



**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 8<sup>th</sup>.

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 10<sup>th</sup>.
- **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 23<sup>rd</sup> 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:

<b>Project</b>	<b>Criteria</b>	<b>Description of Change</b>
<b>I-5 SB/I-205 SB Merge Lane</b>	Eligibility	Changed from low to medium
<b>US26: 185 to Cornell</b>	Project Readiness	Crossed out "earmark funds available for design"
<b>Troutdale Marine Dr./ <del>Backage Road</del> Extension PE</b>	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
<b>US26: Springwater Interchange Phase I</b>	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
<b>I-5 Wilsonville Interchange</b>	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)
<b>Sunrise Corridor</b>	Benefit multiple modes of travel	Changed from No to: Yes, adjacent multi-use path and bus use option being studied
<b>STA Implementation Project: Oregon City</b>	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:

<b>Project</b>	<b>Cost (millions)</b>	<b>Recommendation (millions)</b>
<b>I-5 Delta Park Phase II: PE and ROW for Columbia Blvd access to I-5</b>	<del>\$9.0</del> \$14.0	\$7.0
<b>Troutdale Marine Dr./Backage Road</b>	<del>\$7.9</del> \$1.0	<del>PE Earmark Avail</del> \$.5
<b>Highway 217 EIS</b>	\$1 to \$3 million	<del>\$.5</del>
<b>I-205 South: I-84 to I-5 EIS (OIPP Coordination)</b>		<del>Seek OIPP Funds</del> \$.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: 185<sup>th</sup> 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