



METRO

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

January 4, 2008

Metro Regional Center

MEMBERS PRESENT

Sorin Garber
Elissa Gertler
Nancy Kraushaar
Mike McKillip
Dave Nordberg
Louis A. Ornelas
Ron Papsdorf
John Reinhold
Phil Selinger
Karen Schilling
April Siebenaler
Paul Smith
Rian Windsheimer

AFFILIATION

Citizen
Clackamas County
City of Oregon City/Cities of Clackamas County
City of Tualatin/Cities of Washington County
DEQ
Citizen
City of Gresham
Citizen
TriMet
Multnomah County
Citizen
City of Portland
ODOT

MEMBERS ABSENT

Scott Bricker
Jack Burkman
Bret Curtis
John Hoefs
Susie Lahsene
Dean Lookingbill
Satvinder Sandhu
Sreya Sarkar

AFFILIATION

Citizen
WASDOT
Washington County
C-TRAN
Port of Portland
SW Washington RTC
FHWA
Citizen

ALTERNATES PRESENT

Andy Back
Robin McCaffrey

AFFILIATION

Washington County
Port of Portland

GUESTS PRESENT

Tom Arnold
Theresa Carr
Danielle Cowen
Evan Dust

AFFILIATION

Parametix
CH2M Hill
City of Wilsonville/City of Clackamas County
HDR

Marianne Fitzgerald	DEQ
Steven Matthews	Principle Management Ltd.
Akin Owasekan	ODOT
Lidwien Rahman	ODOT
Derek Robins	City of Forest Grove
Sam Seskidy	CH2M Hill
Ron Wienman	Clackamas County

STAFF

Andy Cotugno, Robin McArthur, Tom Kloster, Josh Naramore, Pat Emmerson, Tony Mendoza, Anthony Butzek, Ted Leybold, Crista Gardner, Kelsey Newell

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Andy Cotugno declared a quorum and called the meeting to order at 9:32 a.m.

Chair Cotugno welcomed and introduced new TPAC community representatives Mr. Louis Ornelas and Ms. April Siebenaler.

2. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There were none.

3. APPROVAL OF TPAC MINUTES FOR NOVEMBER 2, 2007

MOTION: Mr. Phil Selinger moved, Ms. Karen Schilling seconded, to approve the November 30, 2007 meeting minutes. With all in favor, the motion passed.

4. FUTURE AGENDA ITEMS

Future agenda items were not discussed.

5. ACTION ITEMS

5.1 Air Consultation Regarding the Proposed Amendment to Add the US30B (Sandy Boulevard): 122nd to 141st Safety Project to the 2008-11 MTIP

Mr. Ted Leybold appeared before the committee and presented information on the air quality conformity analysis of the 2008-11 Metropolitan Transportation Improvement Program (MTIP) for the US30B: 122nd to 141st Safety project. In the process of coordinating the MTIP and the State Transportation Improvement Program (STIP), Metro and ODOT determined inconsistencies between the two documents with the Sandy Boulevard project necessitating an MTIP amendment. Mr. Leybold stated that the Sandy Boulevard project is not a regionally significant project with regards to potential air quality impacts and that DEQ and the ODOT environmental section supported Metro's findings.

MOTION: Mr. Dave Nordberg moved, Mr. John Reinhold seconded, to approve Metro's findings that the US30B: 122nd to 141st Safety Project is not a regionally significant project with regards to potential air quality impacts.

Discussion: Ms. Karen Schilling noted changes to Mr. Leybold's memorandum, citing additional project information from ODOT is needed. Mr. Leybold agreed to amend the findings with this information.

ACTION TAKEN: With all in favor, the motion passed.

Mr. Leybold announced that Elderly and Disabled Transportation grant applications, administered thorough TriMet and ODOT, are now available. Completed applications are due January 30th. Additionally, the Transportation Enhancement (TE) program is also accepting grant applications. A TE application workshop, lead by Pat Fisher, is scheduled for Wed., Jan. 23rd from 10 a.m. to 12:00 p.m. in the Metro Council Chambers.

5.2 Resolution No. 08-3899, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Include the US30B: 122nd to 141st Safety Project and the I-205: Willamette River Bridge Project

Mr. Leybold briefly introduced Resolution No. 08-3899 which addresses the Sandy Boulevard and I-205: Willamette River Bridge projects. He clarified that the I-205: Willamette River Bridge project is exempt from air quality conformity by federal rule and therefore did not require an air quality conformity analysis.

ODOT stated that the Willamette River Bridge and Sandy Boulevard projects cost \$14.5 and \$3.9 million dollars respectively. The projects will be financed through the STIP and ODOT safety program funds.

MOTION: Mr. Rian Windsheimer moved, Mr. Ron Papsdorf seconded, to approve Resolution No. 08-3899.

ACTION TAKEN: With all in favor, the motion passed.

6. INFORMATION / DISCUSSION ITEMS

6.1 Resolution No. 08-3891, For the Purpose of Approving Portland Regional Federal Transportation Priorities for Federal Fiscal Year 2009 Appropriations

Chair Cotugno briefly presented Resolution No. 08-3891, which establishes the federal earmark priorities for Portland and the surrounding area. Local agencies and jurisdictions were asked to submit no more than two highway projects for FHWA earmarking funds. In addition to the highway earmark requests, Chair Cotugno stated that the resolution's proposed transit projects are based on the region's priorities and projects currently under analysis and/or construction.

The resolution states that the Columbia River Crossing (CRC) project is the region's top, but not exclusive, priority. Staff felt that establishing the project as a top priority, with national and regional significance, would help the project secure federal funds during the 2009 reauthorization.

Discussion:

Mr. Windsheimer stated that ODOT would no longer request federal funding for the 82nd Avenue Safety Improvements.

Ms. Schilling recommended that the staff report include language addressing the CRC as an established regional priority. In addition, Mr. Paul Smith recommended the document reference to the importance the CRC project has on freight movement.

Mr. Selinger recommended that the staff report be updated to read, "...continue developing a cooperative strategy to address the multimodal transportation needs in the Columbia River Crossing Corridor" to clarify the multimodal component of the project.

Mr. Reinhold was concerned with recognizing the CRC project as a priority without addressing the impacts outside of the corridor. The committee recognized his concern, however, they recommended that the resolution focus on the priorities for the federal 2009 fiscal year and inform/advise JPACT that further analysis is necessary.

6.2 Scoping High Capacity Transit (HCT) System Plan

Mr. Tony Mendoza appeared before the committee and gave a brief presentation on the Metro High Capacity Transit (HCT) System Plan. (Presentation included as part of the meeting summary.) The presentation included information on:

- High Capacity Transit Vision
- Metro Planning Process
- Federal Transit Administration (FTA) Process
- Regional Transportation Plan (RTP) Goals
- HCT Work Plan Consideration
- Resources (available through FTA, Metro, TriMet, City of Portland and LEED)
- Base Performance Measures

Project next steps include the completion of the scope of work and the development of a project advisory committee consisting of TPAC and MTAC members.

Committee members recommended that staff consider the following within the HCT plan:

- Long-term lifecycle investment strategies (social, economic, environmental)
- Unified transit and land-use components
- The federal process
- Coordination and consistency between the RTP and HCT
- Look at corridors that are not just roads

- Traffic performance
- Consideration of freight impacts
- A finance plan
- Employment and housing distribution
- Connection of regional centers
- Incorporate other plans (e.g. regional commuter rail plan or the statewide rail freight plan)
- Use economic and land-use development patterns to help define new potential transit ways
- Strategies to help increase ridership
- Update the maps to indicate potential further expansion to areas beyond the UGB, such as out of the I-84 corridor
- Coverage (completing the transit system)

6.3 Input on Reduction to the ODOT Modernization Program

Mr. Windsheimer stated that in order to resolve a shortfall in modernization funds, the Oregon Transportation Commission (OTC) has directed that the modernization portion of the approved 2008-11 STIP be reduced by \$70 million. Of that total, ODOT Region 1 is expected to reduce their modernization allocations by \$26,040 million. (All handouts included as part of the meeting record.)

Mr. Windshiemer stated that project readiness and leverage were the two reduction criteria for Region 1. Proposed projects for modernization fund reductions include (1) Highway 26 – Cornell to 185th, (2) I-5: Victory to Lombard Phase II, (3) Springwater, (4) Glenco Road Reconstruction, and (5) US 26 Veneer Lane to Paha Loop.

Members were concerned that projects taking modernization fund cuts now, may not receive the necessary funding for improvements later. Further discussion is needed on how these projects will be funded during the next STIP cycle. Additional discussion included increased communication to the public on gas taxes and modernization funds.

6.4 Overview of "Portland Air Toxics Solutions"

Ms. Sarah Armitage of DEQ appeared before the committee and provided a presentation on Portland air toxic solutions. (Presentation and handouts included as part of the meeting record.)

The presentation included information on:

- Oregon's Air Toxic program
- Portland Air toxic Solutions (PATs) – committee goals and process
- Prioritizing and Selecting the First Geographic Area
- Draft Prioritization
- Portland Air Toxics of Concern
- PAT Boundary Criteria
- Maps of Existing AQ Boundaries and Census Tracts by Risk from NATA 1999
 - NATA 1999 Risk by Census Tract, Metro and AQMA Boundaries
 - NATA Census Tracts by Risk and Vehicle Inspection Boundary

Project next steps include notice of the PATS study areas and development of a PATS advisory committee and stakeholder process. The advisory committee will be responsible for creating a plan to reduce local air toxic emissions down to benchmarks within 10 years.

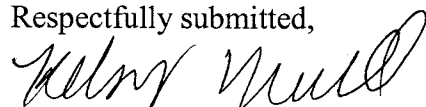
Committee members were concerned that air toxics span beyond the Portland area into Vancouver. Ms. Armitage stated that Oregon and Washington do not have the same state regulations, but that SW Clean Air Authority has expressed interest in the project. Sections of Clark County will be included in the study.

Members recommended that the Port of Portland, American Lung Association and the public health and healthcare industries (e.g. hospitals or insurance companies) be considered as potential stakeholders.

7. **ADJOURN**

As there was no further business, Chair Cotugno adjourned the meeting at 11:50 a.m.

Respectfully submitted,



Kelsey Newell
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 4, 2008

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

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.2	Presentation	1/4/08	High Capacity Transit Plan Introduction by Tony Mendoza, Metro	010408t-01
6.2	Map	1/4/08	HCT Capacity Transit System Map	010408t-02
6.2	Chart	12/19/07	HCT Work Plan Summary	010408t-03
6.3	Handout	N/A	ODOT Propose Modernization Fund Reductions	010408t-04
6.4	Presentation	10408	Portland Air Toxics Solutions by Sarah Armitage, DEQ	010408t-05
6.4	Map	N/A	NATA 1999 Risk by Census Tract, Metro and AQMA Boundaries	010408t-06
6.4	Map	M/A	NATA Census Tracts by Risk and Vehicle Inspection Boundary	010408t-07
	Newsletter	Fall 2007	ORTEC Fall 2007 Newsletter	010408t-08