

A G E N D A

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METRO

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

DATE: August 10, 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	COMMENTS FROM THE CHAIR	Rex Burkholder, Chair
7:45	CONSENT AGENDA	Rex Burkholder, Chair
	* Consideration of JPACT minutes for July 13, 2006	
	ACTION ITEMS	
7:45	* 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	
7:50	# Seniors and People with Disabilities Transportation and Land Use Study – <u>INFORMATION</u>	Phil Selinger & Lynn Peterson
8:10	* RTO Program Overview– <u>INFORMATION</u>	Pam Peck
8:15	# RTO Evaluation Report – <u>INFORMATION</u>	Dr. Jennifer Dill, PSU
8:30	CONVERSATION WITH CONGRESSMAN EARL BLUMENAUER	
	CITIZEN COMMUNICATIONS	
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

July 17, 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
Rob Drake	City of Beaverton, representing Cities of Washington County
Fred Hansen	TriMet
Jason Tell	Oregon Department of Transportation (ODOT - Region 1)
Paul Thalhofer	City of Troutdale, representing Cities of Multnomah County
Roy Rogers	Washington County
Dick Pedersen	DEQ
Don Wagner	Washington DOT

MEMBERS EXCUSED

AFFILIATION

Bill Kennemer	Clackamas County
Royce Pollard	City of Vancouver
Maria Rojo de Steffey	Multnomah County
Bill Wyatt	Port of Portland
Steve Stuart	Clark County

ALTERNATES PRESENT

AFFILIATION

James Bernard	Cities of Clackamas County
Doug Ficco	Washington DOT
Dean Lookingbill	Southwest Washington Regional Transportation Council

OTHER COUNCILORS PRESENT

Jeff Dalin	City of Cornelius
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GUESTS PRESENT

AFFILIATION

John Arroyo	NW Cement Producers
Kenny Asher	City of Milwaukie
Hank Ashforth	Portland Streetcar Inc.

GUESTS PRESENT (cont.)

AFFILIATION

Scott Bricker	BTA
Kathy Busse	Washington County
Roland Chlapowski	City of Portland
Olivia Clark	TriMet
Danielle Cogan	CRC
Jennifer Dill	PSU
Kevin Downing	Westmoreland
Cam Gilmour	Clackamas County
Frank Green	WSDOT - CRC
Jack Halin	Coalition for a Livable Future
Halah Ilias	Mayor's Youth Advisory Board
Reid Kells	Sellwood Moreland Improvement League
Mark Landauer	City of Portland
Lee Leighton	Sellwood-Moreland
Lance Lindahl	Brooklyn Neighborhood Association
Tom Markgraf	CRC
Steve Matthews	WSDOT
Ron Papsdorf	City of Gresham
Brad Perkins	Portland Streetcar Inc.
Lynn Peterson	TriMet Consultant
Marie Phillippi	Brooklyn Neighborhood Association
Austin Pritchard	SMILE
Karen Schilling	Multnomah County
Phil Selinger	TriMet
Chris Smith	MPAC
Lainie Smith	ODOT
Paul Smith	City of Portland
Don Stephens	Brooklyn Action Corps
Walter Valenta	CRC Task Force

STAFF

Andy Cotugno, Richard Brandman, Jessica Martin, Robin McArthur, Pam Peck, Ross Roberts

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 welcomed Mayor James Bernard, alternate to Councilor Lynn Peterson. He noted that Mayor Bernard would be representing the Cities of Clackamas County, as Councilor Peterson would be presenting the Elderly & Disabled Transportation Plan and Land Use Study, as a TriMet consultant.

II. CITIZEN COMMUNICATIONS

Reid Kells, 7723 SE 16th Avenue, Portland, spoke against Resolution 06-3713. He prefers that the inner South East light rail and Sellwood Bridge be a priority to Streetcar.

Austin Pritchard, 1636 SE Marion, Portland, testified in favor of reopening light rail in the South corridor thru McLoughlin.

Commissioner Sam Adams stated that there is four permit applications for commercial development on Hayden Island. Oregon Law requires a 45-day public notice in order for the 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 island, significantly increase traffic congestion on I-5 or threaten the Columbia River Crossing Project. He distributed (included as part of the meeting record) a copy of the 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.

Several committee members expressed concern that they did not receive the resolution in advance and therefore not able to review with the cities they represent.

The committee continued discussing the resolution.

ACTION: Commissioner Adams moved, seconded by Mr. Bill Wyatt to support Portland City Council Resolution No. 967. The motion passed, with Commissioner Rogers, Mayor Paul Thalhoffer, and Mayor Rob Drake abstaining from the vote.

IV. CONSENT AGENDA

Consideration of minutes for the June 22, 2006 JPACT meeting

ACTION: Mr. Jason Tell moved, seconded by Ms. Lynn Peterson to approve the June 8, 2006 meeting minutes. The motion passed.

V. COMMENTS FROM THE CHAIR

JPACT Finance

Chair Burkholder announced that there would be a JPACT Finance work group meeting on Thursday, July 27, 2006. Items for discussion would include development of legislative packages and potential funding sources for the next Legislative session as well as project updates from the Macquarie Group on I-205 and Sunrise.

Resolution 06-3717

Due to time constraints, Chair Burkholder stated that consideration of Resolution 06-3717 would be postponed until the August JPACT meeting.

VI. ACTION ITEMS

Resolution No. 06-3713, For The Purpose of Adopting the Eastside Transit Alternative Analysis Locally Preferred Alternative, Located Within The Portland Central City

Mr. Richard Brandman appeared before the committee to present Resolution No. 06-3713, which would adopt the Locally Preferred Alternative (LPA). He presented a PowerPoint presentation (included as part of the meeting record), which included information on the following:

- Project Background and Overview
 - Origin of the Project
 - Federal Funding Sought
 - Transit AA Process Overview
 - LPA Adoption Process
- Alternatives
 - No Build Alternative
 - Full Loop Streetcar

- Streetcar Alternative, Minimum Operable Segments (MOS)
- Two-Way Grand Design Option
- Evaluation Results
- Locally Preferred Alternative Recommendation
 - Work Program Considerations

With several members of the public wishing to comment on this resolution, Chair Burkholder invited the public to testify.

Brad Perkins, 1722 NE Schuyler, Portland, spoke in favor of Resolution 06-3713.

Lance Lindahl, 4904 SE 16th Ave., Portland, spoke in favor of light rail going to Milwaukie. He asked that plans for the streetcar be put on hold in order to plan the MAX line and streetcar as a unified system.

Don Stephens, 908 SE Cora, Portland, spoke in favor of Resolution 06-3713.

Marie Phillippi, 4014 SE 9th, Portland, spoke of her concerns regarding public transportation in the inner South East area. With projects in competition for construction and operating dollars, she urged committee members not to make a financial commitment to the streetcar that would preclude light rail to the area.

Chris Smith, 2343 NW Pettygrove, Portland, spoke in favor of Resolution 06-3713.

Kevin Downing, 6202 SE 21st, Portland, spoke on favor of Resolution 06-3713, but requested that the Milwaukie Light rail project not be moved.

Lee Leighton, 6113 SE 17th Ave., Portland, spoke in favor of Resolution 06-3713.

Hank Ashforth, 825 NE Multnomah Blvd., Portland, spoke in favor of Resolution 06-3713.

Mayor Bernard stated his appreciation for the citizen comments. He stated his support for Resolution 06-3713, but shared his concern regarding the possibility of resources shifting away from the Milwaukie Light rail project.

Mr. Fred Hansen stated TriMet's strong support for streetcar. He called to the committees attention three significant issues from TriMet's prospective: 1) the ability to make streetcar on the full alignment; 2) operating revenues; and 3) capital costs.

Councilor Brian Newman stated his support for the project but noted that: 1) Operating funding is a serious concern; 2) He hopes that the next phase can be done as it relates to development agreements; and 3) A regional rail system should be looked at rather than looking at individual projects.

ACTION: Mayor Bernard moved, seconded by Commissioner Adams to approve Resolution 06-3713. The motion passed.

Resolution 06-3717, For The Purpose of Endorsing Regional Support Of The "Plug-In" Partners National Campaign

Due to time constraints, this agenda item was postponed until the next regular JPACT meeting.

VII. INFORMATION / DISCUSSION ITEMS

Elderly & Disabled Transportation Plan and Land Use Study

Due to time constraints, this agenda item was postponed until the next regular JPACT meeting.

RTO Program Overview

Due to time constraints, this agenda item was postponed until the next regular JPACT meeting.

RTO Evaluation Report

Due to time constraints, this agenda item was postponed until the next regular JPACT meeting.

VIII. ADJOURN

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

Respectfully submitted,

Jessica Martin
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JULY 13, 2006

The following have been included as part of the official public record:

	ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
**	III	Resolution	7/6/06	To: JPACT From: Commissioner Sam Adams Re: Portland City Council Resolution No. 967	071306-JPACT-01
*	V	Minutes	6/22/06	JPACT Meeting Minutes of June 22, 2006	071306-JPACT-02
*	VI	Resolution	6/23/06	Resolution No. 06-3713, For the Purpose of Adopting the Eastside Transit Alternative Analysis Locally Preferred Alternative, Located Within The Portland Central City	071306-JPACT-03
**	VI	Power Point Presentation	7/12/06	To: JPACT From: Richard Brandman Re: Eastside Transit Alternatives Analysis	071306-JPACT-04
*	VI	Resolution	5/4/06	Resolution No. 06-3717, For the Purpose of Endorsing Regional Support of the "Plug-In" Partners National Campaign	071306-JPACT-05
*	VI	Fact Sheet	N/A	FAQ about Plug-In Hybrid Electric Vehicles	071306-JPACT-06
**	VII	Power Point Presentation	7/12/06	To: JPACT From: Lynn Peterson Re: Seniors and People with Disabilities Transportation and Land Use Study	071306-JPACT-07
**	VII	Power Point Presentation	7/13/06	To: JPACT From: Pam Peck Re: Regional Travel Options Program	071306-JPACT-08
**	VII	Misc.	N/A	To: JPACT From: Pam Peck Re: RTO Application Summary	071306-JPACT-09
**	VII	Power Point Presentation	7/13/06	To: JPACT From: Jennifer Dill, PSU Re: RTO Evaluation Report	071306-JPACT-10
**	VII	Report	6/29/06	To: JPACT From: Jennifer Dill, PSU Re: 2004-05 RTO Program Evaluation	071306-JPACT-11

* Included in packet

**Distributed at meeting

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



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.



REGIONAL TRAVEL OPTIONS APPLICATION ADD PACKAGES

1. Individualized Marketing

The Regional Travel Options (RTO) Program has reduced single-occupant-vehicle (SOV) trips by applying individualized marketing strategies. The concept, used in more than 300 projects around the world, identifies individuals who want to change the way they travel and uses personal contact to motivate them to think about their travel options. The projects provide information and training to help people use travel options for some of their trips.

Project Cost/Requested Funds – Regional flexible funds: \$515,000

Local match: \$58,944, program total: \$573,944. The RTO base program application includes one individualized marketing project. The add package would allow the program to conduct one or two additional projects in residential areas that will be selected based on proximity to regional centers, town centers and/or corridors that have access to transit, bike and pedestrian infrastructure.

Multi-modal benefit – Individualized marketing follows up on the region's successful experience with pilot and full-scale TravelSmart™ programs conducted in the City of Portland. The projects have demonstrated success in affecting all trip purposes; not just commute trips. The full-scale project (similar to what is being proposed here) shifted trips from 41% non-SOV to 46% non-SOV – an increase of 5 percentage points.

Economic impact/jobs benefit – Individualized marketing results in reduced transportation costs for households. With rising fuel costs, families are spending more on transportation if they continue to drive alone for all trips rather than trip-chain, reduce trips, carpool or use other options.

Air quality benefits – Individualized marketing improves regional air quality by reducing vehicle miles of travel and supporting non-polluting modes of travel.

2. Transportation Management Association (TMA) Start-ups

TMA start-ups will be located in up to three new areas (where no prior TMA existed). These areas include the central city, regional centers, town centers and industrial/employment areas. Areas will be chosen based on a feasibility study and in part, overall access to transit, bike and pedestrian infrastructure. TMAs create a unique entity to engage public agencies and private interests to work on common goals of reducing congestion, improving air quality and managing growth. TMAs are called for in the RTP.

Project Cost/Requested Funds: Regional flexible funds: \$437,000

Local match: \$50,017, program total: \$487,017. The RTO base program application includes ongoing support for eight TMAs: six current TMAs and two new TMAs to be started in 07-08. The add package will support the formation of up to three additional TMAs in 2009-11.

Multi-modal benefit – TMAs work in a specified geography to reduce SOV trips and increase non-SOV trips for all trip purposes and are a strategy for reaching modal targets established in the RTP.

Economic impact/jobs benefit – TMAs provide local leadership, which is one of the most critical components of developing successful community centers. TMAs 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.

Air quality benefits – As with other RTO programs, TMA Start-ups improve regional air quality by reducing vehicle miles of travel and supporting non-polluting modes of travel.

For more information: Contact Pamela Peck, Metro, (503) 797-1866, peckp@metro.dst.or.us.

Materials following this page were distributed at the meeting.

Get Centered! Vancouver B.C.
September 14-16, 2006

- What:** The capstone event of Get Centered! 2006 is a guided tour of Vancouver, BC – a recognized world leader in successful high-density, mixed-use development and planning. Meet with and learn from developers, planners, and government leaders in Vancouver who together have shaped their dynamic metropolitan region. The tour will visit key sites to learn how the Vancouver region has managed to accommodate a similar size population in half the land area while gaining world-wide attention for its livable communities. Visit communities that are comparable to Portland regional and town centers in order to apply examples of growth management strategies.
- Cost:** \$150 if registered by August 18; \$250 for late registration August 19-31 *Includes transportation to and from Vancouver, BC by motor coach, lunch all three days and dinner Thursday and Saturday. Remaining meals and lodging costs are to be paid directly by tour participants.*
- Hotel:** Participants are responsible for reserving and paying for lodging at the Pan Pacific Vancouver hotel on the waterfront at Coal Harbour. Metro has secured a group rate of \$169 (Canadian) per night single occupancy or \$209 double occupancy. Please call the hotel directly at (800) 937-1515 to reserve your room and reference “Metro regional government” to get the group rate.
- Registration:** Space is limited so register early at www.metro-region.org/vancouver or call 503-797-1757.
- Itinerary:** More information and a draft itinerary are available on the Metro website at www.metro-region.org/getcentered. The tour will depart from Metro at 7:00 a.m. on Sept. 14 and return at around 8 p.m. on Sept. 16. Participants will view and learn about centers development in downtown Vancouver and surrounding regional and municipal town centers like Metrotown, Port Moody and Lonsdale.
- Participants:** Elected officials from the Metro region, developers, realtors, business leaders, housing experts, and other decision-makers from our community who help create and sustain the livability of our region.
- Hosts:** Metro Councilors Rex Burkholder and Robert Liberty

For more information, contact Lisa Miles at 503-797-1877 or Patty Unfred Montgomery at 503-797-1685.

Regional Travel Options Program

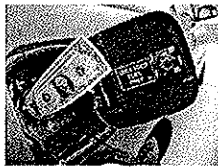


JPACT Update

August 10, 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

Regional Travel Options Staff



Pam Peck
Program Manager
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Mary Ann Aschenbrenner
Rideshare Marketing and Customer Service
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(503) 813-7566

Evaluation Process

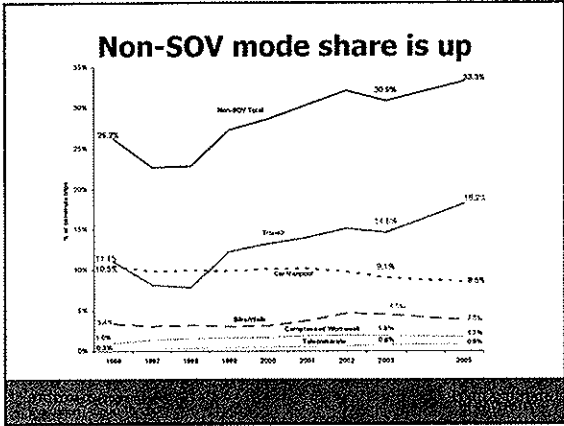
- Sources
 - Reports
 - Interviews
 - Data analysis
- Preliminary draft for RTO Subcommittee review

Key Findings

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

Key Findings

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



- ### 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



- ### 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

Some Recommendations

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

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

Peterson  


Seniors and People with Disabilities Transportation and Land Use Study

An ODOT Special Transportation Project
Conducted by TRIMet

August 10, 2006
JFACT




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 \$7.63 for fixed route.
- A 5% reduction in LIFT use is worth \$84,000 per month or \$1 million a year.

Questions



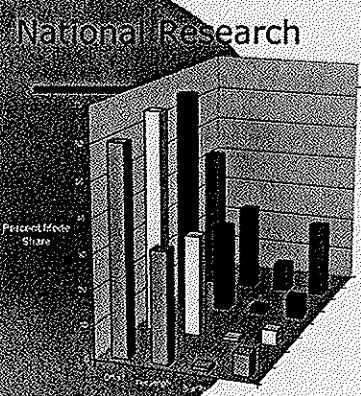
- What are the locational and mobility preferences of seniors and persons with disabilities?
- What influences locational decisions by development for persons with special needs?
- How does land use policy help or hinder bringing this community closer to fixed route transit services?
- What barriers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

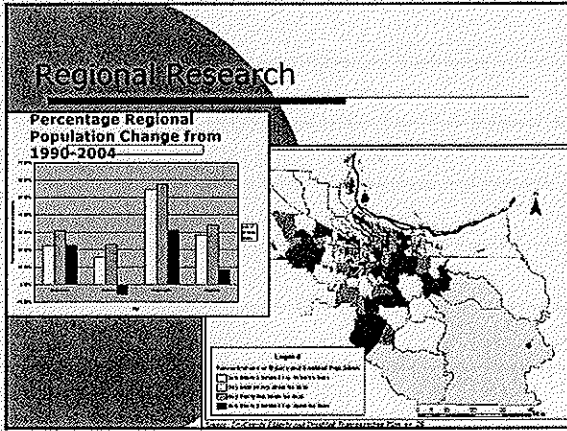
National Research

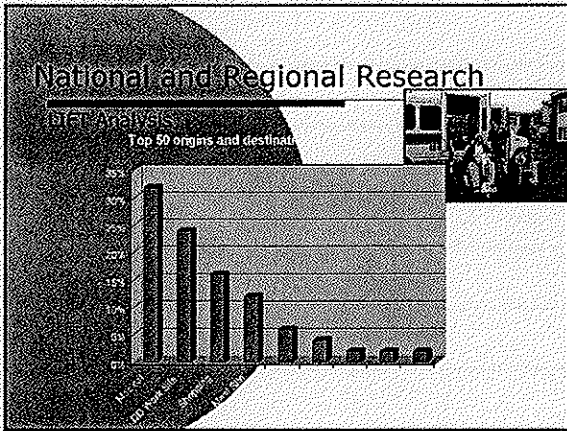


Percent Mode Share

Mode Share, Non-Work Trips by Density, Residents 75 or over







National and Regional Research

UFB Walking Distance Evaluation

Category	Origin	Destination
All origins	80%	75%
All destinations	80%	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?

FARMINGTON SQUARE AT KUALALIN

Developer: TCBG and L&N Homes, Tucson
 Location: 1000 S. Greenway, Tucson, AZ
 Project: 100-unit, 100,000 sq ft, 100,000 sq ft
 Features: 100 units, 100,000 sq ft, 100,000 sq ft
 Amenities: 100,000 sq ft, 100,000 sq ft, 100,000 sq ft
 Transit: 100,000 sq ft, 100,000 sq ft, 100,000 sq ft

Facility Name	Location	Developer	Transit Access
1000 S. Greenway	Tucson, AZ	TCBG and L&N Homes	100,000 sq ft
1000 S. Greenway	Tucson, AZ	TCBG and L&N Homes	100,000 sq ft
1000 S. Greenway	Tucson, AZ	TCBG and L&N Homes	100,000 sq ft
1000 S. Greenway	Tucson, AZ	TCBG and L&N Homes	100,000 sq ft
1000 S. Greenway	Tucson, AZ	TCBG and L&N Homes	100,000 sq ft

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 determining LIFT use
3. Facilities with more convenient units appear most likely to have high LIFT use
4. Facilities provide examples of improvements that could improve access to fixed route transit
5. Only one of the studied facilities was within a walkable distance 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

TRANSIT-ORIENTED DEVELOPMENT
IN THE OREGON METROPOLITAN
PLANNING AREA
A REPORT FOR THE OREGON
METROPOLITAN PLANNING
COUNCIL

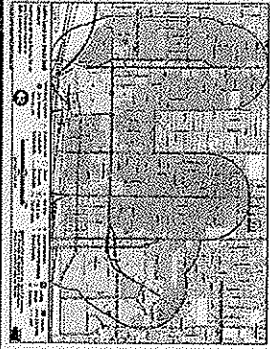
1. SE Division: 11th to 60th
2. SE Division: I-205 to 182nd
3. Hwy 99W: Tigard to King City
4. Hwy 99E: Milwaukie to Gladstone
5. Gateway Regional Center
6. Beaverton Regional Center

Corridor and Center Analysis

Data Summarized

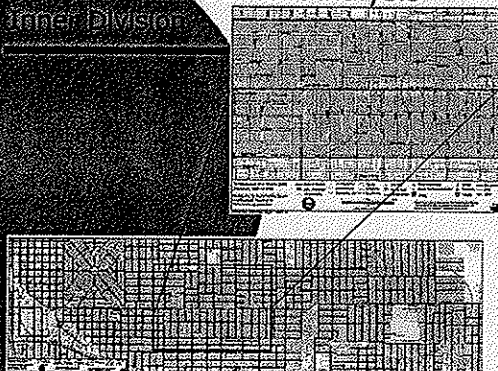
1. Percent acreage with complete sidewalks
2. Percent acreage that allows facilities outright or conditionally
3. Number of local attractions
4. Percent in small, medium, large lot sizes

Center Analysis Gateway



A map showing a street grid with a highlighted corridor and center area. The map includes a legend and a scale bar.

Corridor and Center Analysis Inner Division



A map showing a street grid with a highlighted corridor and center area. The map includes a legend and a scale bar.

