



METRO

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

MEETING: TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

DATE: June 1, 2007

TIME: 9:30 A.M.

PLACE: Metro Regional Center, Council Chambers

9:30 AM	1.	Call to Order and Declaration of a Quorum	Andy Cotugno
9:30 AM	2.	Citizen communications to TPAC on non-agenda items	Andy Cotugno
9:35 AM	3.	Approval of TPAC minutes for April 27, 2007	Andy Cotugno
9:40 AM	4.	Future Agenda Items <ul style="list-style-type: none">• Willamette River Bridges (anytime)• Regional Rail System• I-5/ 99W Connector Update• RTO 05-06 Evaluation Report & Eval Program Update• LO Transit AA Evaluation Results & LPA Process RTP Performance Measures/ Implementation Strategies	Andy Cotugno
9:45 AM	5. #	Streetcar and Development Impacts	Richard Brandman
10:15 AM	5.1 *	TIP Amendment and Air Quality Consultation <ul style="list-style-type: none">• Consultation on amendment to add the "I-84: right turn lane at 257th" project to the 2006-09 TIP	Ted Leybold
10:25 AM	5.2 #	RTP Status Report <ul style="list-style-type: none">• Solicitation Issues and Process Next Steps• Finance Issues and Choices	Kim Ellis Andy Cotugno
11:30 AM	5.6	ADJOURN	Andy Cotugno

* Material available electronically.

Please call 503-797-1916 for a paper copy

** Material to be emailed at a later date.

Material provided at meeting.

All material will be available at the meeting.

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

Minutes

April 27, 2007 – Meeting

Metro Regional Center – Room 370 A/B

MEMBERS PRESENT

Ron Weinman
Karen Schilling
Ron Papsdorf
Mike McKillip
Paul Smith
Sreya Sarkar
John Rienhold
Rian Windsheimer
Jack Burkman

AFFLIATION

Clackamas County
Multnomah County
City of Gresham
City of Tualatin
City of Portland
Citizen
Citizen
ODOT
Washington DOT

MEMBERS ABSENT

Bret Curtis
Nancy Kraushaar
Frank Angelo
Scott Bricker
Greg DiLoreto
Sorin Garber
Phil Selinger
Dave Nordberg
Susie Lahsene
Dean Lookingbill
Satvinder Sandhu
John Hoefs

AFFLIATION

Washington County
City of Oregon City
Citizen
Citizen
Citizen
Citizen
TriMet
DEQ
Port of Portend
SW Washington RTC
FHWA
C-TRAN

ALTERNATES PRESENT

Andy Back
Margaret Middleton
Alan Lehto
Robin McCaffrey
Lynda David

AFFLIATION

Washington County
City of Beaverton
TriMet
Port of Portland
SW Washington RTC

GUESTS PRESENT

Lawrence Odell
Scott Drumm
Kathryn Williams
Karen Frost
Lenny Anderson
Derek Robbins
Maragret Middleton
Elissa Garther

AFFLIATION

Washington County
Port of Portland
Port of Portland
WTA
Swan Island TWA
City of Forest Grove
City of Beaverton
Clackamas County

STAFF

Andy Cotugno, Kim Ellis, Tom Kloster, Pamela Peck, Deena Platman, Caleb Winter...
Robin McArthur.

1. CALL TO ORDER, DECLARATION OF A QUORUM

Chair Andy Cotugno declared a quorum and called the meeting to order at 9:35 a.m.

2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were no citizen communications to TPAC on non-agenda items.

3. INFORMATION/DISCUSSION ITEMS

Chair Cotugno did not introduce any new information or items for discussion.

3.1 TMA UPDATE (PAM PECK)

Chair Cotugno, introduced Pam Peck from Metro. Ms Peck presented the TMA update and gave an overview of what the RTO's TMA program has done (Power Point presentation details are provided at the end of the minutes).

-Goal of TMA programs: maximize economic development capacity in key areas. TMAs work directly with the business community leadership to identify and address transportation needs in addition to providing leadership.

-Ms. Peck introduced the TMAs present: Rick Williams –Lloyd TMA, Lenny Anderson – Swan Island TMA, Karen Frost – Washington County TMA, (Diane Mckeel – Troutdale TMA, and the representatives from the Gresham and Clackamas TMAs were absent).

-Rick Williams, executive director of Lloyd TMA, first TMA in Oregon, est. in 1994. Mentioned the Portland region report and its analysis of the cost of congestion to the economy. The report concluded serious economic consequences of congestion. Mr. Williams pointed out that the 1994 metro analysis on employee trends and transportation indicated that the congestion on I-5/ I-84 would be classified as service level F from too much congestion. As a solution parking has been built on with new buildings, and alternative forms of transportation have been promoted by the addition of bike lanes and increased transit. Results: by 1997 transit ridership went up from 10 to 20%. In order to balance transportation in the future, Lloyd TMA has the following goals: mass transit at 42%, 10% bike, 5% walk, 10% rideshare, and 33% drive alone. Mr. Williams said that if these goals are achieved, the district traffic would increase by 42% and with overall economic savings to the business communities.

-Troutdale TMA is the newest in the region, and is a high volume regional destination for tourism in the Gorge although it does not offer a lot of bus service. Troutdale is asking the question: "How do we more efficiently get people to Troutdale and to the Gorge?"

-Kathy from the Gresham TMA was absent and Ms. Peck summarized her presentation.

-Gresham TMA is located in the downtown and primarily services the small business community. Gresham TMA has developed various programs with business owners in the district to promote more parking for visitors and less congestion.

-The Clackamas TMA representative was also unable to attend and Ms. Peck spoke for their program. Located primarily in North Clackamas County, it works with stakeholders and businesses to prepare for light rail.

-Lenny Anderson from the Swan Island TMA presented the following question: “How can we do better with less?” Swan Island TMA formed seven years ago and has recruited employers to help invest in solving the problems of moving freight and congestion on Swan Island. As a result Swan Island has added bus service, carpool programs and sidewalks. They are now working to market Swan Island jobs to north Portland residents and north Portland homes to the Swan Island labor force.

-Karen Frost, exec. Director of the TMA for Washington County located at the offices in the Beaverton Round. This TMA’s main objectives are to look for opportunities to maximize effectiveness, and offer value for employers in Washington County. The TMA has partnered with the Hillsboro 20/20 plan to increase transit and alternative transportation for citizens of Hillsboro. A key program this summer is the “Car Free/ Care Free Commuter Challenge” taking place in July. This program provides incentives to mass transit users in the month of July.

***3.2 REGIONAL FREIGHT DATA COLLECTION (SCOTT DRUMM, DEENA PLATMAN)**

-Chair Cotugno introduced Scott Drumm from the Port of Portland and Deena Platman from Metro.

-Mr. Drumm and Ms. Platman gave a Power Point presentation displaying the results of a multi year project to collect freight data (the handout with more detail and data is provided at end of minutes).

Ms. Platman pointed out that the results of the study conclude that freight movement throughout the Metro Region “begs for more efficiency”. Several members at the table asked for better explanation of the data and the presenters responded that the data and a query database will be available through the Port of Portland.

-A question was raised about the relevance of surveying the freight movement in and out and through east Multnomah County between I-84 and US 26. Karen Schilling, Multnomah County, explained that east Multnomah County was interested in receiving the data to possibly draw out a solution to an I-84/ US 26 connector. She also indicated that Multnomah County paid extra for this additional data collection.

-The question was asked whether the same data was needed throughout the region. Ms. Platman responded by saying, “It is one of the questions we have in our mind. What else do we need to do to help improve Metro’s congestion problem?”

-Key issues with survey process and data collection: Freight carrier companies were unwilling or unable to provide tracking, route and type of cargo information. Data collection process was modified to account for this deficiency.

3.2 RTP STATUS REPORT (KIM ELLIS)

Chair Cotugno introduced Kim Ellis from Metro. Ms. Ellis provided information about a Metro Mobility workshop on 4/30/2007 (the details for the handout are provided at the end of the minutes). She reported that JPACT accepted the RTP policy framework in March (2007) and since its acceptance Metro staff have been working to provide a solicitation packet for the RTP program. Staff is currently meeting to develop the solicitation process into two tracks: the first will focus on regional and state mobility and track two is “the community building investments.” The investments in track two will be identified in the local coordinating committees at the city and county level.

-Solicitation packet: targets have been established to begin narrowing what and where the priorities are. Targets were based on the preliminary financial analysis report from Eco-Northwest; reflects what agencies, cities and Counties reported to Metro as their annual revenues generated for local support.

-Ms. Ellis said that the purpose of RTP is to get people to help identify connections that meet the policy framework.

-Tom Kloster from Metro explained that RTP is updated every four years and there is currently a list of connectivity gaps and new projects to fill the gaps.

-Rian Windsheimer, ODOT asked if there is a method in place already or if this is just a grouping of local plans. He also wanted to know where in the RTP process is the evaluation to identify one project benefit over another. Mr. Kloster explained that the RTP policy will be used to evaluate the effectiveness of the transportation system.

-Chair Cotugno indicated that JPACT, at their April 26 meeting, raised concerns about the RTP schedule, calling for more time to do a credible analysis. Cotugno indicated that staff will be developing options to vary the schedule while continuing to meet the federal deadline. An evaluation of these options will be brought to the May 10, JPACT.

4. ADJOURN

Chair Cotugno adjourned the meeting at 11:34 a.m.

*Material available electronically.

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 27, 2007

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENTNO.
3.1	Brochure & Summary	N/A	Swan Island TMA Evening Shuttle Schedule and 2006 Annual Report Executive Summary	042707t-01
3.1	Presentation	N/A	Lloyd TMA Partnership Plan: A Case Study in Transportation Efficiency	042707t-02
3.2	Report	March 2007	Portland Freight Data Collection Phase II Task 10 – Summary Report	042707t-03
3.2	Presentation	04/27/07	Portland Freight Data Collection Project Team Workshop	042707t-04
3.3	Report	04/23/07	2035 Regional Transportation Plan Update: RTP Investment Solicitation Packet	042707t-05
3.3	Agenda	04/30/07	Metropolitan Mobility Workshop	042707t-06

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
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METRO

DATE: May 23, 2007
TO: TPAC and Interested Parties
FROM: Ted Leybold: MTIP Manager
SUBJECT: TIP Amendment to the Troutdale/Marine Drive Extension project

* * * * *

Project: I-84: Right turn lane @ 257th
ODOT Key #: TBD

Requested Action: Concurrence that the I-84: Right turn lane @257th Avenue project is not a regionally significant project for the purposes of air quality analysis, and/or that the project is exempt from regional emissions analysis.

Background: The Marine Drive extension project in Troutdale (ODOT Key #15185) currently has planning and engineering funds programmed in the STIP. The purpose of this project is to create an alternative access for vehicle movements between I-84, Troutdale Road and NE Marine Drive.

Currently the I-84/Troutdale interchange is a “split-diamond” configuration. The west bound on-ramp and east bound off-ramp to I-84 connects to the Frontage Road/Marine Drive intersection. Marine Drive only extends to the north of its intersection with the Frontage Road. There is an east/west frontage road parallel to I-84 between Marine Drive and 257th Avenue. The west bound off-ramp and the east bound on ramp to the freeway connects to 257th Avenue.

The existing project in the TIP proposes to study and design an extension of Marine Drive south of the Frontage Road, eventually curving it in an east/west direction to extend to 257th Avenue. The project would create an alternative for vehicles to the intersection of the Frontage Road/east bound on-ramp and 257th Avenue.

However, analysis has determined that many of the benefits of the Marine Drive extension project could be accomplished with a less costly project that adds a right turn lane on the eastbound Frontage Road to south bound 257th Avenue. Therefore, this amendment is to create a new project using funds from the existing Marine Drive extension project to construct a southbound turn lane from Frontage Road to 257th Avenue with associated modification of the existing traffic signal.

Given the project scope Metro staff proposes that this project is not regionally significant and therefore is and not subject to additional air quality analysis to establish conformity with the State Implementation Plan for air quality.

Furthermore, the project is exempt from regional emissions analysis, per Table 3 of EPA guidance 40 CFR Section 93.135. The table lists "Intersection signalization projects at individual intersections" as exempt from regional emissions analysis.

Therefore, as either of these findings would establish the basis for finding the project amendment in conformity of air quality regulations, Metro staff proposes the amended project status is in conformity.

Notification of consultation with federal and state agency air quality interested agency was provided on May 3, 2007 with comments due back by May 11. Two comments were received. The first comment requested further clarification of the project which was provided. The second agreed that the project met air quality conformity requirements.

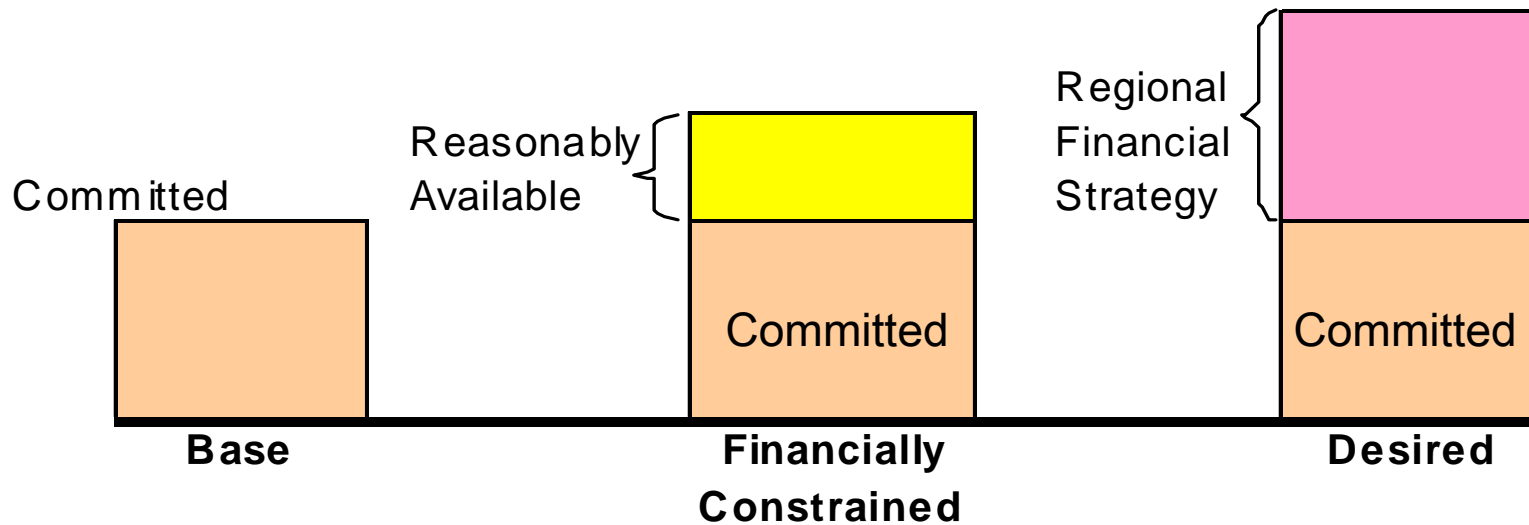
Formal notice of this amendment is provided in the monthly progress report.

FINANCIALLY CONSTRAINED RTP

**Joint JPACT/MPAC Meeting
May 24, 2007**

FINANCIALLY CONSTRAINED RTP

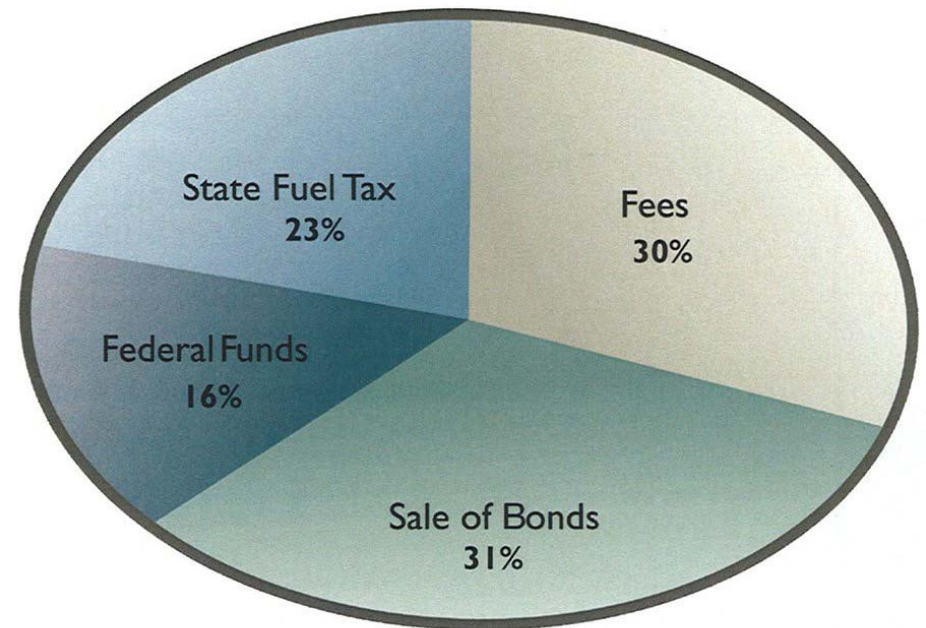
- **Driven by Federal Regulations**
- **Committed and Reasonably Available Revenues**
- **Projects Must be in Financially Constrained to Receive Funds**



ODOT Revenues

- OTIA Bonds have increased ODOT Revenues
- Future Debt payment reduces revenues

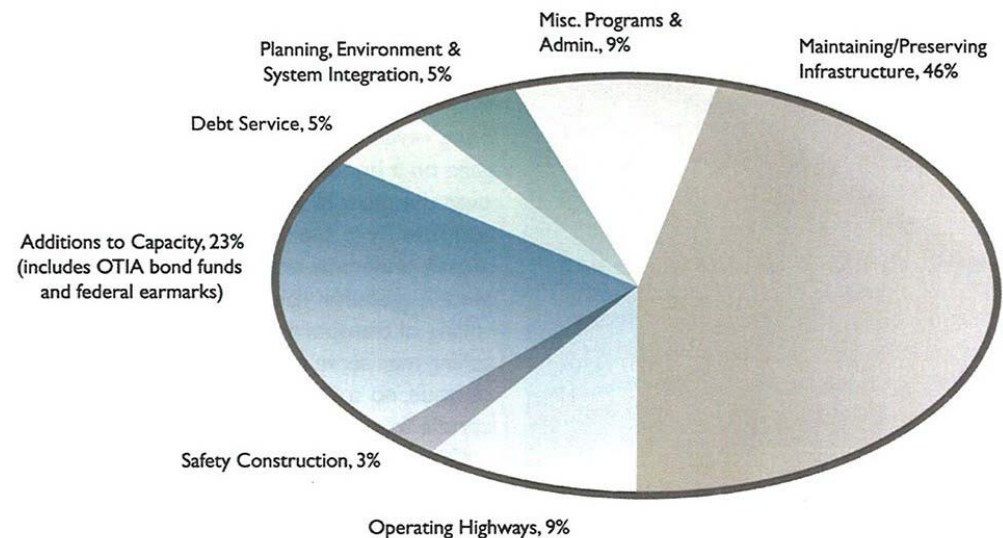
ODOT Revenue Breakdown



ODOT Spending

- Mostly Operations, Maintenance & Preservation
- Modernization increased through OTIA Bonds

Where Does The Money Go?



AVERAGE ANNUAL ODOT MOD IN METRO REGION (2007\$)*

Existing State and Formula Federal Funds	\$11.4
ODOT Earmarked Fed Grants	\$11.6
State Share of Assumed New Revenues (\$15 VRF every 8 years)	\$5.6
	<hr/>
	\$28.6

* In Millions

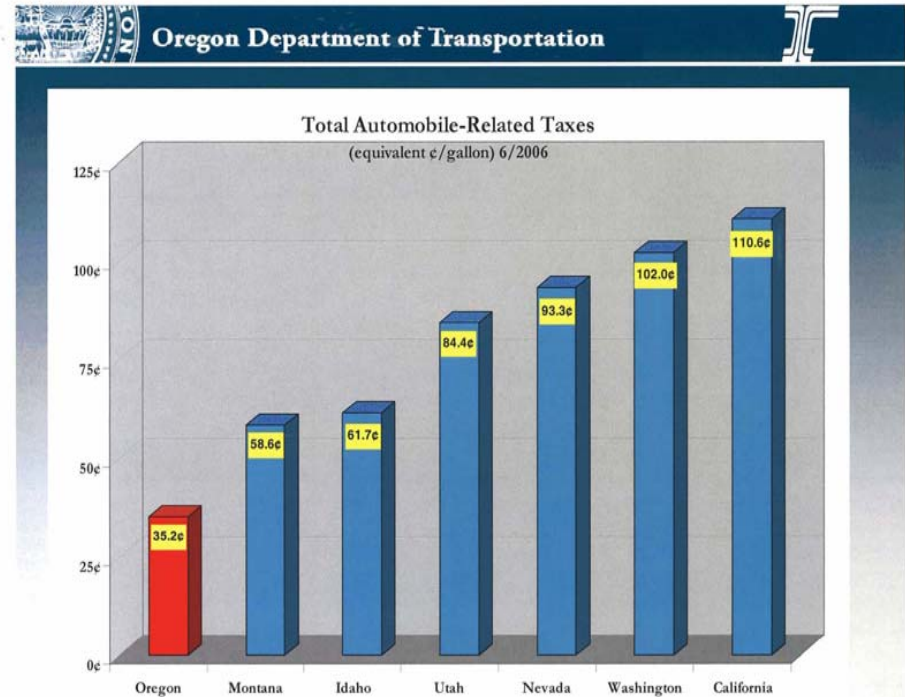
ALL LOCAL MOD FUNDS 2007 - 2035 *

Earmarked Federal Funds	\$335	7.0%
Formula Federal Funds "MTIP"	\$556	11.6%
Property Tax Levy	\$1,119	23.4%
SDC-Traffic Impact Fee-Special Assessment	\$1,254	26.2%
Urban Renewal-Tax Increment	\$429	9.0%
Development Exactions	\$509	10.6%
Other	\$356	7.4%
Local Share of Assumed New Revenues	\$233	4.9%
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Total Financially Constrained	\$4,792	100.0%
Average Annual	\$165	

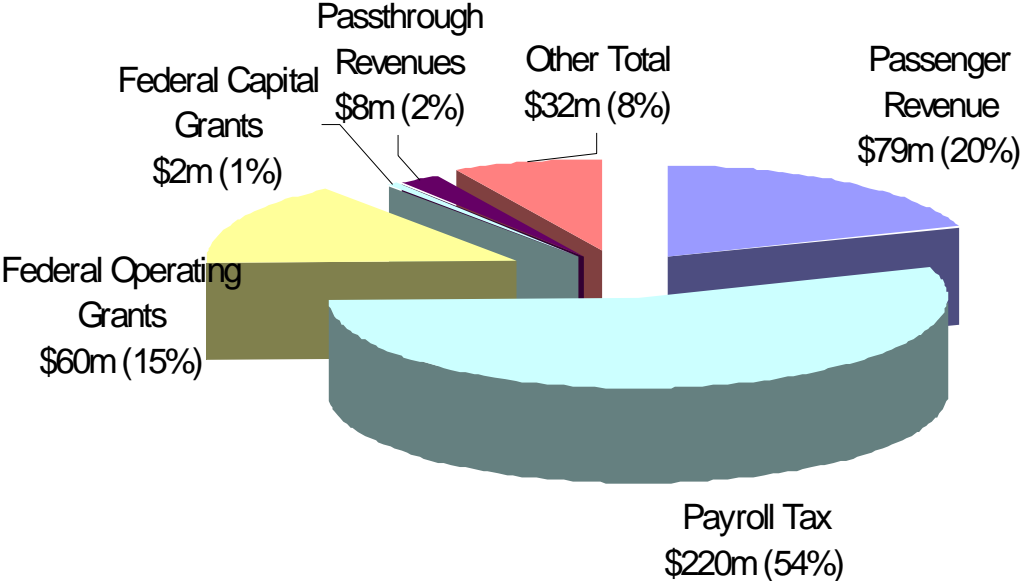
* In Millions

Auto-Related Taxes

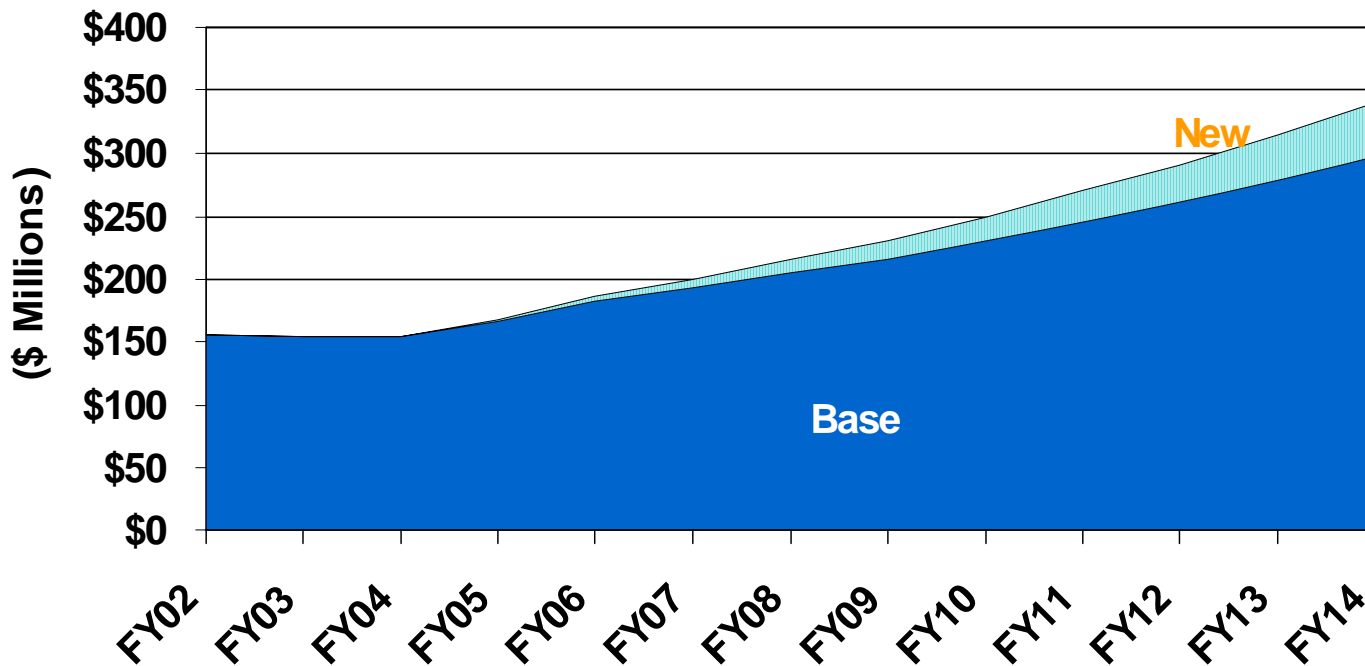
- Includes Gas Taxes, Auto-related sales taxes and vehicle registration Fees for average motorist
- Lowest in the West



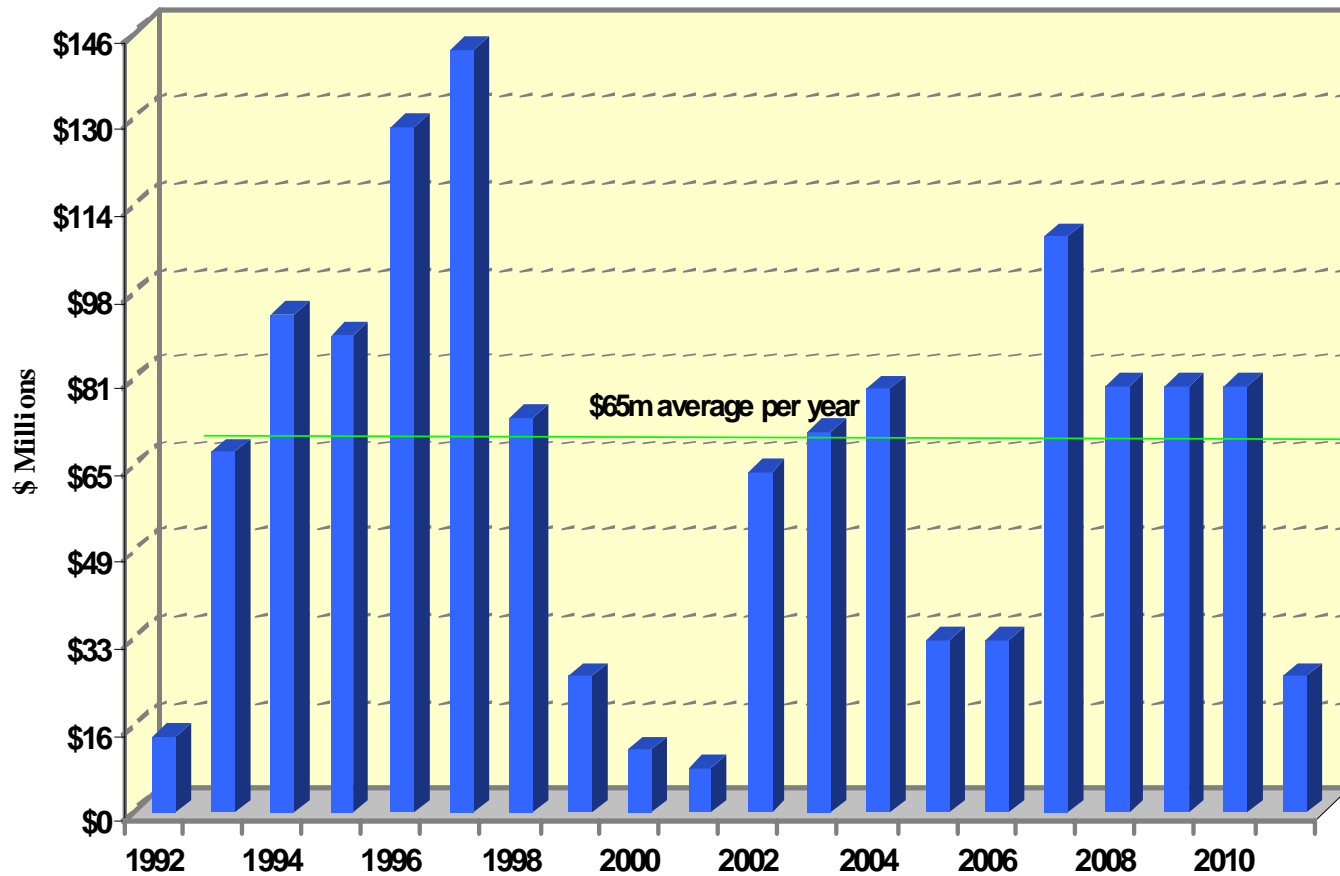
FY08 Operating Budget Revenues



TriMet's Annual Payroll Tax Revenue



Federal New Starts Revenues from 1992 - 2011



TriMet's New Payroll Tax Revenues

Rate increases to pay for net operating costs and debt service for TriMet's capital contribution:

- Commuter Rail
- I-205/Portland Mall MAX Light Rail
- Portland Streetcar Extensions to Riverplace, Gibbs, Lowell
- LIFT service growth

Transportation Finance Policy Issues Affecting the 2035 Regional Transportation Plan (RTP) – May 23, 2007

This matrix frames key transportation finance issues and choices on how the region could proceed to address these issues. Discussion of key finance issues and choices will continue over the next several months to meet federal and state requirements for the 2035 RTP.

CATEGORIES OF TRANSPORTATION INVESTMENTS	HOW TRANSPORTATION INVESTMENTS ARE FUNDED TODAY	FINANCIALLY CONSTRAINED RTP ASSUMPTIONS	WHAT IS YOUR POLITICAL APPETITE TO GO AFTER NEW FUNDING AND FOR WHAT?
ODOT Operations, Maintenance & Preservation (Including ITS/TSM)	<ul style="list-style-type: none"> • ODOT share of all but 1¢ share of 18¢ Federal and 24¢ State gas tax • OTIA 1, 2, 3 	<ul style="list-style-type: none"> • ODOT share of 1¢/year State gas tax increase (from 24¢+ 29¢ in 29 years) 	Same as Financially Constrained OR All of 1¢ every other year
City/County Operations, Maintenance & Preservation (Including ITS/TSM)	<ul style="list-style-type: none"> • City/County share of 24¢ State gas tax • Street utility fee in Tualatin, Wilsonville & Lake Oswego • Gas tax in Multnomah County, Washington County, Milwaukie, Tigard and Cornelius • Road maintenance district in Washington County • Utility Franchise Fees in Cities 	<ul style="list-style-type: none"> • City/County share of 1¢/year State gas tax increase (from 24¢ + 29¢ in 29 years) 	Same as Financially Constrained OR More use of local options
Major Bridges Carrying Regional Traffic: <ul style="list-style-type: none"> • Tualatin River/Boones Ferry Bridge • Willamette River/Oregon City Bridge • Willamette River/Ross Island Bridge • Willamette River/Broadway Bridge • Willamette River/St. Johns Bridge • Willamette River/Sellwood Bridge • Willamette River/Broadway Steel Bridge • Willamette River/Burnside Bridge • Willamette River/Steel Bridge • Willamette River/Morrison Bridge • Willamette River/Hawthorne Bridge • Sandy River/Division and Stark Bridges 	<ul style="list-style-type: none"> • Metropolitan Transportation Improvement Program (MTIP) • Federal bridge program • State bridge program • City/County Share of State Gas Tax 	<ul style="list-style-type: none"> • Same as today 	<ul style="list-style-type: none"> • Same as today • More State gas tax/VRF • Regional gas tax/Vehicle Registration Fee (VRF) • Local levies
ODOT Modernization	<ul style="list-style-type: none"> • Existing State & Federal - \$11M/year • OTIA 1, 2, 3 (bonded) • Federal Earmarks • Development exactions 	<ul style="list-style-type: none"> • Existing State & Federal • Federal Earmarks • \$15 VRF every 8 years <p style="text-align: center;">Total - \$28 M/year average</p>	<ul style="list-style-type: none"> • Bigger State gas tax/VRF – Note: Projects of Statewide Significance would require about a 37¢ State Gas Tax Increase • Regional gas tax/VRF • Local Options: SDC, Urban Renewal, Levies (MSTIP) • Tolls
City/County Capital Program (Multimodal)	<ul style="list-style-type: none"> • City/County Share of State Gas Tax • MTIP • System Development Charges (SDCs) • MSTIP • Urban Renewal • Federal Earmarks • Development exactions • Parking Fees 	<ul style="list-style-type: none"> • MTIP • SDC • MSTIP • Urban Renewal • Federal Earmarks • \$15 VRF every 8 yrs. <p style="text-align: center;">Total - \$165 M/year average</p>	<ul style="list-style-type: none"> • Same as Financially Constrained • SDC in UGB expansion areas • More state gas tax/VRF • Regional gas tax/VRF • Local Options: SDC, Local gas tax, VRF, Levies (MSTIP), Urban renewal, Development exactions
High Capacity Transit	<ul style="list-style-type: none"> • New Starts—60/40 to 80/20 • Small starts • Lottery • General Obligation (GO) Bonds • Payroll Tax • MTIP • Local sources - Urban renewal, LID, STIP, Development exactions 	<ul style="list-style-type: none"> • Same as Today 	<ul style="list-style-type: none"> • Same as today • Federal New Starts—60/40 • High Capacity Transit Ballot Measures
Transit Operations/Routine Capital	<ul style="list-style-type: none"> • Farebox • Payroll tax • State Transportation Improvement Program (STIP) • MTIP 	<ul style="list-style-type: none"> • Same as Today, plus .1% payroll tax increase over 10 years 	<ul style="list-style-type: none"> • Regional levy for buses • Shift SNT to State \$ to free-up operating \$ • Local Options: SDC, General Fund, Urban Renewal
Special Needs Transportation (Seniors and people with disabilities)	<ul style="list-style-type: none"> • Payroll tax • STIP • Cigarette tax • Federal \$ 	<ul style="list-style-type: none"> • Same as today 	<ul style="list-style-type: none"> • Statewide Funding for SNT



TRANSPORTATION FINANCE STRATEGY CONSIDERATIONS AND CHOICES

The region's funding gap is so significant, the region needs to use every tool at our disposal to address current and future transportation needs in support of the Region 2040 Growth Concept. To maximize and protect the public's investment in the transportation system, the region needs a strategy that effectively links land use with transportation investment decisions. The region needs both short- and long-term strategies to raise new revenues to fund needed investments.



1. **State Funding Strategy Considerations:**
 - a. Should we continue to pursue state gas tax and vehicle fee increases for a broad array of state and local road needs following a 50/30/20 state/county/city split?
 - b. Should we follow the lead established by the Oregon Transportation Investment Act (OTIA) targeting state revenue increases to specific targeted purposes, particularly modernization?
 - c. Because of the very high cost of major state highway and freeway projects, does the region have any choice but to pursue building key projects with tolls?
2. **Regional Funding Strategy Considerations:**
 - a. What is the regional responsibility for funding transportation?
 - b. Should the region pursue a transportation funding ballot measure? If so, for what purpose?
 - c. Should we change the approach to allocating funds in the Metropolitan Transportation Improvement Program (MTIP)?
3. **Local Funding Strategy Considerations:**
 - a. Which transportation needs should be considered a local responsibility?
 - b. Should any regional or state funding decisions take into account the extent of local efforts to raise funding given the widely disparate levels of revenue raising across the region?
4. **Land Use and Future Growth Strategy Considerations:**
 - a. To meet state requirements, the 2035 RTP will need to be sufficient to support land use plans and accompanied by a financial strategy adequate to implement it. If there isn't sufficient political will to raise funding, should the region consider growth controls as an alternative to seeking new revenue?
 - b. What set of land use and transportation efficiency policies and tools should be adopted to maximize the public's investment in transportation infrastructure?
5. **Short-term/Long-term Strategy Consideration:**

While the RTP financing strategy covers a long time period (2035) and can include planned funding actions many years in the future, it should also help frame funding actions to pursue in the next 2-3 years at the federal, state, regional and local levels.

M E M O R A N D U M

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



METRO

DATE: May 23, 2007
TO: TPAC and Interested Parties
FROM: Ted Leybold: MTIP Manager
SUBJECT: TIP Amendment to the Troutdale/Marine Drive Extension project

* * * * *

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ODOT Key #: TBD

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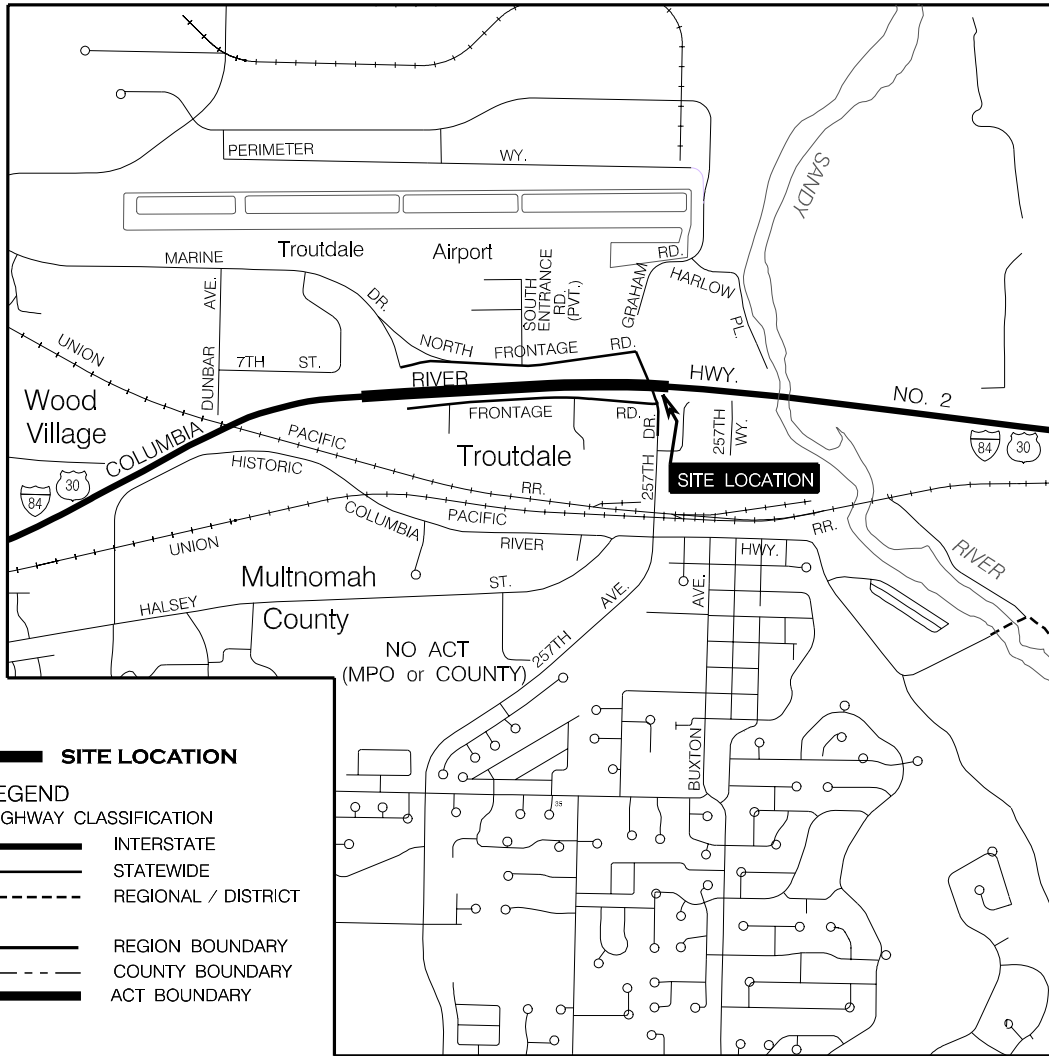
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The existing project in the TIP proposes to study and design an extension of Marine Drive south of the Frontage Road, eventually curving it in an east/west direction to extend to 257th Avenue. The project would create an alternative for vehicles to the intersection of the Frontage Road/east bound on-ramp and 257th Avenue.

STIP PROJECT LOCATION

ODOT REGION 1

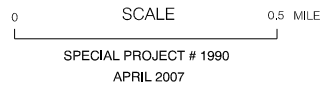


- SITE LOCATION**
- LEGEND**
- STATE HIGHWAY CLASSIFICATION
- INTERSTATE
 - STATEWIDE
 - - -** REGIONAL / DISTRICT
- REGION BOUNDARY
- REGION BOUNDARY
 - - -** COUNTY BOUNDARY
 - ACT BOUNDARY

I-84: RIGHT TURN LANE @ NE 257TH

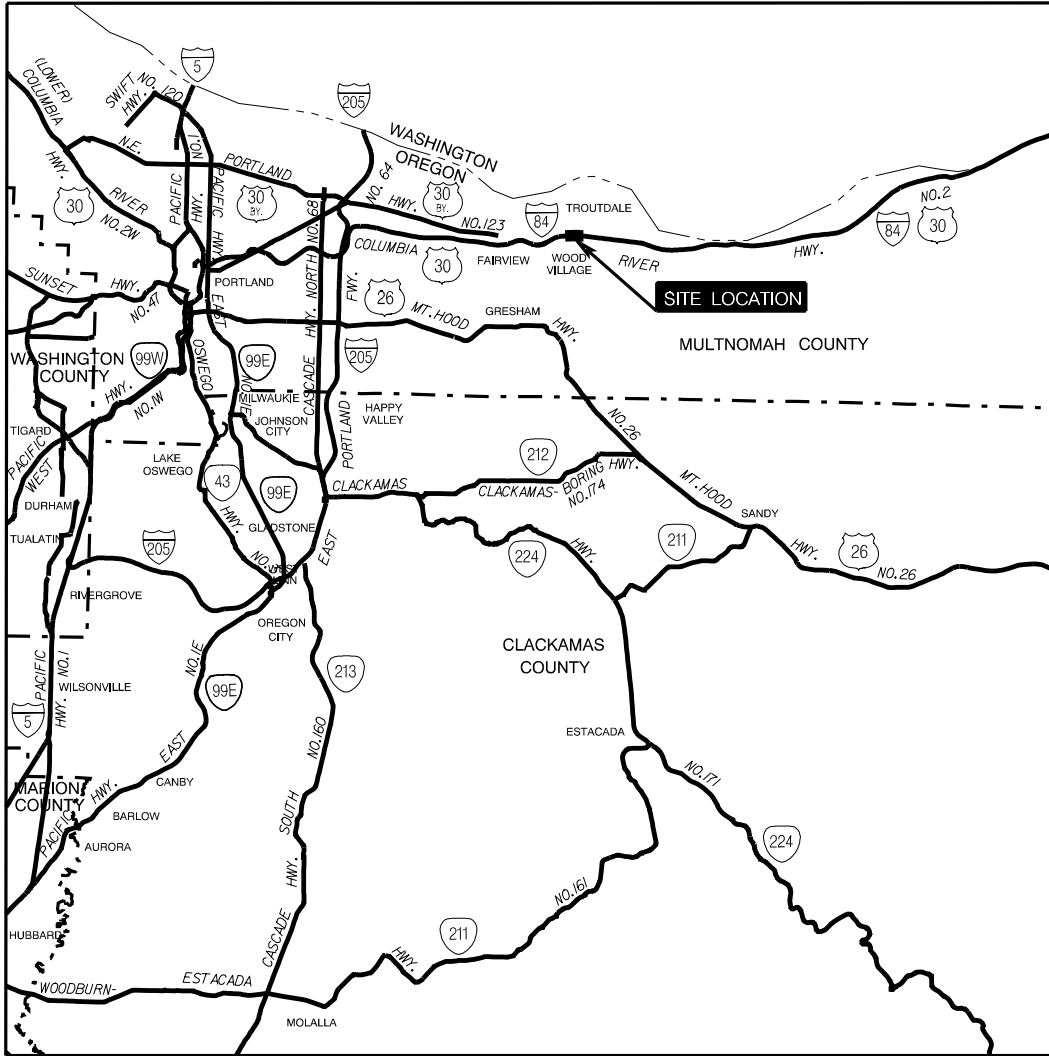
Key Number to be assigned

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STIP PROJECT VICINITY

ODOT REGION 1

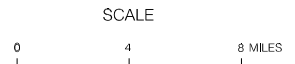


I-84: RIGHT TURN LANE @ NE 257TH

Key Number to be assigned

STATE HIGHWAY - 
 COUNTY BOUNDARY - 

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SPECIAL PROJECT # 1990
 APRIL 2007