

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. *J. Dawson Bodner*

*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