

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736  
TEL 503-797-1916 | FAX 503-797-1930



**METRO**

<b>MEETING:</b>	<b>JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION</b>	
<b>DATE:</b>	<b>October 11, 2007</b>	
<b>TIME:</b>	<b>7:30 A.M.</b>	
<b>PLACE:</b>	<b>Council Chambers, Metro Regional Center</b>	
<b>7:30 AM</b>	1.	<b>CALL TO ORDER AND DECLARATION OF A QUORUM</b> <b>Rod Park, Vice Chair</b>
<b>7:35 AM</b>	2.	<b>INTRODUCTIONS</b> <b>Rod Park, Vice Chair</b>
<b>7:35 AM</b>	3.	<b>CITIZEN COMMUNICATIONS</b>
<b>7:40 AM</b>	4.	<b>COMMENTS FROM THE CHAIR &amp; COMMITTEE MEMBERS</b> <b>Rod Park, Vice Chair</b> ▪ Results of OTC Discussion on 08-011 STIP <b>Jason Tell</b> ▪ Transportation Speaker Series <b>Robert Liberty</b>
<b>7:55 AM</b>	5.	<b>CONSENT AGENDA</b> <b>Rod Park, Vice Chair</b> * Consideration of JPACT minutes for September 13, 2007
	6.	<b>ACTION ITEMS</b>
<b>8:00 AM</b>	6.1	* Resolution No. 07-3864, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add \$145,109 to the SE Cleveland Avenue (Gresham) Project – <u>ACTION REQUESTED</u> <b>Ted Leybold</b>
	7.	<b>INFORMATION ITEMS</b>
<b>8:10 AM</b>	71	* JPACT Bylaws Amendment – Next Steps – <u>INFORMATION</u> <b>Andy Cotugno</b>
<b>8:15 AM</b>	7.2	* Steering Committee Recommendation for Alternatives to Advance into a DEIS in the Lake Oswego to Portland Corridor – <u>INFORMATION</u> <b>Richard Brandman/ Ross Roberts</b>
<b>8:45 AM</b>	7.3	Debrief on Federal Financially Constrained RTP <b>All</b>
<b>9:00 AM</b>	8.	<b>ADJOURN</b> <b>Rod Park, Vice Chair</b>

- \* Material available electronically.
- \*\* Material to be emailed at a later date.
- # Material provided at meeting.  
All material will be available at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916. e-mail: [Newellk@metro.dst.or.us](mailto:Newellk@metro.dst.or.us)  
To check on closure or cancellations during inclement weather please call 503-797-1700.



**METRO**

**Joint Policy Advisory Committee on Transportation**

**MINUTES**

September 13, 2007

7:30 a.m. – 9:00 a.m.

Council Chambers

MEMBERS PRESENT

Rex Burkholder, Chair  
Rod Park, Vice Chair  
Brian Newman  
Sam Adams  
Rob Drake  
Fred Hansen  
Lynn Peterson  
Ted Wheeler  
Jason Tell  
Paul Thalhofer  
James Bernard  
Don Wagner  
Royce Pollard

AFFILIATION

Metro Council  
Metro Council  
Metro Council  
City of Portland  
City of Beaverton, representing Cities of Washington Co.  
TriMet  
Clackamas County  
Multnomah County  
Oregon Department of Transportation (ODOT - Region 1)  
City of Troutdale, representing Cities of Multnomah Co.  
City of Milwaukie, representing Cities of Clackamas Co.  
Washington DOT  
City of Vancouver

MEMBERS EXCUSED

Dick Pedersen  
Roy Rogers  
Steve Stuart  
Bill Wyatt

AFFILIATION

DEQ  
Washington County  
Clark County  
Port of Portland

ALTERNATES PRESENT

Dean Lookingbill  
Susie Lahsene

AFFILIATION

SW Regional Transportation Council  
Port of Portland

GUESTS PRESENT

Ed Abrahamson  
Jack Burkham  
Roland Chlapowski  
Jef Dalin  
Aaron Deas  
Phillip Ditzler  
Marianne Fitzgerald  
Elissa Gertler  
Mara Gross

AFFILIATION

Multnomah County  
Washington DOT  
City of Portland  
City of Cornelius  
TriMet  
FHWA  
DEQ  
Clackamas County  
Coalition for a Livable Future

Kathryn Harrington	Metro Council
Phil Healy	Port of Portland
Mark Landauer	City of Portland
Tom Markgraf	Columbia River Crossing
Dennis Mulvihill	Washington County
Lawrence O'Dell	Washington County
Ron Papsdorf	City of Gresham
Deborah Redman	HDR
Dylan Rivera	The Oregonian
Thayer Rorabaugh	City of Vancouver
Karl Roude	Bicycle Transportation Alliance
Paul Smith	City of Portland
Rian Windsheimer	ODOT

STAFF

Andy Cotugno, Kim Ellis, Pat Emmerson, Robin McArthur, John Mermin, Kelsey Newell

1. CALL TO ORDER

Chair Rex Burkholder declared a quorum and called the meeting to order at 7:40 a.m.

2. INTRODUCTIONS

Chair Burkholder welcomed Mr. Phil Drisler, the new Federal Highway Administrator for Oregon and new Metro Councilor Kathryn Harrington.

3. CITIZEN COMMUNICATIONS

There were none.

4. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Burkholder encouraged committee members to attend Rail~Volution in Miami Beach, Florida on October 31<sup>st</sup>. He distributed a conference brochure to attendees. (Brochure included as part of the meeting record.)

5. CONSENT AGENDA

**Consideration of the JPACT minutes for August 9, 2007**

**MOTION:** Mayor Rob Drake moved, Commissioner Lynn Peterson seconded, to approve the August 9, 2007 minutes. Hearing no objections, the motion passed.

## 6. ACTION ITEMS

### 6.1 **JPACT Bylaws - Approve proceeding with 30-day notice to members**

Mr. Andy Cotugno appeared before the committee and directed their attention to a memorandum addressing the JPACT Bylaws updated proposal (included as part of the meeting record). The Bylaws' amendments, detailed in Mr. Cotugno's memorandum, highlight proposed membership changes that address the representation of cities and transit districts on JPACT.

**MOTION:** Mayor Drake moved, Mayor Paul Thalhoffer seconded, to adopt the staff report and to direct staff to initiate the 30-day notice to members in writing and to draft a resolution to consider at the next meeting.

**DISCUSSION:** Councilor Brian Newman (assisted by Mr. Cotugno) requested that the asterisk in Table 1 regarding Metro votes should be amended to read, "If the Chair is a Metro Councilor, the Metro Council's third vote applies when the Chair votes in the case of a tie," in order to correctly reflect that the JPACT Chair is not required to be a Metro Councilor.

The committee discussed Area Commissions on Transportation (ACT) and Metropolitan Planning Organizations (MPO), the distinction between the two and whether JPACT should become an ACT. Some committee members felt that the motion/discussion should be voted upon after completion of ODOT's research on best practices. Additional conversation included structure comparisons to other Metro committees including the Metro Policy Advisory Committee (MPAC), business representation on JPACT and sub-committee members.

**ACTION:** The committee was split with 6 members (Jim Bernard, Rob Drake, Lynn Peterson, Paul Thalhoffer, Ted Wheeler and Rod Park) in favor and 6 members (Fred Hansen, Brian Newman, Sam Adams, Don Wagner, Susie Lahsene and Royce Pollard) opposed; Chair Burkholder broke the tie, voting in favor of the motion. Motion passed.

## 7. INFORMATION / DISCUSSION ITEMS

### 7.1 **RTP Update**

#### *Public Comment Period*

Mr. Cotugno briefly addressed the RTP process for developing a financially constrained project list. Committee members will be asked to discuss a draft of the proposed list to open the public comment period at the Joint JPACT/MPAC meeting scheduled for October 10<sup>th</sup>. On October 15<sup>th</sup>, a 30-day public comment period will commence, followed by a final adoption of an updated plan and financially constrained project list by JPACT on December 13<sup>th</sup>. Additionally, projects may be added as part of the state component in 2008, but a financial strategy will need to be developed to fund the additional investments.

*RTP Round 1 System Analysis - Preliminary Results*

Ms. Kim Ellis appeared before the committee and gave a presentation on the draft RTP investment pool and preliminary results from the round 1 system analysis. Her presentation (included as part of the meeting record) included information on:

- The project timeline
- Regional investments
- 2040 program areas
- Project costs by mode
- Model inputs
- Key round 1 elements
- Preliminary findings
- Transit ridership
- Extent of congestion

Project next steps include the October 10<sup>th</sup> Joint MPAC/JPACT meeting and a public comment period from October 15<sup>th</sup> to November 15<sup>th</sup>.

Committee conversation included freight movement, the cost of congestion study and the livability index.

8. ADJOURN

Chair Burkholder recognized Councilor Brian Newman for his service on JPACT. Members are invited to a reception in honor of Councilor Newman on October 27<sup>th</sup> directly following the Metro Council meeting.

In addition, Chair Burkholder reminded members that the Oregon MPO Summit is scheduled for October 12<sup>th</sup> -13<sup>th</sup>.

Respectfully submitted,

Kelsey Newell  
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR SEPTEMBER 13, 2007

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

<b>ITEM</b>	<b>TOPIC</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>4.</b>	Brochure	2007	Rail~Volution Conference Brochure	091307j-01
<b>7.1</b>	Presentation	N/A	RTP Update - Draft RTP Investment Pool and Round 1 System Analysis by Kim Ellis	091307j-02
<b>8.</b>	Flyer	N/A	Oregon Metropolitan Planning Organization (OMPOC) Summit	091307j-03

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-	)	RESOLUTION NO. 07-3864
11 METROPOLITAN TRANSPORTATION	)	
IMPROVEMENT PROGRAM (MTIP) TO ADD	)	Introduced by Councilor Rex Burkholder
\$145,109 TO THE SE CLEVELAND AVENUE	)	
(GRESHAM) PROJECT	)	
	)	
	)	
	)	
	)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the City of Gresham applied for funding to retrofit SE Cleveland Avenue between Stark Street and Powell Boulevard; and

WHEREAS, the City of Gresham was awarded \$1 million of regional flexible funds to retrofit Cleveland Avenue between Burnside Street and Powell Boulevard; and

WHEREAS, the City of Gresham completed the Division Boulevard project under budget, returning \$145,109 of unspent regional flexible fund authority to the regional fund balance; and

WHEREAS, the City of Gresham has requested the unspent funding authority be re-allocated to the SE Cleveland Avenue project; and

WHEREAS, these funds will allow the city to complete additional design elements within the original scope of the application; therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the 2008-11 Metropolitan Transportation Improvement Program to add \$145,109 to the SE Cleveland Avenue: Stark Street to Powell Boulevard project.

ADOPTED by the Metro Council this 18th day of October 2007.

\_\_\_\_\_  
David Bragdon, Council President

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 07-3864, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD \$145,109 TO THE CLEVELAND AVENUE (GRESHAM) PROJECT

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Date: September 19, 2007

Prepared by: Ted Leybold

### BACKGROUND

The City of Gresham recently completed the Division Street boulevard project in the Gresham regional center under the original budget. \$145,109 of regional flexible fund authority that was obligated to construction of the project was not spent. The Metropolitan Transportation Improvement Program rules state the unspent project funds revert back to the program for re-allocation.

The City has also received funding authority to reconstruct Cleveland Avenue in the Gresham regional center between Burnside Road and Powell Boulevard. Regional flexible funding is eligible for project development of the Stark Street to Burnside Road portion of Cleveland Avenue as long as the Burnside Road to Powell Boulevard section is constructed.

City staff are beginning the design and engineering for the Cleveland Avenue project and have requested the use of the remaining Division Street funds (see Exhibit A). The additional funds would be used for deficient ADA access at the Burnside and Cleveland intersection as well as supplementing design elements along the length of the construction project.

This resolution would approve amending the 2008-11 Metropolitan Transportation Improvement Program to make available the unspent funds from the Division Boulevard project to the SE Cleveland Avenue: Stark Street to Powell Boulevard project.

### ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects** Adoption of this resolution will make available additional transportation funding to the City of Gresham for the Cleveland Avenue: Stark Street to Powell Boulevard project.
4. **Budget Impacts** None.

### RECOMMENDED ACTION

Approve Metro Resolution No. 07-3864.



**CITY OF GRESHAM**

Department of Environmental Services  
1333 N.W. Eastman Parkway  
Gresham, OR 97030-3813  
(503) 618-2525  
TTY (Hearing/Speech Impaired) - (503) 661-3942  
FAX (503) 661-5927  
*www.ci.gresham.or.us*

August 30, 2007

David S. Rouse  
Director

Transportation & Development  
Services Division

John Dorst  
Deputy Director

Office of Community Relations

Tam Driscoll  
Manager

Parks & Recreation  
Division

Robb Courtney  
Manager

Watershed Management  
Division

Steve Fancher  
Manager

Wastewater Services Division

Guy Graham  
Manager

Water Division

Brian Stahl  
Manager

Recycling & Solid Waste  
Program

Matt Korot  
Manager

Ted Leybold  
MTIP Project Manager  
Metro Planning Dept  
600 NE Grand Ave  
Portland, OR.  
97232

**RE: Division St. Blvd Remaining Balance**

Dear Ted,

In 2005, The City of Gresham's Transportation Division completed the Division Street Boulevard Project (NW Wallowa Ave – NE Kelly Ave). The goal of this project was to provide efficient use of existing right-of-way to serve vehicular, transit, bicycle and pedestrian modes of travel while unifying the Gresham Regional Center. The project was conducted as part of the Congestion Mitigation and Air Quality (CMAQ) program under Title 23, United States Code and the Oregon Action Plan.

As of January 5, 2007, the Division Street Boulevard Project (Key # 11425) had a remaining balance of \$145,109.12 in unspent federal funds. The cost savings were a result of good fiscal management practices that accomplished The Division Street Project with significant cost savings. The City of Gresham recognizes that unspent funds are not guaranteed to remain within our jurisdiction. However, we would like to petition to have those unspent funds transferred to the Cleveland Avenue project which also serves the Gresham Regional Center, provides for efficient use of existing right-of-way and serves vehicular, transit, bicycle and pedestrian modes of travel.

Originally, Cleveland Avenue project was from Powell Blvd to Stark Street. Because of limited regional federal funding, the City was not awarded the full amount of its request. The project was then divided into two phases: Phase one received funding and is located within the Gresham Regional Center from Powell Blvd to Burnside Blvd; Phase II is located on the outskirts of the Gresham Regional Center from Burnside Blvd to Stark Street and did not receive funding.



The City pursued the Cleveland project based on the success of the Division Street Boulevard Project. The Cleveland Avenue Reconstruction project has long been identified as a priority. It is included in the Regional Transportation Plan, the Gresham Transportation System Plan, Capital Improvement Plan and Downtown Plan District.

If the unspent funds were transferred from the Division Street Boulevard Project to Cleveland Phase I, the additional monies would provide for the correction of deficient ADA access at Burnside and Cleveland as well as improve the overall project which would enhance ADA improvements from Powell Blvd to Burnside Blvd, provide green street improvements for storm water management which mimic the natural environment, and further enhance vehicular, transit, bicycle and pedestrian travel within the Gresham Regional Center. The same sound management practices that accomplished the Division Street Project with cost savings would also be employed with Cleveland Phase I.

The City of Gresham would like to thank you for your time and consideration in evaluating this important decision to allow us to transfer the remaining balance of funds from the Division Street Boulevard Project to improve the Cleveland Ave Phase I Project. Please contact me if you have further questions at 503.618.2806.

Sincerely

  
Ron Papsdorf  
Transportation Planner Manager

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736  
TEL 503 797 1916 | FAX 503 797 1930



METRO

DATE: September 19, 2007  
TO: Joint Policy Advisory Committee Members  
FROM: Andrew C. Cotugno, Planning Director  
RE: JPACT Bylaws: 30-Day Notice of Approval

Please find attached the Staff Report and Resolution No. 07-3870, to amend the JPACT Bylaws reviewed at the September 13<sup>th</sup> JPACT meeting. Please review the attached material and complete the below ballot.

**This resolution is scheduled for consideration at the JPACT meeting scheduled for Thursday, November 8, 2007.**  
***Please bring this ballot.***

.....  
 I approve Resolution No. \_\_\_\_\_

I do **not** approve Resolution No. \_\_\_\_\_

Signature: \_\_\_\_\_

Name (please print): \_\_\_\_\_

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE ) RESOLUTION NO. 07-3870  
JOINT POLICY ADVISORY COMMITTEE )  
ON TRANSPORTATION (JPACT) BYLAWS ) Introduced by Councilor Rex Burkholder

WHEREAS, Title 23 of the Code of Federal Regulations, Part 450, and Title 49, Part 613, require establishment of a Metropolitan Planning Organization (MPO) in each urbanized area; and

WHEREAS, These regulations require that principal elected officials of general purpose local governments be represented on the Metropolitan Planning Organization to the extent agreed to among the units of local government and the governor; and

WHEREAS, The Governor of the State of Oregon, on November 6, 1979, designated Metro as the Metropolitan Planning Organization for the Oregon portion of the Portland-Vancouver urbanized area; and

WHEREAS, The Governor of the State of Washington, on January 1, 1979, designated the Southwest Washington Regional Transportation Council as the Metropolitan Planning Organization for the Washington portion of the Portland-Vancouver urbanized area; and

WHEREAS, ORS 268 and the Metro Charter requires Metro to prepare and adopt a functional plan for transportation; and

WHEREAS, The involvement of local elected officials and representatives from transportation operating agencies through the Joint Policy Advisory Committee on Transportation (JPACT) is essential for the successful execution of these responsibilities; and

WHEREAS, JPACT approved this amendment by the required two-thirds majority at their meeting on \_\_\_\_\_; now therefore

BE IT RESOLVED that the Metro Council adopts the amendments to the JPACT Bylaws as shown in Exhibit A.

ADOPTED by the Metro Council this \_\_\_\_\_ day of \_\_\_\_\_, 2007.

\_\_\_\_\_  
David Bragdon, Council President

Approved as to Form:

\_\_\_\_\_  
Daniel B. Cooper, Metro Attorney

**JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
(JPACT)**

**BYLAWS**

**ARTICLE I**

This committee shall be known as the JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT).

**ARTICLE II  
MISSION**

It is the mission of JPACT to coordinate the development of plans defining required regional transportation improvements, to develop a consensus of governments on the prioritization of required improvements and to promote and facilitate the implementation of identified priorities.

**ARTICLE III  
PURPOSE**

Section 1. The purpose of JPACT is as follows:

a. To provide the forum of general purpose local governments and transportation agencies required for designation of Metro ~~the Metropolitan Service District as~~ the metropolitan planning organization for the Oregon ~~urbanized~~ portion of the Portland metropolitan area, defined as the Metro jurisdictional boundary or the Metro urban growth boundary whichever is greater, and to provide a mechanism for coordination and consensus on regional transportation priorities and to advocate for their implementation.

b. To provide recommendations to the Metro Council under state land use requirements for the purpose of adopting and enforcing the Regional Transportation Plan.

c. To coordinate on transportation issues of bi-state significance with the Clark County, Washington metropolitan planning organization and elected officials.

~~d. (Pending establishment of an Urban Arterial Fund) To establish the program of projects for disbursement from the Urban Arterial Fund.~~

Section 2. In accordance with these purposes, the principal duties of JPACT are

as follows:

a. To approve and submit to the Metro Council for adoption the Regional Transportation Plan (RTP) and periodic amendments.

b. To approve and submit to the Metro Council for adoption short and long-range growth forecasts and periodic amendments upon which the RTP ~~and other Metro functional plans~~ will be based.

c. To approve and submit to the Metro Council for adoption the Unified Planning Work Program (UPWP) and periodic amendments for the Oregon and Washington portions of the metropolitan area. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

d. To approve and submit to the Metro Council for adoption the Transportation Improvement Program (TIP) and periodic amendments. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

e. To approve and submit to the Metro Council for adoption the transportation portion of the State Implementation Plan for Air Quality Attainment for submission to the Oregon Department of Environmental Quality. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

f. To periodically adopt positions that represent the region's consensus on transportation policy matters, including adoption of regional priorities on federal funding, the Surface Transportation Act federal transportation reauthorizations and appropriations, the Six-Year Highway State Transportation Improvement Program priorities and regional priorities for LRT funding. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

g. To review and comment on the RTP and TIP for the Clark County portion of the metropolitan area and include in the RTP and TIP for the Oregon urbanized portion of the metropolitan area a description of issues of bi-state significance and how they are being addressed.

h. To review and comment, as needed, on the regional components of local comprehensive plans, public facility plans and transportation plans and programs of ODOT, Tri-Met and the local jurisdictions.

i. The Metro Council may propose legislation on any of the matters described above for the consideration of JPACT.

**ARTICLE IV  
COMMITTEE MEMBERSHIP**

Section 1. Membership

- a. The Committee will be made up of representatives of the following voting jurisdictions and agencies:

	<u>Members</u>	<u>Votes</u>
<u>Multnomah County</u> .....	<u>1</u>	<u>1</u>
<u>Washington County</u> .....	<u>1</u>	<u>1</u>
<u>Clackamas County</u> .....	<u>1</u>	<u>1</u>
<u>City of Portland</u> .....	<u>1</u>	<u>2</u>
<u>Largest City of Washington County</u> .....	<u>1</u>	<u>1</u>
<u>Largest City of Clackamas County</u> .....	<u>1</u>	<u>1</u>
<u>2<sup>nd</sup> Largest City of Multnomah County</u> ...	<u>1</u>	<u>1</u>
<u>2<sup>nd</sup> Largest City of Washington County</u> ...	<u>1</u>	<u>1</u>
<u>2<sup>nd</sup> Largest City of Clackamas County</u> ...	<u>1</u>	<u>1</u>
<u>Remaining</u> Cities of Multnomah County	<u>1</u>	<u>1</u>
<u>Remaining</u> Cities of Washington County	<u>1</u>	<u>1</u>
<u>Remaining</u> Cities of Clackamas County..	<u>1</u>	<u>1</u>
<u>Oregon Department of Transportation</u> ...	<u>1</u>	<u>1</u>
<u>TriMet</u> .....	<u>1</u>	<u>1</u>
<u>Port of Portland</u> .....	<u>1</u>	<u>1</u>
<u>Department of Environmental Quality</u> ....	<u>1</u>	<u>1</u>
<u>Metropolitan Service District (Metro)</u> ....	<u>3</u>	<u>3</u>
<u>State of Washington</u> .....	<u>3</u>	<u>3</u>
<b>TOTAL</b>	<u><b>1722</b></u>	<u><b>23*</b></u>

\*The Chairperson only votes in the case of a tie.

- b. Alternates may be appointed to serve in the absence of the regular members.
- c. Members and alternates will be individuals in a position to represent the policy interests of their jurisdiction.

Section 2. Appointment of Members and Alternates

- a. Members and alternates from the City of Portland and the Counties of Multnomah, Washington and Clackamas will be elected officials from those jurisdictions and will be appointed by the chief elected official of the jurisdiction. The member and alternate will serve until removed by the appointing jurisdiction. The Clackamas County seat shall represent the regional transit service providers Sandy Area Metro (SAM), South Clackamas Transit District (SCTD) or City of Molalla, and Canby Area Transit (CAT) that provide services within the MPO boundary.

b. Members and alternates from the Largest City of Washington and Clackamas Counties and the 2<sup>nd</sup> Largest City of Multnomah, Clackamas, and Washington Counties will be elected officials from those jurisdictions and will be appointed by the chief elected official of the jurisdiction. The member and alternate will serve until removed by the appointing jurisdiction.

bc. Members and alternates from the Remaining Cities of Multnomah, Washington and Clackamas Counties will be elected officials from the ~~represented~~ cities ~~represented by these positions of each county (except Portland)~~ and will be appointed through the use of a mail ballot of all represented cities based upon a consensus field of candidates developed through a forum convened by the largest city being represented. The member and alternate will be from different jurisdictions, ~~one of which will be from the city of largest population if that city's population constitutes the majority of the population of all the cities represented for that county.~~ The member and alternate will serve for two-year terms. In the event the member's position is vacated, the alternate will automatically become member and complete the original term of office. The member and alternate will periodically consult with the appropriate transportation coordinating committees for their area. The Remaining Cities of Clackamas County seat represents the City of Wilsonville, which as the governing body represents South Metro Area Rapid Transit (SMART).

ed. Members and alternates from the two statewide agencies (Oregon Department of Environmental Quality and Oregon Department of Transportation) will be a principal staff representative of the agency and will be appointed by the director of the agency. The member and alternate will serve until removed by the appointing agency.

de. Members and alternates from the two tri-county agencies (TriMet and the Port of Portland) will be appointed by the chief board member of the agency. The member and alternate will serve until removed by the appointing agency. As the regional transit representative, TriMet will periodically coordinate with the South Metro Area Rapid Transit (SMART).

ef. Members and alternates from the ~~Metropolitan Service District Council~~ will be elected officials and will be appointed by the ~~Presiding Officer of the Metro Council President in consultation with the Metro Executive Officer and confirmed by the Metro Council~~ and will represent a broad cross-section of geographic areas. The members and alternate will serve until removed by the Metro Council President ~~Presiding Officer of the Metro Council.~~

fg. Members and alternate from the State of Washington will be either elected officials or principal staff representatives from Clark County, the City of Vancouver, the Washington Department of Transportation, the Southwest Washington Regional Transportation Council and C-TRAN. The members will be nominated by Clark County, the City of Vancouver, the Washington Department of Transportation and C-TRAN and will serve until removed by the nominating agency. The three Washington State members will be selected by the Southwest Washington Regional Transportation Council-IRC Transportation Policy Committee.

h. Terms for all members and alternates listed above commences on January 1.

## **ARTICLE V MEETINGS, CONDUCT OF MEETINGS, QUORUM**

a. Regular meetings of the Committee will be held monthly at a time and place established by the chairperson. Special or emergency meetings may be called by the chairperson or a majority of the membership. In the absence of a quorum at a regular monthly meeting or a special meeting, the chairperson may call a special or emergency meeting, including membership participation and vote by telephone, for deliberation and action on any matters requiring consideration prior to the next meeting. The minutes shall describe the circumstances justifying membership participation by telephone and the actual emergency for any meeting called on less than 24 hours' notice.

b. A majority of the voting members (or designated alternates) of the full Committee (12 of 22 members) shall constitute a quorum for the conduct of business. The act of a majority of those present at meetings at which a quorum is present shall be the act of the Committee.

c. Subcommittees to develop recommendations for JPACT can be appointed by the Chair. The Chair will consult on subcommittee membership and charge with the full membership at a regularly scheduled meeting. Subcommittee members can include JPACT members, JPACT alternates and/or outside experts.

d. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.

e. The Committee may establish other rules of procedure as deemed necessary for the conduct of business.

f. ~~Each member~~ The City of Portland member shall be entitled to ~~one two (42)~~ votes and all other members shall be entitled to one (1) vote on all issues presented at regular and special meetings of the Committee. In the absence of the member, the alternate shall be entitled to ~~one (1)~~ vote. ~~The chairperson shall vote only in case of a tie.~~

g. Unexcused absence from regularly scheduled meetings for three (3) consecutive months shall require the chairperson to notify the appointing agency with a request for remedial action. In the case of the representative for the "Remaining eCities" of Multnomah, Washington and Clackamas Counties, the chairperson will contact the largest city being represented to convene a forum of represented cities to take remedial action.

h. The Committee shall make its reports and findings public and available to the Metro Council.

i. Metro shall provide staff, as necessary, to record the actions of the Committee



and to handle Committee business, correspondence and public information.

## **ARTICLE VI OFFICERS AND DUTIES**

a. The chairperson and vice-chairperson of the Committee shall be designated appointed by the Metro ~~Presiding Officer~~ Council President and confirmed by the Metro Council.

b. The chairperson shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the Committee's business.

c. The chairperson shall vote only in the case of a tie.

ed. In the absence of the chairperson, the vice-chairperson shall assume the duties of the chairperson.

## **ARTICLE VII RECOGNITION OF TPAC**

a. The Committee will take into consideration the alternatives and recommendations of the Transportation Policy Alternatives Committee (TPAC) in the conduct of its business.

## **ARTICLE VIII AMENDMENTS**

a. These bylaws may be amended or repealed only by a two-thirds vote of the full membership of the Committee and a majority vote of the Metro Council.

b. Written notice must be delivered to all members and alternates at least 30 days prior to any proposed action to amend or repeal Bylaws.

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 07-3870, FOR THE PURPOSE OF AMENDING THE JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT) BYLAWS

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Date: September 14, 2007

Prepared by: Andrew C. Cotugno  
Joshua Naramore

## BACKGROUND

As part of the 2004 Federal Triennial Certification Review, the Federal Highway Administration and Federal Transit Administration issued the following recommendations to review the bylaws and membership of JPACT to reflect the dramatic changes in the region's area and population since the inception of the committee:

- 1. Because of the recent inclusion of the City of Wilsonville and the emerging City of Damascus in the MPO boundary, the considerable growth of the MPO population in general and public comments indicating a perception that smaller jurisdictions may not be adequately represented in MPO matters, it is recommended that the MPO members review the existing policy board representation and voting structure and either reaffirm its adequacy or agree on appropriate modifications*
- 2. It is strongly recommended that other MPO members also evaluate the effectiveness of SMARTs input opportunities and consider appropriate alternatives.*

Federal law requires that MPO policy boards be comprised of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, and appropriate State officials<sup>1</sup>. In response to this recommendation, Metro agreed to initiate a review of JPACT membership and operating bylaws. Amending bylaws requires a two-thirds vote of the full JPACT and a majority vote of the Metro Council. Over the past few months, a review of JPACT membership and operating bylaws was undertaken. A special Membership Subcommittee was formed to begin exploring options and potential revisions to JPACT bylaws.

Two memos were presented to JPACT evaluating options for representation of cities and transit districts. The first explored population growth trends in the incorporated and unincorporated areas as well as the demographic changes in the cities and counties. The region's population has grown dramatically from 1980 – 2005 with more than 80 percent living within cities. The second memo identified regional transit service districts that provide service into or within the MPO boundary. Based on the information presented, the special JPACT Membership Subcommittee, recommended amendments to the JPACT Bylaws.

## PROPOSAL

Member seats are proposed to be added to Multnomah County for the second largest city, and Clackamas and Washington Counties for the largest city and second largest cities. The City of Portland is proposed to

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<sup>1</sup> "Metropolitan Planning." Title 49 U.S.Code, Sec. 5303. <<http://frwebgate4.access.gpo.gov/cgi-bin/waisgate.cgi?WAISdocID=61971321540+0+0+0&WAIAction=retrieve>>

receive two votes. The proposed JPACT membership changes are reflected below and are reflected by population in Attachment 1.

	<u>Members</u>	<u>Votes</u>
Multnomah County.....	1	1
Washington County.....	1	1
Clackamas County.....	1	1
City of Portland.....	1	2
Largest City of Washington County.....	1	1
Largest City of Clackamas County.....	1	1
2 <sup>nd</sup> Largest City of Multnomah County.....	1	1
2 <sup>nd</sup> Largest City of Washington County.....	1	1
2 <sup>nd</sup> Largest City of Clackamas County.....	1	1
Remaining Cities of Multnomah County.....	1	1
Remaining Cities of Washington County.....	1	1
Remaining Cities of Clackamas County.....	1	1
Oregon Department of Transportation.....	1	1
TriMet.....	1	1
Port of Portland.....	1	1
Department of Environmental Quality.....	1	1
Metro.....	3	3
State of Washington.....	3	3

TOTAL 22 23\*

\*The Chairperson only votes in the case of a tie.

This Bylaw amendment does not propose to add an additional transit seat for Wilsonville Transit (SMART). Rather, language is proposed to clarify the role of TriMet as a regional transit representative and requiring periodic coordination with South Metro Area Rapid Transit (SMART). Additionally, the proposed “Remaining Cities of Clackamas County” member seat includes language that defines its representation of the City of Wilsonville, which is the governing body of SMART. Language is also proposed to be added that clarifies the Clackamas County member seat and describes its representation of Canby Area Transit (CAT), South Clackamas Transit District (SCTD) or the City of Molalla, and Sandy Area Metro (SAM), as regional transit service providers that provide service within the MPO boundary.

**ANALYSIS/INFORMATION**

1. **Known Opposition** [identify known opposition to the proposed legislation]
2. **Legal Antecedents** Action would amend the JPACT Bylaws, adopted by Metro Resolution No. 90-1189A (FOR THE PURPOSE OF ADOPTING THE JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT) BYLAWS).
3. **Anticipated Effects** This resolution would increase JPACT membership from 17 members to 22 members.
4. **Budget Impacts** Adoption of this resolution has no anticipated impacts to the Metro budget.

**RECOMMENDED ACTION**

Approve the Resolution No. 07-3870 to amend the JPACT Bylaws as recommended.

**TABLE 1 - Proposed Membership Changes**

<b>Local Government</b>	<b>Votes</b>	<b>2005 Population</b>	<b>Share of Local Government Votes</b>	<b>Share of Population</b>
City of Portland	2	554,130	15%	37%
2nd Largest City in Multnomah County	1	95,900	8%	6%
Remaining Cities of Multnomah County	1	27,760	8%	2%
Unincorporated Multnomah County	1	0*	8%	<1%
<b>Multnomah County</b>				
<b>Total</b>	<b>5</b>	<b>672,906</b>	<b>38%</b>	<b>45%</b>
Largest City in Washington County	1	83,095	8%	5%
2nd Largest City in Washington County	1	82,025	8%	5%
Remaining Cities of Washington County	1	116,510	8%	7%
Unincorporated Washington County	1	211,239**	8%	15%
<b>Washington County</b>				
<b>Total</b>	<b>4</b>	<b>492,869</b>	<b>31%</b>	<b>33%</b>
Largest City in Clackamas County (Lake Oswego)	1	33,740	8%	2%
2nd Largest City in Clackamas County (Oregon City)	1	28,965	8%	2%
Remaining Cities of Clackamas County	1	90,430	8%	6%
Unincorporated Clackamas County	1	182,190**	8%	14%
<b>Clackamas County</b>				
<b>Total</b>	<b>4</b>	<b>335,325</b>	<b>31%</b>	<b>22%</b>
<b>Total Local Government</b>	<b>13</b>	<b>1,501,100</b>	<b>100%</b>	<b>100%</b>
<b>Other Seats</b>	<b>10</b>			
<b>GRAND TOTAL</b>	<b>23</b>			

\*Lack of population in unincorporated Multnomah County makes population estimates uneven and imprecise.

\*\*Unincorporated population figures reflect unincorporated populations for all of Clackamas and Washington Counties inside and outside of the Metro boundary. Incorporated population figures reflect cities within the Metro boundary.

Table 2 below shows the cities within each of the three counties by 2005 population from largest to smallest. As proposed, the City of Gresham would gain a seat as the “2<sup>nd</sup> Largest City of Multnomah County” and the “Remaining Cities of Multnomah County” would represent four cities: Troutdale, Fairview, Wood Village and Maywood Park. As the “Largest City of Washington County” and “2<sup>nd</sup> Largest City of Washington County” both the City of Beaverton and City of Hillsboro would gain a seat. The “Remaining Cities of Washington County” seat would represent seven cities: Tigard, Tualatin, Forest Grove, Sherwood, Cornelius, King City, and Durham. As the “Largest City of Clackamas

County” and “2<sup>nd</sup> Largest City of Clackamas County” the City of Lake Oswego and Oregon City would gain seats. The “Remaining Cities of Clackamas County” seat would represent eight cities: West Linn, Milwaukie, Wilsonville, Gladstone, Damascus, Happy Valley, Johnson City, and Rivergrove.

**TABLE 2 – Cities by 2005 Population**

	2005 Population	% of Regional Population
Lake Oswego	33,740	2%
Oregon City	28,965	2%
West Linn	24,075	2%
Milwaukie	20,655	1%
Wilsonville	14,855	1%
Gladstone	12,170	1%
Damascus	9,670	1%
Happy Valley	7,275	0%
Johnson City	630	<1%
Rivergrove	315	<1%
Unincorporated Clackamas County**	182,190	12%
<b>Clackamas County</b>	<b>334,540</b>	<b>22%</b>
Portland	554,130	37%
Gresham	95,900	6%
Troutdale	14,880	1%
Fairview	9,250	1%
Wood Village	2,880	<1%
Maywood Park	750	<1%
Unincorporated Multnomah County	0*	<1%
<b>Multnomah County</b>	<b>672,906</b>	<b>45%</b>
Beaverton	83,095	6%
Hillsboro	82,025	5%
Tigard	45,500	3%
Tualatin	22,400	1%
Forest Grove	19,565	1%
Sherwood	14,940	1%
Cornelius	10,585	1%
King City	2,130	<1%
Durham	1,390	<1%
Unincorporated Washington County**	211,239	14%
<b>Washington County</b>	<b>492,869</b>	<b>33%</b>

\*Lack of population in unincorporated Multnomah County makes population estimates uneven and imprecise.

\*\*Unincorporated population figures reflect unincorporated populations for all of Clackamas and Washington Counties inside and outside of the Metro boundary. Incorporated population figures reflect cities within the Metro boundary.

# **Lake Oswego to Portland Transit and Trail Alternatives Analysis**

## **Steering Committee Recommendation**

Alternatives to be Advanced into a  
Draft Environmental Impact Statement

Work Program Considerations

Adopted September 10, 2007



**METRO**

# Steering Committee Recommendation

## *Alternatives to Advance into a Draft Environmental Impact Statement*

*Adopted September 10, 2007*

### I. OVERVIEW

This document presents the recommendations of the Steering Committee to the Metro Council for alternatives to be advanced into a *Draft Environmental Impact Statement* for the Lake Oswego to Portland corridor. The transit alternatives and their accompanying trail components have been fully evaluated against the project's purpose and need and goals and objectives, and this evaluation is documented in the *Lake Oswego to Portland Transit and Trail Alternatives Analysis Evaluation Summary Public Review Draft* dated July 12, 2007. The Steering Committee recommendations also consider recommendations from the Lake Oswego to Portland Project Advisory Committee (LOPAC) dated July 31, 2007, the findings of the Project Management Group dated September 3, 2007, public input received during the two public open houses held on June 27 and 28, 2007 and the public hearing held on July 16, 2007 as well as all other comments received as described in the *Public Comment Summary* dated September 10, 2007.

This recommendation discusses transit mode, terminus of the transit project and specific alignments. In addition, a strategy is presented for further development of a trail connection in the corridor. The **mode** section presents findings and recommendations regarding the No-Build, Bus Rapid Transit (BRT) and Streetcar alternatives. The **terminus** section presents findings and recommendations about the three terminus options including the Trolley, Safeway and Albertsons termini sites. The **alignment** section describes findings and recommendations for the three potential streetcar alignments within the John's Landing area; the Willamette Shore Line right of way, SW Macadam Avenue and the John's Landing Master Plan alignment.

### II. FINDINGS AND RECOMMENDATIONS

#### **Context**

The Lake Oswego to Portland corridor is environmentally, topographically and physically constrained. Future roadway expansion is not anticipated and previous planning studies have concluded that a high capacity transit improvement is needed to provide additional capacity. In 1988, a consortium of seven government agencies purchased the Willamette Shore Line right of way connecting Lake Oswego to Portland for the purpose of preserving the rail right of way for future rail transit service. The 2004 Regional Transportation Plan (RTP) identified the need for a corridor refinement plan for a high capacity transit option for this corridor, which was the genesis of this alternatives analysis.

Existing and future traffic conditions in this corridor are projected to worsen as population and employment projections for Portland, Lake Oswego and areas south of Lake Oswego in Clackamas County continue to grow. The corridor already experiences long traffic queues, poor levels of service and significant capacity constraints at key locations. Travel times in the corridor are unreliable due to congestion on Highway 43.

## ***Project Sequencing***

A transit project in the Lake Oswego to Portland Corridor is one of several regional projects that would seek funding through FTA's New Starts and Small Starts funding programs. The financial analysis prepared during this alternatives analysis evaluated the sequencing of funding for this project based on current regional commitments. The Milwaukie to Portland Light Rail Project is the region's top priority for FTA New Starts funding following projects currently funded and under construction. The Columbia Crossing Project would also include a New Starts transit component and is proceeding concurrently with the Milwaukie to Portland LRT Project. The Portland Streetcar Loop project is the region's priority project for FTA Small Starts funding.

The Lake Oswego to Portland Corridor Project would be the region's next priority for FTA funding, with construction funding capacity becoming available starting in 2012 and continuing through 2017. In order to fit into the regional sequence of projects, the Steering Committee recognizes that the Portland to Lake Oswego Corridor Draft Environmental Impact Statement would need to be initiated in Fall 2008 as the Milwaukie to Portland Light Rail Project Final Environmental Impact Statement nears completion. In the Work Program Considerations section of these Steering Committee findings and recommendations, a number of steps are outlined which would need to be taken prior to the initiation of the DEIS, including preparation of a more detailed schedule that identifies key New Starts milestones and deliverables for the project.

## ***Willamette Shoreline Right of Way***

The Willamette shoreline rail right of way was purchased from the Southern Pacific Railroad in 1988 for \$2 million dollars by a consortium of local governments including Metro, the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, the Oregon Department of Transportation (ODOT) and TriMet. Knowing that the Highway 43 corridor is very constrained; the purchase was made with the intent of preserving the corridor for future transit use.

The value of the right-of way has increased dramatically over 20 years. TriMet estimates currently value the right-of-way at \$75 million in 2007 dollars. This value is critical to a transit project that would use the right-of-way because the value of the right of way can be counted as local match for federal funds. A request for New Starts project funding from the Federal Transit Administration would typically be for 60 percent of a project's capital cost leaving 40 percent to be supplied locally. If \$75 million in right of way value were applied as part of local match, the remaining share of local funds required would be significantly reduced.

For the reasons stated above, whether an alternative uses the Willamette Shore Line right-of-way is a significant factor in project funding. For the Streetcar alternative, the \$75 million value of the Willamette Shore Line right of way could leverage as much as \$112.5 million in federal funds. Because it would not be using the right of way, the BRT alternative would not be able to leverage value of the right of way as part of its funding plan.

### ***A. Transit Mode: Streetcar***

Streetcar is the transit mode that best meets the project's purpose and need and the goals and objectives for the Lake Oswego to Portland Transit and Trail Alternatives Analysis.



The Steering Committee recommends that the **Streetcar mode** advance for further study in a Draft Environmental Impact Statement (DEIS) because:

- Streetcar would have the highest ridership of all the transit alternatives.
- Streetcar travel times would be up to 18 minutes faster between key corridor destinations and would be more reliable than the other transit alternatives. In peak travel periods, the Streetcar would provide faster travel times than autos between downtown and Lake Oswego. Faster travel time and higher reliability is gained through operation of streetcar in exclusive right of way on the Willamette Shore Line.
- Streetcar would have the lowest operating and maintenance costs of any alternative, including the No-Build. This is due to the marginal cost of extending a line that already operates in the corridor, the carrying capacity of the Streetcar vehicles compared to buses and the travel time advantage over BRT and No-Build. The Streetcar also replaces some corridor bus service, which results in a cost savings.
- The Streetcar alternative could leverage up to 3.3 million square feet of total new transit supportive development within three blocks of the proposed alignments.
- Streetcar is compatible with the existing transit system and would operate as an extension of the existing streetcar line that operates between NW 23<sup>rd</sup> Avenue and the South Waterfront.
- The \$75 million of value in the Willamette Shoreline right of way could leverage as much as \$112.5 million in federal funds if the project proceeds as a Federal Transit Administration (FTA) News Starts project.

The Steering Committee recommends that the **Bus Rapid Transit (BRT) mode** not advance for further study in a DEIS because:

- It may not be a practical option to achieve the travel time and ridership as modeled in this alternatives analysis. The queue bypass lanes used to bypass congestion at key intersections in the BRT alternative would have to be extended to between 500 and 1,000 feet instead of the 200 feet in the current designs and cost estimates.
- The BRT alternative would include property impacts at the key intersections where transit improvements are constructed. There would be additional property impacts associated with the additional queue jump length required to bypass congestion. This also would include removal of trees within the sidewalk area.
- Initial BRT capital costs were the lowest of all the transit alternatives, however, these do not include the additional costs of the longer queue jump lanes, which would be required.
- The BRT alternative would have the highest operating cost due to the greater number of vehicles required to meet demand, and the fact that the BRT line would require added service, unlike the Streetcar alternative which would replace existing bus service.
- For the entire length of the corridor, BRT travel times are subject to the same delays and congestion as the general traffic in areas where queue jump lanes are not provided, resulting in decreased reliability.
- The BRT alternative would not leverage transit supportive economic development beyond what would be expected with the No-Build alternative.
- The BRT alternative would not leverage the \$75 million value of Willamette Shore Line right of way, which could match federal transit funding of up to \$112.5 million.

The Steering Committee recommends that an **enhanced bus** alternative be studied as a more practical option for this constrained corridor. Such an option would avoid the property impacts of the BRT while providing improved service, bus pullouts where possible and better shelters and lighting at stations. Enhanced bus would act as the base case for comparison

to Streetcar alternatives in the DEIS. It would operate in mixed traffic, though this has implications for travel time, reliability and long-term efficiency of the line.

**B. Alignments: Willamette Shore Line and SW Macadam Avenue**

During the alternatives analysis process three alignments were evaluated in the John's Landing area: the Willamette Shore Line right of way, SW Macadam Avenue and the John's Landing Master Plan alignment. The Steering Committee recommends that two alignment options be studied further in the John's Landing area north of the Sellwood Bridge: the Willamette Shore Line right of way alignment and the SW Macadam Avenue alignment.

In addition, combinations of the two alignments should be evaluated to maximize the potential benefits and minimize impacts in the John's Landing area. The Steering Committee recognizes that alignments, which would avoid or minimize impacts through John's Landing, may need to be developed that are not part of either the Macadam Avenue or Willamette Shoreline alignments. These could include all or portions of the John's Landing Masterplan alignment or other rights of way.

The Steering Committee recommends that the **Willamette Shore Line right of way alignment** advance for further study for the following reasons:

- Streetcar on the Willamette Shore Line right of way would yield higher reliability and faster travel times than the other alignments due to the 100% exclusive right of way.
- The Willamette Shore Line right of way is in public ownership and could potentially be used as local match towards the capital cost of the project. Current estimates value the entire right of way at \$75 million. For the portion north of SW Nevada Street, the value of the right of way is estimated at approximately \$35 million, which could leverage an additional \$58 million in federal funds.
- The Willamette Shore Line Right-of-Way alignment has received public support from Lake Oswego residents because it has faster travel time, better reliability and less impact to Highway 43 traffic operations and safety than an alignment that would use Macadam Avenue in John's Landing.

The Steering Committee recommends that the **SW Macadam Avenue alignment** advance for further study for the following reasons:

- The SW Macadam Avenue alignment would leverage the most potential transit supportive development, approximately 2.2 million square feet of total new development in John's Landing.
- The SW Macadam Avenue alignment would avoid some of the potential property impacts associated with use of the Willamette Shore Line right of way.
- The SW Macadam Avenue alignment has emerged with the most public support from residents and businesses in John's Landing.

**Note:** The Steering Committee recognizes ODOT's expressed concerns regarding the SW Macadam Avenue alignment option and will ensure that questions related to potential streetcar operations in mixed traffic on SW Macadam Avenue are addressed.

South of the John's Landing area and north of the Trolley Terminus site in Lake Oswego, the Willamette Shore Line right of way was the only alignment to advance to the completion of the alternatives analysis. As part of its design option narrowing decision, The Steering Committee eliminated Highway 43 south of John's Landing from consideration as a

Streetcar alignment for safety and operational reasons, making the Willamette Shore Line alignment the only option in this segment of the corridor. The *Evaluation Summary Report* contains a description of the alternative and design option narrowing decisions that were made during the alternatives analysis.

### **C. Termini: Albertsons and Safeway**

The Steering Committee recommends that the Albertsons and Safeway termini should advance into the DEIS. The Trolley terminus should not be advanced into the DEIS. These termini options are preferred because they would serve more population and employment, have higher ridership, disperse park and ride spaces, and have greater potential for transit-supportive development while demonstrating similar traffic impacts.

The Steering Committee recommends that the **Albertsons terminus** advance for further study for the following reasons:

- The Albertsons terminus would allow for the possible future extension of Streetcar south to West Linn or Oregon City.
- The Albertsons terminus has strong public support from the residents south of Lake Oswego and citizens within Lake Oswego. In 2006, Lake Oswego's Downtown Transit Alternatives Analysis Committee (DTAAC) recommended the Albertsons terminus site, partly because it would intercept traffic from the south before it reaches the center of downtown.
- The Albertsons terminus could generate substantial transit supportive development in Lake Oswego (0.9 million square feet).

The Steering Committee recommends that the **Safeway terminus** advance for further study for the following reasons:

- The Safeway terminus would allow for the possible future extension of Streetcar to the west.
- The Safeway terminus could provide park and ride access west of downtown Lake Oswego, intercepting traffic before it reaches the center of downtown.
- The Safeway site could leverage the most potential transit supportive development (1.1 million square feet in Lake Oswego), as compared to the Albertsons or Trolley terminus options.
- The Safeway site would allow the Streetcar to act as a circulator for trips within downtown Lake Oswego between the Foothills district and the west end of downtown.

The Steering Committee acknowledges that an at-grade crossing of streetcar with Highway 43 under the Safeway terminus option would require additional study and coordination with ODOT and the City of Lake Oswego to ensure that a safe and efficient crossing is feasible.

Additionally, the Steering Committee acknowledges that it may be necessary to construct a project that would utilize the **Trolley Terminus** as a **temporary interim terminus** while joint development construction plans are finalized at either the Albertsons or Safeway terminus sites.

#### **D. Minimum Operable Segment (MOS)**

If a full-length project cannot be built for financial or other reasons, the FTA allows for Minimum Operable Segments (MOS) to be considered as interim termini for a project. In this corridor, preliminary analysis was done for a MOS for Streetcar that would terminate in the vicinity of Nevada Street in John's Landing on either the Willamette Shore Line right-of-way or the Macadam Avenue alignments. The Steering Committee recommends that this alternative advance for further study for the following reasons:

- Significant public support was expressed for this option from participants in the process all through the corridor.
- A minimum operable segment (MOS) provides flexibility to initiate a project with available funding while pursuing additional funding to complete the remainder.

### **III. TRAIL CONSIDERATIONS**

#### **Context**

As part of the Willamette River Greenway vision, a trail was proposed to run along the Willamette Shore Line right of way from Willamette Park in Portland to downtown Lake Oswego between Highway 43 and the Willamette River. As part of this Alternatives Analysis, the feasibility of a continuous trail between Portland and Lake Oswego was evaluated. Each transit alternative carried with it a complementary trail component. The BRT alternative would have used the Willamette Shore Line right of way for exclusive trail use. The Streetcar alternative, which the Steering Committee recommends further study, would require shared use of the Willamette Shoreline between Streetcar and a trail. The discussion below focuses on the trail components that would accompany the Streetcar alignments.

#### **A. Trail Component**

The bike and pedestrian trail component of this study has received tremendous community support. A trail in the corridor would provide a critical link in the regional transportation system, connecting other regional and local trails. A continuous, safe and level trail component is a desired outcome in this corridor.

However, as currently designed, the trail component may not be practical to build for its entire length because of the high capital costs associated with shifting the Streetcar alignment to accommodate the trail in a tightly constrained right of way and very difficult topography. Because some portions of the trail are more easily implemented than others, and because funding for the entire trail may not be available at one time, the trail may need to be developed in phases.

#### **B. Trail Component Refinement Next Steps**

The Steering Committee recommends that a trail component advance for further study. However, additional refinement is needed to determine how to advance the trail and the

transit alternatives, either together or separately. The following identifies additional considerations for the trail and next steps:

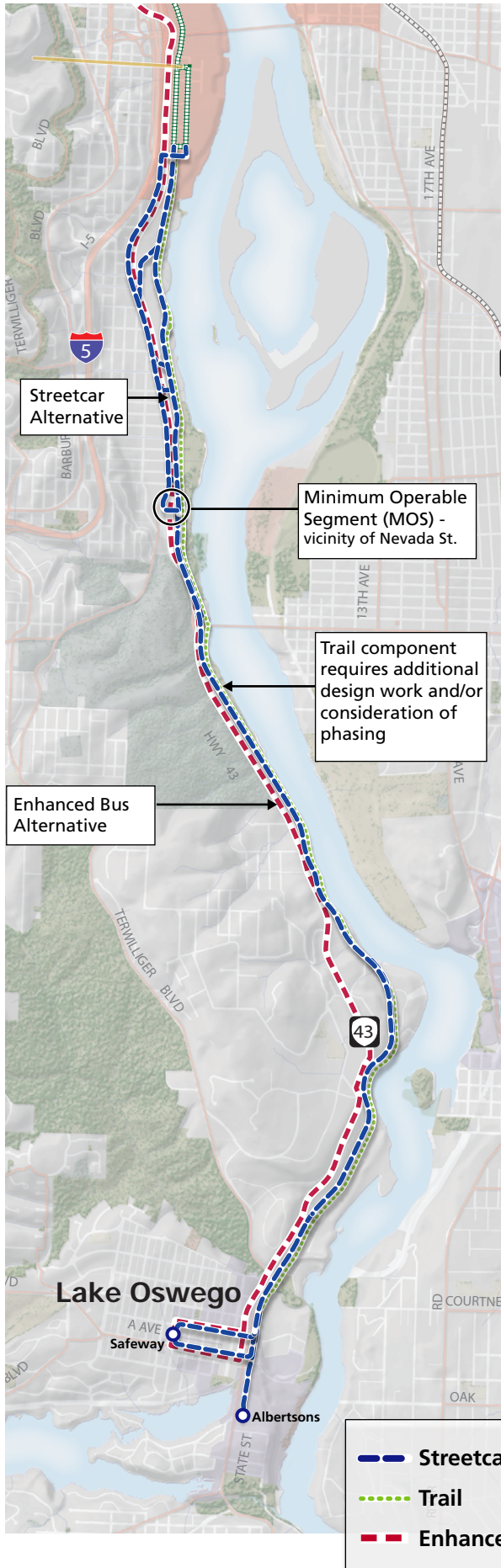
- Further consideration is required to determine trail project sponsors and potential funding sources. Metro may or may not be the appropriate agency to lead the effort to advance a trail in the corridor.
- Additional design work is needed to identify ways to design and construct a trail in this corridor with lower capital costs and impacts while still accommodating the transit project. The trail design should change and adapt to constraints in the corridor. The width of the trail does not need to be the same for the entire alignment and flexibility will be required with regard to various jurisdictions design standards and requirements.
- Trail phasing should be considered so that the most cost-effective segments could move forward. The additional design work required for the more difficult and expensive portions will take more time and effort.
- Additional study is needed to evaluate the potential for the Portland and Western railroad bridge and an eastside connection to the Sellwood Bridge to provide a useful pedestrian and bike trail connection between Lake Oswego and Portland
- Further study is needed regarding the outstanding legal questions in order to facilitate decisions about the Willamette Shore Line right of way and its use for a trail.

## IV. WORK PROGRAM CONSIDERATIONS

Several actions are needed prior to advancing the project into the *Draft Environmental Impact Statement* phase of project development. Because a DEIS for the Lake Oswego to Portland Corridor is not included in Metro's current fiscal year budget, it is recognized that there will be a gap before the DEIS can commence.

1. **The following actions are recommended by the Steering Committee to advance the project into the *Draft Environmental Impact Statement*:**
  - a. **Metro should work with the FTA to Publish a *Notice of Intent to Prepare a Draft Environmental Impact Statement in the Federal Register***, and initiate the DEIS Scoping Process. The FTA has recommended that this action be taken immediately. This action would ensure that all of the work completed during the alternatives analysis would be documented under the National Environmental Policy Act (NEPA). Public comment received prior to the Metro Council action on advancing the project into the DEIS phase would also be included as part of the NEPA record. The Scoping phase of a DEIS includes meetings with the public as well as local, state and federal agencies and affected tribal jurisdictions. The dates of the public, agency and tribal meetings would be published along with the notice of intent. The Scoping meetings present proposed alternatives and solicit input on potential additional alternatives that could be included in a DEIS.
  - b. **Metro should prepare a work scope, budget and schedule for the DEIS.** In order to secure funding for a DEIS, a cost estimate is required. The estimate is based on a scope of work and schedule that meet all appropriate FTA and NEPA requirements. This DEIS will need to meet new requirements for public and agency participation covered under Section 6002 of the SAFETEA-LU Act.





## Mode:

- ◆ Streetcar
- ◆ Enhanced Bus

## Alignment:

- ◆ Willamette Shore Line
  - ◆ Macadam Avenue
- Combinations of above plus all or part of John's Landing Master Plan alignment may be studied to maximize benefits and minimize impacts in John's Landing

## Terminus:

- ◆ Safeway
- ◆ Albertsons

## Minimum Operable Segment:

- ◆ John's Landing - vicinity of Nevada Street

## Trail:

- ◆ Advance for further study
- Further refinement required to determine whether to advance transit and trail together or separately





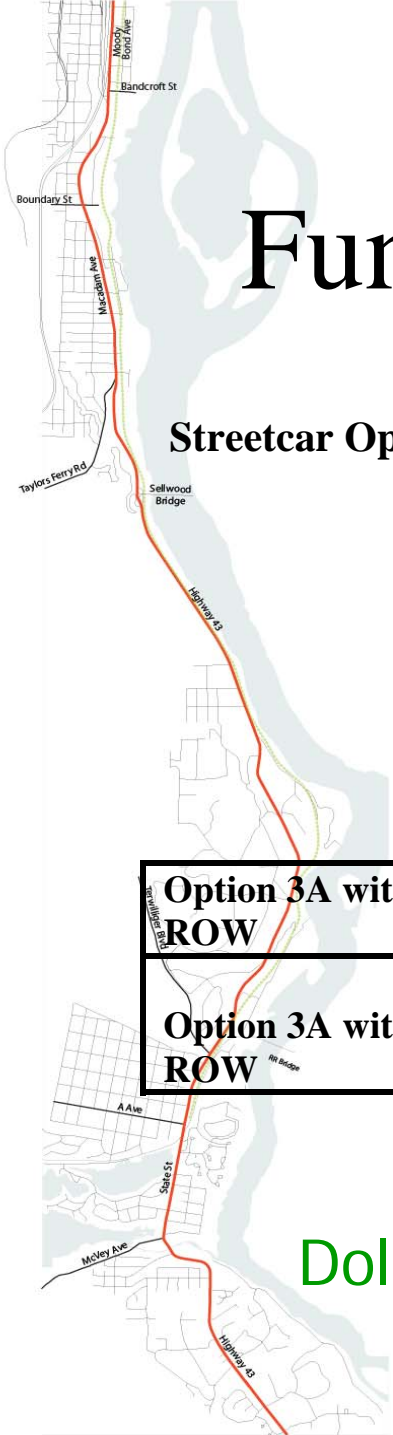
# Funding Example – New Starts

**Table 5**

**Streetcar Option 3A: Willamette Shore ROW/Albertson's Terminus without Trail as New Start Project**

	Costs (YOE) millions			Revenues (YOE) millions		
	Total Prior to ROW Contribution and Int. Finance	Total w/ ROW	Total w/ ROW + Interim Finance	Federal Share	Local Funding Gap	Value of ROW Contribution
<b>Option 3A with ROW</b>	\$185.7	\$274.9	\$280.6	\$168.4	\$23.1	\$89.2
<b>Option 3A without ROW</b>	\$185.7	N/A	\$191.5	\$114.9	\$76.6	N/A

Dollars are Inflated to Year of Expenditure





DATE: October 3, 2007  
TO: Metro Council, JPACT and MPAC Members and Interested Parties  
FROM: Deena Platman, Principal Transportation Planner  
SUBJECT: Framework for Evaluating Performance of Regional Mobility Corridors

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### **Background**

There is increasing recognition of the growing challenge we face to address increasing demand on our region's multimodal transportation system. The 2035 RTP Update is embracing new ways to think holistically and strategically about how to efficiently and effectively move people and freight around and through the Portland metropolitan region. A key approach is the focus on *Regional Mobility Corridors* – transportation corridors centered on the region's network of interstate and state highways that include parallel networks of arterial roadways, high capacity and regional transit routes, and multi-purpose paths. The network of corridors is intended to move people and freight between different parts of the region and connect the region with the rest of the state and beyond.

Regional Mobility Corridors are the workhorse of the region, intended to transport higher volumes of trips over longer distances. The first round of technical analysis demonstrated that system-level measures are no longer sufficient to determine whether investments lead to efficient and reliable corridors in the region or meet other RTP goals. The first round of modeling showed positive trends for several key system indicators. However, despite significant investments assumed in the region's transit and roadway systems, we continue to lose ground on congestion and system reliability. We need to better understand an individual mobility corridor's elements and performance as well as be able to compare performance across corridors in order to identify the most cost-effective strategies and target investments for the transportation system.

### **Regional Mobility Corridor Evaluation**

Metro is kicking-off a process to evaluate the performance of the mobility corridors that will provide us with a framework for analysis as we move into the development of the state component of the 2035 RTP Update. The goal is to create a "report card" that easily communicates how well each mobility corridor and its parallel supporting network is meeting regional goals and objectives defined in the policy framework.

With the assistance of a working group comprised of TPAC and MTAC members, and other mobility experts, we will:

- Confirm the mobility corridors including their length and width, mobility function;
- Define the corridor performance measures that will be used to evaluate whether individual corridors are continuing to perform their intended function;
- Establish a "grading system" of alternative performance measures to easily evaluate and communicate the state of individual corridors;
- Prepare a corridor-by-corridor evaluation based on these definitions and performance measures;
- Establish performance measures for areas outside of mobility corridors; and

- Evaluate the proposed performance measures in the context of the State Transportation Planning Rule's alternative mobility standards.

Development of performance measures will occur in three phases over the course of the next year.

- Phase 1 - Scoping and Concept Development – Completed Winter '08  
*Define issues and develop a conceptual framework for evaluation.*
- Phase 2 – Concept Evaluation – Completed Spring '08  
*Apply concepts to base year and future year scenarios and evaluate results.*
- Phase 3 – Implementation – Completed Fall '08  
*Adopt state 2035 Regional Transportation Plan and provide direction to the development of local Transportation System Plan. Update state policies.*

Attachment A provides a proposed roster of Performance Measures Working Group members.

If you have any questions, please feel free to contact me at (503) 797-1754 or by email at [platmand@metro.dst.or.us](mailto:platmand@metro.dst.or.us).

**Attachment A - Proposed Performance Measures Work Group Roster**

Name	Organization
Frank Angelo	Angelo Planning (TPAC)
Andy Back	Washington County (TPAC)
Bob Cortright*	DLCD
Denny Egner	City of Lake Oswego (MTAC)
Meg Fernekees	DLCD (MTAC)
John Gessner	City of Fairview (MTAC)
John Gillam	City of Portland (TPAC)
Brian Gregor*	ODOT
Jon Holan	City of Forest Grove (MTAC)
Robin McCaffrey	Port of Portland (TPAC)
Jay McCoy*	City of Gresham
Mike McKillip	City of Tualatin (TPAC)
Lidwien Rahman	ODOT (TPAC)
Phil Selinger	Tri Met (TPAC)
Ron Weinman	Clackamas County (TPAC)
<i>Staff</i>	
Anthony Butzek	Metro - LR Transportation Planning
Tom Kloster	Metro – Mgr. LR Transportation Planning
Josh Naramore	Metro - LR Transportation Planning
Deena Platman	Metro – Project Manager, LR Transportation Planning
Caleb Winter	Metro – Regional Transportation Options
Dick Walker	Metro – Travel Forecasting

\* Invited

Materials following this page were distributed at the meeting.

# Councilor Robert Liberty

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T E L 5 0 3 7 9 7 1 5 5 2 | F A X 5 0 3 7 9 7 1 7 9 3



**METRO**

TO: MPAC, JPACT, Interested Agencies, Organizations & Individuals  
FROM: Robert Liberty  
DATE: October 9, 2007  
RE: Invitation to Suggest Presenters for Our New Ideas in Transportation Speaker Series

Last month the Metro Council authorized spending up to \$18,000 in this fiscal year to fund speakers who can share provocative new ideas and insights on transportation topics, including policy, governance, planning, investments, land use relationships, funding, operations management as a substitute for capacity, and other topics. (\$15,000 is available for travel expenses, event expenses and honoraria with \$3,000 of the funding reserved for administrative costs associated with organizing the presentations.)

To the extent possible, presentations would be designed and scheduled around JPACT and MPAC meetings but would be open to the general public with opportunities for press coverage.

My colleagues and I would welcome your ideas about both topics and presenters. An initial list of possible presenters and topics are listed below and on the reverse side.

Please contact me by e-mail, mail or telephone with your suggestions.

## **List of Potential Speakers and Topics**

### ***Setting Priorities for Transportation Infrastructure Investments: The Eddington Report***

The Eddington Transport Report, issued in December 2006, examined the relationship between Britain's transportation system and its economic productivity and competitiveness. For American reviewers, one of the most striking things about the report was the way in which it reached conclusions based on comparing the returns on investment from hundreds of different projects. (Some of the best returns were small investments in urban infrastructure serving port facilities and making intermodal connections.) Eddington also recommended that all transport users should meet all their external economic social or environmental costs. Oliver Jones, Head of Division, for the United Kingdom's Department for Transport was part of the Eddington Study Team and has offered to visit Portland early in 2008 during a trip to the United States. <http://www.dft.gov.uk/162259/187604/206711/executivesummary>

### ***Integrating Land Use and Transportation: Livable Traffic Design***

Walter Kulash, is a principal and senior traffic engineer with the Orlando-based community-planning firm of Glattig Jackson Kercher Anglin Lopez Rinehart Inc. Since the early 1990s, Kulash has specialized in the rapidly emerging field of livable traffic design.

### ***Demand Management***

Is there a speaker qualified to present a summary of the latest results on demand management techniques around the world, including those used in London, Stockholm and Singapore? Should we invite Ken Livingston, Lord Mayor of London to discuss this topic?

### ***Intelligent Transportation Systems***

Rob Puentes of the Brookings Institution and Rob Bertini of Portland State University are experts in intelligent transportation systems and how they can provide increased efficiencies on our existing road networks.

### ***Accident & Incident Response Systems as an Alternative to Capacity Increases:***

About one-half of the congestion on our highways is caused by traffic accidents or other non-recurring incidents. What do we know about the best ways of reducing congestion caused by accidents and incidents and their cost effectiveness compared to adding lanes? Is there a good speaker on this topic?

### ***Climate Change & Transportation Policies***

Glaciers on Mt. Hood, Greenland and Antarctica are melting and our climate is warming and becoming less stable. The major contributor to greenhouse gases in our region are cars and trucks. It is clear that governments at all levels are going to encourage and require actions to reduce greenhouse gas emissions. What will such policies and programs mean for transportation in the Portland region? Who would be the best speaker on this topic?

### ***Metropolitan Land Use & Transportation Investments***

The debate between Gordon Price & Patrick Condon in September indicated that different ways of implementing 2040 entailed very different transit investment systems – growth focused on major regional centers linked by high-speed transit, versus concentrating development along corridors served by streetcars, buses, bikes and walking. Are there lessons we can learn from national and international data regarding the design of metropolitan regions (the density and location of uses, the mixture of uses, etc.) and their systems of transportation and access? If so, who would present these insights?

### ***New Approaches to Transportation Governance***

Metropolitan Vancouver, British Columbia, has the same population as the Portland metro area and is growing at the same rate but it has a very different approach to the governance of its transportation system. TransLink is the new Greater Vancouver Transportation Authority. TransLink is a small organization involved with transportation planning, administration of service contracts with subsidiary companies and contractors, the management of capital projects, financial management and planning, public affairs and supporting business functions. The delivery of public transit services takes place through subsidiary companies and contractors while the maintenance and improvement of the Major Road Network is done in partnership with the municipalities. Perhaps a speaker from TransLink could suggest new ways to approach the management of transportation systems and services in the Portland metro area.

### ***21<sup>st</sup> Century Rail & Buses***

New kinds of intercity rail transport operating at high speeds between cities around the world, (with the notable exception of the US.) New approaches to urban rail and bus transport are also being tried in cities around the world. What might our region learn about these innovations and who could present them to us?

# Lake Oswego to Portland



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**T R A N S I T   A N D  
T R A I L   S T U D Y**

JPACT Information Item

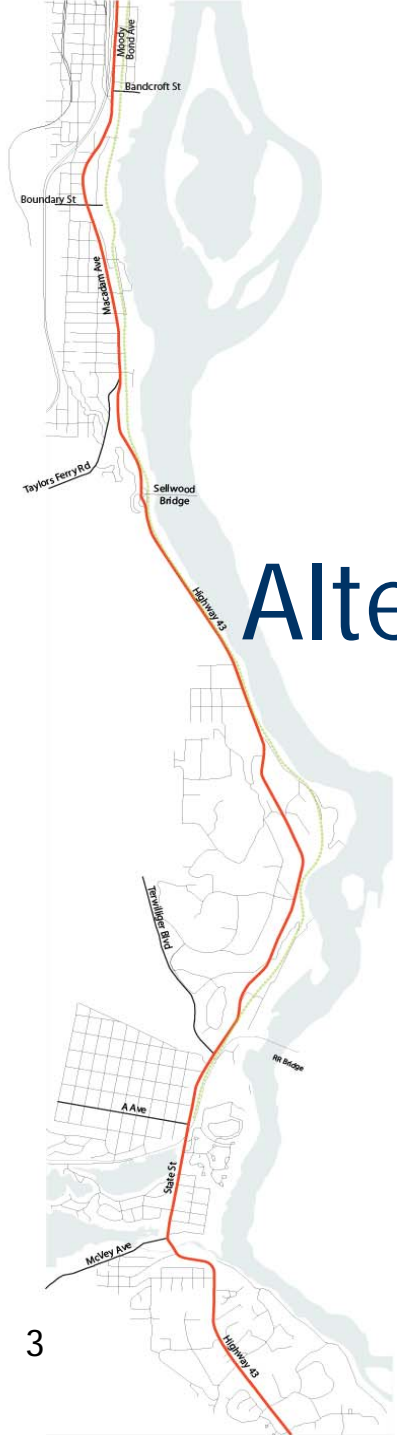
October 11, 2007



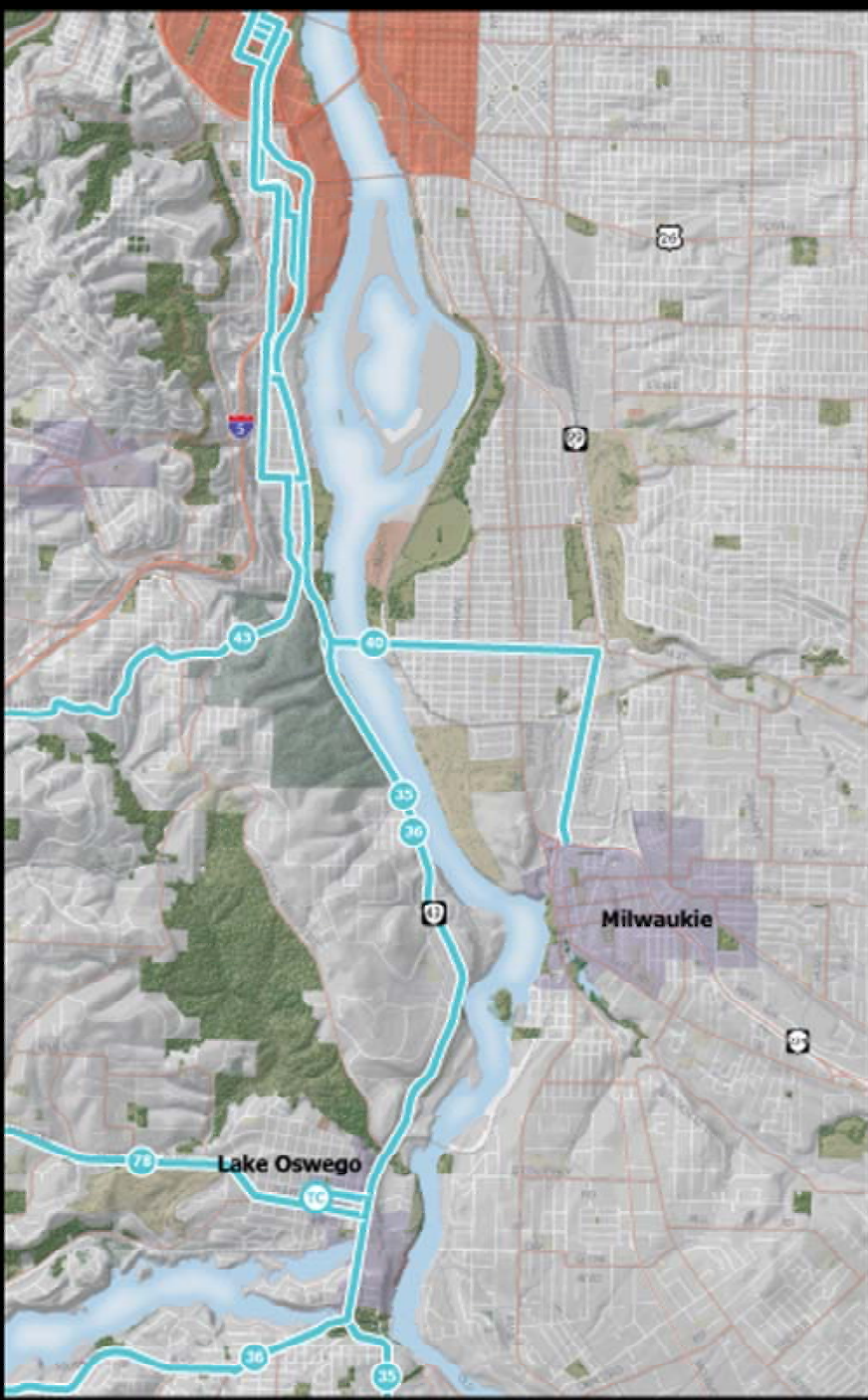
# Information Item

- Steering Committee recommendation to Metro Council on September 10<sup>th</sup>
  - Public Comment
  - PMG Findings
  - LOPAC Recommendations
- TPAC briefed on September 28<sup>th</sup>
- Local jurisdictions submitting letters in support
- Metro Council will consider recommendation in November



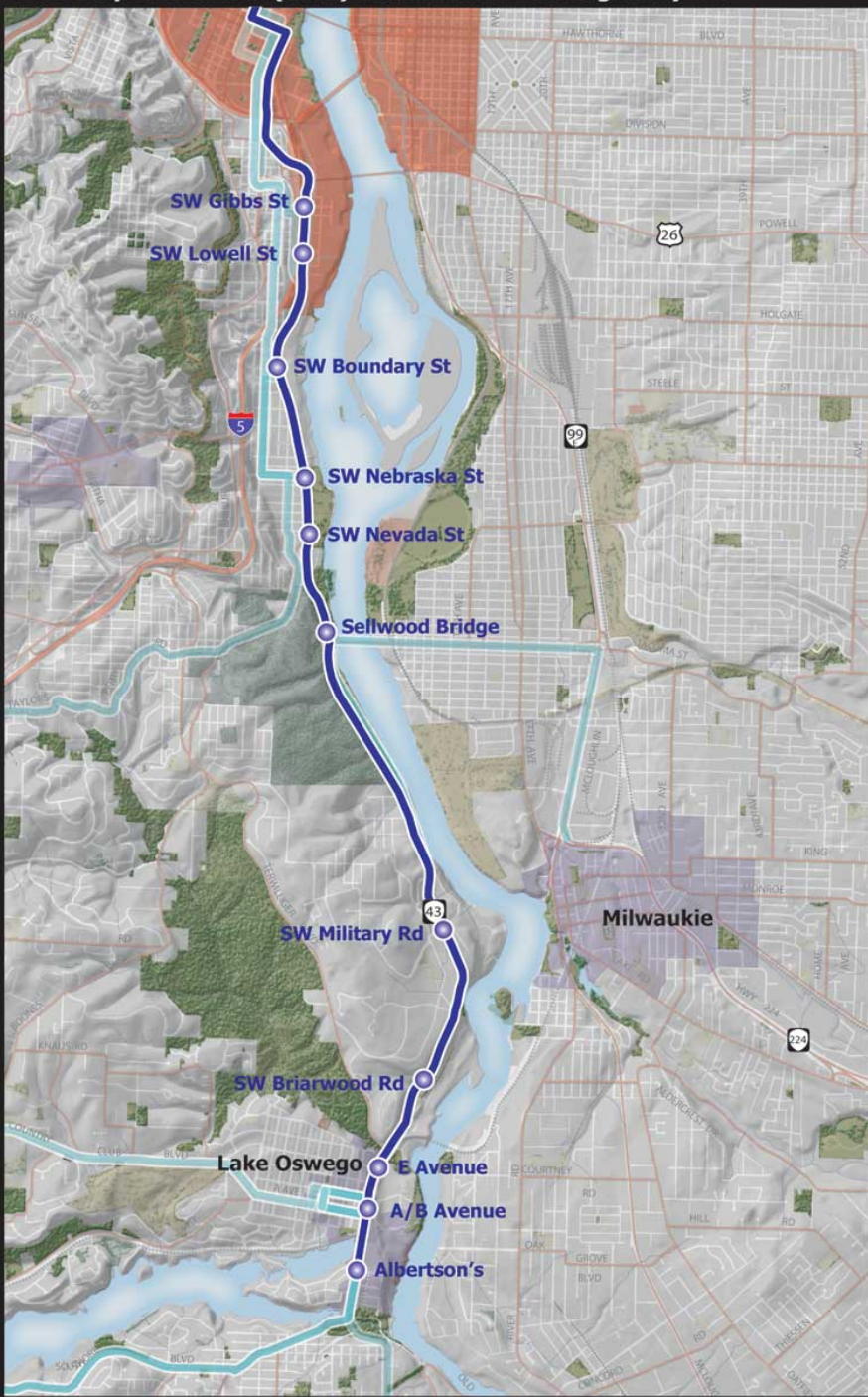


# Alternatives and Key Findings



# No-Build

- TriMet Bus Line #35 & #36
  - Bus from Oregon City to Portland
    - 15 minutes headways during peak and 15 minute headway during off-peak periods
    - Frequent stops along Highway 43
    - Small park and ride at Marylhurst
    - No transfers in Lake Oswego
    - Connects to the Transit Mall like current service



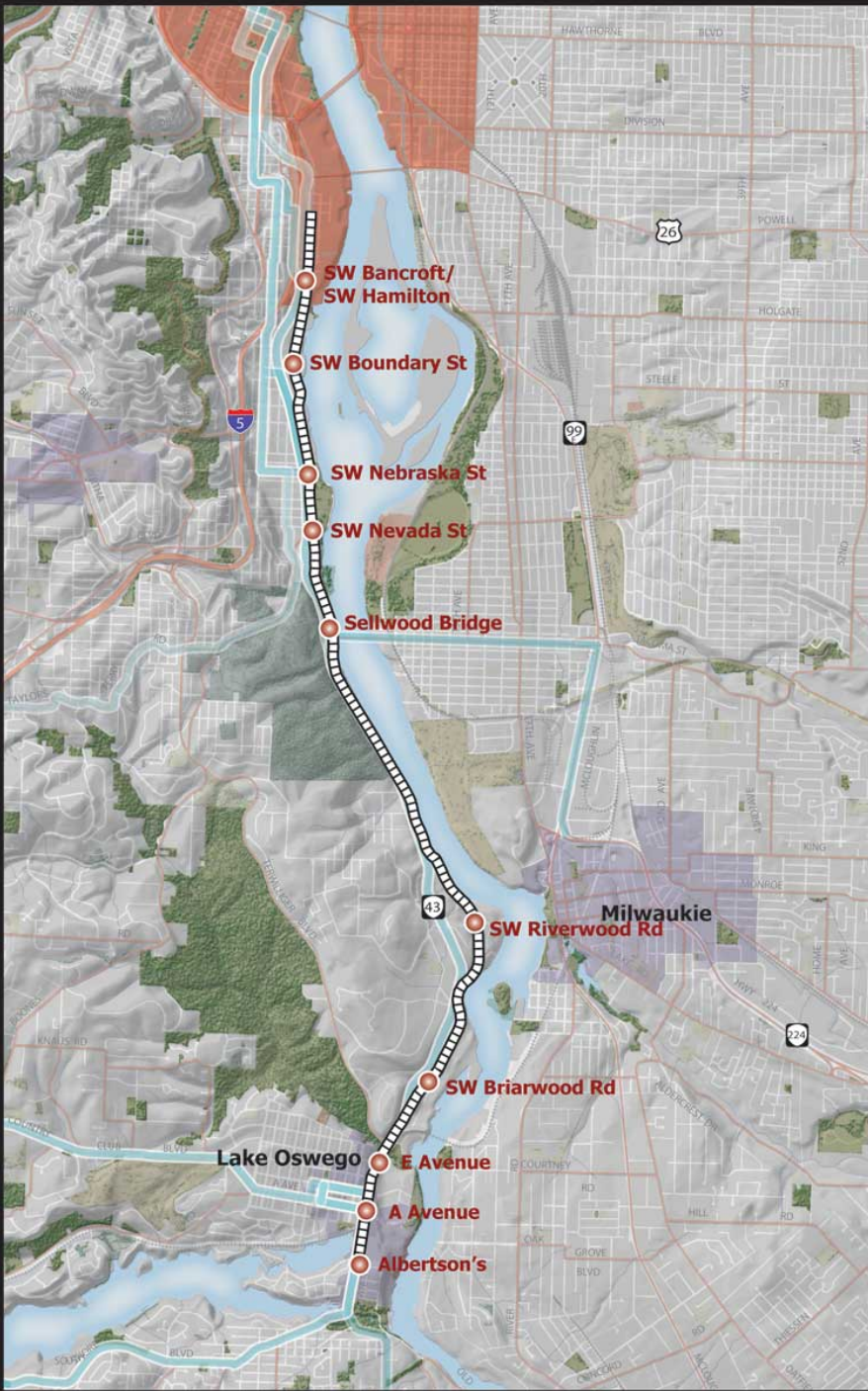
# Bus Rapid Transit

**Purpose – physical and service improvements intended to speed transit**

- Improved headways to 12 min. peak, 15 min. off-peak
- 8 intersection on SW Macadam Avenue with worst traffic congestion
  - Queue Bypass Lanes
  - Signal Priority treatment
  - Higher Quality Shelters and amenities
  - Bus pullouts
- Safety improvements along Highway 43
- 400 park and ride spaces

# SW Macadam Ave. and SW Boundary St.





# Streetcar

- 12 minute peak, 15 minute off-peak
- SW Macadam Alignment
  - Where to enter – SW Bancroft or SW Boundary?
  - Where to exit – SW Carolina or SW Nevada?
  - Track location – Inside lanes, outside lanes or separate ROW
- Willamette Shoreline R-O-W
  - from Lake Oswego to Sellwood Bridge
- Lake Oswego Terminus Options
  - Trolley Terminus
  - Albertson Terminus
  - Safeway Terminus

# Willamette Shore Line near SW Richardson St.



# Willamette Shore Line near SW Richardson St.





# Willamette Shore Line near SW Richardson St.



- Streetcar Station



SW Macedonia Ave and SW Boundary

# SW Riverwood Rd.



# SW Riverwood Rd.

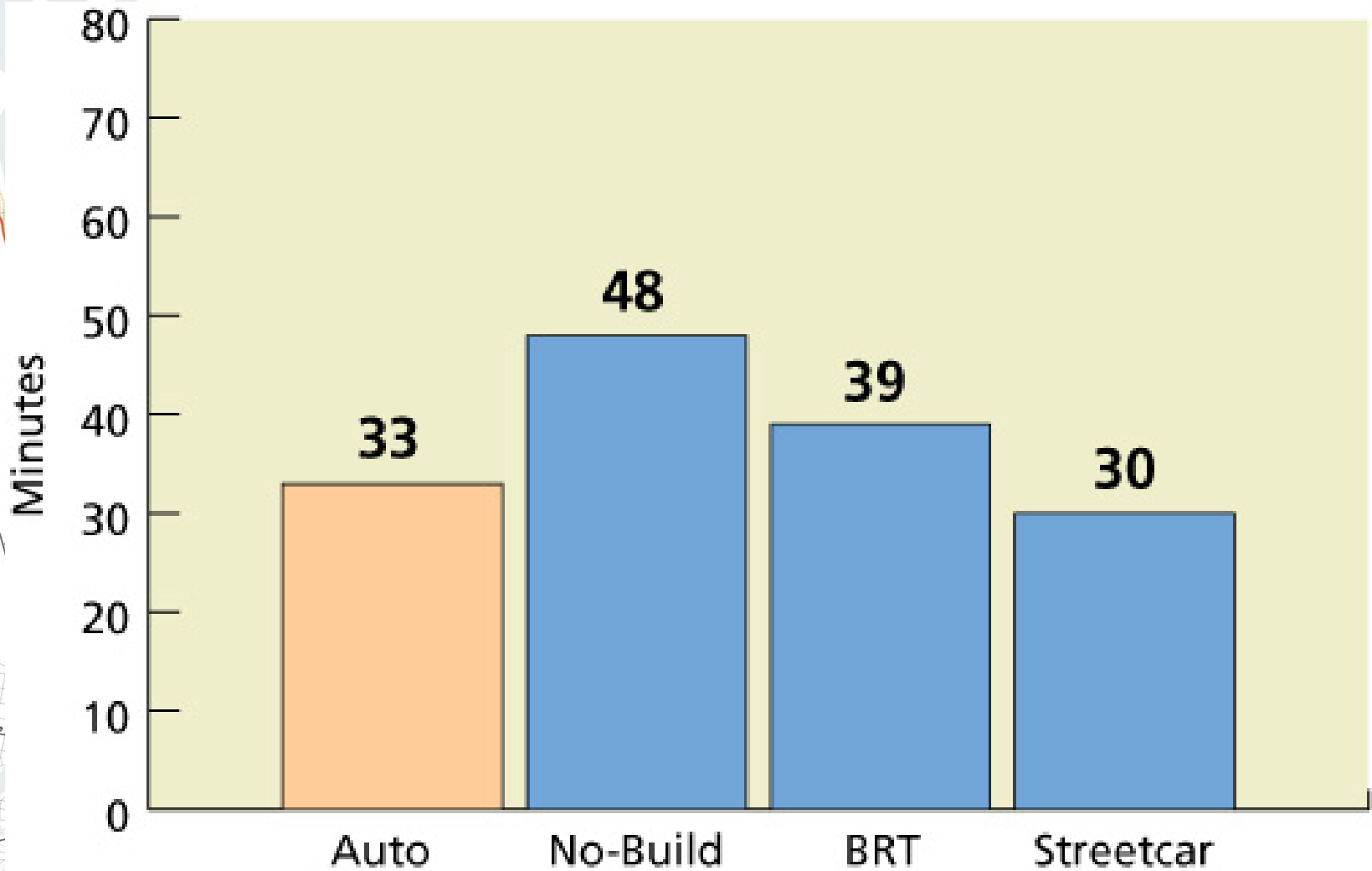


# A Ave. & 1st St.



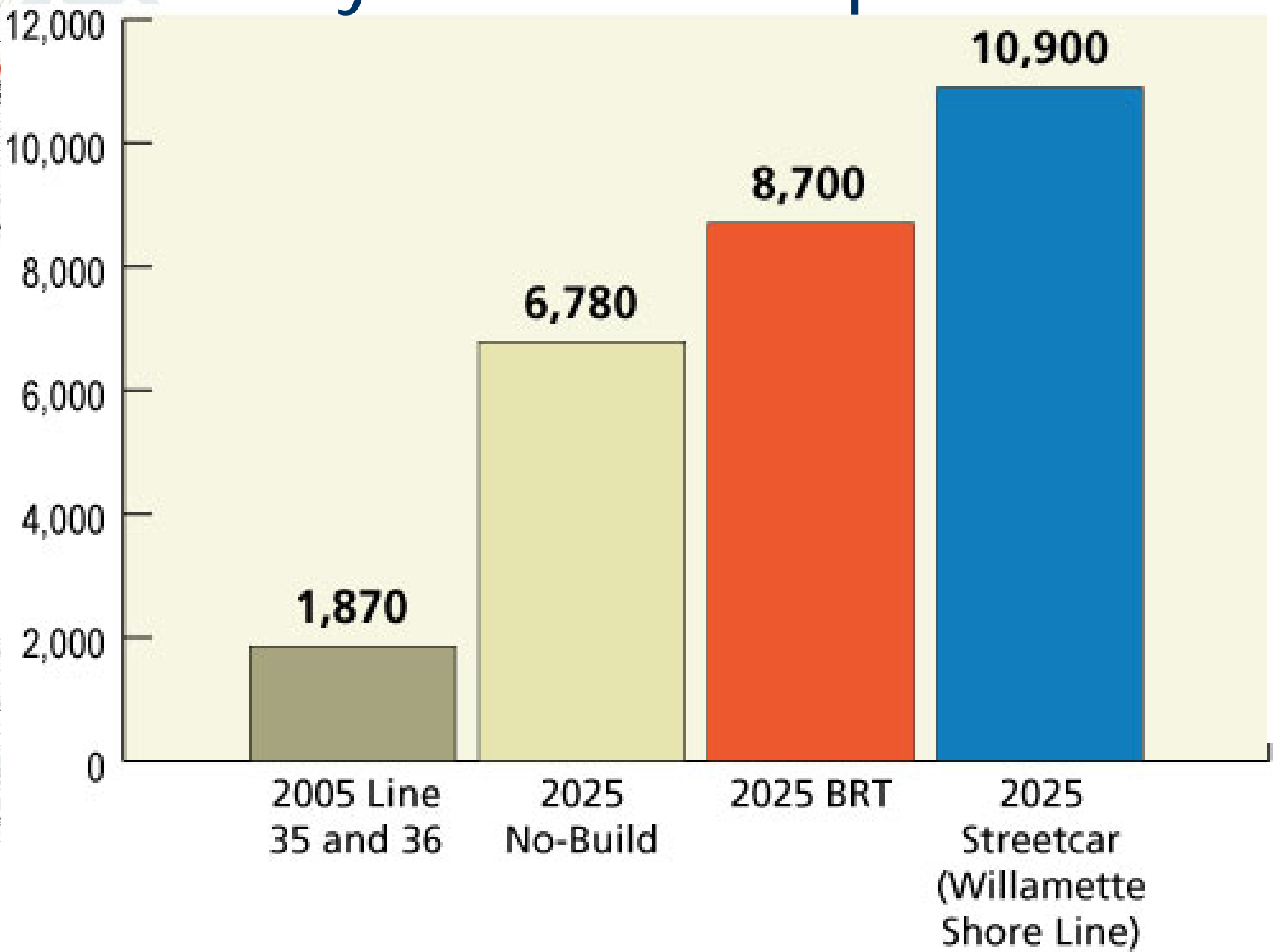
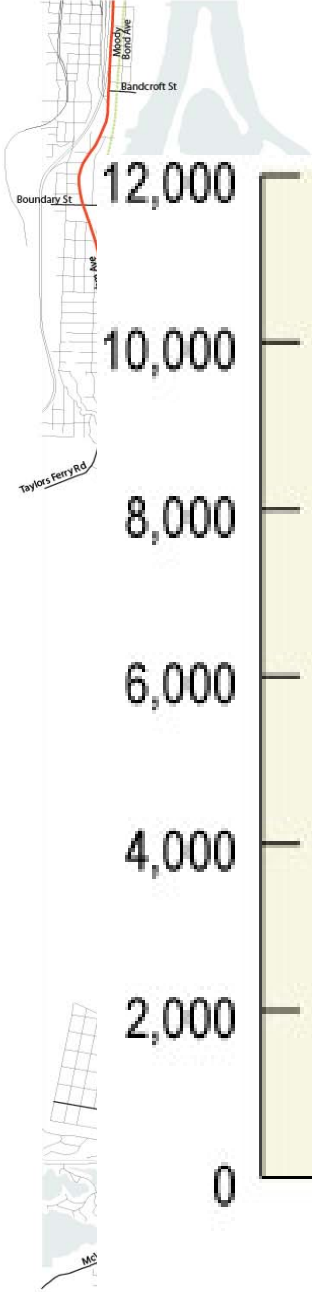
# 2025 Total Travel Time

Between Lake Oswego and Portland State University (PSU)

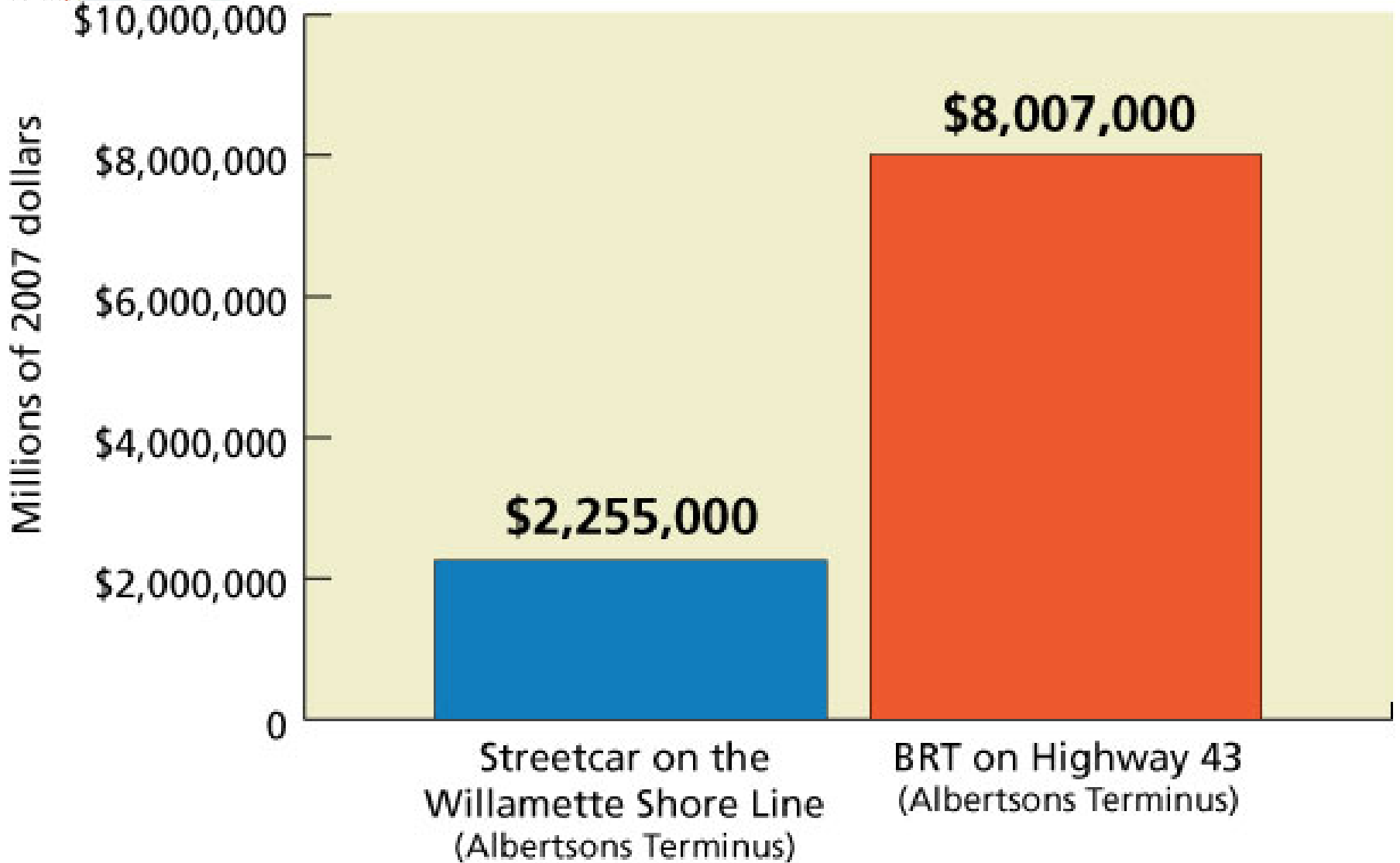


\* Total Travel Times include in-vehicle travel time plus walk time, initial wait time and transfers. Total Travel Time for BRT and Streetcar to West Linn include transfer and bus travel time from Lake Oswego.

# Daily Line Ridership



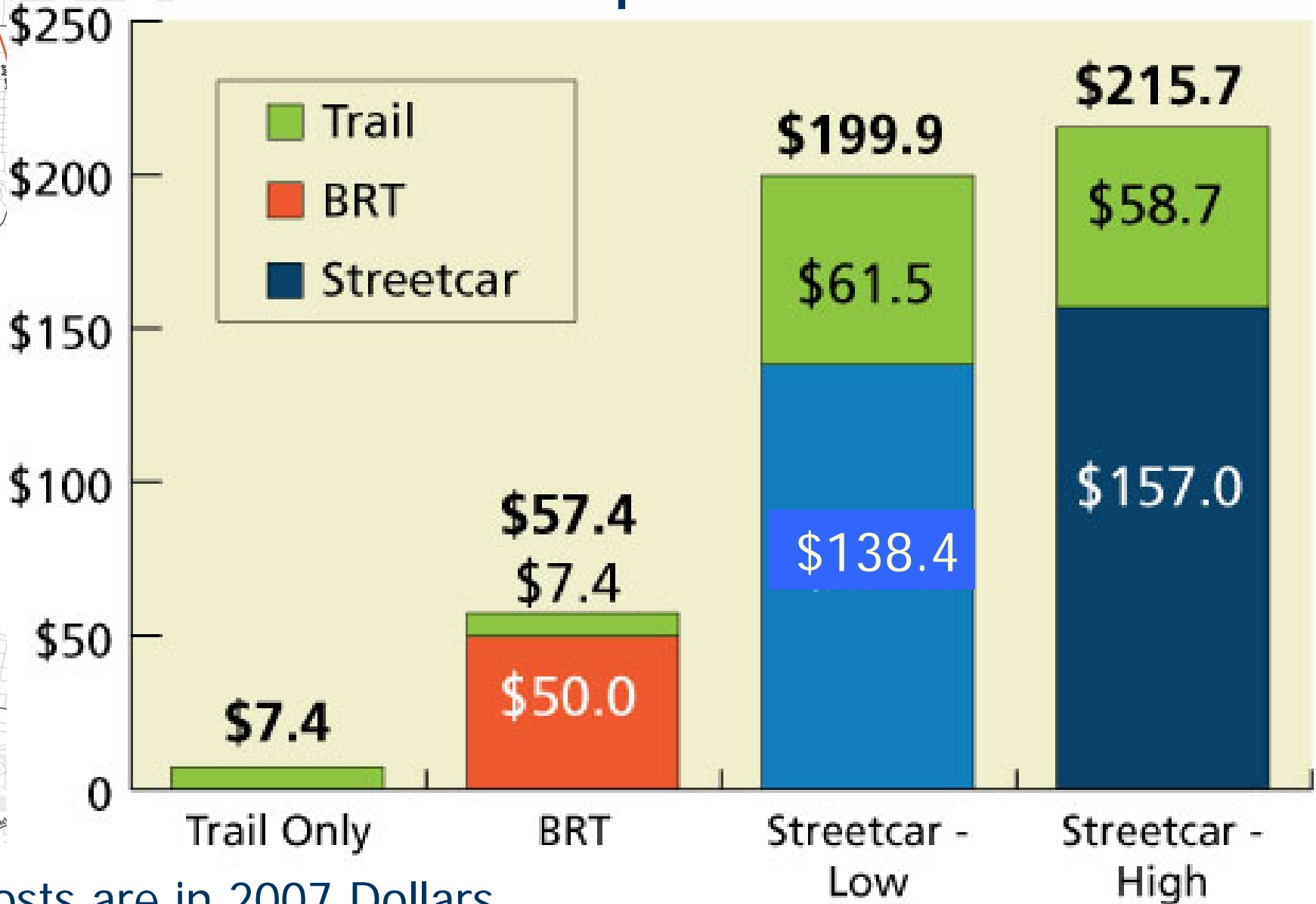
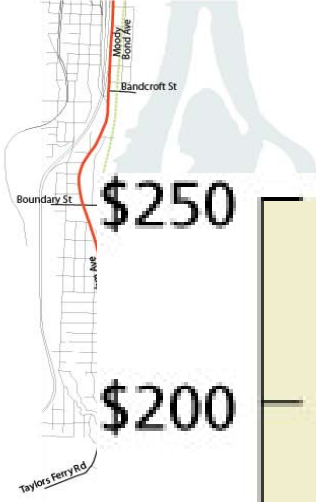
# Operating and Maintenance Costs



Costs are in 2007 Dollars



# Capital Costs



18 Costs are in 2007 Dollars



# Financial Plan Overview

# Funding Possibilities

- Small Starts
  - Up to \$75 million FTA funds for projects less than \$250 million
- New Starts
  - 60% Federal
- Local Match
  - Willamette Shore Line ROW worth \$75 million
  - Other local funds





# Funding Example – New Starts

## ***Willamette Shore Line Alignment with Albertsons Terminus***

	Costs (YOE)			Revenues (YOE)		
	YOE Cost <i>(inflated from 2007 dollars)</i>	Total Cost w/ WSL ROW	Total Cost Including interim finance costs	Federal Share 60%	Local Share 40%	
					Value of WSL ROW	Local Funding Gap
<b>With Willamette Shoreline ROW</b>	\$185.70	\$274.90	<b>\$280.60</b>	\$168.40	\$89.20	<b>\$23.10</b>
<b>Without Willamette Shore Line ROW</b>	\$185.70	N/A	<b>\$191.50</b>	\$114.90	N/A	<b>\$76.60</b>

WSL ROW = Willamette Shore Line right of way  
 YOE = Year of Expenditure dollars





# Public Comments and Outreach

# Public Comment Summary

- Summary of outreach activities
  - Two open houses – 215 attendees, 122 comment cards
  - Public Hearing – 21 testified
  - Comment cards (13), letters (15), e-mail (75), phone calls (1) received
  - More than 1200 direct citizen contacts
- Previous opportunities for comment
  - Monthly LOPAC meetings
  - Community Design Workshop
  - Neighborhood Group Meetings
  - Small Group Discussions
  - Bus Rider Survey



# Public Comment Summary

- Public comment period findings
  - Streetcar received the strongest support
  - Macadam Alignment supported by Johns Landing residents and businesses
  - Willamette Shore Line Alignment received support from Lake Oswego residents
  - Support was also strong for a bicycle and pedestrian connection in the corridor.



# Steering Committee Recommendations

Adopted September 10, 2007





# Context

- Willamette Shoreline ROW purchased in 1988 to preserve for future rail transit use
- Value of ROW can be used as local match for FTA funds
- 2004 *Regional Transportation Plan* called for alternatives analysis in this corridor



# Mode Recommendations



# Mode Recommendations

- **Advance Streetcar** into DEIS
  - Highest Ridership
  - Fastest travel times
  - Highest Reliability
  - Operating and Maintenance Costs lowest – savings over No-Build
  - Would support Johns Landing and Lake Oswego development
  - Could leverage Willamette Shore Line ROW as local match



# Mode Recommendations

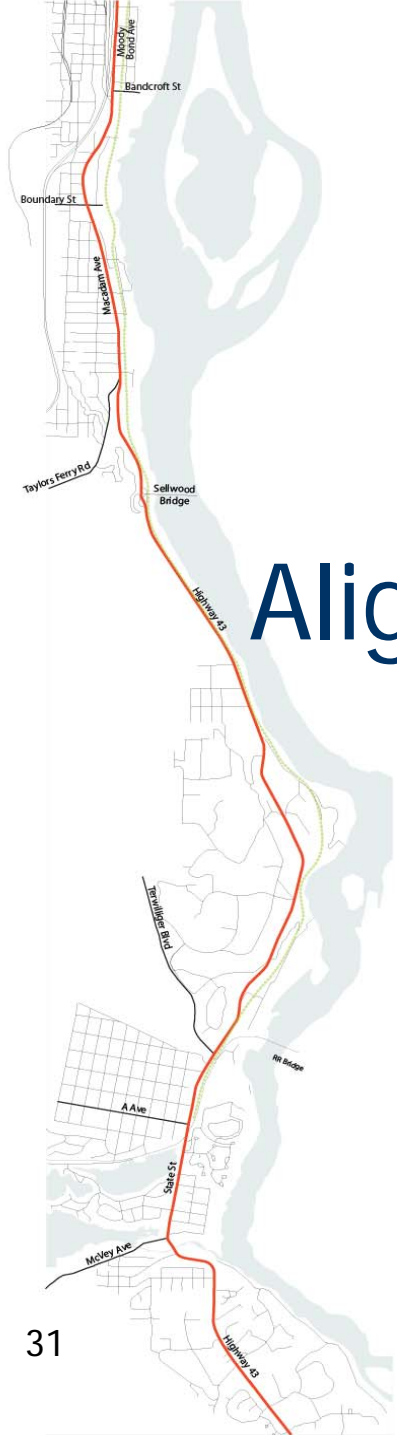
- **Do Not Advance Bus Rapid Transit** into the DEIS
  - Queue bypass lanes impractical
  - Travel times not achievable
  - Higher operating and maintenance costs
  - Less reliable due to traffic congestion



# Mode Recommendations

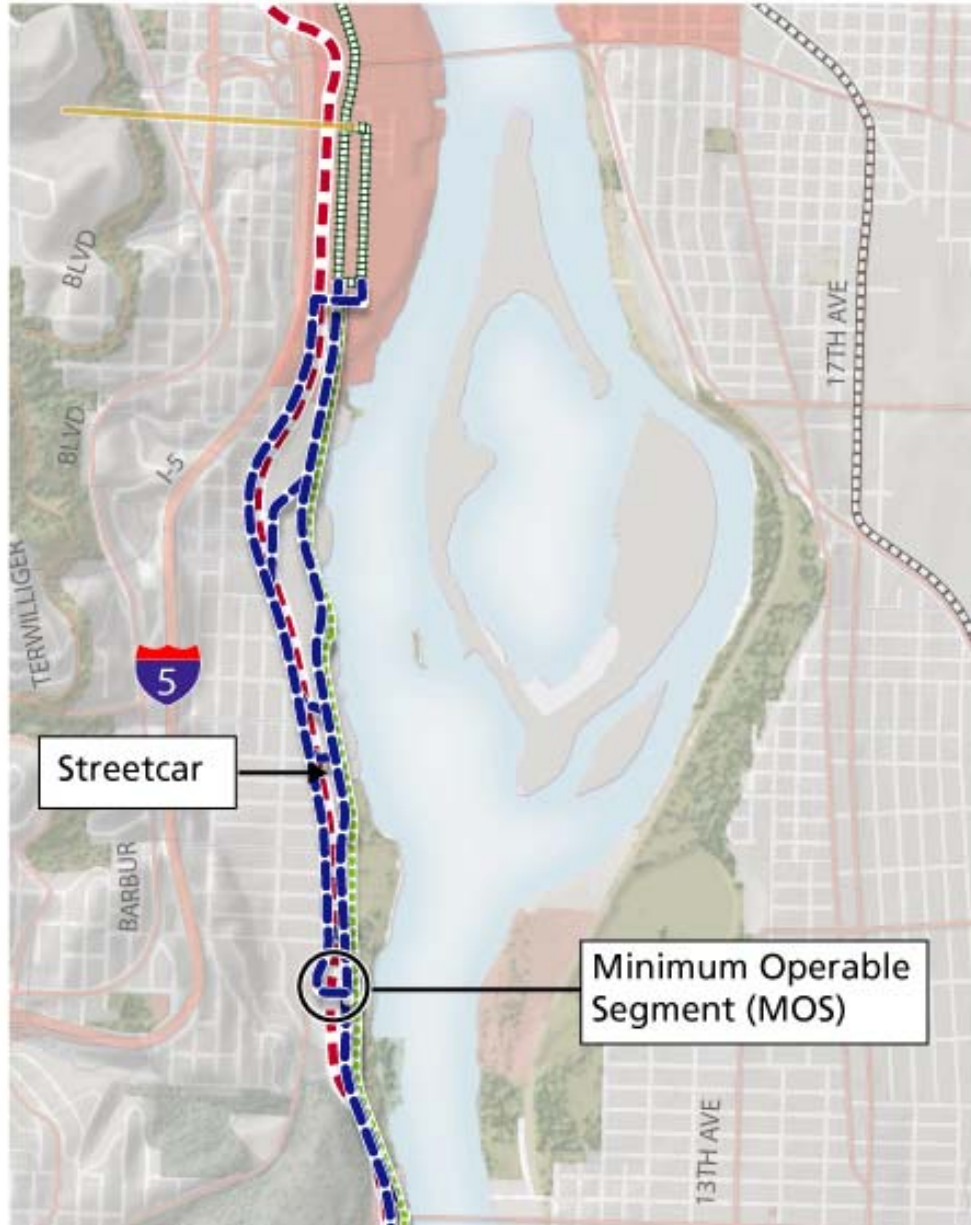
- **Advance an Enhanced Bus Alternative** into the DEIS
  - Advance less capital intensive bus alternative than BRT into DEIS
  - Avoid impacts of BRT
  - Serve as base case to compare Streetcar





# Alignment Recommendations

# Steering Committee Recommendation



# Alignment Recommendations

- **Advance Willamette Shore Line Alignment** into DEIS
  - High reliability in exclusive right of way
  - Leverage value of right of way as local match
  - Fastest travel times
  - Public support from Lake Oswego residents





# Alignment Recommendations

- **Advance Macadam Avenue Alignment into the DEIS**
  - Leverage greatest development potential
  - Public support from Johns Landing residents and businesses
  - Avoids proximity issues of Willamette Shore Line
  - ODOT concerns regarding mixed Streetcar and traffic operations



# Alignment Recommendations

- **Advance Combinations of Willamette Shore Line and Macadam Alignments** into the DEIS
  - Look for way to maximize benefits and minimize impacts
  - Could require all or parts of Johns Landing Masterplan or other alignments
  - Look for creative design solutions



# Terminus Recommendations



# Steering Committee Recommendation

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# Terminus Recommendations

- **Advance Albertsons Terminus into the DEIS**
  - Allows for possible future extension to West Linn and Oregon City
  - Intercepts north-south traffic at park and ride
  - Public support from residents south of Lake Oswego
  - Lake Oswego's DTAAC preference
  - Transit supportive development potential



# Terminus Recommendations

- **Advance Safeway Terminus** into the DEIS
  - Allows for future extension to the west
  - Intercepts east-west traffic at park and ride
  - Provides circulator function between Foothills and downtown
  - Transit supportive development potential



# Minimum Operable Segment Recommendations



# Minimum Operable Segment

- FTA allows for construction phasing
- Include MOS terminus north of Sellwood Bridge near Nevada Street in DEIS
- Significant public support expressed for Johns Landing terminus



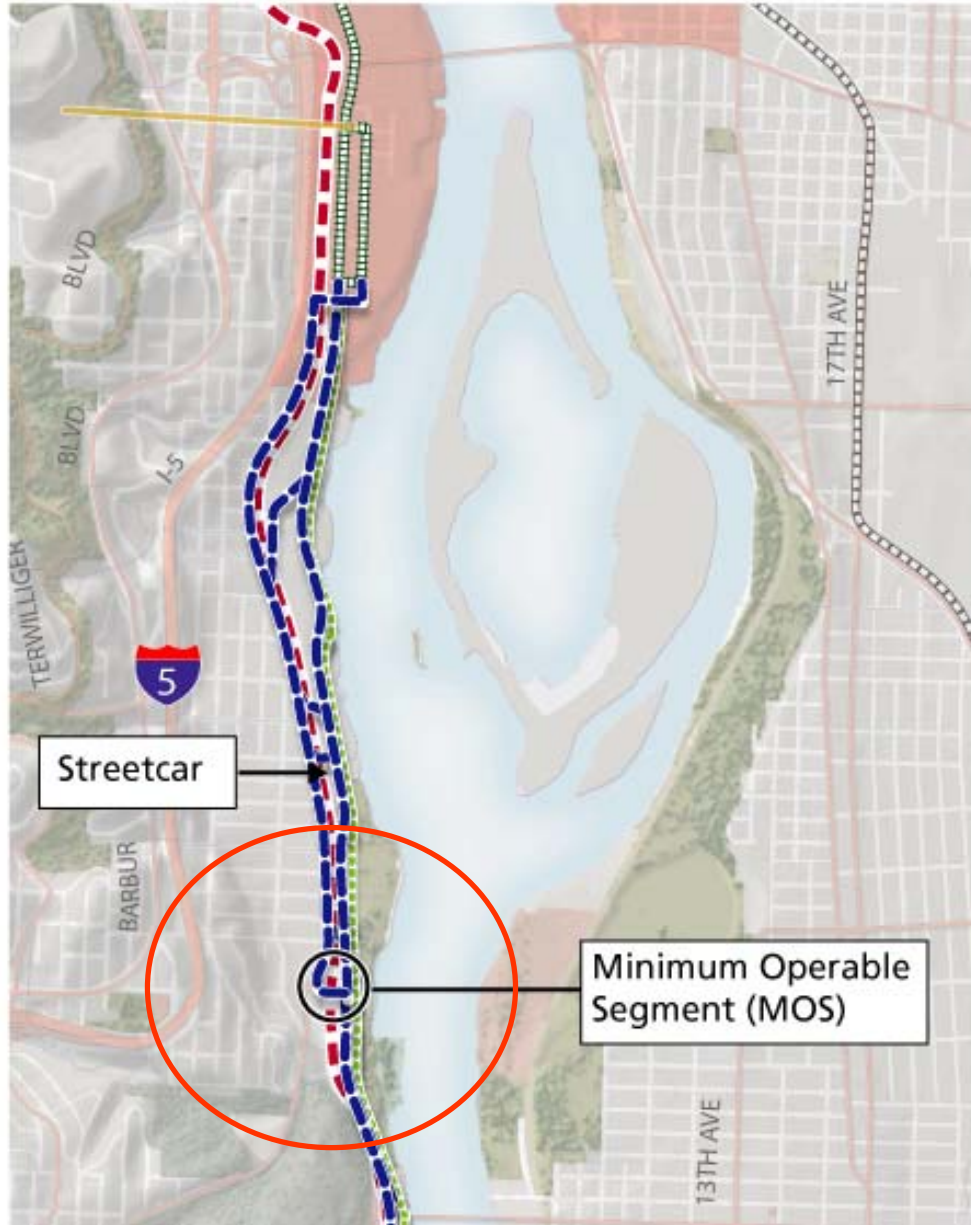


# Minimum Operable Segment

- Would be developed in the DEIS along with full-length Streetcar option



# Steering Committee Recommendation





# Trail Recommendations

# Trail Recommendations

- **Trail should advance for further study**
- Additional design work required
  - Lower costs and impacts
  - Accommodate transit project
- Need to identify trail sponsors
- Need to explore funding sources

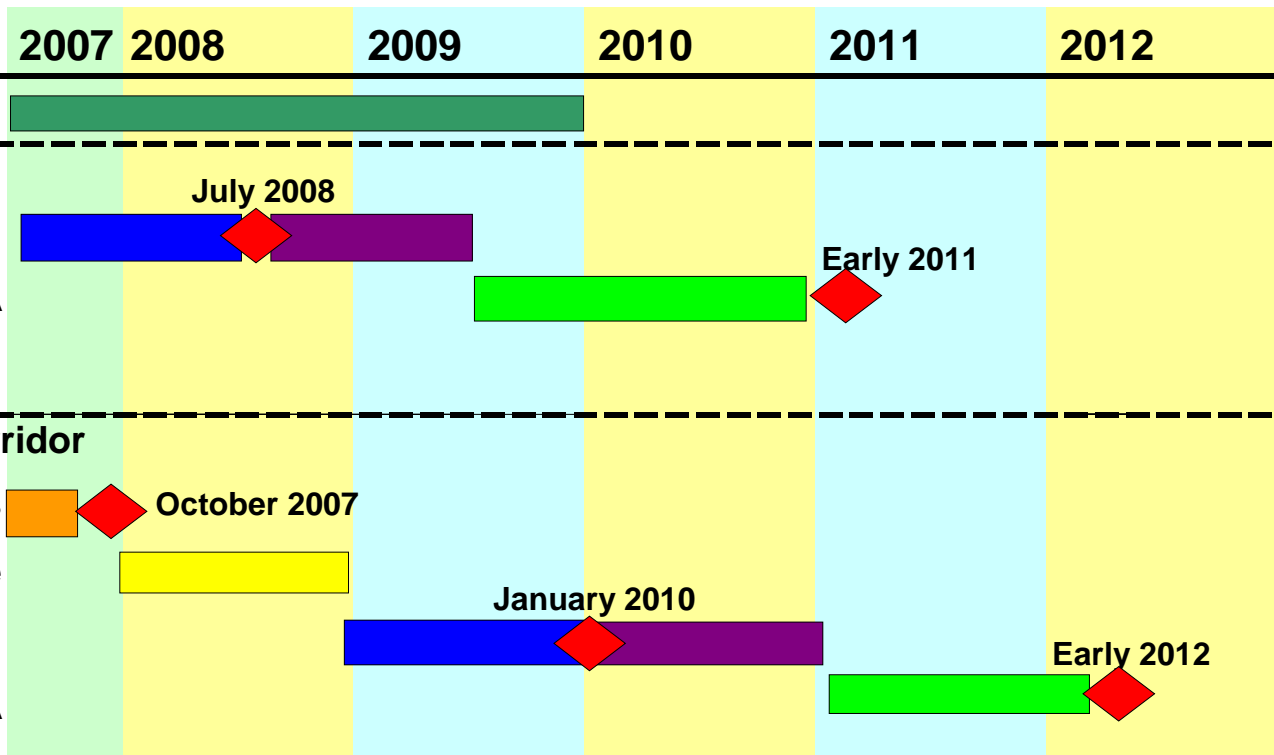


# Trail Recommendations

- Consider phasing of segments
- Evaluate Portland and Western railroad bridge connection to east side of Willamette to Milwaukie and Sellwood Bridge
- Further study required to resolve legal uncertainties regarding trail in Willamette Shore Line right of way



# Project Sequencing



# Work Program Considerations

- Develop Scope, Schedule and Budget for DEIS
  - Secure DEIS funding
  - Develop conditions in order to meet development, funding and cost-effectiveness goals
  - Undertake Trail Refinement
- Next Steps



# Work Program Considerations

- Continue to coordinate with Sellwood Bridge process
- Work to minimize negative impacts to residents and property values





# Next Steps

- Work with PDOT on Johns Landing design refinements
- Convene discussions regarding advancement of trail
- Develop DEIS scope, schedule, budget and funding plan

