

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

Minutes

June 29, 2007 – Meeting

Metro Regional Center – 370 A/B

MEMBERS PRESENT

Karen Schilling
Ron Papsdorf
Mike McKillip
Paul Smith
Frank Angelo
Scott Bricker
John Reinhold
Phil Selinger
Dave Nordberg
Jack Burkman
Satvinder Sandu

AFFLIATION

Multnomah County
City of Gresham, representing the Cities of Multnomah County
City of Tualatin, representing the Cities of Washington County
City of Portland
Citizen
Citizen
Citizen
TriMet
DEQ
WSDOT
FHWA

MEMBERS ABSENT

Elissa Gertler
Brent Curtis
Nancy Kraushaar
Greg DiLoreto
Sorin Garber
Sreya Sarkar
Rian Windsheimer
Susie Lahsene
Dean Lookingbill
John Hoefs

AFFLIATION

Clackamas County
Washington County
City of Oregon City, representing the Cities of Clackamas County
Citizen
Citizen
Citizen
ODOT
Port of Portland
SW Washington RTC
C-TRAN

ALTERNATES PRESENT

Ron Weinman
Andy Back
Margaret Middleton
Lainie Smith
Robin McCaffrey
Ed Pickering

AFFLIATION

Clackamas County
Washington County
City of Beaverton, representing the Cities of Washington County
ODOT
Port of Portland
C-TRAN

GUESTS PRESENT

Scott Richman
Lawrence Odell
Meredith Capron
Bill Barber
Mike Lynch
Derek Robbins
June Carlson
Lidwien Rahman
Terry Moore

AFFILIATION

David, Evans & Assoc.
Washington County
FHWA
Citizen
Multnomah County
Forest Grove
Citizen
ODOT
ELO

STAFF

Andy Cotugno, Robin McArthur, Tom Kloster, Kim Ellis, Ted Leybold, Amy Rose, Josh Naramore, John Mermin, Matthew Hampton, Tim Collins, Caleb Winter, Jon Makler, Anthony Butzek, Gerry Uba

1. CALL TO ORDER, DECLARATION OF A QUORUM

Chair Andy Cotugno declared a quorum and called the meeting to order at 9:33 a.m.

2. CITIZEN AND MEMBER COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

Karen Schilling, from Multnomah County, introduced one of the two new transportation planners for Multnomah County: Mike Lynch, from Southeast Florida, will be responsible for the Bike/ Ped planning.

3. APPROVAL OF TPAC MINUTES FOR JUNE 1, 2007

MOTION:

John Rienhold, moved, seconded by Karen Schilling, to approve the June 1, 2007 meeting minutes.

VOTE:

The motion passed

4. FUTURE AGENDA ITEMS

- Willamette River Bridges
- Regional Rail System
- RTO 05-06 Evaluation Report & Eval Procedure
- RTP Systems Analysis & Policy Framework Refinements

5. LAKE OSWEGO TRANSIT AA EVALUATION RESULTS & LPA PROCESS

Ross Roberts, Metro Corridor Senior manager, presented data for the Lake Oswego to Portland transit evaluation and analysis (a PowerPoint presentation and visual simulation videos have been included as part of the meeting record).

Key Future Dates:

1. JPACT is to be briefed on similar information at the August 2007 meeting.
2. Metro Council is scheduled to act on the data and analysis conclusions, October 2007

Key Points:

1. Metro staff request for action: Recommendation on a series of alternatives to move forward into a drafted environmental impact statement. Steering Committee is to obtain advice from citizens advisory committee, project managers, public testimony (June 29th, 2007), technical analysis and results of a public hearing (July 16th, 2007).
2. Transit alternatives: No build, BRT, Streetcar, paved trail for bike/ped.
3. Combination of alignments for complete connectivity with trail alignment.
4. Terminus options: Albertsons, Safeway (see record for more details).
5. The methods used for an economic development analysis of the Eastside Streetcar project, conducted by Eric Hovee, was applied to the John's Landing and Lake Oswego transit project. Specifically looked at the higher growth rates of development to proximity of the Streetcar (1, 2, 3 blocks away from Streetcar) to quantify the impact of the Streetcar on John's Landing, Willamette Shoreline and Lake Oswego alignments: square footage of development, travel time findings: Streetcar over BRT by 4 minutes, average daily ridership on bus – today/ future – increases due to congestion and new jobs in region, capital costs.
6. Ridership: Line 35 & 36 combined: 1870 trips per day, 2025 No Build: 6780 transit trips due to growth in the region, congestion in the corridor, parking prices in downtown.
7. Problems: Willamette shoreline right-of-way varies in width: 17-22-26 plus feet. Trying to fit both the Streetcar and the trail is expensive. The shoreline use for Ped/bike trail right-of-way is legally undetermined at this point; however rail use is permitted. The value of the shoreline right-of-way has increased in value since it was first purchased – money could be used to match federal funds.
8. Finance: Steve Siegel, consultant, is working on the finance package of the project and it will be presented at a later time.

The question was raised as to how the trail option would affect ridership numbers. Staff replied that the function of the study was to analyze trail construction feasibility as an alternative mode of travel, not to project the use of the trail. It was suggested that a trail use study be conducted to look at the relationship of trail to transit users and how it would affect ridership numbers in the future. It was also suggested that the two agencies (Transit and Bike/Ped) come together and collaborate to consider whether both projects can be completed.

5.1 I-5/ 99 W CONNECTOR UPDATE – RANGE OF ALTERNATIVES

Scott Richman, representative from consultant team: David Evans & Assoc. presented updated information regarding the status of the I-5/ 99W connector project (PowerPoint presentation has been included as part of the record).

David Evans & Assoc consulting team is working with ODOT, Metro, Washington and Clackamas Counties to produce the I-5/ 99W connector study. Currently, the project is still in the development stage of range of alternatives and trying to determine which is the best given the present constraints: the wildlife refuge, parks, farm and forest land, schools, jails, steep slopes, historic sites, the UGB, etc. A steering committee, the public and key stakeholders have been involved with the decision making.

Key Points:

1. The decision making process mimics the environmental impact statement process
2. The project has been amended into the RTP and the purpose is to address the rapid transportation growth to, from and between I-5 and 99W.
3. Proposed alternatives: no-build, TDM/TSM, expand existing system, connectors inside and outside of UGB.

5.2 2008 – 2011 MTIP: AIR QUALITY CONFORMITY

Metro planning staff, Mark Turpel and Ted Leybold presented an exhibit for public comment on the 2008-2011 MTIP Air Quality Conformity Report (document included for the record).

Key Points:

1. The report outlines the results from the forecasting: the report passed the carbon monoxide (CO) emissions from transportation road sources in the region. Transportation control measures for: bike and ped have been met. Report relied on information provided by Phil Selinger, TriMet and Jon Mermin, Metro.
2. Public comment period begins June 15th through July 16th.
3. The 2008-2011 MTIP: Air Quality Conformity report will be up for adoption next month; in addition to two other resolutions on the MTIP.
4. Report did not address air toxics; there are no current existing standards for air toxics at this point. However, there is an agreement in place to begin voluntarily reporting a number of different toxics for the new RTP.

5.3 2006 – 2009 MTIP AMENDMENT & AIR QUALITY CONFORMITY

Mr. Leybold, Metro staff, presented an amendment to the 2006-2009 MTIP (handout included as part of the record).

Key Points:

1. Amendment to existing TIP, two awards of state funds for projects in Washington County. Necessary to amend TIP to allow projects to access federal highway money. Projects are located on Cornell Road and Science Park Drive/ 143rd intersection; and the Hall Boulevard and Highway 99W intersection.
2. Purpose of the construction projects are to help development by relieving the stress on the intersection.
3. The projects are not regionally significant enough to affect emissions.
4. Projects are to be funded with local money from Washington County, modernization revenue from Region 1 ODOT target, existing MSTIP project money equaling \$5.5 million and \$750K from the State of Oregon.
5. ODOT has awarded funds to the Hall Blvd/ 99W project to construct a right turn lane for southbound traffic towards Newberg. Findings: no major impact on emissions.

MOTION

Moved by Ron Papsdorf, City of Gresham, seconded by Andy Back, Washington County to approved the 2006-2009 MTIP Amendment & Air Quality Conformity

VOTE

Motion passed

5.4 PORTLAND PRIMARY TRANSIT NETWORK

Paul Smith, City of Portland presented the Portland's plan to create a streetcar system plan, city wide, by establishing a Primary Transit Network (PTN) for the city (handout was included for the record).

Key Points:

1. Background information on what PTN is explained. Based on support for identification of transit corridors, based on transit-oriented index, in the RTP update back in 1997.
2. 2030 transit demand will be forecasted. Methods to be used will support zoning and land development, commercial and retail usage. GIS based analysis conducted.
3. Public meetings to be held to kick off Streetcar plan. Goal is to evaluate the entire city to determine where the Streetcar should be located/operated. Feasibility analysis to begin in September.
4. Streetcar event to be hosted by the City of Portland in July.
5. Suggested for the PTN to come back to TPAC in September.
6. Invitation for other local agencies and jurisdictions to get involved and keep up to date on progress of project. Suggestion for the PTN to stay in tune with what makes sense on the regional level.

5.5 2035 RTP UPDATE

• INVESTMENT SOLICITATION PROCESS – STATUS REPORT

Kim Ellis, Principle Transportation Planner, Metro presented the progress of the 2035 RTP (handouts included as part of the record).

Ms. Ellis introduced a memo from Councilor Rex Burkholder inviting JPACT/ MPAC members and interested persons to a Time Travel Reliability Work Session to be held at Metro in the Council Chambers. Next Ms. Ellis introduced her agenda material on the investment and solicitation process (documents included as part of the record).

Key Points:

1. 11x17 packet containing the projects submitted from region agencies and local jurisdictions for the 2035 RTP was distributed. Metro staff compiled the project list; however there were several gaps of information. Request for agencies to submit missing information to better proceed with analysis. In addition, several agencies submitted duplicate projects, Metro staff requested for the agencies to collaborate to determine what are the correct assumptions.
2. A memo was prepared and distributed to explain the nature of the statistics and the total cost of the project list.
3. Staff mentioned that the RTP list is currently being compiled into a database that can be used for project tracking and public access.
4. ODOT did not include highway projects on the list.
5. Staff is working to identify gaps in the system and provide coverage.
6. Request for a placeholder in the RTP for Ped improvement analysis in region.
7. Results from the RTP project list analysis will be available in 5-6 weeks. List to be cut down to match financially constrained RTP.
8. Submission process to be repeated in future for the State RTP; however submission method will change. Staff will be looking out 10 years for state, not federal. Public comment period to be Oct 15th, 2007. Staff looking to narrow down list for federal plan after public comment.

• **RTP PERFORMANCE MEASURES - DISCUSSION**

Ms. Ellis presented a memo on RTP performance measures and reminded TPAC what has been done so far and the focus of the initial set of measures (document included as part of the record).

Key Points

1. A policy framework was developed this past winter (2006). RTP was initiated around the 2040 concept outcome goals/ objectives and the performance measures were established to meet those goals and objectives. Now that a policy framework is in place performance measures are necessary to determine how the region is achieving the 2040 and RTP goals.
2. Need to create a small workgroup to continue working on the performance measures to ensure that the project is headed in the right direction. EcoNorthwest and Kittleson to consult for the small group.
3. Methods to help predict the future of the solicited projects include: traffic modeling and GIS analysis. Need to predict what the projects will look like with the performance measures in place. Need for benchmarks based on the requirements of the Fed.
4. Gerry Uba, Principle Regional Planner at Metro, has created a list of performance measures to help evaluate the 2040 Growth Concept, which these RTP performance measures will need to coordinate with.
5. The goal of the framework, through the performance measures and quantitative analyses, is to determine which set of projects create the best regional set.

Mr. Cotugno reiterated that the 2035 RTP is intended to match the policy direction of the 2040 concept plan and chapter one of the RTP and the performance measures are to provide an assessment of how close we come to achieving the policy direction.

6 ADJOURN

Chair Cotugno adjourned the meeting at 12:04 p.m.

J. Dawson Bodner for -

Respectfully submitted by Jazzmin Reece

**Due to technical difficulties there is no audio recording available for this meeting.

ATTACHMENTS TO THE PUBLIC RECORD FOR JUNE 29, 2007

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

| ITEM | TOPIC | DOC DATE | DOCUMENT DESCRIPTION | DOCUMENTNO. |
|-------|--------------|----------|--|-------------|
| 5.1 | Presentation | 06/29/07 | I-5/ 99W Connector: Developing the Range of Alternatives | 062907t01 |
| 5.2 * | Report | 06/15/07 | Air Quality Conformity Determination for the 2008-2011 MTIP | 062907t02 |
| 5.3 | Memo | 06/25/07 | TIP Amendment to add the Cornell Road at Science Park Drive and 158 th Intersection Project | 062907t03 |
| 5.4 | Briefing | 06/29/07 | City of Portland Primary Transit Network (PTN): Corridor and Connection Identification Project | 062907t04 |
| 5.5 | Memo | 06/29/07 | RTP Investment Solicitation Process – Project List and Air Quality Forms | 062907t05 |
| 5.5 | Memo | 06/28/07 | RTP Performance Evaluation and Monitoring Framework | 062907t06 |
| 5.5 | Chart | 6/28/07 | 2035 RTP Potential Performance Measures | 062907t07 |
| 5.5 | Map | N/A | 2035 Regional Transportation Projects | 062907t08 |
| 5.5 * | Chart | 06/28/07 | Draft 2035 RTP Project List Pages 1-58 | 062907t09 |
| 5.5 | Chart | 06/28/07 | Draft 2035 RTP Project List Pages 59-71 | 062907t10 |

* Available online.