



METRO

TRANSPORTATION POLICY ALTERNATES COMMITTEE
September 29, 2006

Metro Regional Center

MEMBERS PRESENT

Scott Bricker	Citizen
Greg DiLoreto	Citizen
Leland Johnson	Citizen
Nancy Kraushaar	City of Oregon City, representing Cities of Clackamas County
Ron Papsdorf	City of Gresham, representing Cities of Multnomah County
Karen Schilling	Multnomah County
Phil Selinger	TriMet
Rian Windsheimer	Oregon Department of Transportation (ODOT – Region 1)
Ron Weinman	Clackamas County

AFFILIATION

MEMBERS ABSENT

Frank Angelo	Citizen
James Castaneda	Citizen
Brent Curtis	Washington County
John Hoefs	C-Tran
Leland Johnson	Citizen
Susie Lahsene	Port of Portland
Dean Lookingbill	SW Washington RTC
Mike McKillip	City of Tualatin, representing Cities of Washington County
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Paul Smith	City of Portland
Mike Williams	Washington State Department of Transportation (WSDOT)
Jonathan Young	FHWA

AFFILIATION

ALTERNATES PRESENT

Lynda David	SW Washington RTC
Michelle Eraut	FHWA
John Gillam	City of Portland
Sorin Garber	Citizen
Robin McCaffrey	Port of Portland
Marianne Fitzgerald	DEQ
Ed Pickering	C-Tran
Margaret Middleton	City of Beaverton, representing Cities of Washington County
Clark Berry	Washington County

AFFILIATION

GUESTS PRESENT

Mary Ordal	Hillsboro Parks & Recreation
Valerie Counts	City of Hillsboro

AFFILIATION

<u>GUESTS PRESENT</u> (cont.)	<u>AFFILIATION</u>
Derek Robbins	City of Forest Grove
Kevin Downing	DEQ
Sharon Banks	Cascade Sierra Solutions
Dan Whelan	Office of Congressman David Wu
Gregg Everhart	Portland Parks & Recreation
Jim Redden	Portland Tribune
Jon Gustafson	Cascade Sierra Solutions
Megan Gibb	PDC
Byron Estes	PDC
Jerry Sundvell-Williams	EJAG
Jensi Albright	EJAG

STAFF

Andy Cotugno, Pam Peck, Amy Rose, Josh Naramore, Ted Leybold, Kim Ellis, Jessica Martin

1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Mr. Andy Cotugno called the meeting to order and declared a quorum at 9:36 a.m.

2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

Mr. DanWhelan with Congressman David Wu's office appeared before the committee and read a letter (included as part of the meeting record) on behalf of Congressman Wu urging the committee to support Washington County's application for MTIP funds for the Highway 217: Beaverton-Hillsdale to Allen Interchange project.

3. MINUTES OF AUGUST 25, 2006 MEETING

ACTION TAKEN: Mr. Phil Selinger moved and Mr. Ron Weinman seconded the motion to approve the August 25, 2006 meeting minutes. Hearing no objections, the motion passed.

4. INPUT ON FUTURE AGENDA ITEMS

Mr. Sorin Garber requested that at some point the committee discuss different ways to look at MTIP funding. Chair Cotugno stated his plans to initiate that discussion after the Regional Transportation Plan (RTP) update.

5. ACTION ITEMS

5.1 MTIP Review of draft Technical Scores/First Cut List

At the TPAC workshop held on September 22nd, committee members proposed several amendment options to the Metro staff recommendation of the First Cut List. To serve as a starting point for developing a recommendation, Mr. Ted Leybold directed the committee to a memo (included as part of the meeting record) listing the amendment options. The committee discussed the voting procedure. Chair Cotugno suggested reviewing each section of the memo separately, get all the amendments on the table, and then go back and vote on each amendment.

MOTION: Mr. Greg DiLoreto moved, seconded by Mr. Clark Berry to approve the staff recommendation.

Chair Cotugno reviewed the proposed cuts:

General

1. As means of promoting administrative efficiencies, cut all construction projects whose total federal participation cost is less than \$1 million. This would include the following projects:
 - A. Hood Street Pedestrian: Division to Powell (887 K)
 - B. Clackamas County ITS (592 K)

MOTION TO AMEND: Ms. Nancy Kraushaar, seconded by Ms. Robin McCaffrey, moved to cut the Hood Street Pedestrian: Division to Powell and Clackamas County ITS projects.

Mr. Ron Papsdorf stated his concern for cutting the Hood Street Pedestrian project, especially if the committee were to not add the SE 190th Dr. project to the list.

FRIENDLY AMENDMENT ON MOTION TO AMEND: Mr. Ron Papsdorf moved to cut only the Clackamas County ITS project. Ms. Kraushaar, the maker of the motion and Ms. McCaffrey, as the seconder, agreed to the friendly amendment.

VOTE ON MOTION AS AMENDED BY FRIENDLY AMENDMENT: With the majority of the committee members present voting in favor, the motion passed.

Boulevard

Cut the Killingsworth: N Commercial to NE MLK Blvd. project (\$1.955 million). Proposed that this is the least viable project in a modal category with a lot of competition.

DISCUSSION: Mr. Byron Estes with the Portland Development Commission (PDC) addressed the committee and spoke in favor of the Killingsworth project noting that the PDC has a large commitment of match funds and the project serves an underprivileged portion of the community. The committee agreed not to cut the Killingsworth project.

Diesel Retrofit

Cut additional \$700 K (TriMet has reduced its original request by \$1.1 million) from the diesel retrofits category and using the new technical analysis as a means of reducing costs. **Options** include:

- A. Cut \$500 K from the TriMet Bus application **and** cut the Sierra Cascade SmartWay Technology Center (\$200 K). This would eliminate the oldest approximately 42 buses of 325 buses proposed for retrofits from obtaining emission reduction equipment out of a total fleet of 606.
- B. Cut \$700 K from the TriMet Bus application. This would eliminate approximately 59 buses from obtaining emission reduction equipment.

DISCUSSION: Ms. Marianne Fitzgerald stated DEQ's support for clean diesel and would support keeping both projects on the list. Ms. Sharon Banks with Sierra Cascade spoke in favor of the Sierra Cascade SmartWay Technology Center project noting that Portland is just a piece of the puzzle, as there is a commitment for three centers in Los Angeles, one in Sacramento, and Seattle. She added that the project would upgrade 5,000 trucks per year and with 30,000 trucks updated, an annual reduction of 1.5 million tons of carbon dioxide is expected.

MOTION AS AMENDED #2: Mr. Clark Berry moved, seconded by Mr. Papsdorf to cut the \$700,000 from the TriMet Bus application.

VOTE ON MOTION AS AMENDED #2: With 9 committee members in favor and 6 opposed, the motion passed.

Planning

Prioritize and propose cuts for half of the costs of the one-time Planning projects as a means of reducing costs without reducing existing service levels. This would include:

- A. Rx for Big Streets (250 K)
- B. Tanasborne Town Center Planning Study (200 K)
- C. Pedestrian Network Analysis (125 K – partial cut: scope and staff support would be reduced)

This would leave the Livable Streets Update and the Hillsboro Regional Center transportation design and preliminary engineering/environmental work on the First Cut list. Metro staff prioritized the Livable Streets update application based on it being a continuation of existing planning and design activities rather than taking on the next phase of the transportation and land use Corridor work that would be undertaken in the Rx for Big Streets work scope. Metro staff has identified the Hillsboro regional center planning activities as a priority over the Tanasborne town center planning activities based on the priority of regional center land uses being of higher significance than town center planning activities.

DISCUSSION: Mr. John Gillam spoke in support of how the projects have been prioritized. Mr. Selinger noted that the Big Streets is important because as TriMet is increasing frequent bus service on main streets people are getting injured trying to gain access these stops. Ms. Fitzgerald spoke in favor of the Rx for Big Streets project.

MOTION TO AMEND #3: Mr. Berry moved, seconded by Mr. Gillam to cut the Tanasborne Town Center Planning Study and the Rx for Big Streets projects, reduce the Pedestrian Network Analysis Project to \$125,000 and increase the Livable Streets Guidebook Update to \$250,000.

VOTE ON MOTION TO AMEND #3: With 14 committee members in favor and 2 opposed, the motion passed.

Regional Travel Options (RTO)

Propose cuts for half the new RTO Program applications as a means of reducing costs without cutting existing service levels. **Options** include:

- A. \$400,000 from Individualized Marketing program, and \$200,000 from New TMA start-up support. This option would support one Individualized Marketing project for 6,650 households in addition to the 10,000 household effort funded in the base program. This option would also support formation of one additional TMA. The base program includes ongoing support for six existing TMAs and support for year two and three start-up funds for up to three TMAs that may be started in FY 07.
- B. \$600,000 from New TMA start-up support. This option would not allow for any new TMA start-up support but keeps intact the option of funding one 10,000

household Individualized Marketing project or two 5,000 household Individualized Marketing projects.

DISCUSSION: The committee discussed the benefits and track record of TMA's and agreed that there should be some money for TMA expansion.

MOTION TO AMEND #4: Mr. Papsdorf moved, seconded by Ms. Schilling to cut \$200,000 from the Individualized Marketing program and \$400,000 from the New TMA start-up support applications.

VOTE ON MOTION TO AMEND #4: With 15 members approving and none in opposition, the motion passed.

Road Capacity

Consolidate and propose scenarios for the ITS/ATMS projects in the Road capacity modal category as a means of utilizing the expertise of the Transport subcommittee and reducing costs. **Options** include:

- A. \$5 million (\$153 K cut) to an ITS programmatic application with the first priority to a Tualatin-Sherwood Road project of similar scope to the existing application but with project elements recommended by Transport and the balance of projects to be recommended by Transport, taking into consideration geographic distribution of projects throughout the region.
- B. \$3.5 million (\$1.653 million cut) to an ITS programmatic application with the first priority to a Tualatin-Sherwood Road project of similar scope to the existing application but with project elements recommended by Transport and the balance of projects to be recommended by Transport, taking into consideration geographic distribution of projects throughout the region.
- C. \$3.5 million (\$1.653 million cut) to an ITS programmatic allocation with Transport recommending a prioritized project recommendation list with consideration of geographic distribution of project funding.

DISCUSSION: The committee discussed each of the three options and agreed to consolidate and reduce the total funding to the ITS/ATMS projects in the Road capacity category as a means of utilizing the expertise of the Transport subcommittee and reducing costs. The committee requested (B) be amended to the following:

- B. A new regional ITS/ATMS programmatic application of \$3.5 million (\$1.653 million cut from the total of all three applications) would be created for review and proposed prioritization of program elements by the Transport subcommittee of TPAC. to an ITS programmatic application with ~~to an ITS programmatic application with~~ The first priority of the programmatic application to ~~would be a~~ Tualatin-Sherwood Road project of similar scope to the existing application and consideration of the Clackamas County program application but with project elements recommended by Transport and the balance of projects to be recommended by Transport, taking into consideration geographic distribution of projects throughout the region.

MOTION TO AMEND #5: Mr. Berry moved, seconded by Mr. DiLoreto to approve B with the amended language.

VOTE ON MOTION TO AMEND #5: With 11 committee members voting in favor and 4 in opposition, the motion passed.

Road Capacity

Cut the Highway 217: B-H Hwy to Allen Environmental Assessment project as the lower end of the range and it's median technical score was not as compelling as some other projects in the Road Capacity category (\$500 K).

DISCUSSION: Mr. DiLoreto stated his support for the project. Mr. Papsdorf inquired as to where the \$300,000 appropriation earmark would go. Mr. Whelan responded that it would go to the Environmental Impact Statement (EIS) for this specific project. The committee discussed the fact that Highway 217 is not identified as one of the six highways of statewide significance.

MOTION TO AMEND #6: Mr. Papsdorf moved, seconded by Mr. Ron Weinman, to recommend a policy review of the role of Transportation Priorities funding on highway projects prior to the final cut of projects next spring and that the Highway 217 Beaverton-Hillsdale Hwy to Allen Environmental Assessment project should be considered at that time in the context of a potential partnership with ODOT and other interested parties.

VOTE ON MOTION TO AMEND #6: With all present committee members voting in favor of the motion, it passed.

Transit Oriented Development

- A. Cut the Transit Oriented Development (TOD) Hollywood Transit Center project development application and have applicant pursue through the regional TOD funding program (\$202 K).
- B. Reduce the TOD Implementation program and the Centers program - not recognizing the specific \$2 million Beaverton Westgate site acquisition as part of the program allocation. Cut the TOD Implementation program from \$4 million to \$3 million and the Centers program from \$2 million to \$1 million.

DISCUSSION: The committee discussed the proposed cuts to the TOD program and agreed not to cut any of the TOD projects.

Chair Cotugo reviewed the proposed adds.

Bike/Trail

- A. Cut the Willamette Greenway Trail: SW Gibbs to SW Lowell project (\$1.8 million). Proposed that previous Transportation Priorities \$10 million allocation to the South Waterfront area should be considered a sufficient contribution to public infrastructure to this area.
- B. Add the NE/SE 70's Bikeway project (\$3.698 million). Proposed that this project be considered a high priority project due to the large potential impact to inducing new riders in an area underserved by bicycle facilities.

DISCUSSION: Mr. Scott Bricker noted that he was the TPAC member to suggest that the Willamette Greenway Trail project be cut because the City of Portland received \$10 million for the North Macadam Project, which includes bike and pedestrian improvements. Mr. Bricker noted that the Bicycle Transportation Alliance's target area is North/North East Portland as they feel those areas are underserved. He spoke in support of the NE/SE 50's and 70's Bikeway

projects. Mr. Gillam stated his support for adding the 70's bikeway if the funding request could be reduced, but would not support cutting the Greenway Trail. Mr. Estes stated that while the PDC appreciates bikeways in NE neighborhoods, it is critical to make sure we have the full linkage and urged the committee not to cut the Willamette Greenway Trail at this time.

MOTION TO AMEND #7: Mr. Bricker moved, seconded by Mr. DiLoreto to cut the Willamette Greenway Trail and add the NE/SE 70's Bikeway project at \$1.8million.

VOTE ON MOTION TO AMEND #7: With 9 committee members voting in favor, 4 in opposition and 2 in abstention, the motion passed.

Chair Cotugno asked the committee for any additional projects they wished to add to the list. Mr. Papsdorf proposed that the SE 190th Dr. project be added to the list.

MOTION TO AMEND #8: Mr. Papsdorf moved, seconded by Mr. Sorin Garber to add the SE 190th Dr. project to the list.

MOTION TO AMEND #9: Ms. Karen Schilling moved, seconded by Mr. Gillam to add the 223rd Rail Road Under-Crossing at Sandy Boulevard project to the list.

VOTE ON MOTION TO AMEND #9: With 9 committee members in favor and 5 voting in opposition, the motion passed.

Chair Cotugno noted that if both of these projects were added, the list would be at 170%. The committee continued discussing the projects.

FRIENDLY AMENDMENT ON MOTION TO AMEND #8: Mr. Papsdorf moved to reduce proposed funding on the Burnside: 181st to Stark Boulevard project by \$1.2 million.

VOTE ON MOTION TO AMEND #8: With 10 members voting in favor and 5 in opposition, the motion passed.

VOTE ON MAIN MOTION AS AMENDED: With all committee members voting in favor, the motion passed.

5.2 RESOLUTION NO. 06-3712, FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE 172ND AVENUE: FOSTER ROAD TO SUNNYSIDE ROAD PROJECT AND TRANSFER FUNDS FROM THE 172ND AVENUE: SUNNYSIDE ROAD TO HIGHWAY 212 PROJECT

Due to time constraints, this agenda item was not presented.

5.3. RESOLUTION NO. 06-3733, FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE NW CORNELL ROAD: EVERGREEN PARKWAY TO 158TH AVENUE WIDENING PROJECT

ACTION: Mr. Rian Windsheimer moved, seconded by Mr. Greg DiLoreto to approve Resolution 06-3733. The motion passed.

5.4. RESOLUTION NO. 06-3734, FOR THE PURPOSE OF CONCURRING THAT TRIMET, C-TRAN, AND SMART BE THE DESIGNATED RECIPIENTS OF FEDERAL JOBS ACCESS AND REVERSE COMMUTE AND NEW FREEDOM TRANSPORTATION FUNDS ALLOCATED TO THE PORTLAND VANCOUVER URBANIZED AREA

ACTION: Mr. Phil Selinger moved, seconded by Mr. Ed Pickering to approve Resolution 06-3734. The motion passed.

6. INFORMATION / DISCUSSION ITEMS

6.1 RTO COMMITTEE STRUCTURE UPDATE

At the August 25, 2006 meeting, a proposal for creating a new TPAC subcommittee that would both elevate the stature of the RTO Subcommittee by seeking members with greater budgetary authority within their own organizations, and integrate Transportation Demand Management (TDM) and Transportation System Management and Operations (TSMO) in support of TPAC decision-making and RTP development was presented to TPAC. At that time, the committee requested further discussion and organizational charts outlining the current and proposed subcommittee structure. Ms. Pam Peck noted that while there has been broad consensus for reorganizing and streamlining the RTO subcommittee structure, the concept of integrating the subcommittee with system management and operations needs additional discussion and consideration. She recommended delaying action on the RTO bylaws until the regional role in system management and operations is better defined. Because TPAC will be discussing a report on ITS and next steps for the TSMO program at the meeting in October, she will revisit this issue with the committee after these discussions have occurred.

6.2 RTP UPDATE

Ms. Kim Ellis appeared before the committee and presented them with an update on several different research activities being conducted by Metro staff and the data needs for those efforts. Phase 2 of the RTP update will focus on research and analysis that will be used to re-tool the current plan's policies to better implement the 2040 Growth Concept and to address new policy issues that have emerged since the last major update in 2000. The research will include an analysis of current regional transportation system conditions and financial, transportation, land use, environmental and economic/demographic trends. Ms. Ellis reviewed the timelines for submitting data for finance, bridge, pavement, safety, congestion and edits to the 2005 and 2035 model network.

She directed the committee's attention to an updated RTP timeline, noting that there will not be a Transportation Summit in December. Ms. Ellis proposed a TPAC workshop on October 16th in order to discuss desired outcomes and priorities.

6.3 SUNRISE DEIS UPDATE

Due to time constraints, the Sunrise DEIS Update was postponed until the next regular TPAC meeting.

7. ADJOURN

As there was no further business, Mr. Cotugno adjourned the meeting at 12:06p.m.

Respectfully submitted,
Jessica Martin, Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR SEPTEMBER 29, 2006

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

	ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
*	3	Minutes	8/25/06	TPAC Meeting Minutes of August 25, 2006	092906t-01
**	5.1	Memo	9/26/06	To: TPAC From: Ted Leybold Re: TPAC Options for First Cut List Recommendation	092906t-02
**	5.1	Summary	10/12/04	Projects and Programs for TPAC First Cut List Consideration	092906t-03
**	5.1	Memo	9/22/06	To: TPAC From: Ron Papsdorf Re: 190 th Street, Pleasant View to 30 th Street	092906t-04
**	5.1	Summary	N/A	Transportation Priorities 2008-2011 Application Summary	092906t-05
**	5.1	Memo	9/26/06	To: TPAC From: Ted Leybold, Mark Turpel Re: Portland Area Transportation Projects Conformity Consultation	092906t-06
**	5.1	Misc. Handouts	N/A	Handout from Scott Bricker	092906t-07
**	5.1	Information Sheet	N/A	Handout from Parks: Willamette Greenway in South Waterfront and MTIP funding	092906t-08
**	5.1	Letter	9/29/06	To: TPAC From: City of Cornelius Re: Baseline Boulevard Improvement Project Qualitative Factors	092906t-09
**	5.1	Letter	8/3/06	To: TPAC From: Clackamas County Re: Transfer of STP funds	092906t-10
**	5.1	Letter	9/29/06	To: TPAC From: Congressman David Wu Re: Support for Highway 217	092906t-11
**	5.1	Letter	9/28/06	To: TPAC From: Karen Schilling Re: 223 rd Ave. Railroad Undercrossing	092906t-12
*	5.2	Resolution	9/20/06	Resolution No. 06-3712, Staff Report	092906t-13
*	5.3	Resolution	9/20/06	Resolution No. 06-3733, Staff Report	092906t-14
*	5.4	Resolution	9/20/06	Resolution No. 06-3734, Staff Report	092906t-15
**	6.1	Memo	9/29/06	To: TPAC From Pam Peck Re: RTO Bylaws Discussion	092906t-16
**	6.1	Memo	9/28/06	To: TPAC From: Pam Peck Re: Process for formation of new Transportation Management Associations	092906t-17
**	6.2	Memo	9/28/06	To: TPAC From: Kim Ellis Re: RTP System Profile Report Data Requests	092906t-18
*	6.3	Information	September 2006	Sunrise Project, I-205 to Rock Creek Junction Project Update, Purpose and Needs Statements, Goals and Objectives, Process Flow Chart	092906t-19
*	6.3	Map	N/A	Sunrise build alternatives: Transit	092906t-20
**	6.3	Map	N/A	Alternative 2 with Design Option	092906t-21
**	Non-Agenda Item	Update	September 2006	Transportation Operations Program Monthly Update for August 2006 by Jon Makler	092906t-22

* Included in packet

** Distributed at meeting