

A G E N D A

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METRO

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

DATE: July 13, 2006

TIME: 7:30 A.M.

PLACE: Council Chambers, Metro Regional Center

7:30	CALL TO ORDER AND DECLARATION OF A QUORUM	Rex Burkholder, Chair
7:35	INTRODUCTIONS	Rex Burkholder, Chair
7:40	CITIZEN COMMUNICATIONS	
7:45	COMMENTS FROM THE CHAIR	Rex Burkholder, Chair
7:50	CONSENT AGENDA	Rex Burkholder, Chair
	* Consideration of JPACT minutes for June 22, 2006	
	ACTION ITEMS	
	* Resolution 06-3713, For The Purpose of Adopting The Eastside Transit Alternative Analysis Locally Preferred Alternative, Located Within The Portland Central City– <u>APPROVAL REQUESTED</u>	Richard Brandman
	* Resolution 06-3717 For The Purpose of Endorsing Regional Support of the "Plug-In" Partners National Campaign– <u>APPROVAL REQUESTED</u>	Rex Burkholder, Chair
	INFORMATION / DISCUSSION ITEMS	
	# Elderly & Disabled Transportation Plan and Land Use Study – <u>INFORMATION</u>	Phil Selinger & Lynn Peterson
	# RTO Program Overview– <u>INFORMATION</u>	Pam Peck
	# RTO Evaluation Report – <u>INFORMATION</u>	Dr. Jennifer Dill, PSU
	OTHER COMMITTEE BUSINESS	Rex Burkholder, Chair
9:00	ADJOURN	Rex Burkholder, Chair

* Material available electronically.

** Material to be emailed at a later date.

Material provided at meeting.

All material will be available at the meeting.

Please call 503-797-1916 for a paper copy



METRO

Joint Policy Advisory Committee on Transportation

MINUTES

June 22, 2006

7:30 a.m. – 9:00 a.m.

Council Chambers

MEMBERS PRESENT

AFFILIATION

Rex Burkholder, Chair	Metro Council
Rod Park, Vice Chair	Metro Council
Brian Newman	Metro Council
Sam Adams	City of Portland
Bill Kennemer	Clackamas County
Rob Drake	City of Beaverton, representing Cities of Washington County
Lynn Peterson	City of Lake Oswego, representing Cities of Clackamas County
Maria Rojo de Steffey	Multnomah County
Fred Hansen	TriMet
Jason Tell	Oregon Department of Transportation (ODOT - Region 1)
Paul Thalhofer	City of Troutdale, representing Cities of Multnomah County
Bill Wyatt	Port of Portland
John Leeper	Washington County

ALTERNATES PRESENT

AFFILIATION

Doug Ficco	Washington DOT
Susie Lahsene	Port of Portland
Dean Lookingbill	Southwest Washington Regional Transportation Council

OTHER COUNCILORS PRESENT

John Hartsock	City of Damascus
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GUESTS PRESENT

AFFILIATION

Kenny Asher	City of Milwaukie
Scott Bricker	BTA
Kathy Busse	Washington County
Roland Chlapowski	City of Portland
Olivia Clark	TriMet
Danielle Cowan	City of Wilsonville

GUESTS PRESENT (cont.) AFFILIATION

Nancy Kraushaar	City of Oregon City
Tom Markgraf	CRC
Sharon Nasset	ETA
Ron Papsdorf	City of Gresham
Karen Schilling	Multnomah County
Phil Selinger	TriMet
Lainie Smith	ODOT
Paul Smith	City of Portland
Janice Wilson	Oregon Transportation Commission

STAFF

Andy Cotugno, Richard Brandman, Jessica Martin, Robin McArthur, Tom Kloster

I. CALL TO ORDER

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:36 a.m.

II. INTRODUCTIONS

Chair Rex Burkholder introduced Commissioner John Leeper, representing Washington County in Commissioner Roy Rogers and Commissioner Tom Brian's absence. He also introduced Oregon Transportation Commissioner, Janice Wilson.

III. CITIZEN COMMUNICATIONS

There were none.

IV. CONSENT AGENDA

Consideration of minutes for the June 8, 2006 JPACT meeting

ACTION: Mayor Rob Drake moved, seconded by Ms. Lynn Peterson to approve the June 8, 2006 meeting minutes. The motion passed.

V. COMMENTS FROM THE CHAIR

World Urban Forum

Chair Burkholder updated the committee on the World Urban Forum, which took place in Vancouver, Canada, from June 19-23, 2006. The main theme was: Our Future: Sustainable Cities – Turning Ideas into Action.

VI. ACTION ITEMS

Resolution No. 06-3663, For The Purpose of Proposing A List Of Highway Modernization Projects To Receive Funding In The 2008-11 State Transportation Improvement Program (STIP)

Chair Burkholder introduced the resolution, which would provide the Oregon Transportation Commission (OTC) with a recommendation of local priorities for consideration of the use of state "modernization" funds, as set defined by the Commission, for use on highway related projects that address capacity in the Metro region.

Chair Burkholder directed the committee's attention to a proposed amended version of Exhibit A to Resolution No. 06-3663, as submitted by Washington County (included as part of the meeting record). The amended exhibit proposed the following changes:

Prioritization Summary of Potential ODOT Region 1 Modernization Projects 2008-11 STIP			
	Cost (millions)	Recommendation (millions)	Recommended Phases
I-5 Delta Park Phase II: PE and ROW for Columbia Blvd access to I-5	\$14.000	\$7.000	PE, ROW
I-5 SB/I-205 SB Merge Lane extension	\$3.000	\$0.000	
US26: 185th to Cornell	\$19.500 \$18.2	\$12.500 \$14.3	PE to Con
Troutdale Marine Dr./Backage Road	\$7.900	\$0.500	PE
US26: Springwater Interchange Phase I	\$5.800	\$3.000	PE to Con
I-5: Wilsonville Interchange	\$10.500	\$8.000	PE to Con
Sunrise Corridor	\$7.000	\$0.000	
Preservation Supplement for Ped/Bike	\$1.000	\$0.000	
STA Implementation Project: McLouglin Blvd in Oregon City Phase 2 as example.	\$3.450	\$0.000	
US26: Kane/257th/Palmquist Interchange		\$0.000	
Highway 217 EIS	\$1 to \$3 million	\$0.500 MTIP Funds	
I-205/Powell Interchange EA/PE		\$0.000	
I-205 South: I-84 to I-5 EIS (OIPP coordination)		\$0.500 MTIP; Metro and ODOT Planning or OIPP funds	
I-405 Loop: I-5 to I-84 refinement plan		\$0.000	
North Milwaukie Industrial Area Plan		TGM grant	
Total	\$73.850	\$32.000 \$32.8	
Metro Area 2008-11 STIP Modernization Target after existing commitments	\$32 million		
Committed Projects in 2008-09			
I-205/Mall LRT	\$5.000		
Sellwood Bridge	\$1.500		
I-5 Delta Park Ph. 1: PE/ROW	\$2.104		
Preservation supplement for Ped/Bike	\$1.000		
New funding Committed to Projects in 2008-09			
I-5 Delta Park Ph. 1: Construction	\$16.000		

MOTION: Commissioner Leeper moved, seconded by Commissioner Bill Kennemer, to approve Resolution 06-3663, with the amended Exhibit A (shown above) and removal of Exhibit B.

Commissioner Leeper spoke to the motion.

Councilor Brian Newman noted that the proposed amended version of Exhibit A shows the total increasing from \$32 million to \$32.8 million. He inquired as to the rationale and justification for this increase. Historically, there has been an 80/20 split of the funds, with 80% going to projects in the Metro area and 20% for those outside of it. By using that method, ODOT came up with a range of \$32-\$32.8 million.

MOTION TO AMEND MAIN MOTION: Councilor Newman moved, seconded by Councilor Lynn Peterson, to amend Exhibit A by removing the two references to MTIP in the recommendation column and replacing them with zeros.

In response to Commissioner Leeper's motion, which would remove \$500,000 from the Highway 217 EIS, Mayor Rob Drake stated his uneasiness with not having Highway 217 on ODOT's radar in a formal way. He also stated his concern with how this action could be perceived and interpreted by the Congressional delegation.

The committee discussed whether Oregon Innovative Partnership Program (OIPP) funds could be a potential source of money for this project. Mr. Tell noted that OIPP has money committed to projects that are already being considered. He added that Mr. Jim Whitty would know how much of the funds available would be spent.

In response to Councilor Newman's motion regarding removal of any reference to MTIP, Mr. Fred Hansen suggested that adding asterisk or footnote stating that Washington County intends to be able to submit an MTIP application and pursue other funds might satisfy Mayor Drake's concerns.

Councilor Rod Park noted that several months ago when Mayor Drake and Commissioner Tom Brian met with Congressman Wu, he felt that there was some level of commitment by ODOT for the Highway 217 project. Mr. Tell responded that he has been communicating with the Congressman's office and has been up front about the situation. He added that when the 150% list was published, the project was not listed. He noted that the commitment ODOT made was that they determined that Highway 217 was an important project and alternative funding would be looked into.

VOTE ON MOTION TO AMEND MAIN MOTION: With Commissioner Leeper opposed and Mr. Tell abstaining, the motion passed.

MOTION TO AMEND #2: Mayor Drake moved that JPACT add to the Highway 217 EIS project \$300,000 to match Congressman Wu's earmark.

Mr. Tell noted that even if the committee decided to add \$300,000 to the Highway 217 EIS project, it would still only be partially funded.

Mayor Drake added that by not recommending any dollars to the project, it could be interpreted by Congressman Wu that the committee is not interested in the project.

Mr. Hansen stated that JPACT should not exceed the \$32.8 million total and that he would be voting against any motion that increased that amount.

The committee further discussed whether or not to increase the dollar amount.

VOTE ON MOTION TO AMEND #2: With three members in favor, Mr. Tell abstaining and the remaining committee members opposing, the motion failed.

VOTE ON MAIN MOTION AS AMENDED: With Councilor Park and Mr. Tell abstaining and the remaining committee members voting in approval, the motion to approve Resolution No. 06-3713 as amended passed.

VIII. ADJOURN

There being no further business, Chair Burkholder adjourned the meeting at 8:37 a.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

TRI  MET



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; now 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

Frequently asked Questions about Plug-In Hybrid Electric Vehicles (PHEV)

Are PHEVs available today?

There are no commercially available PHEVs today, but there are prototypes in operation. DaimlerChrysler has developed and is testing a plug-in Sprinter Van prototype with an all-electric range of 20 miles. There are also many conventional hybrids, from sedans to SUVs, that have been converted to plug-ins. Some are getting up to 60 all-electric miles per charge.

Does plug-in technology work?

Yes. This has been clearly demonstrated by several sedan and SUV conversions at the Hybrid Center at the University of California at Davis. A California non-profit, California Cars, modified a Prius by adding a 2.4 kWh lead-acid pack to prove that it could be done. Then, an R&D company, EnergyCS, replaced the standard 1.3 kWh battery pack with a 9 kWh battery pack. The larger battery pack was sufficient to provide half of the power needed to drive the first 60 miles each day. It's like having a second small fuel tank, only you fill this one with electricity at an equivalent cost of under \$1 per gallon, depending on your car and your electric rate. You refill at home, from an ordinary 120-volt socket, with energy that's much cleaner and cheaper and not imported.

What is the problem then?

The cost of the batteries needed to power a PHEV a sufficient distance is considered to be the stumbling block. However, battery technology is advancing rapidly and cost is expected to decrease with mass manufacture.

What distance must a commercially produced PHEV be able to achieve on the battery alone?

According to EPRI (Electric Power Research Institute), half the cars on U.S. roads are driven 25 miles a day or less. Consequently, a plug-in with a 25-mile all electric range could eliminate gasoline use in the daily commute of tens of millions of Americans. Furthermore drivers of PHEVs would only need to fill up with fuel a few times a year, versus the current 24-36 times a year on average.

Won't PHEVs just replace air pollution from automobiles with air pollution from power plants?

No. In almost every conceivable power generation mix plug-ins reduce greenhouse gases and other pollutants. Additionally, emissions would be concentrated in one location that is often away from critically-endangered air sheds. Also, it is less difficult to control emissions from a relatively few number of smokestacks rather than millions of vehicle tail pipes. And, efforts to clean up coal plants and other emissions will continue. In recent decades, many power plants have been modified to lower emissions while a number of older plants have been retired. This trend has resulted in a 25% decrease in emissions from U.S. power plants over the last 25 years. This trend is continuing so emissions will continue to get cleaner over time, meaning emissions generated from electric transportation will get cleaner over time. Furthermore, an increasing share of America's electricity is being produced by zero emission sources - wind and solar. There is a synergy between increased use of PHEVs and expanded use of wind energy.

Widespread use of PHEVs in an electric system makes it easier for that system to accept more wind energy. This is because most PHEVs will be charging at night, when demand for electricity is at its lowest, and wind energy production tends to be at its highest in many parts of the country. Also, PHEV batteries can act as storage for wind energy produced at off-peak times.

What about performance? Will PHEVs be slow?

No. A Toyota Prius, modified with a larger plug-in battery, has essentially the same accelerating power and speed capability of a current hybrid.

How much more will a PHEV cost versus a comparably sized conventional hybrid?

EPRI estimates that, with mass production, the cost of a PHEV battery will add \$2,000 to \$3,000 to the cost of a conventional hybrid. EPRI studies project that after considering the lower costs of fuel and maintenance, a mass-produced PHEV should provide better overall economics than either a conventional hybrid or a conventional vehicle.

CONTACT INFORMATION

www.pluginpartners.org



Materials following this page were distributed at the meeting.



CITY OF

PORTLAND, OREGON

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**Commissioner Sam Adams
Frequently Asked Questions:
Hayden Island Development Delay Resolution
Revised July 12, 2006**

What is the purpose of the resolution you propose for Portland City Council consideration on Thursday, July 13, 2006 at 3:00 p.m. at City Hall, 1221 SW Fourth Ave?

Oregon Law requires a 45-day public notice in order for Portland City Council to consider enacting a temporary moratorium – a development delay – on developments that have the potential to restrict access on or off the Hayden Island, significantly increase traffic congestion on I-5 or threaten the Columbia River Crossing Project.

Why are you proposing this resolution to consider a development delay?

I am proposing this pause in development on Hayden Island for three reasons:

First, Hayden Island and I-5 lack adequate public transportation facilities to accommodate an estimated 13,000 additional vehicle trips per day that could come if Wal-Mart or another big box retailer builds a store at the old Thunderbird Hotel site. This section of I-5 is already considered one of the worst freeway choke points on the US west coast.

Second, the proposal to tear down what remains of the Jantzen Beach SuperCenter and replace it with a strip mall will perpetuate a dysfunctional and substandard street system on the Island and threaten freeway access – the only way on and off the Island.

And, third, these developments should wait until an alignment is chosen for the new \$1.5 billion Columbia River crossing.

Who supports your proposal?

This draft resolution is an expression of many Hayden Islanders who view the recently announced proposed developments on Hayden Island as a 'tipping point' for the need to pause for adequate planning.

Over the past three weeks, I have been working closely with community leaders from Hayden Island to weigh all options and craft this draft resolution.

There is also regional concern. Vancouver Mayor Royce Pollard, among other regional leaders, support considering a development hiatus.

Does the proposed resolution require the Portland City Council to enact a temporary moratorium --- a development delay -- on any traffic-producing commercial development on Hayden Island?

No. Approval of the proposed resolution does not require the Portland City Council to actually enact a temporary development moratorium. Oregon State Law requires a 45 day public notice when a city wants to consider any type of temporary development moratorium. The resolution provides the required public notice and starts the 45-day clock for the City, island residents and stakeholders to figure out all the details before deciding to enact a delay.

Are you proposing consideration of a development delay on all projects on Hayden Island?

No. I am proposing consideration of a development delay on commercial development that would restrict access, significantly increase vehicle trips or threaten the Columbia River Crossing Project in a to-be-defined geographic area on the Hayden Island (we have a draft map for public comment).

We expect that smaller construction projects, remodels, tenant improvements, industrial developments and residential projects would NOT be subject to a temporary moratorium.

What would be the boundaries of a temporary development moratorium on Hayden Island?

After consulting residents, it would be up to the entire Portland City Council to decide the boundaries of a temporary development moratorium. But the attached map includes a draft boundary line for the purposes of obtaining feedback.

Are you proposing consideration of a temporary development moratorium on development any place else in the City of Portland?

No. A temporary moratorium on development potentially delays an owner's right to develop when they want to develop, so it must be carefully and prudently considered.

I believe temporary development moratoriums should only be considered when adequate public services to support additional development are not available and the proposed development would significantly and permanently harm Portland.

Doesn't your proposal send a message that the City of Portland is anti-business?

No. Actually, the region's economy stands to be harmed if we do not intervene on Hayden Island. The freeway choke point will turn into gridlock and that affects all businesses in the region.

Your criticism of Wal-Mart is well known. Isn't this just a backdoor way to stop Wal-Mart from moving forward with their plans to build a new store on Hayden Island?

No. I am passionate about the plight of Portland's working class and I feel very protective of our small businesses against Wal-Mart's predatory business practices. I opposed the proposed Wal-Mart in Portland's Sellwood area, but I did not and would not propose a temporary development moratorium to stop it. As much as I am critical of Wal-Mart's business practices, I would be concerned about enacting a moratorium focused on the development plans of only one company.

But their proposed store was just one of the proposals that served as a tipping point. This resolution is about giving the region and Hayden Island the necessary time to complete a neighborhood plan, improve its dysfunctional and substandard street system, and provide time for the Columbia River Crossing project to decide where the replacement bridge will land on the Island.

You recently approved the big box development of Ikea at Cascade Station. What is the difference between Hayden Island and Cascade Station?

Cascade Station was developed with the proper infrastructure as well as a transportation plan that includes light rail and a street grid to handle the trip generation at this location. Unfortunately, Hayden Island lacks such an adequate plan.

If the proposed Resolution is approved by the Portland City Council, what is the timeline for actually considering a temporary development moratorium on Hayden Island?

At least 45 days before City Council would consider the moratorium at a public hearing, though it is possible that it would take a bit longer.

Has the City of Portland ever before enacted a moratorium on development?

Yes. The City enacted a moratorium on Electronic Data Storage facilities, often referred to as "Telco Hotels," along streetcar-impact zones in 2001.

You have recused yourself from Portland City Council land use decisions regarding Wal-Mart. Will you recuse yourself from decisions about the moratorium?

This City Attorney has advise me that I can vote on this resolution. I will continue to rely on their advice for further participation in this process.

RESOLUTION No.

Express Joint Policy Advisory Committee on Transportation (JPACT) support for Portland City Council Resolution No. 967, which confers the City of Portland the opportunity to consider the adoption of a temporary moratorium on certain development located on Hayden Island.

WHEREAS, (re)developments of existing parcels on Hayden Island have been and could be proposed that could add significant vehicle trips to public transportation facilities including street and freeway facilities such that these facilities could exceed existing capacity;

WHEREAS, remaining capacity of public transportation facilities on Hayden Island may have accommodated as much as possible the economic development needs of the affected area and the region;

WHEREAS, failure or worsening of access to public transportation facilities would cause harm to existing economic development and housing activities on Hayden Island and the region;

WHEREAS, Hayden Island's limited entrance and egress, allowing only one way on and off the island by way of Interstate 5, often results in negative impacts on Interstate 5 and the Interstate 5 bridge including increased congestion, heavy delay, restricted access and increased public safety responses;

WHEREAS, the Interstate 5 bridge is a major lifeline for our community, linking Portland and Vancouver, WA and carrying the freight, commuters, and traffic that support the economy and vitality of the region and the West Coast;

WHEREAS, operation of the I-5 crossing over the Columbia River is directly influenced by the 5-mile segment of I-5 between SR 500 in Vancouver, WA and Columbia Boulevard in Portland, known as the I-5 Bridge Influence Area. This segment includes, among Hayden Island's interchanges, six other interchanges, including connections with four state highways and with several major arterial roadways, that serve a variety of land uses, and provides access to downtown Vancouver, two international ports, industrial centers, residential neighborhoods, retail centers, and recreational areas.

WHEREAS, The Columbia River Crossing project identified that travel demand exceeds capacity in the I-5 Bridge Influence Area, causing heavy congestion and delay during peak travel periods for automobile, transit, and freight traffic. This limits mobility within the region and impedes access to major activity centers. This demand affects transit as well, such that between 1998 and 2005, local bus travel times between the Vancouver Transit Center and Hayden Island increased 50 percent during the peak period.

- WHEREAS, The Columbia River Crossing project is currently considering a new Interstate 5 bridge spanning the Columbia River and has not completed work identifying a locally preferred alternative that outlines the alignment of a new crossing;
- WHEREAS, certain development could not only increase demand, congestion and traffic delays on I-5 public facilities with no solutions for capacity increases, but could jeopardize such development should alignment of a new I-5 bridge span these lots;
- WHEREAS, the Cost of Congestion study prepared in December 2005 for the Portland Business Alliance, Metro, Port of Portland and Oregon Department of Transportation concluded that failure to invest adequately in transportation improvements, like the a new Columbia River crossing, will result in a potential loss valued at of \$844 million annually by 2025 – that’s \$782 per household -- and 6,500 jobs. It equates to 118,000 hours of vehicle travel per day – that’s 28 hours of travel time per household annually;
- WHEREAS, moratoria pursuant to ORS 197.505-197.540 should only be considered when adequate public services to support future development are not available and future development would significantly harm existing services;
- WHEREAS, Hayden Island has not had a Neighborhood Plan process to allow residents, businesses, property owners and other stakeholders to adequately plan for the future of economic and housing development on the island;
- NOW, THEREFORE, BE IT RESOLVED that Joint Policy Advisory Committee on Transportation (JPACT) expresses its support for Portland City Council Resolution No. 967 and giving the City of Portland the opportunity to consider the adoption of a temporary moratorium on certain development located on Hayden Island.

Lynn



Seniors and People with Disabilities Transportation and Land Use Study

An ODOT Special Transportation Project
Conducted by TriMet

July 13, 2006
JPACT



The Challenge

- Region 2040 is about providing transportation choices for our community.... Can we better provide those choices for the seniors and persons with disabilities?
- Rapid growth in TriMet door-to-door LIFT ridership is sapping resources. How can we moderate that growth?
- Community demographics are changing. Are we prepared to provide mobility services for a growing senior population?



The Challenge



- LIFT ridership growth has averaged 7.1% annually for the last 5 years, resulting in \$1.5 million annual operating cost increases.
- The cost per one-way LIFT trip is \$22 versus \$2.63 for fixed route.
- A 5% reduction in LIFT use is worth \$84,000 per month or \$1 million a year.

Questions



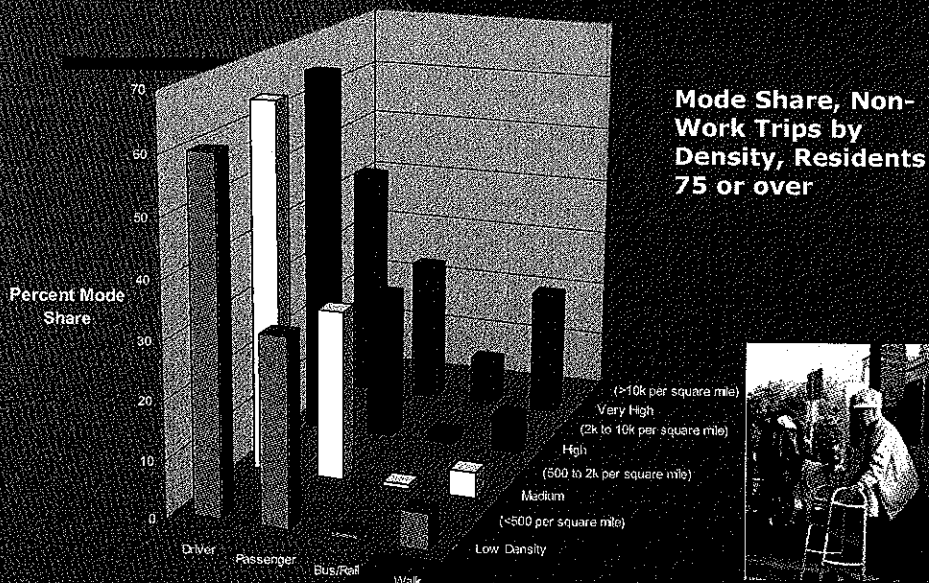
- What are the locational and mobility preferences of seniors and persons with disabilities?
- What influences locational decisions by development for persons with special needs?
- How does land use policy help or hinder bringing this community closer to fixed route transit services?
- What barriers preclude seniors and the disabled from using fixed route transit?

Research



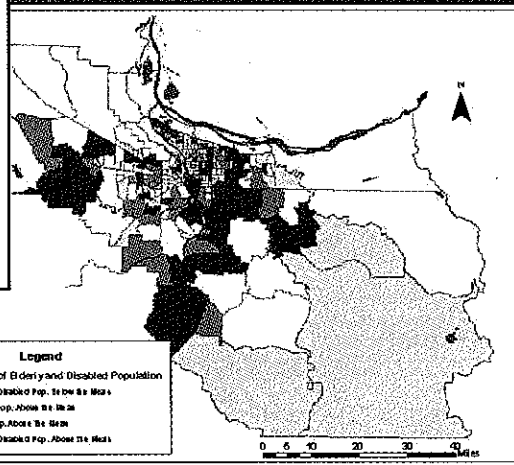
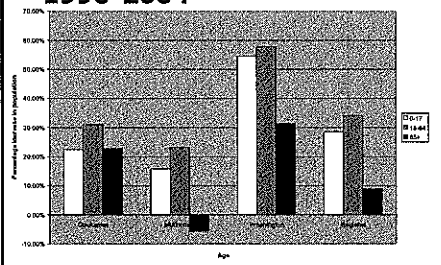
- What do we know about the travel behavior and needs of seniors and people with disabilities?
- What priority do developers place on locating and designing for access to transit? What are the competing priorities of these developers?
- Does existing zoning near "Frequent Bus" stops with safe crossings allow multifamily housing for seniors or those with disabilities?

National Research



Regional Research

Percentage Regional Population Change from 1990-2004

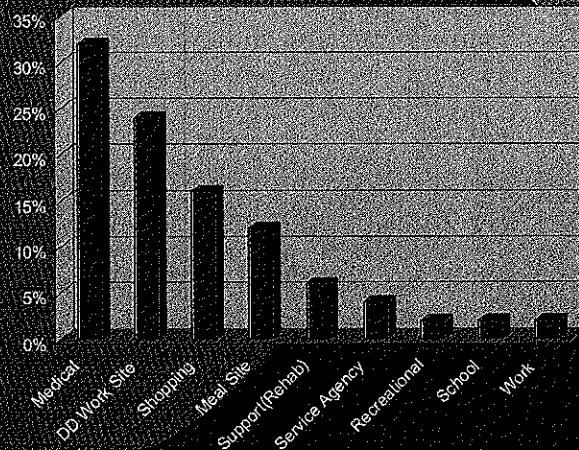


Source: Tri-County Elderly and Disabled Transportation Plan, pg. 28.

National and Regional Research

LIFT Analysis

Top 50 origins and destinations by trip type



National and Regional Research

LIFT Walking Distance Evaluation

	Percentage within Walking Distance of Fixed Route	
	1/4 mile	1/8 mile
All Trip Origins	89%	75%
All Trip Destinations	90%	76%
Top 50 Origins	100%	84%
Top 50 Destinations	100%	90%

Regional Research

- 59% LIFT service users could be also use fixed route services:
 - 35% consider themselves dual mode
 - 24% would consider using fixed route if it were more convenient
- Extreme caution should be given to moving seniors out of home and/or community.

Case studies

If the fastest growth is in the suburbs, do developers consider transit access important? Are they designing for access?

Facility Name	Location	Transit Access	Pedestrian/Transit Route Access
Farmington Square at Tualatin	Tualatin	None	None
Homeoods	Milwaukie	30 to 60 minute service	Requires transfer
River Valley Senior Living	Tualatin	30 minute service 78th Street/Tualatin	Direct from bus line
Avenue at Hillsboro	Hillsboro	Frequent service 57-TV Highway	Direct from bus line
Rolling Green, Hillsboro Apartments	Hillsboro	Frequent service 57-TV Highway	Direct from bus line
Hazelwood Station	Portland	Blue Line MAX	Direct from MAX
Town Center Village	Clackamas	15 to 30 minute service 89th Ave-122nd Ave	Direct from bus line, walkable to Clackamas Town Center

FARMINGTON SQUARE AT TUALATIN

Location: 17950 SW 112th Avenue, Tualatin
 Year operations commenced: 1995
 Facility size: Approximately 30,000 square feet
 Parcel size: 1.99 acres

Facility type: For-profit assisted living and skilled nursing
 Number of units: 10 assisted living, 20 enhanced care, 23 memory care units; total of 55 residents
 Resident mobility: No residents drive, 20 use a mobility device, 15 are able to travel independently
 One-way LIFT trips in May 2005: 56
 Monthly LIFT trips per unit: 1.09

Transit service: No transit service
 Transit proximity: N/A
 Facility provided transportation: Scheduled van outings Monday through Thursday; van can be reserved for physician transportation on Fridays
 Retail access: There is no retail within 1/4 mile.

Overview

Farmington Square is a for-profit assisted living facility developed by Farmington Centers. The property's small size and lack of transit access is considered a challenge by management.



Farmington Square at Tualatin would not be built today because the developer now seeks larger sites with good transit service.

Access Characteristics

The area is primarily residential and near a major industrial park. There are no retail destinations within walking distance, and there is no nearby transit service. The area does have sidewalks allowing walks in the residential neighborhood.

Site Selection

Farmington Centers reports that if the project was being built today, this site would not have been considered. If building the project today, Farmington would have sought a larger site that could accommodate both independent living and assisted living facilities on the same campus. In addition, Farmington reports that it strongly prefers sites with transit access. Farmington believes that access to transit benefits employees and allows the firm to better attract and retain staff.

Case studies – Some Findings

1. Most facilities are near transit, but with significant obstacles to access
2. Quality of transit service is an important consideration in switching from LIFT use
3. Residents of independent living units appear most likely to travel independently
4. Facilities provided examples of improvements that would improve access to fixed route transit
5. Only one of the profiled facilities was within a "walkable" 1/4-mile of a major shopping destination

Case studies - Needs

- Locate facilities on frequent service bus routes or at light rail stations,
- Complete the sidewalk network,
- Proximity to walkable local services is important,
- Provide safe street crossings with curb ramps at "measured" intervals.

Case studies - Issues

- Developers recognize the value of transit for meeting the needs of working people with disabilities
- Developers targeting higher income populations appear more willing to absorb the higher development cost and reduced efficiency of smaller, close-in sites closer to transit
- The dynamics of changes in facility size for developers warrant further exploration

Corridor and Center Analysis

Is it even possible to locate multi-family housing facility for seniors or people with disabilities in frequent service transit corridors?

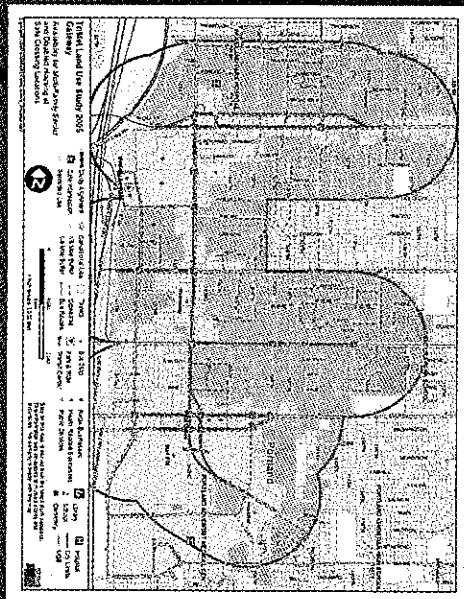
1. SE Division: 11th to 60th
2. SE Division: I-205 to 182nd
3. Hwy 99W: Tigard to King City
4. Hwy 99E: Milwaukie to Gladstone
5. Gateway Regional Center
6. Beaverton Regional Center

Corridor and Center Analysis

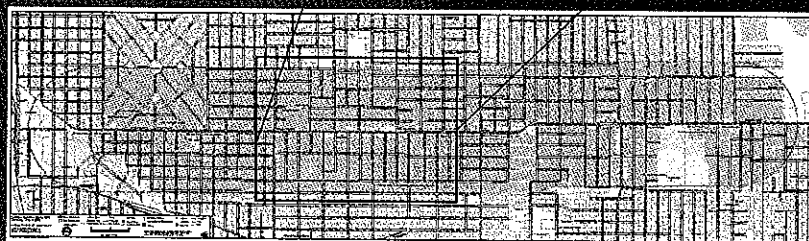
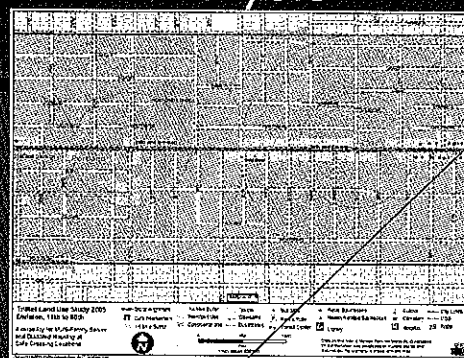
Data Summarized

1. Percent acreage with complete sidewalks
2. Percent acreage that allows facilities outright or conditionally
3. Number of local attractions
4. Percent in small, medium, large lots sizes

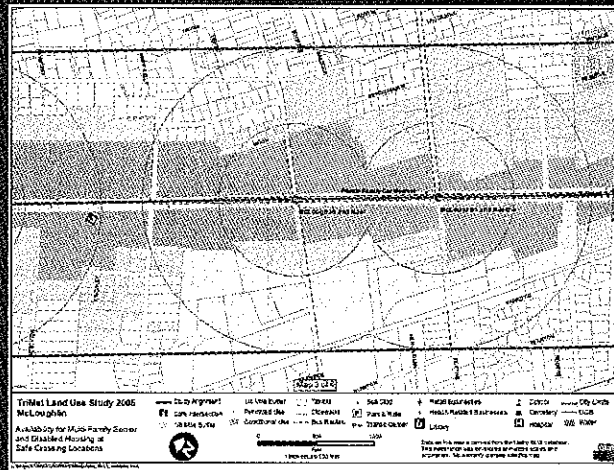
Center Analysis Gateway



Corridor and Center Analysis Inner Division



Corridor and Center Analysis McLoughlin Boulevard



Corridor and Center Analysis Findings

1. Make special needs housing an outright allowed use in transit corridors
2. Allow mixed-use development at key intersections
3. Close sidewalk gaps within transit corridors
4. Link accessibility improvements to new development
5. Create more affordable housing opportunities near transit for people with disabilities
6. Assist housing developers in aggregating larger sites for modern "age-in-place" facilities

Action Items

- **Overlay zoning information with a "transit accessibility index" to illustrate opportunities to better meet the needs of this community**
- **Explore opportunities for showcase TODs targeting seniors and persons with disabilities**
- **Address these needs and opportunities within the Regional Transportation Plan**

END

Regional Travel Options Program



JPACT Update

July 13, 2006

Drive less. Save more.

www.DriveLessSaveMore.com



- Objective is to raise awareness of need to reduce drive-alone trips and increase use of travel options
- Strategies include paid media (TV, radio, outdoor), earned media, and direct outreach

Program Partners



Program Goals



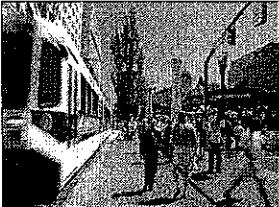
- Reduce SOV trips
- Increase use of travel options for all trips
- Develop "umbrella" marketing campaign
- Develop program performance measures
- Develop program structure that supports collaboration
- Develop sustainable program funding

Program Components



- Program Administration
- Evaluation Program
- Collaborative Marketing
- Regional Rideshare Program
- Transportation Management Assoc. Program
- Region 2040 Initiatives Grant Program

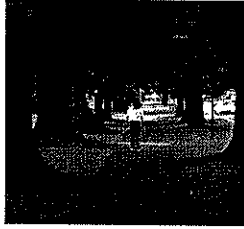
Evaluation Program



FY 05-06 Goals

- Transition program from TriMet to Metro
- Determine measures that will be tracked and used to evaluate RTO programs
- Conduct on going data collection and tracking for all RTO funded programs
- Complete 2004-2005 evaluation report

Evaluation Next Steps



- Complete research and evaluation work plan
- Establish methods to measure awareness, participation, customer satisfaction and program impact of RTO programs
- Develop prediction factors to select projects most likely to reduce SOV trips

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Evaluation Process

- Sources
 - Reports
 - Interviews
 - Data analysis
- Preliminary draft for RTO Subcommittee review

RTO 2004-05 Program
Evaluation (July 13, 2006)

Key Findings

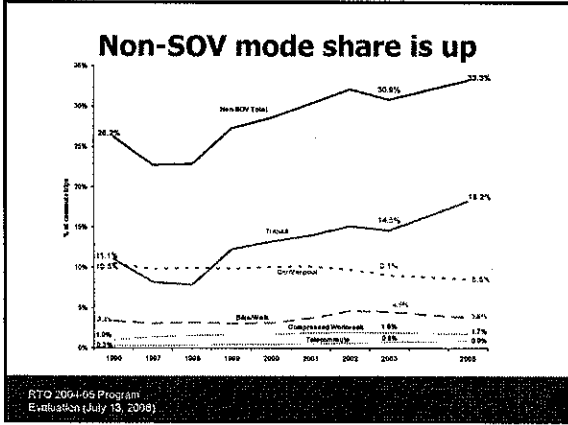
- Positive reactions about recent changes to program
 - Increased regional collaboration
 - Broadening of program beyond commute
 - More transparent funding process

RTO 2004-05 Program
Evaluation (July 13, 2006)

Key Findings

- Most programs implemented many or most of their planned activities.
- Results
 - Sustained and increased participation
 - Reduced SOV use

RTO 2004-05 Program
Evaluation (July 13, 2006)



- ### Key Findings
- Programs did not always accomplish what was planned
 - Staff turnover
 - Less funding than anticipated
 - Many programs are not measuring outcomes
 - Many activities in the Work Plan were not clearly defined
- RTO 2004-05 Program Evaluation (July 13, 2006)

- ### Key Findings
- Some TMA objectives not aligned with RTO objectives
 - Carpools and vanpools need more attention
 - Metro RTO staff and activities now addressing many of the issues identified
- RTO 2004-05 Program Evaluation (July 13, 2006)

Some Recommendations

- **Develop a new work plan**
 - Establish clear, specific, quantifiable, and reasonable objectives for each program
 - Both outputs and outcomes

RTO 2004-05 Program
Evaluation (July 13, 2006)

Some Recommendations

- **Develop consistent methods for measuring results**
 - Standard survey questions
 - Measure satisfaction with programs
- **Consider conducting a separate survey**
- **Use existing data sources to maximum extent**

RTO 2004-05 Program
Evaluation (July 13, 2006)

TRANSPORTATION PRIORITIES 2008-11 PROGRAM:
Investing in the 2040 Growth Concept
REGIONAL TRAVEL OPTIONS APPLICATION SUMMARY

The Regional Travel Options (RTO) Program is the region's transportation demand management (TDM) strategy for reducing reliance on the automobile and improving air quality. The program, which is administered by Metro, maximizes the efficiency of the existing transportation system, reducing the demand for roadways and the need to expand infrastructure. The RTO program application will fund the following programs:

Local Programs

- Clackamas Regional Center TMA
- Gresham Regional Center TMA
- Lloyd TMA
- Swan Island TMA
- Troutdale TMA
- Westside Transportation Alliance
- Wilsonville SMART TDM Program
- Individualized Marketing Project
- Regional Travel Options Grants

Regional Programs

- Regional Collaborative Marketing Program (Drive Less. Save More.)
- TriMet Employer Program
- Regional Rideshare Program (carpool and vanpool)
- Evaluation Program

Project Cost/Requested Funds: Regional flexible funds: \$4,446,820
(Local match: \$473,961, other: \$900,000, program total: \$5,820,781)

Multi-modal benefit

The program leverages the region's investment in transit, pedestrian and bicycle infrastructure and supports implementation of the 2040 Growth Concept and Regional Transportation Plan by increasing the use of travel options. The program is a key strategy for reaching the modal targets for non-SOV trips established in the Regional Transportation Plan (RTP). An analysis of surveys conducted by employers found that programs funded by the RTO Program increased the share of work trips made in non-single-occupant-vehicle (SOV) modes from 26% in 1996 to 33% in 2005.

Economic impact/jobs benefit

The RTO program is an economic development tool for regional centers and industrial areas. Program strategies support economic growth in centers by freeing up land currently used for parking for jobs and housing, and by increasing the capacity of current transportation infrastructure thereby saving millions of dollars in costly road expansion projects. A study by the Lloyd TMA (Transportation Management Association) found that over \$170 million in parking infrastructure costs could be saved using more cost effective RTO strategies.

Air quality benefits

Motor vehicles are the largest single source of air pollution in the Portland area. Programs funded by the RTO program improve regional air quality by reducing vehicle miles of travel (VMT) and supporting non-polluting modes of travel. In 2005, RTO programs reduced 39 million VMT.

