesel Retrofits – CMAQ Eligibility Guidance– <u>INFORMATION</u>	Ted Leybold
11:30	* Regional Freight Plan Update – <u>INFORMATION</u>	Deena Platman
11:45	# Transportation Operations Program Update – <u>INFORMATION</u>	Jon Makler
12:00	ADJOURN	Andy Cotugno

* Material available electronically.

** Material to be emailed at a later date.

Material provided at meeting.

All material will be available at the meeting.



METRO

TRANSPORTATION POLICY ALTERNATES COMMITTEE

May 26, 2006

Metro Regional Center

MEMBERS PRESENT

Frank Angelo	Citizen
Scott Bricker	Citizen
Greg DiLoreto	Citizen
Nancy Kraushaar	City of Oregon City, representing Cities of Clackamas County
Mike McKillip	City of Tualatin, representing Cities of Washington County
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Ron Papsdorf	City of Gresham, representing Cities of Multnomah County
Phil Selinger	TriMet
Karen Schilling	Multnomah County
Paul Smith	City of Portland
Ron Weinman	Clackamas County

AFFILIATION

MEMBERS ABSENT

James Castaneda	Citizen
Brent Curtis	Washington County
John Hoefs	C-Tran
Leland Johnson	Citizen
Susie Lahsene	Port of Portland
Dean Lookingbill	SW Washington RTC
Lainie Smith	Oregon Department of Transportation (ODOT – Region 1)
Mike Williams	Washington State Department of Transportation (WSDOT)
Jonathan Young	FHWA

AFFILIATION

ALTERNATES PRESENT

Clark Berry	Washington County
June Carlson	Citizen
Danielle Cowan	City of Wilsonville
Lynda David	SW Washington RTC
Michelle Eraut	FHWA
Sorin Garber	Citizen
Margaret Middleton	City of Beaverton, representing Cities of Washington County
Robin McCaffrey	Port of Portland
Ed Pickering	C-TRAN

AFFILIATION

GUESTS PRESENT

Kate Deane	ODOT
Andrew Joltason	ODOT
Lidwien Rahman	ODOT

AFFILIATION

STAFF

Dick Benner, Andy Cotugno, Kim Ellis, Pat Emmerson, John Gray, Ted Leybold, Jessica Martin, Robin McArthur, John Mermin, Ross Roberts, Mark Turpel

CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Mr. Andy Cotugno called the meeting to order and declared a quorum at 9:01 a.m.

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 APRIL 28, 2006 MEETING

ACTION TAKEN: Mr. Phil Selinger moved and Mr. Ron Weinman seconded the motion to approve the April 28, 2006 meeting minutes. Hearing no objections, the motion passed.

EASTSIDE STREETCAR UPDATE

Mr. Ross Roberts appeared before the committee to present information on the Eastside Transit Alternatives Analysis. The purpose of the Eastside Transit Alternatives Analysis is to develop, evaluate and select a transit alternative that is responsive to community needs and the travel demand in the Central City and which serves as a catalyst for economic development and supports and focuses land use. Mr. Roberts presented a PowerPoint (included as part of the meeting record), which included information on the following:

- Origin of the Project
- Federal Funding Sought
- TPAC Role
- Alternatives
- Evaluation Results
- Proposed Capital Funding Sources
- Operating Revenue Issues
- Next Steps in Decision-making

Mr. Paul Smith inquired about a Burnside Minimum Operable Segment. Mr. Roberts responded that the Eastside Policy Advisory Committee vetoed the alignment.

Mr. Ron Papsdorf requested more information on the potential impacts to the TriMet operating system. He added that there are many areas outside of the Central City that need transit to support land use goals. He voiced his concern in moving forward with a project that could impede other investments in transit in other centers throughout the region.

RESOLUTION 06-3704, FOR THE PURPOSE OF DETERMINING THE CONSISTENCY OF THE INTERSTATE 5, DELTA PARK TO LOMBARD PROJECT WITH THE REGIONAL TRANSPORTATION PLAN AND RECOMMENDING APPROVAL BY THE OREGON DEPARTMENT OF TRANSPORTATION

Ms. Kate Deane appeared before the committee to present Resolution 06-3704, which would endorse the preferred alternative. The Resolution, if recommended by TPAC, is slated to go before JPACT and the Metro Council on June 8th.

The I-5/Delta Park to Lombard project was one of several highway, transit and rail projects recommended by the I-5 Strategic Partnership. It is the first of the recommended projects to be developed for the I-5 Corridor, with the Columbia River Crossing Project next to be developed.

Over the past three years, considerable public input has been solicited and considered at all stages of developing the I-5 Delta Park Project. ODOT formed two project advisory committees, a Citizen Advisory Committee and the Environmental Justice Work Group, to guide development of the project. The advisory committees and public input have influenced the development of the purpose and need statement for the project, the evaluation factors, range of alternatives studied in the Environmental Assessment, and the recommendation of the preferred alternative.

Ms. Deane outlined the Hearings Panel recommendations, and in detail, Alternative #2 – Argyle on the Hill, the preferred alternative. She distributed a map of this alternative (included as part of the meeting record).

Although initially intended to be included in the recommendation, ODOT will not make a decision about the status of the I-5 Delta Park Project additional southbound lane (whether it should be a general purpose lane, HOV or managed lane) until the Columbia River Crossing Project is further along.

MOTION: Mr. Smith moved, seconded by Mr. Selinger to approve Resolution No. 06-3704. The motion passed.

2035 RTP DRAFT WORK PROGRAM

Ms. Kim Ellis appeared before the committee to present the 2035 RTP Update Work Program. She requested TPAC's approval of two attachments (included as part of this meeting record):

- **Attachment #1**: summary of recommended refinements to the Work Program identified since May 10th.
- **Attachment #2**: recommended refinements identified in consultation with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) staff.

The committee discussed the importance of this process being open and accessible and how the \$30 registration fee for the New Look Regional Forum on Friday June 23rd might prevent some people from participating. Ms. Robin McArthur noted that they are looking for event sponsors to help defray some of the costs involved in putting on the forum and added that the registration fee would be waived for those able to attend except for the fee.

The committee discussed the three key issues for the work program (included as part of this meeting record).

With regard to Issue #1, the committee stressed the importance of having focus groups, stakeholder workshops and technical workshops engage stakeholders not traditionally represented or who have not traditionally participated in previous updates to the RTP. New approaches should be considered to educate and engage the general public on transportation issues facing the region. The committee suggested the following:

- Using public access channels
- Clarifying forum event invitations to state that they are intended to be shared
- Partnering with other groups, such as AAA, Bicycle Transportation Alliance, and business groups who are already communicating to their members about similar issues
- Partnering with local governments and neighborhood agencies to host workshops and provide weblinks from their websites to the RTP update project website

The committee suggested adding a task to the work program to facilitate a policy discussion on what constitutes the regional transportation system, that it be addressed during the RTP update and in the context of the outcomes-base planning approach.

ACTION TAKEN: Mr. Smith moved, seconded by Mr. Dave Nordberg to approve the work program, with the addition of the above described task and suggested strategies to be considered as the Public Participation Plan is implemented. The motion passed.

TECHNICAL ANALYSIS AND RECOMMENDATION OF PRIORITIZATION FACTORS ON THE MODERNIZATION CANDIDATE PROJECTS OF REGION 1 DRAFT STIP

Mr. Ted Leybold appeared before the committee and presented a 2008-11 State Transportation Improvement Program (STIP) Modernization Proposal (included as part of this meeting record). He noted that the draft proposal focus on following the JPACT guidance of focusing funds on addressing congestion and construction of projects. He directed the committee's attention to the Prioritization Summary of Potential ODOT Region 1 Modernization Projects spreadsheet (included as part of this meeting record).

The committee requested several changes to the matrix, which included:

Project	Criteria	Description of Change
I-5 SB/I-205 SB Merge Lane	Eligibility	Changed from low to medium
US26: 185 to Cornell	Project Readiness	Crossed out "earmark funds available for design"
Troutdale Marine Dr./ Backage Road Extension PE	Eligibility	Changed from low to medium
	Project Readiness	Changed from low to medium, added comment that while earmark funds are available, they are insufficient for planning/design
	Funding PE, ROW, CON	Removed: to Con
	Freight Mobility	Added statement: directly connects to I-84 interchange and Marine Dr.

	Over match, innovative financing, other infrastructure, jurisdictional transfer	Changed from med to high
	Environmental	Added: Categorical Exclusion
US26: Springwater Interchange Phase I	Over match, innovative financing, other infrastructure, jurisdictional transfer	Added comment: But SDC's eligible for use
	Aid in traded-sector job creation or retention	Changed from 10k jobs to 15-18k jobs
	Environmental	Added: Categorical Exclusion for Phase I. EA or EIS for full interchange in '06-'09 STIP
I-5 Wilsonville Interchange	Multimodal Freight movement	Changed from Low to Med
	Benefit multiple modes of travel	Changed from Possible to Yes
	Environmental	Replaced No, with Categorical Exclusion (Phase I)
Sunrise Corridor	Benefit multiple modes of travel	Changed from No to: Yes, adjacent multi-use path and bus use option being studied
STA Implementation Project: Oregon City	Adequate definition and planning	Added comment: Boulevard plan completed, PE phase underway

Mr. DiLoreto inquired about how a recommended project list is derived from the matrix. Mr. Cotugno responded that the overriding criteria include an emphasis on leverage and project construction rather than development, which was a comment made by Commissioner Roy Rogers, and supported by JPACT.

The committee discussed the following options:

1. Reducing I-5 Delta Park Phase II to PE only; establish ROW as a regional priority for federal earmark
2. Allocating \$1-2 million to Highway 217 PE as matching funds in the event an earmark from Congressman Wu is successful; if not, reallocate to US 26 project
3. Allocate \$1-2 million to I-205 to match Oregon Innovative Partnership Program (OIPP)

Mr. Leybold asked Ms. Rahman to clarify what funds are available. She responded that \$32 million was the target amount.

The committee reviewed the funding allocation summary and the following changes were made:

Project	Cost (millions)	Recommendation (millions)
I-5 Delta Park Phase II: PE and ROW for Columbia Blvd access to I-5	\$9.0 \$14.0	\$7.0
Troutdale Marine Dr./Backage Road	\$7.9 \$1.0	PE Earmark Avail \$.5
Highway 217 EIS	\$1 to \$3 million	\$.5
I-205 South: I-84 to I-5 EIS (OIPP Coordination)		Seek OIPP Funds \$.5

MOTION: Mr. Ron Papsdorf moved, seconded by Mr. DiLoreto to approve the funding allocation summary.

The committee discussed funding conditions.

MOTION TO AMEND MAIN MOTION: Mr. Clark Berry moved, seconded by Mr. Mike McKillip, to add a funding condition on the \$500,000 proposed for Highway 217 Environmental Impact Statement work. The funds are conditioned upon obtaining a federal earmark of transportation funds adequate to complete an EIS. Otherwise, the funds would revert to the US26: 185th to Cornell widening project.

VOTE ON MOTION TO AMEND: With 10 members voting in favor, and five opposed, the motion passed.

VOTE ON MAIN MOTION AS AMENDED: Resolution No. 06-3663 passed as amended, with Ms. Rahman abstaining.

ADJOURN

As there was no further business, Mr. Cotugno adjourned the meeting at 11:57p.m.

Respectfully submitted,

Jessica Martin
Recording Secretary

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 06- 3713
EASTSIDE TRANSIT ALTERNATIVE)
ANALYSIS LOCALLY PREFERRED) Introduced by Rex Burkholder
ALTERNATIVE, LOCATED WITHIN THE)
PORTLAND CENTRAL CITY)

WHEREAS, in 1988, the City of Portland adopted the *Central City Plan*, which identified the need and desire for an inner city transit loop, specifically citing the location for such transit loop on the Eastside as "...possibly on Grand Avenue"; and

WHEREAS, in 1995, the City of Portland adopted the *Central City Transportation Management Plan* (CCTMP) to implement the Central City Plan to improve transit circulation and distribution throughout the Central City districts and stating the need to: "Identify a strategy for developing the Central City streetcar system and integrating it with other transit services"; and

WHEREAS, in 1997, the Portland City Council approved a locally funded streetcar that was opened for service on the west side of the Central City in 2001, and

WHEREAS, on June 25, 2003, the Portland City Council adopted a *Eastside Streetcar Alignment Study* that recommended the locally funded streetcar be extended to the Eastside with Federal Transit Administration (FTA) assistance; and

WHEREAS, the Metro Council approved Resolution No. 03-3380A, For the Purpose of Adopting the 2004 Regional Transportation Plan to Meet Federal Planning Requirements, and said *2004 Regional Transportation Plan* includes in the Financially Constrained System projects 1106 and 1107, "Portland Streetcar - Eastside", constructing a streetcar to the Lloyd and Central Eastside districts; and

WHEREAS, TriMet's five-year *Transit Improvement Plan* adopted by the TriMet Board of Directors on June 22, 2005, includes expanding high capacity transit service, specifically including streetcar, as a priority; and

WHEREAS, the recent SAFETEA-LU reauthorization adopted in 2005 includes the Federal Transit Administration's (FTA) Small Starts program for transit projects costing less than \$250 million with a maximum of \$75 million federal share which could possibly provide a source of federal support for Eastside transit improvements; and

WHEREAS, on April 28, 2005, the Metro Council approved Resolution No. 05-3541, For the Purpose of Approving the FY 2006 Unified Planning Work Program, and this work plan included on pages 41 and 42 the preparation of the Eastside Transit Alternatives Analysis, and

WHEREAS, in 2005, an Eastside Transit Alternative Analysis, consistent with Metro Council direction and Federal Transit Administration (FTA) requirements, was initiated to assess the feasibility of a transit circulator for the whole Central City including the Eastside districts; and

WHEREAS, in May 2006, Metro published the *Eastside Transit Alternatives Analysis Evaluation Report* for the purpose of evaluating potential transit modes, alignments and terminus locations; and

WHEREAS, opportunities for public comment were provided at open houses and through written, telephone and email mediums and public comments were received on the *Eastside Transit Alternatives Analysis Evaluation Report* and compiled in the *Eastside Transit Alternatives Analysis Draft Public Comment Summary* published June 2006; and

WHEREAS, the *Eastside Transit Alternatives Analysis Evaluation Report* found that the streetcar mode is preferred because:

1. The streetcar mode results in approximately 30% higher ridership than an equivalent level of bus service operating in the same Central City mixed-traffic environment, indicating an inherent preference for streetcar.
2. A streetcar line would leverage higher levels of economic development and would provide better opportunities for land use that fosters compact urban form.
3. A streetcar line has garnered strong community support and the support of adjacent property owners, as evidenced by support for the current streetcar line through participation in local improvement districts, and through the stated intent of property owners along the Eastside line to participate in such a district.

WHEREAS, on May 31, 2006 the Eastside Project Management Group (PMG) recommended an *Eastside Transit Alternatives Analysis Locally Preferred Alternative (LPA)* which generally includes a streetcar loop connecting downtown to the Lloyd and Central Eastside districts via the Broadway Bridge and the Weidler/Broadway and MLK/Grand couplets; and an *Eastside Transit Project Work Program Considerations*; and

WHEREAS, on June 1, 2006, the Eastside Project Advisory Committee (EPAC) recommended an LPA consistent with the PMG and made minor amendments or revisions; and

WHEREAS, the recommended LPA recognizes that the full loop would need to be constructed in stages, with OMSI being the interim terminus until such time as the Caruthers crossing or other Willamette River crossing is available; and

WHEREAS, the recommended LPA also recommends that the initial construction segment from the present streetcar line's northeastern extent at Northwest Lovejoy Street be constructed to Oregon Street, until such time as the additional financial resources and project conditions are met; and

WHEREAS, on June 5, 2006 the Eastside Project Steering Committee recommended an LPA consistent with the PMG and EPAC and made minor amendments or revisions; and

WHEREAS, the City of Portland Planning Commission, the Portland City Council, TriMet Board of Directors, Multnomah County Board of Commissioners and the Portland Streetcar Inc. Board recommended an *Eastside Transit Alternatives Analysis Locally Preferred Alternative*, which generally includes a streetcar loop connecting downtown to the Lloyd and Central Eastside districts via the Broadway Bridge and the Weidler/Broadway and MLK/Grand couplets, and also recommended *the Eastside Transit Project Work Program Considerations*; and

WHEREAS, the Metro Council has considered the LPA recommendations including the *Eastside Transit Project Work Program Considerations* and the Metro Council concludes the reasons, included in the LPA recommended by the Steering Committee dated June 5, 2006, for selecting this project are compelling; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the Locally Preferred Alternative in Exhibit A, attached, the *Eastside Transit Alternatives Analysis Locally Preferred Alternative Recommendation Report*, which generally includes a streetcar loop connecting the downtown to the Lloyd and Central Eastside districts via the Broadway Bridge and the Weidler/Broadway and MLK/Grand couplets.

BE IT FURTHER RESOLVED that the Metro Council endorses the *Eastside Transit Project Work Program Considerations*, marked Exhibit B, attached, and directs staff to complete these work elements and return to the Metro Council with recommendations for addressing these considerations.

ADOPTED by the Metro Council this ____ day of July, 2006.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Eastside Transit Alternatives Analysis

Locally Preferred Alternative Recommendation

Adopted by the Steering Committee
June 5, 2006



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I. Overview

This document presents the Locally Preferred Alternative (LPA) recommendation for transit improvements for the Eastside transit project in Portland's Central City. These recommendations are based on information documented in the *Eastside Transit Alternatives Analysis Evaluation Report* (Metro, May 2006) and from public input received during the public comment period and in the hearing held May 10, 2006 before the Eastside Project Advisory Committee (EPAC).

The LPA decision consists of three distinct decisions on project implementation and phasing. The **mode decision** chooses between streetcar, and the no-build bus network. The **terminus decision** addresses whether the project can be completed in one phase or in construction segments defined by three minimum operable segments (MOS). The streetcar alternative includes two potential alignments through the Central Eastside, the MLK/Grand Couplet and the two-way Grand design option and the **alignment decision** will choose between them.

II. Eastside Transit Project Locally Preferred Alternative

A. Transit Mode - Streetcar

Streetcar is the preferred transit mode for the Eastside project as defined by the **Full Loop Streetcar Alternative**. This alternative best meets the project's purpose and need and goals and objectives as outlined in the *Eastside Transit Alternatives Analysis Evaluation Report (Evaluation Report)*. The project also garners significant public support as shown by the public comments received.

The **streetcar mode** is preferred because:

- The streetcar mode results in approximately 30% higher ridership than an equivalent level of bus service operating in the same Central City mixed-traffic environment, indicating an inherent preference, or modal bias for streetcar
- A streetcar line would leverage higher levels of economic development and would provide better opportunities for land use that fosters compact urban form, reduced vehicle miles traveled and higher transit mode split than bus transit alone could provide, as shown by the experience of the existing Portland Streetcar
- A streetcar line has garnered strong community support, and the support of adjacent property owners, as evidenced by support for the current streetcar line through participation in local improvement districts, and through the stated intent of property owners along the Eastside line to participate in such a district.

The **Full Loop Streetcar Alternative** performs better than the no-build or MOS options in several key areas:

- Highest streetcar ridership and highest ridership per mile of operation
- Most cost-effective project by all three measures evaluated – annualized capital and operating cost and capital cost per new streetcar rider, federal capital cost per new streetcar rider and operating cost per new streetcar rider

- Best implements land use and economic plans and policies for the Central City
- Provides best potential for economic development given the geographic extent of the line
- Provides the greatest travel time improvements due to a new Willamette River crossing
- Provides potential for the highest level of local funding through a local improvement district and possible amendment of urban renewal areas
- Best meets the transit circulator function outlined in the Purpose and Need for the project.

B. Terminus

1. Interim Project Terminus – OMSI MOS

The **Full Loop Streetcar Alternative** is the project’s ultimate objective. However construction of the project will need to occur in shorter segments to respond to the anticipated availability of federal and local funds and the timing of the Milwaukie Light Rail Project and construction of the new Caruthers Bridge across the Willamette River. The **OMSI MOS** is the logical interim terminus for the full project until such time that the proposed Caruthers Bridge or other Willamette River streetcar crossing is viable. Current estimates for completion of the Milwaukie Light Rail Project put completion at 2014. The OMSI MOS would have a capital funding gap between project costs and anticipated revenues of \$37 million. It is recommended that major component costs and funding be reviewed seeking to reduce the overall cost and to identify additional revenue sources for the construction to OMSI as soon as possible.

2. First Construction Segment – Oregon Street MOS

The **Oregon Street MOS** is recommended as the first construction segment for the project for the following reasons:

- The Oregon Street MOS would require \$60 million in FTA Small Starts funding, less than the statutory maximum of \$75 million for a single project. All other MOS options and the Full Loop Alternative would require the maximum level of FTA participation.
- The City of Portland needs to complete key analyses regarding the alignment south of Oregon Street. The Oregon Street MOS is the only MOS that could be advanced expeditiously independent of additional analyses for the MLK/Grand couplet in the Central Eastside.

C. Alignment – MLK/Grand Couplet

The preferred alignment through the Central Eastside is the **MLK/Grand couplet**, contingent on the conditions set forth in section D below, for the following reasons:

- The MLK/Grand couplet alignment enjoys a higher level of community and business support than the two-way Grand Alignment.
- The MLK/Grand couplet alignment better supports existing city policy in the Portland Comprehensive Plan, Transportation System Plan and Central City Transportation Management Plan
- The two-way Grand alignment would result in greater local and neighborhood traffic impacts, would require major improvements on SE 7th Avenue including transitions to and from Grand Avenue, and would add \$17 million to the cost of the Morrison or OMSI MOS options or the Full Loop Alternative.
- The added cost of the two-way Grand alignment would strain finite local and federal funding sources and could delay the ultimate completion of the project.
- The MLK/Grand couplet would allow for a wider Local Improvement District and could enhance the ability to acquire local funding for the project.

Although MLK/Grand is the preferred alignment, the Steering Committee has raised some concerns regarding the MLK/Grand Couplet alignment and construction of the project through the Central Eastside including:

- Quality of the pedestrian environment, particularly on MLK Blvd, and its effect on the ultimate success of the project
- Connectivity with east-west bus routes at the bridgeheads, particularly from MLK Blvd
- Commitment of urban renewal funding, parking meter revenue and other sources to solidify local funding to construct the alignment south of Oregon Street.

D. Conditions for Extending the Project to OMSI

Extension of the project south of Oregon Street is therefore contingent on the City of Portland addressing the following Steering Committee concerns regarding the Central Eastside alignment:

- Progress towards a signed development agreement between the Portland Development Commission and the developer of the Burnside Bridgehead project
- Development of an MLK/Grand Transportation Management Plan that will:
 - Improve pedestrian access to the streetcar
 - Improve pedestrian safety and increase pedestrian crossing opportunities at streetcar stops, with special attention paid to the needs of the elderly and handicapped and connections to the bridgeheads
 - Provide for efficient streetcar operations through evaluation of transit priority measures that could include capital improvements such as curb extensions and operational improvements such as signal timing and spacing, or other measures

- Provide for efficient vehicle and freight movements through coordinated signalization, or any other operational improvements that will address the issues
- Identification of additional private and public redevelopment opportunities and projects along the corridor in addition to the proposed Burnside Bridgehead project
- Amending the Central Eastside Urban Renewal District to facilitate development objectives within the District
- Development of a parking management plan that includes a plan for raising revenues to help fund streetcar operations

When the project Steering Committee determines that the conditions have been met, project sponsors will seek to immediately extend the project to the OMSI MOS. If that is not possible for financial reasons, the shorter Morrison Street MOS should be considered as an interim terminus. The overall short-term goal is to proceed with the project to the OMSI MOS until such time that the Caruthers Bridge or other Willamette River streetcar crossing is available.

If the preceding conditions are not met or are not met satisfactorily, the Steering Committee will evaluate other alignments and measures, which will meet these conditions.

Eastside Transit Project

Work Program Considerations

Adopted by the Steering Committee
June 5, 2006



Overview

These future work program elements and the issues they address are defined here because the Steering Committee wants to ensure continuity as the project moves beyond the Alternatives Analysis and Conceptual Design phases of project development. The following outlines issues and work program elements that have emerged from the Eastside Transit Alternatives Analysis process. Specific requirements to report back to the Steering Committee are noted below. The Steering Committee anticipates that this issues list will change as current issues are addressed and as new issues are identified.

1. Coordination with Ongoing Planning Efforts

Project staff will need to coordinate with other planning efforts that may be taking place along the project alignment and in the surrounding area. The City of Portland will be undertaking an update to the Central City Plan and Central City Transportation Management Plan. As part of this planning, the City may re-examine the land use and zoning along the Streetcar alignment to increase development potential and employment density.

Proposed Action: City of Portland staff should brief the Steering Committee if and when changes are proposed that could affect the streetcar project.

2. Preparation of Alternative User Benefit Measures

Project staff should develop a rationale related to streetcar's effect on redevelopment and the "trip not taken" for consideration by the FTA. This work needs to strengthen the project's justification and should be focused on affecting the Transportation System User Benefit (TSUB) number.

Proposed Action: The Steering Committee should be briefed on the progress of developing this measure prior to submittal of an application to enter the Project Development phase of FTA's Small Starts program.

3. Refinement of Capital Costs and Funding Plan

The City of Portland should finalize the capital funding plan with a focused review of the capital cost estimate related to a likely schedule for FTA approvals (risk assessment.) This capital cost should include costs inherent in the fleet management plan and finance plan. The capital funding plan should also identify the funding sources for the "by others" pedestrian and transportation improvements included in the Conceptual Design for the Alternatives Analysis.

Proposed Action: A capital cost review and draft funding plan should be submitted to the Steering Committee for review prior to submittal of an application to enter the Project Development phase of FTA's Small Starts program, and should be completed prior to the end of Project Development.

4. Definition of Operating and Maintenance Revenue Sources

The Steering Committee acknowledges TriMet's constrained operating revenue situation for the first years of project operation, given the demands of opening both the Portland Mall/I-205 Light Rail Project and the Wilsonville to Beaverton Commuter Rail line.

These are in addition to increasing service for fixed route bus lines, the LIFT and other dial-a-ride services as well as other fixed-guideway projects under consideration by the region such as Milwaukie Light Rail, Columbia River Crossing and Lake Oswego streetcar. Prior to applying for construction approval and funding, both the full capital costs and a 20-year operating plan will need to be finalized. This plan may need to identify new funding sources that reflect that the project is as much about development as it is about transportation. The goal of the funding plan should be to provide for streetcar operations in a manner that allows TriMet to implement its adopted five year service plan, fund operations of the South Corridor Phase II Milwaukie Light Rail Project, and meet other regional transit needs.

Proposed Action: The Steering Committee requests that it be briefed by Portland Streetcar, Inc and the City of Portland prior to submittal of an application to enter Small Starts Project Development, regarding the status of the capital, operations and maintenance funding plan. Prior to applying for construction funding, the Steering Committee also requests that it be briefed by the City of Portland on capital, operating and maintenance funding plans and briefed by TriMet regarding any potential service cuts or reallocations that might be required to share in the operating costs of the Eastside Project. The operations funding plan should be finalized prior to the end of Project Development. Any concerns raised at the Steering Committee would need to be resolved prior to applying for Small Starts funding.

5. Traffic and Streetcar Operations

The Alternatives Analysis identified a number of key intersections that may need additional operational improvements to maintain streetcar reliability. The City of Portland will analyze the traffic and transit operational considerations described in Chapter 4 of the *Eastside Transit Alternatives Analysis Evaluation Report* including cost, potential impacts and speed improvements and their effect on streetcar reliability. In particular, northbound Grand Ave. is already congested between NE Oregon and NE Broadway. At a minimum, such congestion requires a detailed plan for mitigation if streetcar is expected to operate northbound on Grand Ave. without further deteriorating auto movement or compromising streetcar's ability to maintain its schedule.

Proposed Action: A proposed plan for capital and operational improvements to maintain the reliability of streetcar operations should be prepared prior to submittal of an application to enter the Project Development phase of FTA's Small Starts program and should be completed prior to the end of Project Development.

6. Refinement of Streetcar Alignment and Capital Cost Reduction

Recognizing that capital cost reductions may be necessary in order to advance the project to the OMSI interim terminus, the City of Portland should investigate modifying the proposed Streetcar Conceptual Design (*URS, April 2006*). Specifically, streetcar operations on the left side of Grand Avenue and on the right side of NE Broadway and Weidler streets should be evaluated for their potential to save construction costs associated with utility relocation. Traffic impacts of this alignment modification should

also be assessed. In addition, cost reductions should be pursued for proposed modifications to the Broadway Bridge.

Proposed Action: An evaluation of potential alignment modifications and a proposed plan to evaluate and implement capital cost reductions should be prepared prior to submittal of an application to enter the Project Development phase of FTA's Small Starts program. This information will be critical to inform any Steering Group action to advance the project to the OMSI interim terminus.

7. Evaluate Emergency Shared Light Rail and Streetcar Operations Between Rose Quarter and the Caruthers Bridge

The Steering Committee requests that TriMet and the City of Portland evaluate the potential for shared light rail and streetcar operations between the Caruthers Bridge and Rose Quarter in the event of an emergency that closes the Steel Bridge. The ability to use a new Willamette River streetcar crossing and the Central Eastside streetcar alignment for all light rail lines builds an important safeguard in the event of an emergency situation. The Steering Committee requests that this evaluation be conducted prior to applying for FTA Small Starts funding.

Proposed Action: Prior to entering Small Starts Project Development, the Steering Committee will review the feasibility of including provisions for joint emergency operations with light rail in the project scope. TriMet and the City of Portland should evaluate the feasibility of shared light rail operations. This evaluation should inform the design standards to be used in Project Development and identify any special design and operational considerations for joint operation of streetcar and light rail.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 06-3713 FOR THE PURPOSE OF ADOPTING THE EASTSIDE TRANSIT ALTERNATIVE ANALYSIS LOCALLY PREFERRED ALTERNATIVE, LOCATED WITHIN THE PORTLAND CENTRAL CITY

Date: June 30, 2006

Prepared by: Richard Brandman
Ross Roberts

BACKGROUND

Since 1988, City of Portland plans have called for a transit circulator in the Central City as a way to connect, strengthen and enhance the region's urban core. The *Central City Plan* (1988) and *Central City Transportation Management Plan* (1995) included a transit circulator and for a streetcar system integrated with the rest of the transit system. In 1997, the City of Portland approved a locally funded streetcar and in 2001 streetcar service began in the west side of the Central City. In 2003, based on the success of the streetcar, the City approved the *Eastside Streetcar Alignment Study*, which called for extension of the streetcar to the Eastside and to seek federal funding assistance.

In 2003, the Metro Council approved projects 1106 and 1107 calling for the construction of "Portland Streetcar - Eastside" as part of the Financially Constrained System of the *2004 Regional Transportation Plan*.

In 2005, SAFETEA-LU, the federal surface transportation funding law, included funding for Small Starts - transit projects no larger than \$250 million in total with federal share no greater than \$75 million. Also in 2005 the Metro Council approved the *FY 2005-2006 Unified Planning Work Program* that included an Eastside Transit Alternatives Analysis as a work element to be completed in fiscal year 2005/2006.

In 2005 the Eastside Transit Alternatives Analysis was initiated consistent with the UPWP. The purpose of the Eastside Transit Alternatives Analysis was to develop and evaluate transit alternatives so that a transit alternative is selected that is: 1) responsive to community needs, 2) addresses travel demand in the Central City and 3) benefits the economic development and land uses of the area. This alternatives analysis process has been conducted consistent with the Federal Transit Administration's (FTA) newly approved Small Starts program and the National Environmental Policy Act. Potential alternatives included the extension of the streetcar or circulator bus /existing rail service on the eastside.

An *Eastside Transit Alternatives Analysis Evaluation Report* (Attachment 1 to this staff report) was produced by Metro, assessing the alternatives. Ridership, cost-effectiveness, economic development potential and other evaluation measures were assessed for each alternative.

The results of the *Evaluation Report* were discussed by technical and policy advisory committees. A locally preferred alternative was created and recommended by the Project Management Group, Eastside Transit Alternatives Policy Advisory Committee and Transit Alternatives Steering Committee. The recommended Locally Preferred Alternative (LPA) includes extending streetcar service from the west side of Portland's Central City to the Eastside, providing a transit circulator.

The LPA recommendation consists of three distinct proposed decisions on project implementation and phasing concerning: mode, terminus, and alignment. A streetcar is the preferred transit mode for the Eastside project as defined by the Full Loop Streetcar Alternative. This alternative best meets the

project's purpose and need and goals and objectives as outlined in the LPA attached as Exhibit A to Resolution No. 06-3713, For the Purpose of Adopting the Eastside Transit Alternative Analysis Locally Preferred Alternative, located within the Portland Central City. More specifically, the LPA recommends:

1. Streetcar as the preferred transit mode because the streetcar has approximately 30 percent higher ridership than a comparable bus, a streetcar would leverage substantially more economic development, and the streetcar has garnered significant public support.
2. A full loop alignment configuration because the full loop has the highest ridership per mile of operation, is the most cost-effective by the measures used, best implements land use plans, provides the highest level of economic development potential, provides the greatest travel time improvements due to a new Willamette River crossing, provides the highest level of local funding and best meets the transit circulator function of the Purpose and Need statement.
3. An interim terminus of OMSI with a first construction segment to Oregon Street, after consideration of the availability of local funds, the federal Small Starts fund availability and the need for the City of Portland to complete analyses regarding the alignment south of Oregon Street.

There are numerous detailed issues, which need to be addressed in the next phase of work and as a result, the Eastside Transit Project Work Program Considerations (Exhibit B to the resolution) were drafted and are recommended to be adopted as a means of addressing these concerns.

ANALYSIS/INFORMATION

Known Opposition

The study offered numerous opportunities for public involvement including attendance at Eastside Project Advisory Committee meetings, several facts sheets and study information available on Metro's web site, two open houses (April 2005 and May 2006), two e-newsletters (April and May 2006), a public hearing (May 2006), a forty-five day comment period (May-June 2006) and meetings with community and neighborhood groups.

The LPA and work program considerations were unanimously recommended by the Eastside Transit Alternatives Policy Advisory Committee, composed of representatives of neighborhoods, business associations, property owners and other interested parties from the project area.

In addition to traditional public involvement opportunities, property owners on the Eastside were contacted to discuss support for formation of a local improvement district to provide funding for the project.

Public comment generally favored a Central City transit circulator, especially the full loop, with some supporting extension to the north or east of the alignments studied. Some comments favored a bus or trolley bus, in part because of the cost. Other comments were made concerning design issues relating to pedestrian and/or traffic issues. Of those who favored streetcar, no one specifically supported the two-way Grand design option but some favored modifications to or considerations besides the MLK/Grand design option. Concern about potential traffic congestion consequences was expressed about the use of Grand Avenue for the streetcar prior to implementation of Milwaukie light rail.

Legal Antecedents

Metro

Resolution No. 03-3380A, For the Purpose of Adopting the 2004 Regional Transportation Plan to Meet Federal Planning Requirements

Resolution No. 05-3541, For the Purpose of Approving the FY 2006 Unified Planning Work Program

Federal

SAFETEA-LU

Anticipated Effects

The existing Portland Streetcar line demonstrates the impact of transit on development. To date, about \$2.3 billion of investments have been made within three blocks of the existing streetcar line since the City Council approval of the Streetcar in 1997. The Eastside has numerous proposed economic development projects that would benefit from transit, and especially a streetcar, because of the streetcars' demonstrated higher attraction of riders and greater passenger capacity. This larger public investment in a streetcar would likely result in greater private investments in the Eastside than would occur with the provision of bus service. Assuming existing zoning and the provision of an Eastside Streetcar, it is estimated that 3,400 more housing units could be expected to be built between 2005 and 2025 - as compared with a bus alternative.

Budget Impacts

No Metro funds are proposed for this project. Additional work that Metro may perform to advance the next phase of this project would come from a combination of funds from the Federal Transit Administration and the City of Portland.

RECOMMENDED ACTION

Adopt Resolution No. 06-37-3713, For the Purpose of Adopting the Eastside Transit Alternative Analysis Locally Preferred Alternative, located within the Portland Central City.

[CLICK HERE FOR FULL REPORT](#)

Eastside Transit Alternatives Analysis

Evaluation Report

May 2006



METRO

TRIMET



U.S. Department
of Transportation
Federal Transit Administration
Federal Highway Administration

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING) RESOLUTION NO. 06-3717
REGIONAL SUPPORT OF THE "PLUG-IN") Introduced by Councilor Burkholder
PARTNERS NATIONAL CAMPAIGN.)

WHEREAS, the over-reliance of the United States on foreign oil has become a serious and growing threat to the economic vitality and national security interests our country; and

WHEREAS, automobile emissions are a major contributing factor to global warming and smog, which threaten the health of our citizens and the sustainability of our planet; and

WHEREAS, the imbalance between oil resources and worldwide demand is creating increasing volatility in gasoline prices, which stands to overburden commerce, hurt economic growth and cause serious hardship to our citizens; and

WHEREAS, the technology exists today to build flexible-fuel "plug-in" hybrid electric automobiles, which could help reduce oil imports, fuel costs and automobile emissions by dramatic margins if they replaced conventional automobiles in large numbers; therefore:

BE IT RESOLVED that Metro joins the Plug-in Partners National Campaign; and

BE IT FURTHER RESOLVED that Metro makes a commitment to support local, state and federal policies that will promote flexible-fuel plug-in electric hybrid vehicles; and

BE IT FURTHER RESOLVED that Metro will work with the local government, education, business and environmental communities to advocate for the purchase of flexible-fuel plug-in hybrid electric vehicles.

ADOPTED by the Metro Council this ___ day of _____, 2006.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 06-3717, FOR THE PURPOSE OF ENDORSING REGIONAL SUPPORT OF THE “PLUG-IN” PARTNERS NATIONAL CAMPAIGN.

Date: May 4, 2006

Prepared by: Kathryn Sofich

BACKGROUND

“Plug-In Partners,” begun in Austin, Texas, is a national grass-roots initiative to demonstrate to automakers that a market for flexible-fuel Plug-in Hybrid Electric Vehicles (PHEVs) exists. The goal of this initiative is to encourage local and state governments to work with utilities and environmental, consumer and business organizations to demonstrate the viability of a market for PHEVs through the development of rebates and incentives, “soft” fleet orders, petitions, and endorsements.

There are currently no commercially available PHEVs, but prototypes are in operation. In addition, traditional hybrid vehicles have been converted to plug-ins. Work at the Hybrid Center at the University of California at Davis has demonstrated that plug-in technology works. Despite this, the cost of the batteries needed to power a PHEV a sufficient distance is considered to be the stumbling block.

The Plug-In Partners campaign, which kicked off January 24, 2006 at the National Press Club in Washington, DC, is forming coalitions with local and state governments, utilities, businesses and non-profit organizations. To date, Plug-In Partners have received 676 “soft orders,” and 19 cities, 6 counties and local governments, 20 non-profits, 18 national/local environmental groups, and 123 public power utilities have signed on as partners.

In becoming a partner, Metro will pass a resolution of support, sign a letter of commitment, and make a “soft” fleet order. Making a “soft” fleet order says that we will “seriously consider” purchasing a certain amount of vehicles if they are produced by automakers. In addition, Metro will make a commitment to support local, state and federal policies that will promote flexible-fuel plug-in hybrid vehicles and work with the local government, education, business and environmental community to advocate for the purchase of flexible-fuel plug-in hybrid vehicles. This campaign supports the Metro Council’s goals of conserving resources and protecting the environment. In addition, this campaign compliments Metro’s Regional Travel Options program, which works to provide alternatives and awareness of alternatives to driving alone. Both programs provide options that reduce pollution and decrease dependency on and consumption of fossil fuels.

ANALYSIS/INFORMATION

1. Known Opposition: none
2. Legal Antecedents: none

3. Anticipated Effects:
 - A. Provides consistency with Metro's institutional goals of conserving resources and protecting the environment.
 - B. Provides the Council and Metro employees and staff the opportunity to speak publicly, on behalf of Metro, in favor of promoting the development of a market for flexible-fuel Plug-in Hybrid Electric Vehicles (PHEVs).

4. Budget impacts: None



METRO
PEOPLE PLACES
OPEN SPACES

DATE: June 16, 2006
TO: Transportation Policy Advisory Committee
FROM: Deena Platman, Senior Transportation Planner
SUBJECT: Regional Freight and Goods Movement Plan – Advisory Groups

In preparation for the June 30th briefing to TPAC on the Regional Freight and Goods Movement Plan, I am sending out copies of the membership list for the Regional Freight and Goods Movement Task Force and the Regional Freight Technical Advisory Committee.

On May 25th, Metro Council established the Task Force and confirmed the appointment of its members. The Task Force includes both private and public sector organizations with an interest in freight and goods movement. Their charge is to provide direction for the freight planning effort and make recommendations for the regional freight system that will be carried into the 2035 Regional Transportation Plan process.

The Regional Freight Technical Advisory Committee is comprised of staff from many of the agencies in the region that participate in freight issues. The committee has been meeting for a number of years and will be serving as the technical review committee for the duration of this project. As the project is just underway, I would like to have TPAC members review and confirm the technical advisory committee membership.



Regional Freight Technical Advisory Committee
Membership Roster

Ed Abrahamson <i>Principal Planner</i>	Multnomah County
Clark Berry <i>Senior Planner</i>	Washington County
Alex Campbell <i>Resource & Economic Development Specialist</i>	City of Milwaukie
Danielle Cowan <i>Public Affairs Director</i>	City of Wilsonville
Sandra Doubleday <i>Transportation Planner</i>	City of Gresham
Kevin Downing <i>Air Quality Planner</i>	Department of Environmental Quality
Becky Eisiminger <i>Contracts Officer</i>	Port of Vancouver
Nick Fortey <i>Transportation Planning Engineer</i>	Federal Highway Administration
Mark Harrington <i>Transportation Planner</i>	Southwest Washington Regional Transportation Council
Bob Hillier <i>Freight Planning Coordinator</i>	City of Portland
Robin McCaffrey <i>Transportation Development Manager</i>	Port of Portland
Mike McKillip <i>City Engineer</i>	City of Tualatin
Lidwien Rahman <i>Senior Transportation Planner</i>	Oregon Department of Transportation – Region 1
Julie Rodwell <i>Freight Mobility Section Manager</i>	Oregon Department of Transportation – Freight Mobility
Ron Skidmore <i>Senior Transportation Planner</i>	Clackamas County
Rex Wong <i>Transit Manager</i>	Washington State Department of Transportation Columbia River Crossing Project

Metro Staff

John Gray
Senior Transportation Planner

Brian Monberg
Planning Intern

Deena Platman
Senior Transportation Planner - Project Manager

Bridget Wieghart
Corridors & Freight Program Manager



**Regional Freight and Goods Movement Task Force
Membership List**

Member	Information	Category
Steve Akre <i>Chairman</i> OIA Global Logistics	OIA Global Logistics provides logistics services and supply chain solutions. Its portfolio of services and solutions encompasses everything from one-time shipments to fully integrated and managed supply chain networks.	Warehouse/ Logistics
Bob Applegate <i>Chief Public Affairs Manager</i> Port of Portland	Port of Portland owns and manages several marine terminals, four airports (Portland International, Hillsboro, Mulino and Troutdale) and seven business parks in the metropolitan region.	Port Authority
Grant Armbruster <i>Director of Import Operations</i> Columbia Sportswear	Columbia Sportswear is one of the world's largest outerwear brands and seller of skiwear in the US. Headquartered in Beaverton OR, Columbia Sportswear employs more than 1,800 people around the world and distributes and sells products in more than 50 countries and to over 12,000 retailers internationally.	Manufacturing/ Distribution
Steve Bates <i>Vice President</i> Redmond Heavy Haul	Redmond Heavy Haul is a regional heavy haul transportation company that services the needs of highway, building, and excavation contractors. Its fleet consists of 25 trucks and 100 trailers ranging from 3 to 13 axle combinations that accommodate over-dimensional deliveries such as manholes, bridge girders, and trusses. Redmond Heavy Haul employees 30 + full time people year around.	Motor Carrier
Scott Bricker <i>Policy Director</i> Bicycle Transportation Alliance	The Bicycle Transportation Alliance (BTA) is a non-profit membership organization working to promote bicycling and improve bicycling conditions in Oregon and SW Washington.	Community
Katy Brooks <i>Community Relations Manager</i> Port of Vancouver	The Port of Vancouver, USA, is a multi-purpose port authority located along the Columbia River. It manages marine terminal facilities and industrial property for heavy and light industry, manufacturing, distribution warehousing, research, and business-park uses.	Port Authority
Gary Cardwell <i>Division Vice President</i> NW Container Service	Northwest Container Service (NWCS) is a provider of containerized logistics transportation services, with additional experience in the storage, handling, repair, and maintenance of marine cargo containers and chassis of all sizes.	Logistics/ Solid Waste

<p>Terry Cleaver <i>Logistics Manager</i> Columbia Grain</p>	<p>Columbia Grain is world grain exporter located in Portland, OR supplying western grain to both US domestic markets and export markets worldwide. Its supply lines include the western region of the US, well known for its high quality wheat, feed grains and pulses.</p>	<p>Agriculture</p>
<p>Lynda David <i>Senior Transportation Planner</i> SW Washington Regional Transportation Council</p>	<p>Southwest Washington Regional Transportation Council (RTC) is the Metropolitan Planning Organization (MPO) for the Clark County, Washington, portion of the larger Portland (Oregon)/Vancouver urbanized area. RTC is also the state-designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania, and Klickitat.</p>	<p>Government</p>
<p>Tom Dechenne <i>Senior Marketing Consultant</i> Norris, Beggs & Simpson</p>	<p>Norris, Beggs & Simpson Commercial Real Estate Services (NBS) is a full service commercial real estate services provider, specifically focused on the commercial and industrial real estate industry. NBS provides brokerage (sales/leasing), property management, and real estate finance in the Portland metropolitan area.</p>	<p>Industrial Real Estate</p>
<p>John Drew <i>Chief Executive Officer</i> Far West Fibers</p>	<p>Far West Fibers (FWF) is a major processor, marketer, and broker of paper, metal, plastic, and glass recyclable materials in the PNW. It sells and arranges shipment for approximately 400,000 short tons of material each year. FWF does business in Oregon, Washington, Idaho, and Hawaii.</p>	<p>Paper/Solid Waste</p>
<p>Ann Gardner <i>Development Project Manager</i> Schnitzer Steel Industries</p>	<p>Schnitzer Steel Industries is a one of the largest recyclers of ferrous metals in the nation. It is also a manufacturer of customer-specified steel products. The company, with its joint venture partners, processes over 4.9 million tons of recycled metals per year and has an annual production capacity of 700,000 tons of finished steel products.</p>	<p>Manufacturing</p>
<p>Pete George <i>Owner</i> P.W. George Consulting</p>	<p>P.W. George Consulting provides logistics and transportation consulting services to trucking and warehouse operations.</p>	<p>Warehouse</p>
<p>Cam Gilmour <i>Director</i> Clackamas County Transportation and Development</p>	<p>Representing the county and cities of the southern metropolitan region.</p>	<p>Government</p>

<p>Van Hooper <i>Vice President of Operations</i> Sysco Foods</p>	<p>SYSCO is a leading foodservice marketer and distributor. It distributes food and related products and services to restaurants, nursing homes, hospitals, hotels, motels, schools, colleges, cruise ships, sports parks and summer camps - wherever a meal is prepared away from home.</p>	<p>Distribution</p>
<p>Tom Hughes <i>Mayor</i> City of Hillsboro</p>	<p>Representing the county and cities of the western metropolitan region.</p>	<p>Government</p>
<p>Monica Isbell <i>Owner/Manager</i> Starboard Alliance</p>	<p>Starboard Alliance is a wholly woman-owned, international supply chain consulting practice serving importers, exporters, logistic service providers, port authorities, and government entities.</p>	<p>Logistics</p>
<p>Alan Kirk <i>Chief Financial Officer & Senior Vice President</i> OrePac</p>	<p>OrePac is a wholesale distributor of building products. Headquartered in Wilsonville OR, it employs 150 people. It operates 18 large trucks daily in Oregon and SW Washington and receives shipment via truck and rail.</p>	<p>Construction</p>
<p>Brian McMullen <i>Assistant Manager, Planning and Program Management</i> Washington State Department of Transportation, SW Region</p>	<p>Washington State Department of Transportation (WSDOT) is the primary steward for the transportation system in the state of Washington. The system serves state and regional economic productivity, public safety and mobility, community livability, and ecosystem viability.</p>	<p>Government</p>
<p>Jeanne Morgan <i>Export Control Administration/ International Logistics</i> Supervisor Xerox</p>	<p>Xerox Office Group is a manufacturer of Network Office color printers and multifunction copy/printers, supplies, and service parts. It has two distribution centers in the region, located in Portland and Wilsonville.</p>	<p>Manufacturing/ Distribution</p>
<p>James Nave <i>Regional Director – Industrial Products Marketing and Sales</i> Union Pacific Railroad</p>	<p>Union Pacific Railroad (UP) is the largest railroad in North America, operating in the western two-thirds of the United States. It serves 23 states, linking every major West Coast and Gulf Coast port and provides service to the east through its four major gateways in Chicago, St. Louis, Memphis, and New Orleans. Additionally, it operates key north/south corridors and is the only railroad to serve all six major gateways to Mexico. It has a diversified commodity mix including chemicals, coal, food and food products, forest products, grain and grain products, intermodal, metals and minerals, and automobiles and parts.</p>	<p>Rail</p>

<p>Rod Park <i>Councilor</i> Metro</p>	<p>Metro is the directly elected regional government that serves more than 1.3 million residents in Clackamas, Multnomah, and Washington counties, and the 25 cities in the Portland, Oregon, metropolitan area. It provides transportation and land use planning services. It oversees regional garbage disposal, recycling, and waste reduction programs. It also manages regional parks and greenspaces, the Oregon Zoo, Oregon Convention Center, Portland Center for the Performing Arts, and Expo Center.</p>	<p>Government</p>
<p>Bob Peterson <i>Business Agent</i> Teamster Local 162</p>	<p>Teamsters Local 162 represents union members/drivers working in the freight, grocery, mattress, and other industries.</p>	<p>Labor</p>
<p>Michael Powell <i>Owner</i> Powell's Books</p>	<p>Powell's Book is the largest independent retail bookstore in the U.S. It has six store locations in the Portland metropolitan area. In addition, its online site, Powells.com, is the largest independent online bookseller for hard-to-find and rare books, as well as for new books.</p>	
<p>Warren Rosenfeld <i>President</i> Calbag Metals</p>	<p>Calbag Metals recycles non-ferrous metals. It draws material from throughout the Pacific Northwest and brokers purchases and sales throughout the world. Calbag ships approximately 300 export containers per month.</p>	<p>Manufacturing/ Distribution</p>
<p>Robert Russell <i>Executive Director</i> Oregon Trucking Association</p>	<p>Oregon Trucking Association (OTA) is the largest statewide trade association representing Oregon's trucking industry, supplies, and affiliates. OTA also provides many services, including state and county permits, insurance, and trainings.</p>	<p>Motor Carrier</p>
<p>Paul Smith <i>Transportation Planning Division Manager</i> City of Portland</p>	<p>City of Portland is home to Port of Portland marine terminals, Portland International Airport, the terminus of the Olympic Pipeline, and three intermodal yards operated by UP and BNSF, respectively.</p>	<p>Government</p>
<p>Paul Thalhofer <i>Mayor</i> City of Troutdale</p>	<p>Representing the county and cities of the eastern metropolitan region.</p>	<p>Government</p>
<p>Jason Tell <i>Director – Region 1</i> Oregon Department of Transportation</p>	<p>The Oregon Department of Transportation (ODOT) was established in 1969 to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. ODOT develops programs related to Oregon's system of highways, roads, and bridges; railways; public transportation services; transportation safety programs; driver and vehicle licensing; and motor carrier regulation.</p>	<p>Government</p>

<p>Elizabeth Wainwright <i>Executive Director</i> Merchants Exchange</p>	<p>Merchants Exchange directs the operations of the Marine Fire & Safety Association, Clean Rivers Cooperative, the Columbia River Customs Brokers & Forwarders Association, the Columbia River Steamship Operators Association, the Columbia River Shippers' Association, the Portland Grain Exchange, the Portland Shipping Club, and the Propeller Club of the U.S. Port of Columbia River. The Merchants Exchange manages the investments and day-to-day operations of these organizations, providing strategic leadership and guidance for the on-going success of its member associations and the Exchange.</p>	<p>Marine</p>
<p>Tracy Ann Whalen <i>Corporate Traffic Manager</i> ESCO Corporation</p>	<p>ESCO Corp, a Portland OR company founded in 1913, produces steel castings used in the mining, construction, conveying, and forest products industries. Their products are shipped globally. In 2005, it shipped over 34 million pounds in over 21,000 shipments using all modes of freight transportation.</p>	<p>Manufacturing/ Distribution</p>
<p>Rick Williams <i>Executive Director</i> Lloyd District Transportation Management Association</p>	<p>The Lloyd Transportation Management Association (LDTMA) is an action-oriented association working with Lloyd District businesses and public agencies to improve access and mobility for those who work, reside, shop, and commute in and to the district. The Lloyd TMA's focus includes programs for improved public transit, ride sharing, alternative work hour programs and programs promoting parking management, bicycle and pedestrian measures.</p>	<p>Community</p>
<p>Paul Zalec <i>Vice President of Passenger Operations</i> Portland & Western</p>	<p>Portland & Western Railroad operates a regional system of 523 miles that serves more than 135 customers in the Portland metropolitan area, the Willamette Valley, coastal Toledo, and the deep-water Port of Astoria. Each year it moves more than 90,000 carloads of paper, steel, grain, forest products, chemicals, aggregates, fertilizers and consumer goods.</p>	<p>Rail</p>

Materials following this page were distributed at the meeting.

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



METRO

DATE: June 29, 2006
TO: TPAC and Interested Parties
FROM: Ted Leybold: MTIP Manager
SUBJECT: Diesel emission retrofits and CMAQ funding

* * * * *

The federal reauthorization act: SAFETEA-LU, contained new language stating that a priority for CMAQ funds is for diesel retrofits and other cost-effective emission reduction activities. The bill language also reaffirms that these policies are not intended to disturb the existing authorities and roles of government agencies in making final project selections.

The region will need to demonstrate how it addresses the new federal policy. This issue will be addressed by FHWA and FTA in the regional certification process. Failure to address the policy can lead to direction or corrective actions by federal agency staff, potentially threatening allocation of federal funds.

Draft guidance on the implementation of SAFETEA-LU does not address how local agencies should implement this new policy.

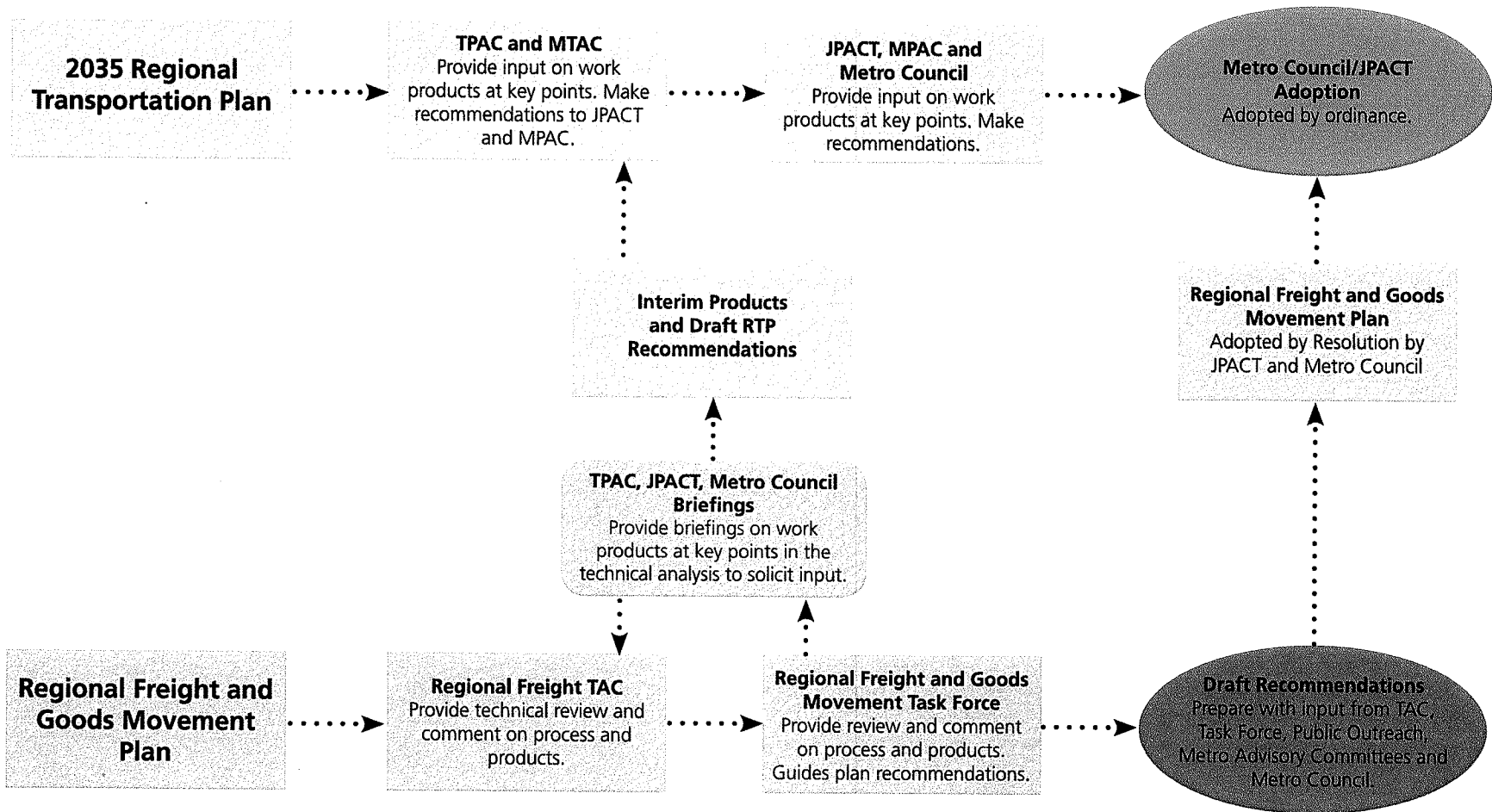
Metro staff expects two or three applications to fund diesel emission retrofit projects in response to the new federal policy.

Metro staff recommends the following activities to address this new policy:

1. Organize an ad-hoc committee of air quality related agency staff and interested parties to summarize information about diesel emission issues in the context of the Metro area air quality. The analysis could include information about the contribution of diesel emissions to the regulated air quality pollutants of CO, NOx and HC, the health risks associated with diesel emissions and a summary of sources of diesel emissions. The summary would be presented to TPAC and possibly JPACT and Metro Council.

2. Complete an analysis of administrative issues of providing CMAQ funding to potential public/private partnerships or other non-traditional transportation agencies to implement diesel retrofit activities.
3. Analysis and consideration of application for CMAQ funding for diesel retrofit projects within the existing 2007 Transportation Priorities process. Consideration may be given to diesel retrofit applications as a separate activity and would compare their relative emission reduction benefits and cost-effectiveness. JPACT and the Metro Council will be provided this technical information and will decide what priority, if any, be given to these applications.

Regional Freight and Goods Movement Plan Decision Making Process Overview



I N F O R M A T I O N R E Q U E S T

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



METRO

June 30, 2006

Dear Transportation Policy Advisory Committee (TPAC) Member,

We need your assistance on an essential task supporting the development of the **2007 Regional Transportation Plan (RTP)**. This federally mandated, multi-modal planning document describes the priority uses of federal highway and transit funding within the Portland Metropolitan area. In order to identify the priorities for state and federal transportation investment, it is necessary to understand:

1. maintenance and preservation costs and system conditions
2. operating costs for transit
3. capital cost estimates for planned projects
4. revenue sources for any local expenditures on the transportation system.

So that we can most accurately assess past, current, and future funding levels, please provide us the name, and contact information for the person(s) with the agencies you represent who are familiar with this information.

Metro has contracted with a consulting firm, EcoNorthwest, to assist with this data gathering task. Their representatives will be sending a letter to your contact person to further describe the requested data.

We hope to begin this data collection effort as soon as possible. Therefore, your timely return of this staff contact information (name, job title, address, email, telephone, and fax) for the agencies you represent by July 7th to Jodie Kotrlik would be greatly appreciated.

Jodie can be reached at:

Kotrlikjo@metro.dst.or.us
503-797-1832

Should you have any questions regarding this request please feel free to contact me.

Ted Leybold
797-1759