



Region 1 Area Commission on Transportation

Meeting Agenda

Monday, May 2

5:30 – 7:30 p.m.

Room A/B, ODOT Region 1, 123 NW Flanders St, Portland

- 5:30 to 5:35** Welcome, introductions and agenda review
Commissioner Roy Rogers, Chair
- 5:35 to 5:45** Region 1 Manager updates
Rian Windsheimer, Region 1 Manager
- 5:45 to 5:50** Public comment
Commissioner Roy Rogers, Chair
- 5:50 to 5:55** Commission administration
Commissioner Roy Rogers, Chair
1. *Action:* Approval of minutes from April 4 meeting
- 5:55 to 6:20** Transportation Safety Action Plan update presentation
Nancy Murphy, ODOT TSAP Project Manager
- 6:20 to 6:40** 2019-2021 STIP Enhance Non-Highway projects update
Kelly Brooks, Policy & Development Manager
- 6:40 to 7:20** *ConnectOregon* project rankings
Scott Turnoy, ODOT Freight Planning Program Manager
1. *Action:* Approval of Region 1 *ConnectOregon* rankings
- 7:20 to 7:30** Next meeting date and adjournment
Commissioner Roy Rogers, Chair

Materials:

Agenda, April 4 meeting minutes, Draft *ConnectOregon* rankings

REGION 1 AREA COMMISSION ON TRANSPORTATION

Meeting Minutes

April 4, 2016 Portland, Oregon

Attendees: Bill Avison, Steve Bickford, Sam Breyer, Tom Chamberlain, Mayor Krisanna Clark, Mayor John Cook, Mayor Doug Daoust, Mayor Lori DeRemer, Councilor Craig Dirksen, Mayor Denny Doyle, Jess Groves, Councilor Jeff Gudman, Mayor Brian Hodson, Neil McFarlane, Commissioner Diane McKeel, Bill Merchant, Brian Newman, Chris Oxley, Chair Ron Rivers, Commissioner Roy Rogers (Chair), Steph Routh, Commissioner Paul Savas (Vice-Chair), Leah Treat (alternate), Julie Wehling, Pia Welch, Rian Windsheimer, Bill Wyatt

Absent: Councilor Peter Cornelison, Mayor Jef Dalin, Joseph Santos-Lyons, Pam Treece

Commissioner Roy Rogers called the meeting to order and opened a round of introductions.

Region 1 Manager Updates

Rian Windsheimer provided the following ODOT Region 1 updates:

- The Oregon Transportation Commission (OTC) took action in March on the 2018-2021 STIP to adopt funding allocations and provide higher Enhance allocations for Region 1. They added \$5 million statewide, which means \$2.2 million for Region 1. They will not be going beyond the 150% list.
- ODOT Region 1 is applying for a federal FASTLANE grant for the I-205 Abernethy Bridge project. The OTC will add \$2.5 million to developing that project at the next meeting, as well as add the project to the STIP.
- ODOT Region 1 is applying for two TIGER grants for the Outer Powell Transportation Safety Project and the Historic Columbia River Highway. ODOT Rail is also applying for the North Portland Rail Junction.
- ODOT is beginning a pilot project to use “mumble strips.” Rumble strips used on rural highways receive noise complaints from neighbors. New “mumble strip” technology still vibrate vehicles but the external sound impacts are reduced. These will be installed on I-205 from I-5 to Stafford Road, and on U.S. 26.

Public Comment

Commissioner Roy Rogers provided an opportunity for public comment.

Commissioner Paul Savas was asked by the mayor of Oregon City to ask the ACT if the group prefers to heard from coordinating committees, or if the group would like that information

filtered through the county representatives. This had been brought up in the R1ACT formation process and members should think about it.

Rian Windsheimer responded that there was an extensive discussion about this topic in the formation process, and that city representatives can be one conduit for input but the ACT is also ready to hear from different forums. We can also think about this when we look again at the ACT bylaws.

Commissioner Roy Rogers added that ACT members can also think of some thoughtful ways to proactively reach out.

Commissioner Paul Savas replied that he tries to make sure to provide information and a voice to communities.

Michelle Spatz of the Mid-Columbia Economic Development District (MCEDD) spoke on behalf of the MCEDD board in strong support of the Port of Hood River ConnectOregon application. The project is vital for firefighting and the aviation technology industry.

Steph Routh asked if the ACT would consider submitting a letter of support for the Outer Powell TIGER grant application.

Kelly Brooks responded that the next ACT meeting would be past the TIGER deadline, so it would need to be approved tonight and then sent around as an email draft.

Rian Windsheimer asked for clarification that it would be for all ODOT projects being submitted.

Commissioner Roy Rogers asked about the timeline.

Kelly Brooks answered that FASTLANE applications are due April 14 and TIGER applications are due at the end of April. We would need to send a letter out for review this week. She recommended prioritizing the FASTLANE application and Outer Powell and Historic Columbia River Highway. ODOT Rail is also putting in the North Portland Rail Junction, but she is not as familiar with that project.

Steph Routh asked if anyone can describe that project in more detail.

Rian Windsheimer answered that it is a section in North Portland where two rail lines come together, and the project would improve speeds and safety for freight and passenger trains. It includes some switch automation and other improvements.

Kelly Brooks added that any project selected at this point has gone through a thorough internal vetting process.

Commissioner Roy Rogers said that it's a little late in the process, and unless the ACT supports all the projects he would be hesitant to submit a letter for just one.

Rian Windsheimer offered to send around a draft for edits and feedback.

Commission Administration

Motion: Bill Merchant moved, and Commissioner Paul Savas seconded, to approve the minutes from the March 7 meeting.

- ✓ The meeting minutes were approved unanimously.

ConnectOregon Project Applications Discussion

Commissioner Roy Rogers asked for any real or potential conflicts of interest to be declared for ConnectOregon projects.

Scott Turnoy clarified that means any ACT members who represent an applicant have a conflict of interest to declare.

Bill Wyatt declared that the Port of Portland has an application.

Leah Treat declared that the City of Portland has multiple applications.

Tom Chamberlain declared that he is a member of the Port of Portland Commission, and the Port of Portland has an application.

Mayor John Cook declared that the City of Tigard has an application. He asked for clarification on why that is seen as a conflict.

Scott Turnoy answered that in this round the Legislature has provided additional direction on this issue and for who is eligible to serve on the Statewide Review Committee.

Commissioner Roy Rogers asked if then if that counts for county commissioners who have project applications within their jurisdictions.

Rian Windsheimer asked for clarity on whether that disqualifies a member from serving on the review committee.

Scott Turnoy answered that just disclosing a conflict of interest does not disqualify an ACT member.

Kelly Brooks added that these are potential conflicts since you would be a beneficiary if the grant is awarded. If you had a private business that stood to benefit, that would be an actual conflict of interest. The potential conflict of having an application submitted simply disallows you from serving on the final review committee.

Commissioner Roy Rogers asked whether that means a county commissioner has a conflict of interest because a city within that county has applied.

Scott Turnoy answered that it is only if your direct entity is an applicant.

Scott Turnoy explained the ConnectOregon review process and statutory considerations.

Scott Turnoy and Andrew Plambeck presented the ConnectOregon applications in Region 1.

Commissioner Paul Savas asked if the ACT picks a project and it's rejected at the OTC, do we have another opportunity to weigh in?

Rian Windsheimer answered by explaining the reference to a specific project in the last cycle that caused some other controversy. This should not happen again.

Pia Welch explained that discussing container lifts is boring, but Northwest Container Services is more than just lifts. They have picked up the slack since Hanjin left the Port of Portland and ship a lot of agricultural products. They have adjusted hours to keep congestion off the highways, and they are the only shipper dealing with ocean and rail containers.

Julie Wehling asked whether ACT members will rank the entire list or if we are narrowing it down.

Kelly Brooks answered that all projects are ranked statewide, so this group prioritizes but does not narrow the list.

Scott Turnoy added that the cover page for the next review level includes the regional rankings and any comments.

Rian Windsheimer asked for an explanation of the tiers for projects.

Scott Turnoy answered that there is a table in each application packet that reflects scoring on the statutory considerations and economic benefit completed by ODOT and Business Oregon staff. This is a staff review of the materials submitted with the applications. The packets also include a checklist from that staff review that includes comments from reviewers about why certain things were scored how they were.

Councilor Jeff Gudman asked whether the rankings sent in will be averaged.

Kelly Brooks answered that what we have done in the past is average them to create the initial collective ranking for discussion by the ACT.

Councilor Jeff Gudman asked how the math is done.

Kelly Brooks answered that we create a force ranking based on all members' individual rankings.

Councilor Jeff Gudman replied that assuming the rankings as they are, does that mean Tier 2 and 3 projects have no chance?

Kelly Brooks responded that it's important to remember that the program is \$45 million statewide. 10% is a minimum for each region to receive, but beyond that the money is distributed with no regional restriction.

Councilor Jeff Gudman added that if the group collectively sticks with the scoring, Tier 2 and 3 projects have no chance.

Scott Turnoy answered that the group can still move a project but will just need to explain why.

Chris Oxley asked whether the City of Portland has provided any prioritization for their multiple projects.

Brian Newman said the scores are helpful input, but we are not bound by them. Is the statewide review committee bound by the regional rankings?

Kelly Brooks answered that the vast majority of the time the OTC takes the final review committee's recommendations.

Rian Windsheimer added that the final review committee will consider our rankings but also modal equity and other criteria.

Brian Newman asked how the statewide review committee members are selected.

Kelly Brooks answered that each ACT selects two members. Traditionally it is the chair and vice chair. The ACTs play an important role in the statewide review committee process in that way.

Commissioner Roy Rogers said that trail projects are germane to local communities, but some projects have a bigger statewide impact. He asked whether we should say that these projects have a bigger statewide impact for something like the Port of Portland's application, and then prioritize those.

Mayor Denny Doyle expressed support for that idea.

Leah Treat clarified that the Flanders Crossing Active Transportation Bridge is the City of Portland's top priority.

Commissioner Paul Savas asked for an explanation of why Northwest Container Services didn't score higher.

Andrew Plambeck replied that the staff reviewers noted that it's a project that isn't adding capacity, but rather is just replacing older lifts, so there isn't as much of an economic impact.

Scott Turnoy added that more information exists in all the application packets about why reviewers scored how they did. The reviewer also felt this project application overstated the number of jobs it would create in the region.

Rian Windsheimer added that many other ACTs have done this process before, so be sure to call Scott Turnoy if you have any questions as you look at the applications.

Bill Avison asked whether the OTC varies much from the staff review scores.

Rian Windsheimer answered that the OTC usually approves the statewide review committee recommendations, which take into account all of the information from the entire process.

Bill Avison replied that he will likely rely on the staff review scores, since those people know more about the projects than he does.

Jess Groves stated that Hood River is a small county with one project on the list that will have a very big impact.

Chris Oxley asked how much of the statutory criteria to apply as compared with adding any additional criteria.

Commissioner Roy Rogers replied that this region is the economic hub of the state, and moving things through the Port of Portland fuels the state.

Chris Oxley responded that economic benefit to the state is weighted double. Is availability of other funding sources part of the criteria?

Kelly Brooks answered that ConnectOregon is state funding that can be spent outside of the highway right of way, so that's not a consideration.

Leah Treat said that Tier 1 should not be the only focus. She reminded the group that the Flanders Crossing project would have been Tier 1 with clearer scoring.

Scott Turnoy added that the ACT is directed to use the six considerations to guide the process, but your role is to do so from the regional perspective.

Kelly Brooks said don't just look at the tiers, but look also at the modal committee scores and other information.

Rian Windsheimer mentioned that the ribbon-cutting for a previous ConnectOregon project, the Tualatin Greenway Trail, is on Saturday.

Commissioner Roy Rogers adjourned the meeting.

ConnectOregon VI Application Log

MODE	MODE-FULL	APP. #	APPLICANT	PROJECT NAME	Project Summary	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	Tier	Committee Ranking	Notes
M	Marine	1M0407	Port of Portland	Terminal 6 Auto Staging Facility	The project will construct a 19-acre auto staging facility across the street from the Terminal 6 entrance in the Port of Portland's Rivergate Industrial District. The new staging facility will improve logistical efficiency and increase the capacity to export vehicles from the Port's Berth 601 auto import/export facility. The Port expects to lease the facility to Auto Warehousing Co. (AWC).	\$ 6,740,256.00	\$ 2,628,700.00	\$ 4,111,556.00	81	1	1	
B	Bike/Ped	1B0380	City of Tigard	Tigard Street Trail: A Path to Employment	The Tigard Street Trail is a path to employment linking residents from Tigard's neighborhoods (part of the regional workforce of more than 1 million people) to jobs locally and regionally, commercial services, and transit connections. The project completes work begun in 2015 to convert an unused rail spur into a multi-use path directly connected to regional bus and fixed route transit.	\$ 1,300,000.00	\$ 700,000.00	\$ 600,000.00	72	1	2	
A	Aviation	1A0398	Port of Hood River	Aviation Technology & Emergency Response Center	The Port of Hood River will renovate and expand the Ken Jernstedt Airfield north apron for a new staging area; prepare utilities and shovel-ready pad sites; and construct a new av-gas/jet fuel facility to accommodate the needs of local air attack firefighting and emergency search and rescue response personnel, local aviation technology companies, visitors, and residents.	\$ 2,166,900.00	\$ 1,364,900.00	\$ 802,000.00	77	1	3	
R	Rail	1R0413	Union Pacific Corporation & Subsidiaries	Portland Passenger-Freight Rail Speed Improvement Project	This project will reduce passenger and freight rail wait times by up to 21 minutes per train with the completion of track, signal, and elevation improvements at a critical BNSF/UP junction in the Portland rail network. An existing 10mph speed restriction will be eliminated resulting in reduced train delay for the 35 daily Amtrak, UPRR, and BNSF trains using the junction.	\$12,924,164.00	\$ 8,294,124.00	\$ 4,670,000.00	82	1	4	
T	Transit	1T0406	Clackamas Community College	Clackamas Community College Transit Center	The updated Clackamas Community College Transit Center will increase transit access to high school and college education; career and veterans counseling; and to future employment opportunities at adjacent industrial lands. Additionally, a shared use path will provide a "last mile" connection to the Oregon City High School and future industrial properties on Beaver Creek and Meyers Roads.	\$ 2,555,000.00	\$ 1,762,950.00	\$ 792,050.00	75	1	5	
B	Bike/Ped	1B0405	Tualatin Hills Park & Recreation District	Waterhouse Trail Segment 4	Construct approximately 700 feet and replace 275 feet of boardwalk of the Waterhouse Trail, completing the final gap in the 5.5-mile long off-street multi-use trail. The result will provide improved access and connection to transit, commercial and employment centers, residential neighborhoods, regional and community trails, schools, civic places, parks and recreation facilities, and natural areas.	\$ 1,000,000.00	\$ 400,000.00	\$ 600,000.00	77	1	6	
T	Transit	1T0391	South Clackamas Transportation District	SCTD - Transit & Operations Center	South Clackamas Transportation District is proposing to construct a new Transit and Operations Center in downtown Mollalla at the existing SCTD Park & Ride Station. When completed the facility will offer customer information and waiting; administrative office space, a driver break room, covered parking for SCTD vehicles, an EV charging station and a perimeter fence for site & vehicle security.	\$ 597,000.00	\$ 390,000.00	\$ 207,000.00	72	1	7	
B	Bike/Ped	1B0402	City of Portland	Flanders Crossing Active transportation Bridge	The project will construct a new pedestrian/bicycle overcrossing of I-405 at NW Flanders St. NW Flanders is a neighborhood greenway bicycle and pedestrian route that connects NW Portland with the Pearl District, Old Town and Downtown Portland. This project will reconnect Flanders for bicycles and pedestrians with a 24' wide bridge that will also serve as a seismic lifeline route.	\$ 5,877,000.00	\$ 2,877,000.00	\$ 3,000,000.00	69	2	8	

ConnectOregon VI Application Log

MODE	MODE-FULL	APP. #	APPLICANT	PROJECT NAME	Project Summary	Total Project Cost	CO GRANT Funds Requested	Project Match Total	Statutory & Economic Review Total	Tier	Committee Ranking	Notes
B	Bike/Ped	1B0432	City of Milwaukie	Kronberg Park Multi-Use Trail	This project would construct the Multi-Use trail element of the Robert Kronberg Nature Park Master Plan and would connect downtown Milwaukie and the new Main Street Max station with the regional Trolley Trail. This is the final portion of the trail and would connect the crossing at River Road across Highway 99E to improvements already constructed at the new bridge across Kellogg Lake.	\$ 1,769,100.00	\$ 1,185,735.00	\$ 583,365.00	58	2	9	
B	Bike/Ped	1B0393	City of Wilsonville	Memorial Park to Boones Ferry Park trail Improvements	The Memorial Park to Boones Ferry Park Trail Improvements project is a 0.31 mile shared-use trail that connects two riverfront parks in Wilsonville. Phase 1 provides improvements to an existing section of trail that crosses underneath the I-5 Boone Bridge. Phase 2 adds an important trail linkage to a property recently purchased by the City, which will be incorporated into Boones Ferry Park.	\$ 749,760.00	\$ 463,818.00	\$ 285,942.00	62	2	10	
B	Bike/Ped	1B0403	City of Portland	Naito Parkway Railroad Crossing Safety Project	The Naito Parkway Railroad Crossing Safety Project will improve safety and connectivity for all modes by improving railroad signal infrastructure, installing new automatic crossing gates, extending track crossing panels, installing bike lanes, consolidating railroad crossings, constructing a center median, and installing a pedestrian/bicycle crossing of Naito Parkway.	\$ 450,000.00	\$ 300,000.00	\$ 150,000.00	62	2	11	
T	Transit	1T0395	City of Portland	Portland Streetcar Vehicle Acquisition	Funding will be used to purchase 3 used modern streetcars from the City of Seattle to grow and support Streetcar Operations. Today the Portland Streetcar carries between 12-15,000 passengers per day and connects to 33% of the jobs in Portland. The additional streetcar vehicles will improve service reliability and allow us to maintain service during planned refurbishments of our existing fleet.	\$ 5,000,000.00	\$ 3,500,000.00	\$ 1,500,000.00	64	2	12	
B	Bike/Ped	1B0382	City of Gresham	Gresham Fairview Trail Phase IV	Phase IV of the Gresham Fairview Trail will complete a vital missing link in the regional trail system. This section, between Halsey and 1000' north of I-84 is the only gap between the Springwater Corridor Trail and Sandy Boulevard. When complete, bicyclists and pedestrians will be able to enjoy a complete north/south journey on this important regional trail on a paved facility.	\$ 2,047,438.00	\$ 1,433,206.60	\$ 614,231.40	54	2	13	
B	Bike/Ped	1B0392	City of Portland	Red Electric Trail - Off Street Section (Portland, OR)	This project will complete a segment of the regionally significant Red Electric Trail. Portions to be constructed include a 1/2 mile segment of walkable/bikeable off street paved trail between SW Shattuck Rd and SW Fairvale Ct. This is one of the only planned sections of off street trail along the Red Electric Trail. This section will link many community and public assets.	\$ 870,000.00	\$ 570,000.00	\$ 300,000.00	58	2	14	
R	Rail	1R0381	Northwest Container Services	NWCS Container Lift Equipment	The proposed project would enhance the condition of container lifts within the Portland facility. By reducing capital expenses we are able to reduce the cost of transportation to shippers and steamship lines calling the Oregon market. The number of container lifts within the facility was increased from 7 to 14 for 2015. We would like to replace our older machines.	\$ 1,961,280.00	\$ 1,372,780.00	\$ 588,500.00	48	3	15	
B	Bike/Ped	1B0422	MT. Hood Bicycle/Pedestrian Coalition	Mt. Hood Villages Bike Hub Project	Long-term, phased project to build five (5) custom bike stations/hubs throughout the villages of Mt. Hood, one for each village: Brightwood, Welches, Zigzag, Rhododendron, and Government Camp. This funding request is for one bike station/hub only.	\$ 35,000.00	\$ 20,000.00	\$ 15,000.00	42	3	16	